Public Works (~~191~~ 1899) Department.

G.O. No. 783-84.B

DATED 17-6 ~~191~~ 1900 1899.

[Despatch Abstract.]

P. W. 9.(a)
2,000—2-10-12

BACK PAPERS.

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

FURTHER PAPERS.

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

TELEPHONE.

From ER

To A

Dated 17th Feby/99 Time

Please send early
Estt rolls of the S. & R
for the yfc year 1898-1900.

J.B.

for ER

Despd
8/m
17/2

REPLY.

From

To

Dated Time

No. 102

South Indian Railway Co., Ld.

AGENT'S OFFICE,

TRICHINOPOLY, 21st February 1899.

988
22-2-99

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
22 FEB. 1899
MADRAS.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to your telegram of 17th February 1899, I have the honor to inform you that I hope to be able to send you a complete proof copy of the Establishment Rolls and Working Estimates of this Railway for 1899–1900 by the 10th March 1899.

I have the honor to be
Sir
Your most obedient Servant
A.O.G. Shelley.
Captain R.E
Agent.

Rolls D

Annexure

a/B

for E/R

From

The Agent,

South Indian Railway,

Trichinopoly.

To

The Consulting Engineer for

Railways,

Madras.

Dated

Received

No.

Enclosure.

South Indian Railway Co., Ld.

Service Telegram.

C. T. B.

CONSULTING ENGINEER FOR RAILWAYS RECEIVED 23 FEB. 1899 MADRAS

Local Pro. No. 207

Received from Station

From Signaller 2210

At Hours 11 Minutes 32

By Signaller

Date 22/2/99

Received at Hrs. Mts.

Sent to Station

To Signaller

At Hrs. Mts.

By Signaller

Date

Signaller in Charge.
Station.

To [illegible]

From [illegible]

" [illegible]

Your message of

please see my letter

No 1620 of yesterday -

1004

23.2.99.

Rly Secy

South Rly Sirk

Retd

for E.R.

URGENT.

No. 257

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 20th March 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
21 MAR. 1899
MADRAS

From

The AGENT,

SOUTH INDIAN RAILWAY.

T & R
1504
21-3-99

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Referring to my letter No. 162 of 21st February 1899, I have the honor to forward an advance copy of the Establishment Rolls of this Railway for 1899 – 1900 and to inform you that I have asked the Printers — (Messrs Vest and Company) to send you two revised — proof copies on the 22nd instant. Kindly let me — know if you and the Examiner of Railway Accounts, Madras, can attend a Meeting here on Tuesday the 28th instant to discuss the Rolls?

I have the honor to be
Sir
Your most obedient servant

W. Lowe
for Agent

1 Enclosure, herewith.

[500—1-12-98.]

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 21st March 1899.

11,500
12
138000
1

Regr. No. 167
21 MAR 1899
Enclosures
RAILWAY ACCOUNTS, MADRAS

No. 959

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 251,

dated 20th March 1899, forwarded to the Examiner of Railway Accounts for remarks.

a/B.

for E. R.

EXAMINER'S REPLY.

[500—1-12-98.]

From

THE AGENT,
South Indian Railway,
Trichinopoly.

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received } 189

No.

ENCLOSURE.

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 22nd March 1899.

No. 772.

OFFICE NOTE.

S.R. RAILWAY ACCOUNTS MADRAS
Regr. No. 170
23 MAR 1899
Enclosures

~~Letter from the Agent~~, Establishment rolls & working Estimate, South Indian Railway, ~~No.~~ ,

~~dated~~ for the year ending 31st March 1900, forwarded to the Examiner of Railway Accounts for remarks.

for E. R.
22.3.99

EXAMINER'S REPLY.

Draft rolls have been checked, & notes will be brought to the notice of

JBW
27/3/99
C.R.

D. Please say if any action is necessary till we get a revised draft from A.

No, there are several changes. D 29/3-99.
JBW
29/3/99

[500—1-12-98.]

URGENT.

No. 375

South Indian Railway Co., Ld.

AGENT'S OFFICE,

Trichinopoly, 20th April 1899.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

Telephone

In reply to your telegram of Yesterday's date I have the honor to inform you that I anticipate being able to send you the final proof Copy of the Establishment Rolls on the 27th instant.

I have the honor to
Sir,
Your most Obedient Servant.

W. Spalding
Dy. Agent.

Recd

Answered
a/3.
for ER

Form No. 33.

No. 387

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 27th April 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
28 APR 1899
MADRAS

From Acting
The AGENT,
SOUTH INDIAN RAILWAY,

1202
28.4.99

To The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to my letter N° 375 of the 20th instant, I have the honor to inform you that you will receive from the Printers on Monday the 1st May 1899 the final proof copy of the Establishment Rolls of this Railway for the year 1899-1900.

A copy of these Rolls is being checked by the Deputy Examiner of Railway Accounts here, and in due course I will let you know what notes he has made thereon, with my replies to the same.

I have the honor to be
Sir
Your most obedient Servant

W H Spalding
Acting Agent

Rolls awaited

From
THE AGENT
SOUTH INDIAN RAILWAY,
Trichinopoly

To
THE CONSULTING ENGINEER FOR RAILWAYS
Madras

Dated
Received } 189

No.

ENCLOSURE.

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 1st May 1899.

No. 1379

EXAMINER, RAILWAY ACCOUNTS. Regr. No. 257 1 - MAY. 1899 Initials.....

OFFICE NOTE.

Establishment Lists

~~Letter~~ from the Agent, South Indian Railway, ~~No.~~ for the ~~dated~~ year 1899-1900 ~~189~~, forwarded to the Examiner of Railway Accounts, for favour of remarks.

for E. R.

EXAMINER'S REPLY.

Checked and returned with the following remarks:—

1. Pages 24 & 25. Foreman. Tool Shop.

The estimated expenditure for the current year should be Rs 3379 and not Rs 2838 as under:—

Mr. Barrocks' half pay for 2 months and 5 days at Rs 175 ..... Rs 379

Mr. McGeehan's pay for 12 months at Rs 250 (vide Sch. of Mg. Dirs. of 98) 3000

Rs 3379

and alterations should be made when necessary.

2. Page 26 & 27. Office expenses. Draughtsmen & Travers. Some remar

No. 1445
6/5/99.

Copy forwarded to A for necessary return with a request that the revised Establishment rolls may be furnished to this office at as early a date as possible.

6/5/99.

E R
5.5.99.

Dispatched on

[500—1-12-99.]

B 5-99

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received 18

No.

ENCLOSURE.

is necessary to explain the increase on the estimated expenditure over the previous year.

3. Page 30 1. wages of Drivers & Firemen Drivers, European 101 to 230. The hd. of Drivers in the "estimate &c" column should be 50.

Drivers, Native. —— do —— 70.

Firemen, European. The hd. against this item in the column "Estimate &c" should be 115.

Firemen, Native —— do —— 227.

4. Pages 30 & 31 The estimated quantity of coal should be about 53241 tons as under: —

3600000 train miles at 33.75 lbs to ton = 54241
" 3000 tons of wood = about 1000 tons of coal.

The quantity of coal should be about 53241 tons: and the estimated cost of the quantity of coal should be reduced and alterations made where necessary.

5. Page 34. II. Repairs Renewals of Vehicles (3) materials. a Sum of Rs 2000 was transferred from this head to II. A (3) materials. Vide Elc hd. 1017 D/27-3-99. Necessary corrections should be made where

or Accident trains, Class 3.

The hd. and date of Sanction to these works should be quoted.

(ii) Oil tank trucks. The hd. viz 11 shewn in column "actuals &c against this item should be removed and inserted against "Complete renewals".

7. Page 36. (1) B II. Running Expenses The estimated average rate should be 1.55 consequent on the increase made in Running Expenses in the present Copy.

(ii) B II. Fuel. alteration in the estimated average will be necessary if the reduction of the cost of coal suggested in para 7 above is carried out.

8. Page 37. The words "actuals" "Estimate" and "Estimate" should be inserted above "1897-98" "1898-99" & "1899-1900" respectively in the Train mileage Statement.

9. Page 40. First Dy. Traffic Supdt: The maximum pay should be Rs 500 and not Rs 400.

10. Page 42. The letter "g" should be inserted against "1920" entered under Total in column "Estimated" against Ele Rs. Southern Division.

11. Page 44 to 47. Corrections have been

ion made by this office in red ink.

2. Page 48. Ag. Agent. The first rate at which the salary of this office should be calculated, should be Rs 1725 and not Rs 1741.

3. Page 50 5 Stores Deptt: watch & ward. The maximum pay has been entered as Rs 7 and this is an addition in the present copy and may be passed.

4. Pages 50 to 53 Please see the Corrections made by this office in red ink.

5. Page 52 II Salaries &c. (10) medicines &c. The estimate for year ending 31-3-1900 has been put at Rs 7,500 as against Rs 6000 entered in the previous copy & rolls.

6. Page 55. Please see the omission suggested.

7. Page 58. Printers. a Sum of Rs 12 has been provided for increments which is additions in the present copy.

8. Page 60 II. The estimate for year

year ending 31-3-1900 of Compensation for Goods lost or damaged has been placed at 5350 against Rs 3700 entered in the previous copy.

JGW 5/5/99

C.R.
5.5.99.

No. 494

URGENT.

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 26th May 1899.

From

Aq:
The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

May 0

With reference to your endorsement No. 1445 dated 6th May 1899 regarding the proof Copy of the Establishment Rolls for 1899-1900 I have the honor to inform you that, with the exception of the matters detailed below, the alterations referred to by the Examiner have been carried out and a revised proof copy will be sent to you on the 31st Instant:-

Numbers of Drivers and Firemen - Page 30

It is not understood how the Examiner arrives at his figures and I shall be glad if he can explain them

Coal - Pages 30 and 31

In order to maintain the estimated money amount the consumption per train mile has been altered from 33·75 to 34·83

Pages 44 to 47 and 50 to 53.

The corrections referred to as having been made in the Examiner's Office have not been communicated, and I therefore do not know what the alterations are.

I have the honor to be
Sir
Your most obedient servant
J W de Normann
for Aq: Agent

now corrected in accn

[500—1-12-98.]

Form No. 38.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 29th May 1899.

No. 1678

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 494, dated 26th May 1899, forwarded to the Examiner of Railway Accounts. for favour of remarks.

29.5.99. for E. R.

EXAMINER'S REPLY.

1. The members of Drivers & Firemen down were taken by both Mr. Kyle and myself at the meeting; it was understood that the previous years number was sanctioned in each case.

2 The altered rate of consumption of coal per train mile will give the tonnage and value as entered in the proof, but does E.R approve of the alteration? It would have been better to alter the amount, keeping the quantity as sanctioned. For alterations made by this office on pages 44 to 47 and 50 to 53 please see E.R's copy now corrected which ma

To E.R. with reference to para. 2. of C.R's note.

31.5.99.

1. It was agreed at the meeting after hearing the representations of Mr. Creighton that the number of Drivers & Firemen should remain the same as last year.

2. I think the alteration made by the S.I.R may remain.

2.6.99.

[500—1-12-98.]

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR RAILWAYS,
Madras.

Dated
Received

No.
ENCLOSURE.

may be sent to the Agent for
note and return.

JGW 31/5/99.

C. R
31. 5. 99.

URGENT.

No. 516

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 31st May 1899.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

With reference to your endorsement No. 1445 of 6th May 1899 and in continuation of my letter No. 494 of the 26th instant, I have the honor to forward 2 copies of the final proof of the Establishment Rolls and Working Estimates of this Railway for the year 1899-1900 and to request that if approved one copy may be returned signed by yourself.

I have the honor to be
Sir
Your most obedient servant

M. H. Spalding.
Offg: Agent

2 Enclosures by }
Railway parcel }

[500—1-12-98.]

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 1st June 1899.

JBW 1/6/99

No. 1721.

OFFICE NOTE.

EXAMINER, Regr. No. 307 1 JUN 1899 Enclosures RAILWAY ACCOUNTS, MADRAS.

Letter from the Agent, South Indian Railway, No. 516, dated 31st May 1899, forwarded to the Examiner of Railway Accounts. for favour of remarks.

Ab 1.6.99.

for E. R.

EXAMINER'S REPLY.

1 Page 3. In the line at foot note, the word "Jomit" should be "joint"

↓ Pages 24 & 25 Foreman Tool Shop. The estimated expenditure for the current year should be Rs 3379 as pointed out in this office reply to Ex's O. N. No. 1379 D/ 1st May 99, and not Rs 3397, as entered by the Company in the present proof; and alterations should be made where necessary.

as provision is made for the offg incumbent as well as half pay of permanent incumbent for 2 months and 5 days the wording of the remark against this item in the column

7.6.99 5-10 pm Examiner's Office No 1445, 6/7/99

1

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR RAILWAYS,
Madras.

Dated
Received } 18

No.

ENCLOSURE.

[500—1-12-98.]

explanatory notes" should be altered accordingly.

Page 30 Wages of Drivers & Firemen

Drivers European 101 to 230 and Drivers native. The numbers in the estimate &c column should be 50 & 70 respectively.

Firemen, European & Firemen native

The numbers should be 115 & 227 respectively. Vide this office reply to Elo's O.N. No. 1678 D/29th May 1899.

Page 35 (1) Goods. Equipment of Break down or Accident trains. class A. Sanction to this work has not been quoted.

Complete renewals. The Rs. and amount entered in column "Sanction" against this item should be removed and inserted against "Oil tank trucks".

Page 44 to 47. The corrections noted on these pages have been brought to Elo's notice in this office reply to his O.N. No. 1678 D/29th May 1899.

Pages 48 & 49. Please see corrections made by this office in red ink.

Pages 50 to 53. The corrections noted by this office on these pages have already been brought to Elo's notice.

Page 52 Sanitary Establishment. Sanitary Surveyor. The letter (e) entered against 8 in column "maximum pay" should be altered to (g) and the following remark inserted in the column "Explanatory notes" :- "(g) maximum pay increases from Rs 7 to Rs 8. vide Schedule of Official meeting No. 4 of 1898."

Pages 54 & 55. In the remarks against Block Instructor" and "Travelling Expenses" omit the words "Previous years figures altered".

III. Unclassified Expenditure.

(3) Loss by Exchange. The amount viz 109 entered in columns "actuals" &c against this item should be removed and inserted against (4) Carriage of Revenue Stores".

JGW 7/6/99.

Ld.

7-6-99.

Dis

Form No. $\frac{1}{B}$.

No. 1819

Madras, 10th June 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders.

To

THE AGENT, S. I. RY.

SIR,

Reply No. 557
dated 10.6.99

Adverting to your letter No. 494 of 26th May 1899, I have the honour to state that the number of Drivers & Firemen were taken down by both Mr. Lyle & the Examiner at the meeting and it was understood that the previous year's number was sanctioned in each case.

2. The alteration proposed by you in the rate of consumption of coal is approved.

3. As regards the corrections on pages 44 to 47 and 50 to 53 of the Establishment-

rolls the Consulting Engineer's corrected copy is forwarded for note and return.

4. With reference to your letter No: 576 of 31st May 1899, I enclose a copy of the Examiner's note pointing out further corrections in the Establishment Lists.-

6.99.
10.

10/6/99

URGENT.

No. 557

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 10th June 1899.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

I have the honor to invite attention to my letter No 516 of 31st May 1899 and to enquire if the final proof of the Establishment Rolls for the Current Official Year has been approved.

With reference to the remarks contained in my letter No 494 regarding the Numbers of Drivers and Firemen, I understood from the Examiner of Railway Accounts, Madras, when he was here at the last Official Meeting, that his remarks had reference to a Memorandum made by him to the effect that at the Official Meeting held on the 28th March 1899 – "the previous years' figures were to be adopted" – it was however explained to him that the decision he noted was with regard to the amount to be provided and not to the number to be maintained.

I have the honor to be,
Sir,
Your most obedient servant,

W. H. Spalding
Ag: Agent.

[500—1-12-98.]

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 13th June 1899.

J.M. 13/6/99

No. 1860

RAILWAY ACCOUNTS, MADRAS.
R. No. 344
13 JUN. 1899
Enclosures.....

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 557, dated 10th June 1899, forwarded to the Examiner of Railway Accounts. for remarks

P. Schwonth
Capt R.E.
for E. R.

M.
13/6/99

EXAMINER'S REPLY.

The prog was returned to A with L. No 1819 of 10.6.99.

The numbers of drivers and firemen provided in the prog may be accepted.

J.G.W. 14/6/99

C.R.

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR RAILWAYS,
Madras.

Dated
Received } 18

No.

ENCLOSURE.

No. 567

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 13th. June 1899.

RECEIVED 14 JUN. 1899

3059. 14.6.99.

From

The Ag. AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

With reference to your letter No. 1819 of 10th. June 1899 regarding the Establishment Rolls for 1899-1900 I have the honor to inform you that with the exception of the paragraph regarding the numbers of Drivers and Firemen the various matters pointed out by the Examiner of Railway Accounts, Madras, in his Note of the 7th. June 1899, have been attended to.

With regard to the numbers of Drivers, and Firemen I have, pointed out in my letter No. 557 of 10th. June 1899 that what was decided at the Official Meeting held on the 28th. March 1899 was that the Numbers for the current year's Estimate should remain but that the sanctioned amounts for Drivers Native and Firemen Native of the Official year 1898-99 should be adopted for the current year in order that the Locomotive Superintendent should have some provision for deserving promotion.

I have the honour to be,
Sir.
Your most obedient servant,

W. Spaeding
Ag: Agent.

Form No. $\frac{1}{B}$.

Reminders.

*Reply No.*_____

*dated*_____

No. 1902
1903

Madras, 16 June 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT, S. I. RY.

SIR,

With reference to your letter No. 567 dated 13th June 1899, I have the honour to inform you that the numbers of firemen and drivers provided in the proof of the establishment-rolls returned to you with my letter No. 1899 of 10th instant, are accepted.—

Copy to CR

16.6.99.

Despatched on 16/6/99

From

THE AGENT,

South Indian Railway,

Trichinopoly.

To

THE CONSULTING ENGINEER FOR RAILWAYS,

Madras.

Dated

Received } 18

No.

ENCLOSURE.

URGENT.

No. 584

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 17th June 1899.

ENGINEER FOR RAILWAYS RECEIVED 19 JUN. 1899 MADRAS.

3147 19.6.99

From Ag:
The AGENT,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to correspondence ending with my letter No. 567 of 13th June 1899, I have the honor to forward two final proofs of the Establishment Rolls of this Railway for 1899-1900 and to request the favor of your kindly signing and returning one copy.

2. With regard to the remark in the Examiner's Note of 7th June 1899 as to no sanction being quoted for the Break down or Accident trains, I have to inform you that no Estimate has yet been submitted against the provision made.

I have the honor to be,
Sir
Your most obedient Servt
W. Lemesurier
for Ag: Agent

2 Enclosures by Ry Parcel.

WJ

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAY

Madras, 19th June 1899.

No. 1936.

OFFICE NOTE.

EXAMINER
Page No. 359
19 JUN. 1899
Enclosures...
RAILWAY ACCOUNTS, MADRAS

Letter from the Agent, South Indian Railway, No. 584, dated 17th June 1899, forwarded to the Examiner of Railway Accounts for remarks.

19.6.99. for E.

1916

EXAMINER'S REPLY.

Pages 24 & 25. Foreman Toolshop. The alteration suggested with regard to the wording of the explanatory remark against this item has not been carried out. But please see the additions made by this office in the note against the item, which will suffice.

Page 53. Explanatory note. In the note against letter (f) "5 of 1898 and 6 of 1899" should be "5 of 1898 and 1 of 1899".

20/6/99

20/6/99
5 prs

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR RAILWAYS,
Madras.

Dated
Received } 18

No.

ENCLOSURE.

[500—1-12-98.]

Form No. $\frac{1}{B}$.

No. 1959.

Madras, 21. 6 — 189

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders.

To

THE AGENT, S. I. RY.

SIR,

Reply No. 636
dated 30.6.99

With reference to your letter No. 5849 17th June 1899. I have the honour to return herewith the proof copy of the Establishment rolls & working Estimates of the S. I. R. for 1899-1900 ~~subjects~~ with the following remarks:-

"Pages 24 & 25 Foreman Turbhoy - - - - - - - - - - - which will appear

"Page 53 Explanatory Note - - - - - - - - - - - - - and 1 of 1899.

Encls; one

Despatched on 21.6.99

21.6.99

No. 636

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 30th June 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
1 JUL 1899

3180
1-7-99

From Sg:
The AGENT,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to the number (Eight) of Shroffs provided for in Abstract E, page 50, of the Establishment Rolls for the Current Official year, I have the honor to request sanction to the number being increased by one, the provision for which will be made from the sanctioned amount.

This additional Shroff is necessary in consequence of the increased work in Cash Office.

I have the honor to be,
Sir,
Your most Obedient Servant

W. Spaeding
Sg: Agent.

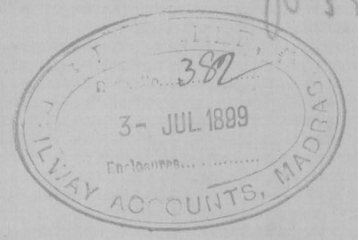
M. & D

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 1st July 1899.

JBR 3/7/99



No. 2073

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 636, dated 30th June 1899, forwarded to the Examiner of Railway Accounts for remarks.

1-7-99 for E. R.

EXAMINER'S REPLY.

The increase of one in the number of Shroffs, not involving an increase in amount, may be sanctioned by E.R. if he approves.

JJR 4/7/99

Ans 3/7/99

4-7-99

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received } 18

No.

ENCLOSURE.

No. 659

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 6th July 1899.

RECEIVED 7 JUL 1899 CONSULTING ENGINEER FOR RAILWAYS MADRAS

3425 7/7/99

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Approved Sd/- 6/7/99 Jol

Read 12/7

Adverting to your letter No. 1959 of the 21st June 1899. I have the honor to forward by Railway parcel (30) thirty copies of the Establishment Rolls and Working Estimates of this Railway for the year 1899-1900

I have the honor to be
Sir
Your most obedient servant

W. Sparkes
Ag: Agent

30 Enclosures by Railway parcel

Form No. 1.

No. 2144
2145

Madras, 12th July 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders.

To

THE AGENT AND MANAGER, M. RY.

,, ,, S. I. RY.

,, ,, H. H. THE N. G. S. RY.

,, ,, S. M. RY.

,, ENGR.-IN-CHIEF, B. M. RY.

,, MANAGER, E. C. RY.

Reply No.

dated

SIR,

In reply to your letter
No. 636 d 30th June, 99. I have
the honor to ~~sanction communicate~~
~~the~~ sanction ~~of your~~ to the
increase by one number of shroffs in your office being ~~increase of one shroff~~ with
it being understood that this will not involve
~~involving an increase in~~ the amount sanctioned for
any increase in the amount sanctioned for
the current year

A draft by the newly appointed graduate

Draft on 12/7/99

Copy to CR

10.7.99

From

THE AGENT,
South Indian Railway,
Trichinopoly.

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received } 18
No.
ENCLOSURE.

Form No. 1-A

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

K/

E Rs current No 3425 of 7-7-99 from A

ORDER. No. 783. Dated 17/7/99

Approved and ordered to be forwarded to the Govt of India.

To A ✓
CR ✓
ER ✓

Despatched on 26/7/99

H. D. No. 784. Rd 17th July 1899

To

The Secretary
to the Govt of India
P.W.D.

Sir,

In forwarding herewith the Establishment Rolls and Contingency estimate of the South Indian Rly for the year ending the 31st March 1900, I am directed to state that they have been approved by this Govt.

I have &c

Wt. 1977/57

Encls 10 Share Certificates

PLEASE STATE THIS NO. ACQUIRED.

V. S. & CO. Received 15-6-99 AFTER FINAL APPROVAL MADRAS

1 584 3147 17-12-99 A

0.6.9

SOUTH INDIAN RAILWAY AGENT 16/6/99

South Indian Railway,

ESTABLISHMENT ROLLS & WORKING ESTIMATES,

FOR

The twelve months ending 31st March, 1900.

Vest and Company, Steam Printers, Madras.

SOUTH INDIAN RAILWAY.

Length 1017·88 Miles. **Mean Length 1017·88 Miles.**

Abstract of the cost of working and maintaining the open Line, together with the estimated earnings, for the year ending 31st March, 1900.

EXPENDITURE.									EARNINGS.					
Actuals for 1897-98.	Per cent. on gross earnings.	MAIN HEADS.	Abstract.	Pages.	Sanctions for the year, 1898-99.	Per cent. on gross earnings.	Estimate for 1899-1900.	Per cent. on gross earnings.	Actuals for 1897-98.	MAIN HEADS.	Abstract.	Sanctions for the year, 1898-99.	Estimate for 1899-1900.
Rs.					Rs.		Rs.		Rs.			Rs.	Rs.
10,30,368	11·49	To Maintenance of Way, Works and Stations ...	A	10 to 17	10,59,473	11·77	9,95,042	11·57	47,53,095	By Coaching traffic ...	H	48,50,000	45,00,000
16,82,651	18·77	,, Locomotive expenses ...	B	24 to 33	19,08,358	21·20	18,27,457	21·25	39,00,004	,, Goods traffic ...	I	39,80,000	39,00,000
5,13,190	5·73	,, Carriage and Wagon expenses	C	34 & 35	5,53,497	6·15	4,69,999	5·46					
8,15,141	9·09	,, Traffic expenses ...	D	40 to 47	8,61,926	9·57	8,54,259	9·93	20,820	,, Electric Telegraph earnings.. ...		20,000	20,000
6,19,527	6·91	,, General charges ...	E	48 to 57	6,45,872	7.18	6,47,691	7·53					
...	...	,, Steam-boat service ...	F	...	...	...	...	...	...	,, Steam-boat earnings ...	J	...	...
74,492	0·83	,, Special and Miscellaneous expenditure ...	G	60 & 61	1,04,915	1·17	71,846	·84	2,90,665	,, Sundries ...	K	1,50,000	1,80,000
47,35,369	52·82	TOTAL...	...	...	51,34,041	57·04	48,66,294	56·58					
...	...	,, Rent of leased lines ...	...	...	...	...	...	...					
42,29,215	47·18	,, Balance net earnings ...	...	...	38,65,959	42·96	37,33,706	43·42					
89,64,584	100·00			TOTAL ...	90,00,000	100·00	86,00,000	100·00	89,64,584	TOTAL...		90,00,000	86,00,000
Miles.					Miles.		Miles.						
3,443,918	...	**Train Mileage.**			3,505,000	...	3,440,000	...	165·51	,, Gross earnings per mean mile per week ...	...	166·17	162·48

AGENT'S OFFICE,
Trichinopoly,
June, 1899.

W. H. SPALDING,
Acting Agent, South Indian Railway.

Consulting Engineer for Railways,
Madras.

MAYAVARAM-MUTUPET RAILWAY.

Length 53·99 Miles. **Mean Length 53·99 Miles.**

Abstract of the cost of working and maintaining the open Line, together with the estimated earnings, for the year ending 31st March, 1900.

EXPENDITURE.									EARNINGS.					
Actuals for 1897-98.	Per cent. on gross earnings.	MAIN HEADS.	Abstract.	Page.	Sanctions for the year, 1898-99.	Per cent. on gross earnings.	Estimate for 1899-1900.	Per cent. on gross earnings.	Actuals for 1897-98.	MAIN HEADS.	Abstract.	Sanctions for the year, 1898-99.	Estimate for 1899-1900.
Rs.					Rs.		Rs.		Rs.			Rs.	Rs.
29,908	11·58	To Maintenance of Way, Works and Stations	A	16	31,300	12·04	30,000	11·54	1,82,452	By Coaching traffic	H	1,86,000	1,90,000
48,626	18·82	,, Locomotive expenses ...	B	32	55,400	21·31	54,500	20·96					
14,793	5·72	,, Carriage & Wagon expenses.	C	34	16,000	6·15	14,500	5·58	73,672	,, Goods traffic	I	72,000	68,000
23,532	9·11	,, Traffic expenses	D	46	25,000	9·62	26,000	10·00					
17,891	6·92	,, General charges	E	54	18,800	7·23	19,500	7·50	1,058	,, Electric Telegraph earnings. ...		1,000	1,000
...	...	,, Steam-boat service	F	...	...	...	...	...					
*15,082	5·84	,, Special and Miscellaneous expenditure	G	60	*15,500	5·96	*21,500	8·27	...	,, Steam-boat earnings ...	J	...	...
1,49,832	57·99	TOTAL...	...	...	1,62,000	62·31	1,66,000	63·85	1,190	,, Sundries	K	1,000	1,000
...	...	,, Rent of leased lines ...	...	...	...	...	...	...					
1,08,540	42·01	,, Balance net earnings ...	...	...	98,000	37·69	94,000	36·15					
2,58,372	100·00			TOTAL..	2,60,000	100·00	2,60,000	100·00	2,58,372	TOTAL...	...	2,60,000	2,60,000
Miles.					Miles.		Miles.						
126,908	...				126,000	...	126,000	...	92·03	,, Gross earnings per mean mile per week	...	92·61	92·61

* Includes 5 per cent for use of Rolling Stock and Rs. 6,000 for interest charges on Joint Stations at Mayavaram and Tiruvallur.

AGENT'S OFFICE,
Trichinopoly,
June, 1899.

W. H. SPALDING,
Acting Agent, South Indian Railway.

Consulting Engineer for Railways,
Madras.

PONDICHERRY RAILWAY.

Length 7·80 Miles. **Mean Length 7·80 Miles.**

Abstract of the cost of working and maintaining the open Line, together with the estimated earnings, for the year ending 31*st March*, 1900.

EXPENDITURE.									EARNINGS.					
Actuals for 1897-98.	Per cent. on gross earnings.	MAIN HEADS.	Abstract.	Page.	Sanctions for the year, 1898-99.	Per cent. on gross earnings.	Estimate for 1899-1900.	Per cent. on gross earnings.	Actuals for 1897-98.	MAIN HEADS.	Abstract.	Sanctions for the year 1898-99.	Estimate for 1899-1900.
Rs.					Rs.		Rs.		Rs.			Rs.	Rs.
4,247	11·71	To Maintenance of Way, Works and Stations ...	A	16	4,200	11·67	4,000	11·11	20,476	By Coaching traffic ...	H	19,000	19,000
6,833	18·83	,, Locomotive expenses ...	B	32	7,400	20·56	7,500	20·84	15,233	,, Goods traffic ...	I	16,500	16,000
2,069	5·70	,, Carriage & Wagon expenses..	C	34	2,200	6·11	2,000	5·56					
3,310	9·12	,, Traffic expenses ...	D	46	3,400	9·45	3,500	9·72	340	,, Electric Telegraph earnings...		400	500
2,487	6·86	,, General charges ...	E	54	2,500	6·94	2,700	7·50	...	,, Steam-boat earnings ...	J	...	...
...	...	,, Steam-boat service ...	F	...	...	...	...	...					
298	0·82	,, Special and Miscellaneous expenditure ...	G	60	300	83	300	·83	232	,, Sundries ...	K	100	500
19,244	53·04	TOTAL ...	...	...	20,000	55·56	20,000	55·56					
...	...	,, Rent of leased lines ...	...	...	...	...	...	...					
17,037	46·96	,, Balance net earnings ...	...	...	16,000	44·44	16,000	44·44					
36,281	100·00			TOTAL ...	36,000	100·00	36,000	100·00	36,281	TOTAL ...	...	36,000	36,000
Miles.					Miles.		Miles.						
11,930	...	**Train Mileage.**			14,000	...	13,000	...	89·45	,, Gross earnings per mean mile per week ...	...	88·76	88·76

AGENT'S OFFICE,
Trichinopoly,
June, 1899.

W. H. SPALDING,
Acting Agent, South Indian Railway.

Consulting Engineer for Railways,
Madras.

PERALAM-KARAIKKAL RAILWAY.

Length 14·45 Miles. **Mean Length 14·45 Miles.**

Abstract of the cost of working and maintaining the open Line, together with the estimated earnings, for the year ending 31st March, 1900.

EXPENDITURE.									EARNINGS.				
Actuals for 1897-98.	Per cent. on gross earnings.	MAIN HEADS.	Abstract.	Page.	Sanctions for the year, 1898-99.	Per cent. on gross earnings.	Estimate for 1899-1900.	Per cent. on gross earnings.	Actuals for 1897-98.	MAIN HEADS.	Abstract.	Sanction for the year, 1898-99.	Estimate for 1899-1900.
Rs.					Rs.		Rs.		Rs.			Rs.	Rs.
108	12·94	To Maintenance of Way, Works and Stations	A	16	7,100	11·83	4,000	11·11	696	By Coaching traffic	H	34,000	25,000
153	18·32	,, Locomotive expenses ...	B	32	12,700	21·17	7,500	20·84					
49	5·87	,, Carriage & Wagon expenses.	C	34	3,700	6·17	2,000	5·56	134	,, Goods traffic	I	25,000	10,000
80	9·58	,, Traffic expenses	D	46	5,700	9·50	3,500	9·72					
72	8·62	,, General charges	E	54	4,200	7·00	2,700	7·50	5	,, Electric Telegraph earnings.	...	500	500
...	...	,, Steam-boat service	F	...	...	...	...	...					
* 48	5·75	,, Special and Miscellaneous expenditure	G	60	* 3,600	6·00	* 2,100	5·83	...	,, Steam-boat earnings ...	J	...	...
510	61·08	TOTAL...	...	...	37,000	61·67	21,800	60·56	...	,, Sundries	K	500	500
	...	,, Rent of leased lines ...	...	...	...	...	...	...					
325	38·92	,, Balance net earnings ...	...	...	23,000	38·33	14,200	39·44					
835	100·00			TOTAL...	60,000	100·00	36,000	100·00	835	TOTAL .	...	60,000	36,000
Miles.					Miles.		Miles.						
670	...	**Train Mileage** ..			12,000	...	21,000	...	22·47	,, Gross earnings per mean mile per week	...	78.87	47·91

* Includes 5 per cent. for use of Rolling Stock.

AGENT'S OFFICE,
Trichinopoly,
June, 1899.

W. H. SPALDING,
Acting Agent, South Indian Railway.

Consulting Engineer for Railways,
Madras.

SOUTH INDIAN RAILWAY.

Establishment Rolls & Working Estimates for the twelve months ending 31st March, 1900.

EXPLANATORY NOTE.

1. COMPARISON OF ESTIMATE FOR 1899-1900 WITH THE SANCTION FOR 1898-99.

For 1898-99	Rs. 51,34,041.
„ 1899-1900	„ 48,66,294.
Provision for 1899-1900 is less than that for 1898-99 by	Rs. 2,67,747

The decrease for 1899-1900 is arrived at thus:—

	Increase. Rs.	Decrease. Rs.
Abstract A.		64,431
„ B.		80,901
„ C.		83,498
„ D.		7,667
„ E.	1,819	
„ G.		33,069
	1,819	2,69,566
Net Decrease		2,67,747

The estimated net receipts for the year 1899-1900 show a decrease of Rs. 1,32,253 as compared with those for 1898-99.

The variations in expenditure, detailed above, are due to the following causes:—

I.—Maintenance of Way, Works and Stations.

The decrease is almost wholly due to no provision being made in 1899-1900 for the supply of Cast Iron Cushions, the work having been completed during the previous year.

II.—Locomotive Expenses.

The decrease is chiefly due to less provision being made under "Fuel" in view of the favourable arrangements made for the supply of coal.

III.—Carriage and Wagon Expenses.

The decrease is due to the complete renewals proposed in 1898-99 having been fully carried out.

IV.—Traffic Expenses.

The decrease is due chiefly to:—

(*a*) The handing over of the Nellore-Gudur Section to East Coast Railway.

(*b*) The abolition of night staff on the Pakala-Dharmavaram section.

(*c*) The amalgamation of duties of the Train Inspector with those of the Station Master at Pakala and Trichinopoly Junction stations.

V.—Special and Miscellaneous Expenditure.

The decrease is due to the provision made in the previous year for outlay on the Erode-Nanjangod Railway Survey.

2.—COMPARISON WITH ACTUALS.

The expenditure as actually recorded for the year 1897-98 and that as estimated to be incurred during 1899-1900, compare as follows:—

For 1899-1900	... Rs. 48,66,294
„ 1897-98	... „ 47,35,369
Estimate for 1899-1900 is more than the actuals for 1897-98 by	... Rs. 1,30,925

The increase for 1899-1900 is made up as under:—

	Increase Rs.	Decrease Rs.
Abstract A.		35,326
„ B.	1,44,806	
„ C.		43,191
„ D.	39,118	
„ E.	28,164	
„ G.		2,646
	2,12,088	81,163
Net Increase	1,30,925	

The principal variations are as under:—

I.—Maintenance of Way, Works and Stations.

The estimate for 1899-1900 contains no provision for renewals with Cast Iron Cushions, but the decrease on this account is partly covered by an increase in the Repairs of Stations and Buildings and Bridges.

II.—Locomotive Expenses.

The increase is on account of heavy boiler renewals, and replacement of 5 Engines complete with tenders, the Engine previously replaced being supplied without tenders.

III.—Carriage and Wagon Expenses.

The decrease is chiefly due to the absence of provision during 1899-1900, for combined Third Class Carriages and Postal and Brake Vans, the work having been completed in 1898-99.

IV.—Traffic Expenses.

The increase is chiefly due to:—

(*a*) Provision made in 1899-1900 for 6 Ticket Examiners and 11 Ballast Guards, the latter being transferred from the Engineering Department.

(*b*) Opening of the Peralam-Karaikkal Railway in March, 1898, for public traffic.

(*c*) Provision for increments to Station Masters, Assistant Station Masters, and Clerks under the graded system.

V.—General Charges.

The increase is chiefly due to an excess provision for Home Establishment charges, to increases to Clerks consequent on the introduction of the graded system, and to the revised grading of the Superior Staff.

3.—COMPARISON WITH BUDGET ESTIMATES.

The provision made in the Establishment Rolls and Working Estimates for 1899-1900 exceeds the amount of the Revenue Budget by Rs. 66,294.

W. H. SPALDING,

Acting Agent,
South Indian Railway.

SOUTH INDIAN RAILWAY.

ABSTRACT

Maintenance of Way, Works, and Stations.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay. Initial Pay.	Annual Increment.	Maximum Pay.	Sanctions for the previous year, 1898-99. No.	Amount.	Total.	Estimate for year ending 31st March, 1900. No.	Amount.	Total.	Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
I—GENERAL SUPERINTENDENCE.											
(1) Engineers' Salaries.											
Chief Engineer ...	1,300	75	1,600	1	1375-1450	13,007	...	...	...		
Acting Chief Engineer ...	...	...	...	...	...	...	1	1,225-1,262½	15,129		Mr. Spalding. Acting as Agent.
Deputy Chief Engineer, Class A ...	900	50	1,000	1	1,225 900 P.A. 100	7,350 6,000	...	...	...		Mr. Smith, Deputy Chief Engineer, *vide* Managing Director's letter No. 205 of 25th February, 1898. Acting as Chief Engineer.
					800		1	900	10,800		
Resident Engineer, Class A ...	750	50	850	1	P.A. 64 850 P.A. 14	10,368	...	...	...		Mr. Rice. Acts in the higher appointment while the Chief Enginee. is acting as Agent.
				...	...	...	1	700 P .A. 50	7,246		
Resident Engineer, Class B ...	550	50	700	1	700 P.A. 50	9,000	...	...	...		Mr. Bond. On furlough up to 21st August 1899. On return acts in Class A while the Chief Engineer is acting as Agent.
Do do do ,, ...	...	...	...	1	700 P.A. 50	5,806	...	...	...		Mr. Ellis. Retired from the Service from 17th December, 1898.
Do do do ,, ...	...	...	...	1	550-600	6,768	1	600 650	3,157 2,381 2,181		Mr. Logan. Acts in Class A while Mr. Bond is on furlough. Increment of Rs. 50 falls due on 21-12-1899.
Do do do ,, ...	...	...	...	...	...	...	1	550,600	6,775		Mr. Clifford. Promoted to Class B *vice* Mr. Ellis retired, *vide* Managing Director's letter No. 224 of 27th January, 1899. Increment of Rs. 50, from 17th December, 1899.
Resident Engineer, Class C ...	450	25	500	1	500 450 475	4,258 218 1,425	...	...	...		
				1	425 450 500	241 2,445 3,000	1	500 512½	283 5,860		Mr. Lewis. Acts in Class B while Mr. Bond is on furlough and also when the latter on return acts in Class A. Increment of Rs. 25, from 450 to 475, falls due on 18th April, 1899.
Do do do ,, ...	...	...	...	1	400 425	3,458 1,426	1	500 512½ 475	1,500 860 3,478		Mr. Winter. Acts in Class B while Mr. Bond is on furlough. Increment of Rs. 25 from 450 to 475 falls due on 1st July, 1899.
Do do do ,, ...	...	...	...	...	...	...	1	450-475	5,487		Mr. Moore. Promoted to Class C *vice* Mr. Clifford, *vide* Managing Director's letter No. 224 of 27th January, 1899. Increment of Rs. 25 falls due on 17th December 1899.
Assistant Engineer, Class D ...	350	25	400	1	362½ 325 350	3,087 94 1,118	...	...	...		
Do do do ,, ...	...	...	...	1	325 362½ 325 350	325 2,175 1,415 226	1	400 412½	1,200 3,713		Mr. Leslie. Acts in Class C while Mr. Bond is on furlough and also when the latter on return acts in Class A. Increment of Rs. 25, from 350 to 375, falls due on 1st July, 1899.
Do do do ,, ...	...	...	...	1	300	3,600	1 1	400 412½ 375	1,200 69½ 2,746		Mr. Rothera. Acts in Class C while Mr. Bond is on furlough. Increment of Rs. 25 from 350 to 375 falls due on 1st July, 1899.
Do do do ,, ...	...	...	...	...	...	...	1	350-375	4,219		Mr. H. C. E. Newton, to fill up vacancy *vice* Mr. Moore, promoted to Class C. Appointment taken from 8th March, 1899. *vide* Managing Director's letter No. 225 of 10th February, 1899. Increment of Rs. 25 falls due on 8th March, 1900.
Loss by Exchange on Home Remittances and Furlough Allowances ...	...	...	...	...	728⅔	8,745		343 7/13	4,123	93,124	
Exchange Compensation Allowance...	...	...	...	...	249⅔	2,998		272⅙	3,266		
Total I (1) ...	...	...	...	12		98,553	11		86,296	5,419	
(2) Allowances of Engineers, including Travelling ...	...	..	...		500	6,000		500	6,000		
(3) Subordinate Superintendence ...										...	
Engineering Workshop—										...	Re-arrangement of Inspectors. Corresponding reduction in number and amount has been made under Inspectors for General duty and Relief.
Foreman ...	...	...	250	1	250	3,000	1	250	3,000	...	
Assistant Foreman ...	...	...	150	1	150	1,800	1	150	1,800		
Divisional Establishment—											
Inspectors ...	101	...	200	17	2,332	27,984	18	2,461	29,532	...	
Do ...	...	...	100 and under	6	520	6,240	7	593	7,116		
Carried over...	...	...	...	25		39,024	27		41,448	98,543	
Carried over...	...	...	...	...	...	1,04,553	...	...	92,296		

SOUTH INDIAN RAILWAY.

ABSTRACT *Authorizations for the twelve months ending 31st March, 1900.*

Maintenance of Way, Works, and Stations.

A.—(*continued.*)

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward...	...	...	...	...	...	1,04,553	...	...	92,296	98,543	
I.—GENERAL SUPERINTENDENCE.—(continued).	...	...	...	...	...	...	...	...	...	...	
(3). Subordinate Superintendence. —(continued) ...	..	...	...	25	...	39,024	27	...	41,448	...	
Surveyor ...	75	...	90	2	165	1,980	2	165	1,980	...	
Assistant Inspectors ...	40	...	60	9	460	5,520	9	460	5,520	...	
Sub-Inspectors ...	20	...	35	40	1,052½	12,630	34	940½	11,286	...	
Plate-laying Inspector ...	250	25	350	1	275-300	3,525	1	300-325	3,825	...	Increment of Rs. 25 from 1st July, 1899.
Inspectors for relief, and general duty	65	...	150	10	876	10,512	8	674	8,088	...	Two transferred to Inspectors, Divisional Establishment.
Girder Inspector ...	250	25	350	1	325-350	4,019	1	350	4,200	...	
Prosecuting Inspectors ...	75	...	{150 {100	1 2	150 200	1,800 2,400	1 2	150 200	1,800 2,400	...	
Weigh-bridge Inspector ...	300	25	350	1	200 300	} *2,700	1	300-325	3,707	...	Sanctioned in Government of India letter No 2480 G. of 10th August, 1898, embodied in Madras. G. O. No. 1076 Ry. of 20th August, 1898 and Managing Director's letter No. 218 of 4th November, 1898. Increment of Rs. 25 falls due on 23rd November, 1899. Previous incumbent provided for 10 months at Rs. 200 per mensem.
Exchange Compensation Allowance ...	...	...	...	...	78-5/12	941	...	65	780	...	
Total I (3) ...	...	...	...	92	...	85,051	86	...	85,034	69,287	
(4). Allowances of Subordinate Superintendence, including Travelling ...	...	...	...	...	308⅓	3,700	...	308⅓	3,700	3,682	
(6). Office Expenses.											
Chief Engineer's Office—											
Chief Clerk ...	...	...	175	1	175 P.A. 5	} 2,160	1	175 P.A. 5	} 2,160	...	
Clerks ...	10	...	90	54	1,540	18,480	54	1,540	18,480	...	
Head Draughtsman ...	125	5	150	1	150	1,800	1	150	1,800	...	
Draughtsmen, Storekeeper, Asst. Storekeeper, Store-checker, Timber measurer, and Moochies ...	10	...	100	27	956	11,472	27	956	11,472	...	
Menials ...	6	...	12	35	249¼	2,991	34	241¼	2,895	...	
Watch and Ward ...	6	...	7	10	61	732	10	61	732 (a)	...	(a) See page 56.
Travelling allowances of Clerks and Menials ...	...	...	...	...	100	1,200	...	100	1,200	...	
Stationery and Office Stores ...	...	...	...	...	375	4,500	...	375	4,500	...	
Total...	...	...	...	128	...	43,335	127	...	43,239	1,71,512	
Carried over...	...	...	...	...	...	1,93,304	...	...	1,81,030		

* *Vide* schedule H of Official Meeting No. 1 of 1899.

SOUTH INDIAN RAILWAY.

ABSTRACT

Maintenance of Way,

Authorizations for the twelve months ending 31st March, 1900.

A.—(*continued.*)

Works, and Stations.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward ...	...	...	...	...	...	1,93,304	...	...	1,81,030	1,71,512	
I.—GENERAL SUPERINTENDENCE.—(continued)											
(6.) Office Expenses.—(continued.)	...	...	...	128	...	43,335	127	...	43,239	...	
Resident Engineers' Offices.											
Division A—											
Clerks and Storekeepers ...	12	...	60	15	350	4,200	15	357	4,284	...	Increments in accordance with the Graded List.
Accounts Clerk ...	...	...	60	1	60	720	1	60	720	...	
Menials ...	5½	...	12	9	68	816	9	68	816	...	
Office Rent ...	...	...	...		15	180		15	180	...	
Watch and Ward ...	...	...	...	3	15	180	3	15	180 (*a*)	...	(*a.*) See page 56.
Stationery and Office Stores ...	...	...	...		208⅓	2,500		208⅓	2,500	...	
TOTAL ...	...	...	...	28		8,596	28		8,680	...	
Division B—											
Clerks and Storekeepers ...	12	...	60	17	427	5,124	17	427	5,124	...	
Accounts Clerk ...	...	...	60	1	60	720	1	60	720	...	
Menials ...	5½	...	8	8	60	720	8	60	720	...	
Watch and Ward ...	...	...	...	2	10	120	2	10	120 (*b*)	...	(*b.*) See page 56.
Stationery and Office Stores ...	...	...	...		208⅓	2,500		208⅓	2,500	...	
TOTAL ...	...	...	...	28		9,184	28		9,184	...	
Division C—											
Clerks ...	12	...	60	13	304	3,648	13	304	3,648	...	
Accounts Clerk ...	...	...	60	1	60	720	1	60	720	...	
Menials ...	5½	...	10	7	51½	618	7	51½	618	...	
Watch and Ward ...	..	...	...	4	23	276	4	23	276 (*c*)	...	(*c.*) See page 56.
Stationery and Office Stores ...	...	...	...		208⅓	2,500		208⅓	2,500	...	
TOTAL ...	...	...	...	25		7,762	25		7,762	...	
Clerks for relieving duty ...	...	...	35	6	160	1,920	6	162	1,944	...	Increments in accordance with Graded List.
Contingencies ...	...	...	...		83⅓	1,000		83⅓	1,000	...	
TOTAL ...	...	...	...	215		71,797	214		71,809	...	
Less chargeable to Abstracts E & G. ...	...	...	...			1,824			1,824	67,940	
TOTAL 1 (6) ...	...	...	...			69,973			69,985	2,39,452	
TOTAL I.—GENERAL SUPERINTENDENCE. ...	...	...	...			2,63,277			2,51,015		
II.—Maintenance and Renewals of Permanent Way.											
1. Wages ...	...	...	...			2,56,018			2,52,248	2,36,327	Gangs between Gudur and Nellore taken off. Reduction in number of Carpenters, Blacksmiths, Bellows Boys, Painters, Cattle Boys, &c. Provision made for the re-arrangement of Tanjore Station.
2. Materials ...	...	...	...			4,29,887 (*d*)			3,51,521	5,12,743	Large reductions in ordinary renewals and omission of provision for renewals with Cast Iron Cushions. Provision made for the re-arrangement of Tanjore Station.
TOTAL II ...	...	...	...			6,85,905			6,03,769	7,49,070	
Carried over ...	...	...	...			9,49,182			8,54,784	9,88,522	

Abstract E. II (8)...	...	Rs. 360	Butlers at the Egmore Staff Quarters, Rs. 12, and at the Pakala Staff Quarters, Rs. 10 per mensem, and a Matey for the former at Rs. 8.
Do. E. III ...	...	,, 1,308	Watch and Ward, see page 56.
Do. G. ...	...	,, 156	Conservancy—Sweepers.
		Rs. 1824	

(*d.*) Schedule H. Official Meeting No. 6 of 1898 and 1 of 1899.

SOUTH INDIAN RAILWAY.

ABSTRACT

Maintenance of Way Works, and Stations.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay. Initial Pay.	Annual Increment.	Maximum Pay.	Sanctions for the previous year, 1898-99. No.	Amount.	Total.	Estimate for year ending 31st March, 1900. No.	Amount.	Total.	Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward ...	...	...	...			9,49,182			8,54,784	9,88,522	
III.—Repairs of Bridges, &c:—											
Wages and Materials—											
1. Bridges and Tunnels ...	...	...	...		81,221			83,731	...	...	Provision made for cross sleepering the Gingi Bridge at $\frac{6}{11}$ and for renewing the girders of the Adyar Bridge, also for strengthening and cross sleepering 12 ft. span Girder Bridges on Division B.
2. Miscellaneous, including Earthwork, Roads, Fencing, &c. ...	...	...	...		25,332	1,06,553		37,153	1,20,884	71,895	Provision made for the re-arrangement of Tanjore Station, and for the re-construction of bridges at miles $\frac{31}{16}$ and A $\frac{5}{7}$ previously allocated to Bridges and Tunnels.
III.—(A) Conservancy of Rivers. ...	...	...	...		...	...		...	...	...	
IV.—Repairs of Stations and Buildings.											
Wages and Materials—											
1. Repairs of Buildings of every description, including Station yards, and Signals, but excepting quarters of the Staff. ...	...	...	...		40,800			56,481	...	...	Provision made for additional works at Chingleput and for the re-arrangement of Tanjore station.
2. Repairs of Staff Quarters ...	...	...	...		19,398(e)	60,198		16,133	72,614	50,079	Provision made for the re-construction of European Drivers' quarters at Villupuram.
V.—Maintenance by Contract.											
1. Amount paid to Contractors ...	...	...	...							...	
2. Materials supplied by the Railway ...	...	...	...							...	
VI.—New Minor Works. ...	...	...	...		15,000			15,000			
						15,000			15,000	14,560	
VII.—Unclassified Expenditure.											
1. Plantations ...	...	...	...		530			650	...	...	Required for planting trees at Trichinopoly Fort and Katalai stations and on Division B.
2. Tools and Plant ...	...	...	...		9,900			10,400	...	...	Required to meet additional expenditure on Division C.
3. Loss on Stores, &c. ...	...	...	...		5,000(e)			3,000	...	...	(e) *Vide* schedule H of Official Meeting No. 1 of 1899.
4. Loss by Exchange ...	...	...	...		...			...	...	...	
5 Carriage of Revenue Stores. ...	...	...	...		60,000	75,430		60,000	74,050	95,963	
						12,06,363			11,37,332	12,21,019	
Less value of Stores returned to Stock ...	...	...	...			1,04,290			1,04,290	1,56,388	Rs. 28,690, for materials taken out in renewals of 68 lbs. rails and Rs. 75,600, for ordinary materials returned to stock.
Total Abstract A.—Maintenance of Way, Works, and Stations ...	...	...	...			11,02,073			10,33,042	10,64,631	
Deduct-chargeable to the Mayavaram-Mutupet Railway ...	...	...	...			31,300			30,000	29,908	
Do. do. Pondicherry Railway ...	...	...	...			4,200			4,000	4,247	
Do. do. Peralam-Karaikkal Railway ...	...	...	...			7,100			4,000	108	
						10,59,473			9,95,042	10,30,368	
Cost of maintaining a mile of track including sidings ...	...	...	...			901			† 865	876	

† Excludes the mileage of the Mayavaram-Mutupet, Pondicherry, and Peralam-Karaikkal, Railways, *viz*:—

Mayavaram-Mutupet Railway	Main Line	53·99	
	Sidings	5·63	
			59·62
Pondicherry Railway	Main Line	7·80	
	Sidings	2·15	
			9·95
Peralam-Karaikkal Railway	Main Line	14·45	
	Sidings	2·13	
			16·58

SOUTH INDIAN RAILWAY.

Appendix A. to Maintenance Estimates (*not for audit purposes*).

Authorizations for the twelve months ending 31st March, 1900.

MILES MAINTAINED.	Departmentally.	By Contract.	Total.	REMARKS.
	Miles.	Miles.	Miles.	
Railway line { Double	...	...	...	
Railway line { Single	1,094·12	...	1,094·12	
Sidings	142·75	...	142·75	
Total single track including sidings ...	1,236·87	...	1,236·87	

DESCRIPTION OF WORKS.	Amount.	REMARKS.
	Rs.	
II.—Maintenance and Renewals of Permanent Way:—		(*a*) 389 *Ordinary gangs consisting of*— Rs.
		389 Maistries, aggregate monthly pay ... 2,805
(1) *Wages*—		2,244 Men do do ... 12,523
		Rs. 15,328 × 12 = Rs. 1,83,936 — 15,328
(*a*) 389 Ordinary gangs	1,83,936	
(*b*) 11 Extra gangs	7,572	(*b*) 11 *Extra gangs consisting of*—
		11 Maistries, aggregate monthly pay ... Rs. 78
(*c*) Establishment	34,646	95 Men do do ... 553
		Rs. 631 × 12 = Rs. 7,572 — 631
(*d*) Distributing material	15,600	
		(*c*) *Establishment*—
(*e*) Handling of Stores by Stores Department ...		21 Carpenters, aggregate monthly pay ... 328
		25 Blacksmiths, aggregate monthly pay ... 408
(*f*) Rewards to Permanent Way men ...	300	9 Hammermen, aggregate monthly pay ... 61
		1 Fitter ... 30
Rs. ...	2,42,054	16 Bellows boys, aggregate monthly pay ... 76½
(2) *Materials*—		8 Painters, aggregate monthly pay ... 127
		124 Trollymen, aggregate monthly pay ... 852
Ballast 2,200,000 c. ft.; 1,200,000 c. ft. at Rs. 20 and 1,000,000 c. ft. at Rs. 30 per 1,000 c. ft.	54,000	343 Patrolmen, aggregate monthly pay ... 2,058
		436 Permanent way-men, to watch line, aggregate monthly pay 2,180
Stores (Oil, Waste, Chalk, &c.)	3,650	23 Bridge watchmen, aggregate monthly pay 118
		1 Pointsman, do do ... 5
Bolts and Nuts, Keys, &c.	11,145	2 Cattle boys, aggregate monthly pay 5½
Iron.		— 6,249
Malam.	53,831	
		Rs. 2,011 × 12 = Rs. 24,132
		,, 720 × 6 = ,, 4,320
Sleepers	88,149	,, 1,338 × 3 = ,, 4,014
		,, 2,180 × 1 = ,, 2,180
	2,10,775	— —
Carried over Rs. ...	4,52,829	Rs. 6,249 Rs. 34,646

EXPLANATORY NOTES.

(*d*). Labour on loading and unloading Ballast, 2,000,000 c. ft. at Rs. 7 and 200,000 c. ft. at Rs. 8 per 1,000 c. ft.

SOUTH INDIAN RAILWAY.

Appendix A.—(*continued.*)

Authorizations for the twelve months ending 31*st March*, 1900.

DESCRIPTION OF WORKS.	Amount.	REMARKS.
	Rs.	
II.—Maintenance and Renewals of Permanent Way.—(continued).		
Brought forward...	4,52,829	
Extraordinary Works.		
Re-arrangement of, and additions to, the Locomotive yard at Villupuram Junction	175	Wages.
Renewing 68 lb rails on pot sleepers with 50 lb rails on pot sleepers	14,769	Materials. } One mile on the Negapatam Branch.
Special labor in relaying	400	Wages.
Ballast in relaying	440	Materials.
Stores (Oil, Waste, Chalk, &c.)	72	
Renewing 68 lb rails only with rails of a Section of 52 lb rails to suit 68 lb pot sleepers	95,009	Materials. } Ten miles on the Erode Branch.
Special labor in relaying	4,000	Wages.
Ballast in relaying	4,330	Materials.
Stores (Oil, Waste, Chalk, &c.)	720	
	* 31,025	
	6,03,769	
III.—Repairs of Bridges, &c.		
Wages and Materials.		
(1). Bridges and Tunnels ...	34,100	
(2). Miscellaneous ...	28,832	
Earthwork Rs. 15,000		
Fencing ... 4,680		
Roads and Level Crossings ... 3,300		
Miscellaneous ... 5,852		
Extraordinary Works.		
Renewing with cross sleepers the longitudinal timbers of 30, 50, and 70 ft. spans	1,000	Bridges.
Renewing with cross sleepers the longitudinal timbers of the Pooniar Bridge at mile 105 ...	2,000	Bridges.
Re-constructing the 1.30 ft. Girder Bridge at mile $\frac{214}{10}$	3,491	Bridges Rs. 2,778, Miscellaneous Rs. 713.
Proposed 30 ft. Girder Bridge in lieu of existing one to be demolished at A $\frac{54}{7}$, including strengthening girders	9,235	Bridges Rs. 5684, Miscellaneous Rs. 3551.
	*42,226	
TOTAL HEAD III, ABSTRACT A. PAGES 16 & 17...	1,20,884	
Carried over...	7,24,653	

EXPLANATORY NOTES.

	Rs.		Rs.
Providing permanent sidings, &c., for the Port Trust at Tuticorin	15	Wages.	
Re-arrangement of Tanjore station	28,680	Wages.	5,604.
		Materials.	23,076.
Renewals of 50 lb. rails on Division A, with 56 lb. flat footed rails...	2,330	Materials.	
	*Rs. 31,025		

	Rs.	
Renewing with cross sleepers the longitudinal timbers of the Gingi Bridge at $\frac{15}{7}$	15,000	Bridges.
Renewing the existing 6-65 ft. Girders of the Adyar Bridge with stronger Whipple Murphy type Girders ...	21,461	Bridges.
Providing permanent sidings, &c., for the Port Trust at Tuticorin	339	Miscellaneous.
R-arrangement of Tanjore station	3,718	
Strengthening and cross sleepering 12 feet span bridges on Division A	1,708	Bridges.
	*Rs. 42,226	

SOUTH INDIAN RAILWAY.

Appendix A.—(*concluded*).

Authorizations for the twelve months ending 31*st March*, 1900.

DESCRIPTION OF WORKS.	Amount.	REMARKS.
	Rs.	
Brought forward...	7,24,653	
III.—(A.) Conservancy of Rivers.	...	
IV.—Repairs of Stations and Buildings.		
Wages and Materials—		
(1). Repairs of buildings of every description, including Station yards and Signals, but excepting quarters of the Staff	36,100	
(2). Repairs of Staff Quarters	15,000	
Extraordinary Works.		
Demolishing and re-building the existing dilapidated European Drivers Quarters at Villupuram ...	1,133	Quarters.
Additional Works at Chingleput	2,649	Buildings.
Re-arrangement of Tanjore Station	17,732	Buildings.
TOTAL HEAD IV. ABSTRACT A. PAGES 16 & 17 ...	72,614	
Total...	**7,97,267**	

EXPLANATORY NOTES.

SOUTH INDIAN RAILWAY.

ABSTRACTS B. and C.

Locomotive, Carriage and Wagon Expenses.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
I.—GENERAL SUPERINTENDENCE.											
(1). Salaries of Superintendents and Assistants.											
Locomotive and Carriage Superintendent ...	1,200	75	1,500	1	1,500	18,000	1	1,500	18,000	...	Mr. C. E. Crighton.
Deputy Locomotive and Carriage Superintendent ...	900	50	1,000	1	800	9,600	1	900 950	11,250	...	„ G. S. Bruce. Increment of Rs. 50 per mensem falls due on 1st July, 1899.
District Locomotive and Carriage Superintendent ...	550	50	700	1	450	5,400	1	550 600	5,545	...	„ R. A. Bell. On furlough for 16 months from 9-5-98 and provision made for half of his salary, *viz.*, Rs. 275 per mensem for 3 months and Rs. 300 for 2 months and 8 days—Increment of Rs. 50 per mensem falls due on 1-7-99.
District Locomotive and Carriage Superintendent ...	450	25	500	1	450	5,400	1	500 537½ 475	5,917	...	„ C. Crighton. Increment of Rs. 25 per mensem from 450 to 475 falls due on 1-7-99, acts for District Locomotive Superintendent Mr. Bell for 5 months and 8 days.
Assistant Locomotive and Carriage Superintendent ...	350	25	400	1	350	4,200	1	412½ 425 375 400	4,733	...	„ G. C. Forbes. Salary from Rs. 350—25—400 acts for District Locomotive Superintendent Mr. C. Crighton while Mr. Bell is on furlough. Increment of Rs. 25 per mensem from 375 to 400 falls due on 25-3-1900, *vide* Board's letter No. 206 of 11-3-98.
Exchange Compensation Allowance...	...	...	...	...	286⅔	3,436	...	279⅓	3,354	...	Decrease due to the favourable rate of exchange.
TOTAL I (1) ...	...	...	...	5		46,036	5		48,759	45,513	
(2). Allowances of Superintendents and Assistants, including Travelling.					150	1,800		175	2,100	2,630	To accord with actuals.
(3). Subordinate Superintendence.											
Negapatam Workshops—											
Foreman, Erecting Shop ...	250	50	350	1	350	4,200	1	350	4,200	...	M. West.
Foreman, Tool Shop ...	250	25	350	1	350	4,200	1	350 250	3,379	...	J. T. Horrocks. On furlough for 12 months from 6-6-98, and provision made for half of his salary *vis.* Rs. 175 per mensem for 2 months and 5 days. Resigned from 6th June, 1899, *vide* Board's letter No. 224 of 27-1-99. Provision made for permanent incumbent for the remainder of the year.
Foreman, Boiler Shop ...	250	25	350	1	275 300	3,407	1	300 325	3,707	...	W. H. Barden II. Increment of Rs. 25 per mensem falls due on 23-11-99.
Foreman, Carriage and Wagon Shop...	300	25	350	1	300 325	3,855	1	325 350	4,155	...	W. H. Williams. Increment of Rs. 25 per mensem falls due on 26-5-99.
Foreman, Foundry Shop ...	250	25	350	1	350	4,200	1	350	4,200	...	J. Errington.
Foreman, Smith's Shop ...	250	50	350	1	350	4,200	1	350	4,200	...	W. H. Barden, I.
Paint Shop Chargeman ...	200	25	250	1	200	2,400	1	200	2,400	...	T. C. Birtch.
Assistant Foreman Carriage shop ...	100	25	225	1	225	2,700	1	225	2,700	...	T. C. Johnson.
Assistant Foreman for Repair line ...	...	...	100 and under	1	100	1,200	1	100	1,200	...	
Native Foremen ...	...	...	100 and below	6	333	4,000	6	333	4,000	...	
Carried over ...	...	...	...	15		34,362	15		34,141	48,143	
Carried over ...	...	...	...			47,836			50,899		

SOUTH INDIAN

ABSTRACTS

Locomotive, Carriage

Authorizations for the twelve

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward ...				...	...	47,836	...	...	50,899	48,143	
I.—GENERAL SUPERINTENDENCE.—(continued)											
(3) Subordinate Superintendence.—(continued).	...	...	...	15	...	34,362	15	...	34,141	...	
Loss by Exchange on Home Remittance ...	...	...	...	...	212½	2,545	...	192 1/12	2,305	...	
Running Sheds—											
Vacuum Brake Inspector ...	225	25	250	1	250	3,000	1	225	2,212	...	Permanent appointment to be filled up from 6th June, 1899.
Acting do. do. ...	...	...	225	...	...	...	1	225	488	...	H. E. Ireland. Acting as Vacuum Brake Inspector until 6th June, 1899.
Foreman, Madras ...	250	25	350	1	350	4,200	1	350	4,200	...	A. J. Cross.
Foreman, Villupuram Junction ...	250	25	350	1	350	4,200	1	350	4,200	...	W. P. Dodson.
Foreman, Cuddalore, Old Town ...	250	25	350	1	350	4,200	1	350	3,359	...	C. H. Thew. On furlough for 16 months from 26-4-98, and provision made for half of his salary *viz.* Rs. 175 per mensem for 4 months and 25 days.
Acting do. do. ...	...	...	200	...	...	...	1	200	962	...	J. B. Crummey, Acting for 4 months and 25 days until Mr. Thew's return.
Foreman, Pakala Junction ...	300	25	350	1	350	4,200	1	350	4,200	...	B. Hyde.
Foreman, Tanjore do. ...	300	25	350	1	350	4,200	1	350	4,200	...	W. D. Aldridge.
Foreman, Trichinopoly do. ...	250	25	350	1	350	4,200	1	350	4,200	...	J. Hart
Foreman, Madura ...	250	25	350	1	350	4,200	1	350	3,162	...	J. Hannen. / W. Battensby. On furlough for 18 months from 29-3-98, and provision made for half of his salary, *viz* Rs. 175 per mensem for 5 months and 28 days. The present incumbent is actingas Loco Foreman at Madura on the same pay.
Foreman, Tuticorin ...	...	...	250	1	250	3,000	1	250	3,000	...	G. H. Cullen. Acting for 5 months and 28 days until the Loco Foreman of Madura returns.
Acting do. do. ...	...	...	225	...	...	...	1	225	1,335	...	
Exchange Compensation Allowance ...	...	...	...	...	292 1/12	3,505	...	265½	3,186	...	Decrease due to the favourable rate of exchange.
Total I (3) ...	...	...	...	24	...	75,812	24	...	75,150	72,501	
(4) Allowances of Subordinate Superintendence including Travelling.	...	...	...	...	208	2,500	...	208	2,500	1,919	
(5). Overtime ...	...	...	...	...	...	...	...	...	...	...	
(6). Office Expenses ...											
Locomotive, and Carriage, Superintendent's Office—											
Chief Clerk ...	...	...	175	1	150	1,800	1	155	1,860	...	Increased Rs. 5 per mensem as per Graded List.
Clerks ...	..	...	Below Rs. 100	41	1,208	14,496	41	1,241	14,892	...	Increased Rs. 33 per mensem do.
Personal Allowance ...	...	...	...	...	10	120	...	10	120	...	
Head Draughtsman ...	...	...	125	1	125	1,500	1	125	1,500	...	Increase as per Graded List.
Draughtsmen, and Tracers ...	...	...	Below Rs. 100	6	211	* 2,540	6	220	2,640	...	Increased Re. 1 per mensem do.
Moochee ...	...	...	15	1	11	132	1	12	144	...	Increased Rs. 8 per annum
Menials ...	...	...	Below Rs. 100	18	139	* 1,672	18	140	1,680	...	
Carried over ...	...	...	...	68	...	22,260	68	...	22,836	1,22,563	
Carried over ...	...	...	...	...	...	1,26,148	...	...	1,28,549		

* Previous year's sanction altered

RAILWAY.

B. & C.—*(continued).*

and Wagon Expenses.

months ending 31*st March*, 1900.

by transfer *vide* schedule H of Official Meeting No. 1 of 1899.

SOUTH INDIAN RAILWAY.

ABSTRACTS B. & C.—(*concluded.*)

Locomotive, Carriage and Wagon Expenses.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward ...	...	...	...		...	1,26,148	...		1,28,549	1,22,563	
I.—GENERAL SUPERINTENDENCE.—(continued)											
(6) Office Expenses.—(continued) ...	...	...	...	68		22,260	68		22,836	...	
Negapatam Workshops—											
Clerks ...	...	...	Below Rs. 100	53	1,130	13,560	53	1,130	13,560	...	
Menials ...	...	...	...	6	41	492	6	41	492	...	Sweepers, Conservancy
Watch and Ward ...	...	...	...	25	285	3,420	25	285	3,420	...	
Running Sheds—											
Clerks ...	...	...	Below Rs. 100	27	646	7,754	27	646	7,754	...	
Menials ...	...	...	...	29	158	1,896	29	158	1,896	...	* Rs. 1,428 Sweepers, Conservancy.
Travelling allowances ...	...	...	...	...	16	200	...	16	200	...	
Contingencies, Stationery and Printing, hot-weather Establishment, and Stores ...	...	...	...		1,083	13,000		1,020	11,709	...	
Watch and Ward ...	...	...	Below Rs. 100	39	272	3,270	24	182	2,190	...	15 men and Rs. 1,080 transferred to B II (3) All labor connected with Fuelling, &c. as per Government of India letter No. 1075 G. dated 27-4-97.
Exchange Compensation Allowance ...	...	...	...							...	
Total I (6) ...	...	..	...	247		65,852	232		64,057	62,540	
Deduct chargeable to ABSTRACTS **E. & G.**	...	...	...	93		8,610	78		7,530	7,496	Abstract E.—Rs. 5,610 Abstract G.—Rs. 1,920.
						57,242			56,527	55,044	
Total I.—General Superintendence	...	...	...			1,83,390			1,85,076	1,77,607	The charges under this head have been apportioned as under :—
Chargeable to Locomotive Expenses, carried over to page 30 ...	...	...	...			1,37,543			1,38,807	1,33,205	Locomotive Expenses ... Sanctioned. 75·00 Proposed. 75·00 Actuals. 75·00
Chargeable to Carriage and Wagon Expenses, carried over to page 34 ...	...	...	...			45,847			46,269	44,402	Carriage and Wagon Expenses. ... 25·00 25·00 25·00

SOUTH INDIAN RAILWAY.

ABSTRACT Locomotive

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
I.—GENERAL SUPERINTENDENCE (as per page 28.)	...	...	...	...	...	1,37,543	...	...	1,38,807	1,33,205	
II. RUNNING EXPENSES.											
(Wages connected with the working of Locomotive Engines.)											
(1). Wages of Drivers and Firemen.											
Drivers, European ...	...	...	101 to 230	50	6,912	82,950	42	6,384	76,608	...	
Drivers, European ...	...	...	100 & below	48	3,003	36,045	48	3,003	36,044	...	
Drivers, Native ...	...	...	below Rs. 100	70	1,760	21,120	62	1,760	21,120	...	
Firemen, European ...	...	...	101 to 135	115	2,460	29,520	88	1,920	23,040	...	
Firemen, Native ...	...	...	below Rs. 100	227	2,430	29,160	210	2,480	29,760	...	Provision made for increases to deserving men.
TOTAL II—(1) ...	...	...	...	...	...	1,98,795	..	...	1,86,572	1,82,207	
(2). Overtime Allowances ...	...	...	...	...	8,250	99,000	...	8,250	99,000	95,146	
(3). All Labour connected with fuelling, cleaning, and looking after engines in yard ...	...	...	...	...	*5,166	†62,000	...	5,000	60,000	51,483	
(4). Contingent Expenses, including Clothing and Travelling Expenses. ...	...	...	...	...	476⅔	5,720	...	202	2,428	1,693	
Total II-Running Expenses ...	...	...	...	...	...	3,65,515	...	...	3,48,000	3,30,529	

III. Fuel.

Actual.				Estimate.									
Tons.	Cwt	lbs		Tons.	Cwt	lbs							
48,262	...	...	1. Coal ...	54,971	9	...	...	...	...	* 6,38,000	...	...	a 7,21,500
			2. Coke ...				...	...	...				
			3. Patent Fuel...				...	...	...				
28,784	...	...	4. Wood...	3,000	..	...	...	...	...	1,50,000	...	...	b 13,500
										7,88,000	...	...	7,35,000
			Carried over ...				...	...	...	12,91,058	...	...	12,21,807

*Previous year's sanctions altered by transfer
† Do. do.

RAILWAY.

B.

Expenses.

months ending 31*st March,* 1900.

FUEL PER TRAIN MILE.

		lbs.	Tons.	Cwts.		
(c) 6,00,204	(a.) 3,600,000 Train Miles	34·83	54,971	9	@ Rs. 13-2-0	per ton=Rs. 7,21,500
	(b.) 3,600,000 Do.		3,000		@ Rs. 4-8-0	per ton=Rs. 13,500
...						
...	(c.) 3,583,426 Do.	36·16	48,262		@ Rs. 12-6-11	per ton=Rs. 6,00,204
(d) 1,41,697	(d.) 3,583,426 Do.		28,784		@ Rs. 4-14-9	per ton=Rs. 1,41,697
7,41,901						
12,05,635						

a Schedule H. of Official Meeting No. 6 of 1898.
b do. do. No. 1 of 1899.

SOUTH INDIAN RAILWAY.

ABSTRACT B.—(*concluded.*)

Locomotive Expenses.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99			Estimate for year ending 31st March, 1900			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward ...	...	...	...			12,91,058			12,21,807	12,05,635	
IV.—Water (including Wages and Stores) ...	...	...	...			†42,000			37,000	39,373	
V.—Oil, Tallow, and other Stores expended on engines in work.	...	...	...			70,000			70,000	77,446	
VI.—Maintenance and Renewals of Locomotive Engines.											
1. Wages ...	...	...	...			†1,99,000			1,10,000	1,08,818	
2. Overtime allowances ...	...	...	...			11,000			11,000	9,007	
3. Materials ...	...	...	...			2,89,000			(*a*)3,79,000	2,33,082	(*a*). Increase due to heavy boiler renewals and replacement of 5 engines complete with tenders, the previous engines being renewed without tenders.
TOTAL VI. ...	...	...	...			4,99,000			5,00,000	3,50,907	
VI.—(A). Maintenance and Renewals of Machinery, Tools and Plant.											
1. Wages ...	...	...	...			500			(*b*)1,000	...	
2. Overtime allowances ...	...	...	...			1,500			1,000	...	(*b*). Increased by Rs. 500. Transferred from VI. (A) (2) Overtime Allowances.
3. Materials ...	...	...	...			*10,000			5,000	...	
TOTAL VI-(A) ...	...	...	...			12,000			7,000	4,198	
VII.—New Minor works ...	...	...	...			2,000			1,000	...	
VIII.—Payments to other Lines											
Shunting charges at Junction stations...	...	...	...			100			...	27	
IX.—Unclassified Expenditure.											
1. Loss on Stores, &c. ...	...	...	...			2,500			2,500	...	
2. Loss by Exchange ...	...	...	...			...			...	...	
3. Carriage of Revenue Stores ...	...	...	...			76,000			69,450	...	
4. Expenses connected with the Committee of Loco and Carriage Supdts...	...	...	...			200			200	...	
Total IX. ...	...	...	...			78,700			72,150	71,362	
Total...	...	...	...			19,94,858			19,08,957	17,48,948	
Less Stores returned to Stock ...	...	...	...			11,000			12,000	10,685	
Total Abstract B.—LOCOMOTIVE EXPENSES ...	...	...	...			19,83,858			18,96,957	17,38,263	
Deduct—chargeable to the Mayavaram-Mutupet Railway ...		..	...	...	...	55,400	...	...	54,500	48,626	
Do. do. Pondicherry Railway ...		...	...	...	...	7,400	...	...	7,500	6,833	
Do. do. Peralam-Karaikkal Railway ...		...	...	...	...	12,700	...	...	7,500	153	
Total...						19,08,358	...	...	18,27,457	16,82,651	

* Previous year's sanction altered by transfer *Vide* Schedule H. of Official Meeting No. 6 of 98.
† Do. do. do. No. 1 of 99.

ENGINES TO BE REPAIRED.

	Actuals. 1897-98	Sanctions. 1898-99	Estimate. 1899-1900
Ordinary Engine repairs ...	145	160	150
New Engines to be replaced ...	...	5	5
New Boilers, complete ...	...	...	...

Repairs to 150 Engines ...	Rs. 3,75,000
Provison for 5 new Engines with tenders ...	„ 1,25,000
	Rs. 5,00,000

SOUTH INDIAN

ABSTRACT

Carriage and

Authorizations for the twelve

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99			Estimate for year ending 31st March, 1900		
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
I.—General Superintendence (as per page 28) ...	...	...	...	...	...	45,847	...	...	46,269
II.—Repairs and Renewals of Vehicles.									
Coaching Vehicles—									
1. Wages ...	...	...	...	...	...	83,210	...	...	71,000
2. Overtime ...	...	...	...	...	...	1,000	...	...	1,000
3. Materials ...	...	...	...	...	...	*1,88,790	...	...	1,28,050
	...	...	...	...	...	2,73,000	...	...	2,00,050
Goods Vehicles—									
1. Wages ...	...	...	...	...	...	49,000	...	...	45,000
2. Overtime ...	...	...	...	...	...	700	...	...	700
3. Materials ...	...	...	...	...	...	1,47,350	...	...	1,43,400
	...	...	...	...	...	1,97,050	...	...	1,89,100
TOTAL II...	...	...	...	...	...	4,70,050	...	...	3,89,150
II (A).—Repairs and Renewals of Machinery, Tools and Plant—									
1. Wages ...	...	...	...	...	...	80	...	...	80
2. Overtime ...	...	...	...	...	...	...	...	...	...
3 Materials ...	...	...	...	...	...	*4,920	...	...	1,500
TOTAL II (A)...	...	...	...	...	...	5,000	...	...	1,580
III.—Cleaning Carriages and Wagons, and Oiling—									
1. Labor, including wages of Oilers, Carriage Cleaners, and Examiners..	...	...	...	...		39,000	...	...	(c)40,000
2. Stores, including Oil, Grease, and other Stores for consumption on running vehicles ...	...	...	...	...	...	10,000	...	...	8,000
TOTAL III...	...	...	...	...	...	49,000	...	...	48,000
IV.—New Minor Works ...	...	...	...	...	...	1,000	...	...	1,000
V.—Unclassified Expenditure—						2,000	...	...	2,000
1. Loss on Stores, &c. ...	...	...	...	...	...	...	...	...	...
2. Loss by Exchange ...	...	...	...	...	...	3,500	...	...	3,500
3. Carriage of Revenue Stores ...	...	...	...	...	...				
TOTAL V...	...	...	...	...	...	5,500	...	...	5,500
Total Abstract C. ...	...	...	...	...	...	5,76,397	...	...	4,91,499
Less Stores returned to stock ...	...	...	...	...	...	1,000	...	...	3,000
Total Abstract C.—CARRIAGE AND WAGON EXPENSES ...	...	...	...	...	...	5,75,397	...	...	4,88,499
Deduct—chargeable to the Mayavaram-Mutupet Railway ...				...	...	16,000	...	...	14,500
Do. —chargeable to the Pondicherry Railway ...				...	...	2,200	...	...	2,000
Do. —chargeable to the Peralam-Karaikkal Railway ...				...	...	3,700	...	...	2,000
Total...				...	...	5,53,497	...	...	4,69,999

* Altered as per Consulting Engineer's No. 1017, Dated 27th March 1899.

RAILWAY.

C.

Wagon Expenses.

months ending 31st March, 1900.

Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.	Actuals, 1897-98.		Sanction, 1898-99.		Estimate, 1899-1900.	
		No.	Amount. Rs.	No.	Amount. Rs.	No.	Amount. Rs.
Rs.	**Coaching, and Goods, vehicles to be re-built and repaired.**						
44,402	**Coaching**						
70,208	Jones' Buffers to be fitted	...	...	100	10,700	50	6,150
374	Manufacturing Axle guards and liners for 100 Bogie Carriages	...	...	...	...	...	2,000
2,21,179	*Complete renewals*...	22					
2,91,761	(1) Substitution of Fox's Bogies for the Cleminson's arrangement under 3rd class carriages			21	43,700	6	12,600
40,296	Consulting Engineer's carriage			1	2,000	...	...
358	Combined 3rd class and Postal carriage—½ 3rd & ½ Postal ...			6	25,300	...	...
1,05,898	Combined 3rd class and Brake Vans—½ 3rd & ½ Brake ...			7	25,000	...	...
1,46,552	First class carriages		2,91,761	4	12,000	4	12,000
4,38,313	Composite do			8	24,000	4	12,000
...	Second class do			1	1,600	...	...
...	Third class do			4	5,600	6	8,400
...	Horse box			1	900	...	...
5	*Ordinary repairs*...	751		630	1,24,200	700	1,47,000
	Total...	773	2,91,761	683	2,64,300	720	1,93,900
	Goods.						
...	Jones' Buffers to be fitted	159	15,928	250	26,750	250	30,750
	(2) Railings for High side trucks	...			6,000		6,000
...	Equipment of Break down or Accident trains, Class A ...						1,400
	Complete renewals	11					
44,950	Oil tank trucks			2	2,836	...	...
58	Covered goods wagons, "A" class			14	6,300	35	16,000
	High sided wagons		1,30,624	...	...	6	1,500
...	Ballast wagons			...	...	6	1,200
...	Cotton wagons, Cleminson's			...	...	1	1,000
5,744	Goods Brake Van			8	8,000	...	...
5,33,472	*Ordinary repairs*	1,286		1,438	1,47,164	1,250	1,31,250
3,371	**Total**...	1,297	1,30,624	1,462	1,70,300	1,298	1,58,350
5,30,101							
14,793							
2,069							
49	(c) Increased by Rs. 1,000, Transferred from III (2) Stores &c.						
5,13,190							

(1) Sanctioned by G. O. I. No. 449 R. S., dated 1st October, 1896.
(2) Sanctioned by M.G.O. No. 811 R. Dated 28th November, 1895.

SOUTH INDIAN RAILWAY.

APPENDIX A. TO ABSTRACTS B. & C.

Locomotive, and Carriage and Wagon Expenses.

Authorizations for the twelve months ending 31st March, 1900.

Mileage rate for Locomotive, and Carriage and Wagon Expenses.

The actual train-mileage for the year ended 31st March, 1898 was 3,583,426, and it is estimated that the train-mileage for the twelve months ending 31st March, 1900, will be 3,600,000, including the Peralam-Karaikkal Railway.

The following represents the average rates per train-mile as compared with actuals:—

	Estimate.	Actuals.
	As.	As.
B. II—Running expenses	1·55	1·48
B. III—Fuel	3·27	3·31
B. IV—Water	·16	·17
B. V—Oil, Tallow, and other Stores	·31	·35
B. VI—Maintenance & renewals of Locomotive Engines ...	2·22	1·57
B. VI A— Do. of Machinery, Tools and Plant	·03	·02
C. II—Repairs and renewals of Vehicles	1·73	1·96
C. II A— Do. of Machinery, Tools and Plant	·01	...
C. III—Cleaning Carriages and Wagons, and Oiling ...	·21	·20
	9·49	9·06

	Rs.	Rs.
Estimated cost of running 3,600,000 train-miles	21,20,730	
Actual cost of running 3,583,426 train-miles	...	20,13,566
Add—Charges for Superintendence, New Minor Works, Payments to other lines, and Unclassified Expenditure	2,64,726	2,54,798
TOTAL (ABSTRACTS B. & C.)—LOCOMOTIVE, AND CARRIAGE AND WAGON EXPENSES. ...	23,85,456	22,68,364

EXPLANATORY NOTES.

* **Train Mileage.**

	Actuals 1897-98.	Estimate 1898-99.	Estimate 1899-1900.
South Indian Railway	3,443,918	3,505,000	3,440,000
Mayavaram-Mutupet Railway	126,908	126,000	126,000
Pondicherry Railway	11,930	14,000	13,000
Peralam-Karaikkal Railway	670	12,000	21,000
TOTAL ...	3,583,426	3,657,000	3,600,000

To replace 5 condemned six coupled Engines by 5 new "F" class Engines with tenders.

SOUTH INDIAN RAILWAY.

APPENDIX B TO ABSTRACTS B. & C.

Locomotive, Carriage and Wagon Expenses.

Statement of wages for the twelve months ending 31st March, 1900.

(Not for Audit purposes.)

CAPACITY.	Highest rate of pay per month. Rs.	Lowest rate of pay per month. Rs.	REMARKS.
Drivers	230	45	
Firemen	135	12	
Fitters	230	5	
Boilersmiths	41	5	
Blacksmiths	46	5	
Strikers	14	5	
Spring-makers	36	7	
Moulders	23	5	
Turners	36	5	
Carriage Examiners	150	12	
Carpenters	* 46	5	
Painters	† 32	5	
Sawyers	‡ 32	5	
Saw-filers	32	5	
Wheel tappers	13	7	
Greasers	20	6	
Cleaners and Coalmen	15	7	

EXPLANATORY NOTES

These maxima will only apply to non-domiciled European employes of the classes named.

For employes domiciled in India the maxima rates will be:—

For Drivers, Rs. 200 per mensem.
„ Firemen, „ 110 do.
„ Fitters, „ 200 do.

* The highest rate of wages drawn by a Carpenter Maistry is Rs. 0-15-4 per spell, averaging about Rs. 46 per month.

† Do. do. do. Painter Maistry Rs. 0-10-8 per spell, averaging about Rs. 32 per month

‡ Do. do. do. Sawyer Maistry Rs. 0-10-8 do. do.

SOUTH INDIAN RAILWAY.

ABSTRACT

Traffic

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
I.—SALARIES, WAGES, &c.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Note.—The revised scale of pay quoted for the superior staff of the Traffic Department is that sanctioned by Govt. of India, letter No. 2016 G. of 9th July 1898, embodied in Madras G. O. No. 957, Ry. of 26-7-98 vide the Managing Director's letter No. 218 of 4-11-98, and has effect from 1st January, 1900
(a) GENERAL SUPERINTENDENCE.											
1. Traffic Manager, Assistant Traffic Managers, & Traffic Canvassers.											
Traffic Manager ...	1,200	75	1,500	1	1,200 / 1,275	14,550	1	1,275 / 1,350	15,574 *a*	...	*a.* Mr. H. Davies. Increment of Rs. 75 falls due on 12th December, 1899.
Deputy Traffic Manager ...	900	50	1,000	1	850	10,200	1	850 / 900	10,785 *b*	...	*b.* ,, T. J. McCloughin. Increment of Rs. 50 (from 850 to 900) falls due on 10th April, 1899.
First Assistant do ...	750	50	850	1	600 / 650	7,744	1	650 / 700 / 750	8,494 *c*	...	*c.* ,, W. A. Cross. Increment of Rs. 50 (from 650 to 700) falls due on 5th May, 1899 and provision is made for the minimum pay of the revised scale *viz* Rs 750 from 1st January, 1900.
District Traffic Superintendent ...	450	25	500	1	450	5,400	1	450 / 475	5,693 *d*	...	*d.* ,, J. O. Shoobridge. Increment of Rs. 25 falls due on 10th April, 1899.
Do. do do ...	450	25	500	1	375 / 400	4,575	1	200 / 225 / 450	2,801 *e*	...	*e.* ,, H. H. Birch. Provision is made for furlough pay for 10 months and 16 days and full pay for one month and 13 days on the new scale from 1st January, 1900. ,, R. Sangar. Provision made for the minimum pay of the revised scale from 1st January, 1900.
Do. do do ...	450	25	500	1	375 / 400	4,575	1	400 / 450	4,950	...	*f.* ,, S. J. Mercer. Increment of Rs. 25 falls due on 2nd August 1899. Acts for Mr. Birch while the latter is on furlough.
Do. do do ...	350	25	400	1	350 / 375	4,400	1	375 / 400 / 425	4,738 *f*	...	*g.* ,, S. Bryant.
Do. do do ...	350	25	400	1	400	4,800	1	400	4,800 *g*	...	*h.* Provision is made for one Extra Traffic Inspector for Head Quarters.
Traffic Inspectors ...	...	...	100	4	400	4,800	5	500	6,000 *h*	...	
Traffic Canvassers ...	...	...	80	2	160	1,920	2	160	1,920	...	*i.* Reduction in the number of Train Inspectors has been effected by including the duties with those of Station Masters at Pakala, and Trichinopoly Junction, stations.
Train Inspectors ...	...	...	100	12	708⅓	8,500*	7	700	8,400 *i*	...	*j.* Provision is made for one Lamp Inspector to attend to the lighting of trains and Stations.
Lamp Inspectors ...	...	...	100	...	...	...	1	100	1,200 *j*	...	*k.* Decrease due to the favourable rate of exchange.
Exchange Compensation Allowance ...	...	...	...		430	5,160	...	328⅓	3,944 *k*	...	
Commission to Messrs. Cook & Sons, and Henry Gaze & Sons, on Tourist Tickets ...	...	...	...		35	420	...	35	420	...	
Total I (*a*) (1)...	...	...	...			77,044			79,719	69,088	
2. Office Establishment.											
Traffic Manager's Office—										...	*l.* This designation is for Mr. Cresswell who has the general superintendence of the Traffic Manager's Office.
Office Superintendent ...	...	...	175	...	...	...	1	175	2,100 *l*		
Chief Clerks ...	...	...	Rs. 100 to 125	3	400	4,800	3	330	3,960	...	*m.* Provides for annual increments to clerks under the graded List.
Clerks ...	...	...	below Rs. 100	80	1,820	21,840	79	1,815	21,780 *m*		
Menials ...	...	...	12	20	116	1,392	20	118	1,416 *n*	...	*n.* Provides for increase of Rs. 2 to the Head Peon.
Total...	...	...	...	103	2,336	28,032	103	2,438	29,256		
District Traffic Superintendents' Offices—											
Central Division.										...	*o.* Provides for annual increments to clerks under the graded system. The maximum pay of the Chief Clerk raised from Rs. 45 to 50 as per graded List.
Clerks ...	...	...	50	8	155	1,860	8	165	1,980 *o*		
Menials ...	...	...	7	2	14	168	2	14	168	...	
Total...	...	...	...	10	169	2,028	10	179	2,148		
Southern Division.										...	*p.* Do.
Clerks ...	...	...	50	8	155	1,860	8	163	1,956 *p*		
Menials ...	...	...	7	2	14	168	2	14	168	...	
Total...	...	...	...	10	169	2,028	10	177	2,124		
Total I (*a*-1) Carried over...	...	...	...	...	...	77,044	...	...	79,719	69,088	
Total I (*a*-2) Carried over...	...	...	...	...	...	32,088	...	...	33,528	...	

* *Vide* Schedule H of Official Meeting No. 1 of 1899.

SOUTH INDIAN RAILWAY.

ABSTRACT

Traffic

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No	Amount.	Total.		
	Rs	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
						77,044			79,719	69,088	
TOTAL I (*a*-1) Brought forward ...	...	...	...			32,088		...	33,528	...	
TOTAL I (*a*-2) Brought forward ...	...	...	...		...						
I. SALARIES, WAGES, &c.—(contd.)											
(*a*) GENERAL SUPERINTENDENCE.											
(2) Office Establishment.—(contd.)											
District Traffic Superintendents' Offices—											
Northern Division.											
Clerks	...	...	50	8	145	1,740	8	160	(*q*) 1,920	...	*q.* Provides for annual increments to Clerks under the graded List.
Menials	...	...	8	2	14	168	2	14	168	...	
Total				10	159	1,908	10	174	2,088	...	
Pakala Division.										...	*r.* Provides for one extra clerk, and for annual increments to Clerks under the graded List. The maximum pay of the Chief Clerk raised from Rs. 35 to 50 as per graded List.
Clerks	...	...	50	7	145	1,740	8	155	1,860 *r*	...	
Menials	...	...	7	2	14	168	2	14	168		
Total				9	159	1,908	10	169	2,028	...	
Total I (*a*-2)				...	...	35,904	...	...	37,644	33,582	
(3) Travelling Allowances				...	666⅔	8,000	...	666⅔	8,000	6,386	
(4) Contingencies				...	60	720	...	60	720	538	
Total I. (*a*) GENERAL SUPERINTENDENCE				...	...	1,21,668	...	...	1,26,083	1,09,594	
(*b*) **Station Staff.**										...	*s.* Provides for annual increments of Rs. 10 per mensem.
Station Masters	...	...	150	5	572½	6,870	5	589⅛	7,070 *s*	...	*t.* The decrease is due to the handing over of the Nellore-Gudur section to the East Coast Railway, and to the abolition of the night staff on the Pakala-Dharmavaram section. Provision is made for one Station Master for Porear Road, and for increases to Assistant Station Masters who have been drawing Rs. 17-8-0 for 3 years as per graded scale. A sum of Rs. 840, is also provided for the Signal stations at 2 Quarry sidings.
Station Masters, Assistant, and Relieving Station Masters	...	...	100 & below.	299	7,790	93,480	286	7,787⅝	93,454 *t*	...	
Chief Goods Clerk	...	...	120	1	120	1,440	1	120	1,440	...	*u.* Provision is made for two extra Clerks on Rs. 15 each at Peralam Junction owing to increased work, also for increases to Clerks who have been in the service for 6 years and over and are drawing Rs. 10 and 12. The handing over of the Nellore-Gudur section to the East Coast Railway has been taken into consideration.
Goods, Coaching, and Relieving, Clerks	...	...	60	278	4,212½	50,550	275	4,310½	51,726 *u*	...	
Total I (*b*) Carried over				...	...	1,52,340	...	...	1,53,690	1,09,594	
Total I. (*a*) GENERAL SUPERINTENDENCE Carried over				..	...	1,21,668	...	...	1,26,083		

RAILWAY.

D.—(*continued*).

Expenses.

months ending 31*st March*, 1900.

SOUTH INDIAN RAILWAY.

ABSTRACT D.—(*continued.*)

Traffic Expenses.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Total I. (*a*) Brought forward...	...	...	...	...	...	1,21,668	...	...	1,26,083	1,09,594	
Total I. (*b*) Brought forward...	...	...	...	...	...	1,52,340	...		1,53,690	...	
I.-SALARIES, WAGES, &c.—(*contd.*) (*b*). **Station Staff.**—(*continued*).											
Travelling Ticket Inspectors ...	...	...	80	3	150	1,800	3	150	1,800	...	
Travelling Ticket Examiners ...	...	...	40	12	340	4,080	18	460	5,520 *v*	...	*v.* Provision is made for 6 extra Ticket Examiners on Rs. 20 each per mensem as the present staff is considered insufficient to carry out the work satisfactorily.
Ticket Collectors ...	...	...	35	67	1,020	12,240	66	1,010	12,120 *x*	...	
Platform Inspectors ...	...	...	40	5	200	2,400	5	200	2,400	...	
Weighing Machine Inspectors ...	...	...	200	2	385	770	... (*w*)	...	...	...	*w.* Transferred to the Engineering Department.
Fitter ...	...	...	30	1	30	60	...	...	...	...	
Clock Repairers ...	...	...	40	3	100	1,200	3	100	1,200	...	
Clock Winders ...	...	...	25	6	120	1,440	6	120	1,440	...	
Shunters ...	...	...	20	47	620	7,440	46	605	7,260 *x*	...	*x.* Reduction due to the handing over of the Nellore-Gudur section to the East Coast Railway.
Pointsmen ...	...	...	9	895	6,189	74,268*	868	6,125	73,500 *y*	...	*y.* Reduction due to the handing over of the Nellore-Gudur section to the East Coast Railway, and to the abolition of night staff on the Pakala-Dharmavaram section. A sum of Rs. 336 is provided for Signal stations at Quarry sidings and is included under the head of Pointsmen.
Gatekeepers ...	...	...	10	937	4,480	53,760	921	4,400	52,800	...	
Menials ...	...	...	10	1,006	6,196¼	74,358	990	6,099½	73,194 *y*	...	
Waiting Room Attendants ...	...	...	15	5	75	900	5	75	900	..	
Training Staff ...	...	...	5	50	193⅓	2,320	50	193⅓	2,320		
Loading and unloading allowances, wages of Porters, relieving allowances, gratuities to Pointsmen and Signalmen, and other contingencies, including hot weather establishment. ...	...	...	...	...	384	4,608*	...	259	3,108	...	
Watch and Ward ...	...	...	35	127	885	10,620	125	873	10,476 *x*	...	
						4,04,604			4,01,728	...	(1) Abstract D.—VI., Rs. 2,640, Abstract E.—Rs. 10,476.
Deduct amounts chargeable to Abstract D. VI, page 46, and to Abstract E. III., page 52. ...	...	...	...			14,090			13,116(1)		
										3,62,718	
Total I (*b*) ...	...	...	...			3,90,514			3,88,612	...	
(*c*) **Train Staff.**										...	
1. Guards ...	...	...	100 and below.	173	7,023½	84,280	173	7,023½	84,280	...	
Brakesmen ...	...	...	12	10	120	1,440	10	120	1,440	...	
Menials (Guards' Cooks) ...	...	...	8	14	75	900	14	75	900	73,379	
Total ...	...	...	...			86,620			86,620	12,833	*z.* The sanction applied for is considered sufficient.
2. Overtime Allowance ...	...	...	...		1,666⅔	20,000		1,250	15,000 *z*	86,212	
Total I (*c*) ...	...	...	...			1,06,620		...	1,01,620	5,58,524	
Total I Carried over ...	...	...	...	...	...	6,18,802		...	6,16,115		

*Vide Schedule H. of Official Meeting No. 1 of 1899.

SOUTH INDIAN

ABSTRACT

Traffic

Authorizations for the twelve

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward...	...	...	...	...	...	6,18,802	...	...	6,16,315	5,58,524	
II.—Fuel, Lighting, Water, and General Stores.											
1. Fire, Lights, Water, and General Stores for Carriages, Stations, and Offices ...	...	...	...	...	9,166⅔	1,10,000	...	8,958⅓	1,07,500	1,08,442	*a.* The sanction applied for is considered sufficient.
2. Wagon Covers, Ropes, &c ...	...	...	...	...	216⅔	2,600	...	8⅓	100 *a*	...	
3. Office and Station Fittings and Furniture ...	...	...	...	...	616⅔	7,400	...	616⅔	7,400	13,192	
Total II...	...	...	...	...	..	1,20,000	...	...	1,15,000	1,21,634	
III.—Clothing ...	...	...	...	...	1,291⅔	15,500	...	1,250	15,000 *a*	15,090	
IV.—Printing, Stationery and Tickets ...	...	...	...	...	10,000	1,20,000	...	10,000	1,20,000	1,24,810	
V.—Charges for Delivery and Collection of Goods, &c. ...	...	...	...	...	16⅔	200	...	16⅔	200	6	
VI.—Miscellaneous Expenses ...	...	...	...	...	368⅔	4,424	...	299½	3,644 *b*	6,059	*b.* Due to the transfer of weighing Machine Inspector, with his staff, to the Engineering Department.
VII.—Payments to other Lines.											
1. Traffic expenses at Joint stations.	...	...	...	...	1,250	15,000	...	1,250	15,000	15,729	
VIII.—Unclassified Expenditure.											
1. Loss on Stores, &c. ...	...	...	...	...	191⅔	2,300†	...	191⅔	2,300	1,065	
2. Loss by Exchange ...	...	...	...	...	...	...	...	...	...	...	
3. Carriage of Revenue Stores ...	...	...	...	...	441⅔	5,300†	...	441⅔	5,300	48	
Total VIII...	...	...	...	...	...	7,600	...	...	7,600	1,113	
Total Abstract D...	...	...	...	...	...	9,01,526	...	...	8,92,759	8,42,965	
Deduct—value of Stores returned to Stock...	...	...	...	...	...	5,500	...	...	5,500	902	
Deduct—chargeable to the Mayavaram-Mutupet Railway ...	...	...	...	...	...	8,96,026	...	...	8,87,259	8,42,063	
Do. chargeable to the Pondicherry Railway ...	...	...	...	...	...	25,000	...	...	26,000	23,532	
Do. chargeable to Peralam-Karaikkal Railway ...	...	...	...	...	...	3,400	...	...	3,500	3,310	
Total Abstract D.—TRAFFIC EXPENSES. ...	...	...	...	...	...	5,700	...	...	3,500	80	
	...	...	...	...	...	8,61,926	...	...	8,54,259	8,15,141	

† Schedule H of Official Meeting No. 5 of 1898.

RAILWAY.

D.—*(concluded).*

Expenses.

months ending 31*st March,* 1900.

SOUTH INDIAN RAILWAY.

ABSTRACT E.

General Charges.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
I.—GENERAL ADMINISTRATION ...	...	...	...	...	...	1,84,000	...	...	(x)1,84,000	1,72,351	(x) Government Supervision, Audit and Control ... ... Rs. 82,946 Home Establishment charges ... ... „ 1,01,054 1,84,000
II.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES.											
(1). Controlling Office.											
Agent ...	1,800	100	2,000	1	2,000	24,000	...	...	...	...	NOTE.—The revised-grading of the superior staff is that sanctioned by Government of India letter No. 2016 G. of 9th July, 1898, as embodied in Madras G. O. No. 957 Ry. of 26th July, 1898, *vide*, Managing Director's letter No. 218 of 4th November 1898.
Acting Agent ...	...	...	...	...	...	...	1	(a) 1,725 } 1,762½ }	21,129	...	On furlough for 18 months from 1st April 1899.
Assistant Agent ...	750	50	850	1	600 } 750 }	† 8,550	1	(b) 750 } 800 }	9,450	...	(a) Provision made for the Chief Engineer acting as Agent for the whole year. Increment of Rs. 75 on Chief Engineer's salary falls due on 18-4-99.
Exchange Compensation Allowance...	...	...	...	...	221	2,652	...	...	...	...	(b) Increment of Rs. 50 falls due on 1-7-99.
Travelling Allowances ...	...	...	...	...	50	600	...	50	600	...	
Pension and Leave contributions ...	...	...	...	...	237½	2,850	...	...	...	...	
Loss on Home Remittances ...	...	...	...	...	...	...	...	...	1,441	37,885	For the Acting Agent.
Total ...	...	...	...	...	...	38,652	...	...	32,620		
Office Establishment—											
Chief Clerk ...	...	...	130	1	130	1,560	1	130	1,560	...	
Clerks ...	...	...	70	20	583½	7,002	21	616¾	(c) 7,400	...	(c) Provides for increments to clerks under the graded List, and for the engagement of one additional clerk.
Menials, and petty establishment ...	...	...	35	22	181	* 2,172	22	181	2,172	...	* *Vide* transfer recorded in Schedule H of Official Meeting No. 4 of 1898.
Total ...	...	...	...	...	...	10,734	...	...	11,132	10,431	
Total II (1) ...	...	...	...	...	...	49,386	...	...	43,752	48,316	
Deduct-chargeable to Abstracts E, III, and G.	...	...	...	...	95	1,140	...	95	1,140	1,173	Abstract E, III, Rs. 852. Abstract G.—Rs. 288.
Total II (1) ...	...	...	...	...	...	48,246	...	...	42,612	47,143	
(2) to (4). Audit, Accounts, and Paymaster's Offices.											
Chief Auditor ...	1,200	75	1,500	1	1,300 } ‡1,350 }	†16,050	1	1,350 } 1,425 }	(d) 16,875	...	‡ *Vide* M. G. O. No. 1491 Ry. dated 2-12-98.
First Assistant Auditor ...	750	50	850	1	650	7,800	1	650 } 750 }	(e) 8,700	...	(d) Mr. W.M. Simpson. Rs. 1350 up to 30-6-1899, and Rs. 1425 for the remaining months Mr. E. E. B. Bailey. Rs. 650 do Rs. 750 do increased provision made pending sanction of Board to his drawing increased salary from 1-7-99.
Second Assistant Auditor ...	450	25	500	1	450	5,400	1	450 } 525 }	(f) 6,075	...	(e) Mr. E. E. B. Bailey. Rs. 650 do Rs. 750 do increased provision made pending sanction of Board to his drawing increased salary from 1-7-99.
Third Assistant Auditor ...	450	25	500	1	519 } ‡544 }	†6,453	1	500 } 450 }	(g) 5,550	...	(f) Mr. G. H. W. Tremenheere. Rs. 450 up to 30-6-1899, when his services terminate *vide* Board's letter No. 218 of 4-11-98, and Mr. T. V. Annaswami Mudaliar Rs. 500 from 1-7-1899. Includes Rs. 25 per mensem for 9 months for supervising Rail-borne traffic work.
Fourth Assistant Auditor ...	350	25	400	1	450	5,400	1	450 } 350 }	(h) 4,500	...	(g) Mr. T. V. Annaswami Mudaliar. Rs. 475 for 3 months with Rs. 25 a month for the same period for supervising Rail-borne traffic work and Mr. W. C. Cave-Browne, Rs. 450 for 9 months.
Exchange Compensation Allowance ...	...	...	...	...	242¼	2,907	...	211⅛	2,534	...	(h) Mr. W. C. Cave-Browne. Salary Rs. 400 and P. A. Rs. 50 for 3 months, and a new 4th Assistant Auditor on Rs. 350 for 9 months.
Pension and Leave contributions ...	...	...	...	...	...	...	...	43¾	(k) 525	...	(k) For Mr. T. V. Annaswami Mudaliar.
Total ...	...	...	...	5	...	44,010	5	...	44,759	41,417	
Total 2 to 4 Carried over ...	...	...	...	5	...	44,010	5	...	44,759	41,417	
Total I Carried over ...	...	...	...			1,84,000			1,84,000	1,72,351	
Total II (1) Carried over ...	...	...	...	...	...	48,246	...	...	42,612	47,143	

† *Vide* transfers recorded in Schedule H

SOUTH INDIAN RAILWAY.

ABSTRACT E.—(*continued*).

General Charges.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay. Initial Pay.	Annual Increment.	Maximum Pay.	Sanctions for the previous year, 1898-99. No.	Amount.	Total.	Estimate for year ending 31st March, 1900. No.	Amount.	Total.	Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward ...	...	...	...	...	...	1,84,000	...	...	1,84,000	1,72,351	
II.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES.—(continued.)	...	...	...	...	...	48,246	...	...	42,612	47,143	
(2) to (4).—Audit, Accounts, and Paymaster's Offices.—(continued.)	...	...	...	..	...	44,010		...	44,759	41,417	
Clerical Establishment—											
Clerks ...	...	...	101 to 175	7	990	11,880	8	1,120	13,440	...	Increases due under the graded List.
Clerks ...	...	...	100 and under	245	5,828	69,936	246	* 5,948	71,376	...	* A Travelling Auditor hitherto provided for in "Rs. 100 and under" is now included in "Rs. 101 to 175" in consequence of receiving the sanctioned increment. Provision made for two additional Clerks on Rs. 10-1-15 in the Locomotive Audit Section.
Cash and Pay.										...	Increment due under the graded scale.
Head Cashier ...	150	5	175	1	155	1,860	1	160	1,920	...	do do do
Cashiers ...	...	...	100 and under	17	920	11,040	17	924	11,088	...	
Shroffs ...	...	...	35	8	225	2,700	8	225	2,700	...	
Menials ...	...	...	...	...	498	5,980	...	498	5,980	1,00,641	
Total ...	...	...	...	...	...	1,03,396	...	...	1,06,504	2,204	
Travelling Allowances ...	...	...	...	...	248	2,980	...	250	3,000	1,44,262	
Total II (2) to (4) ...	...	...	...	...	...	1,50,386	...	...	1,54,263	2,400	(*b*) Contribution by Government for work done in compiling the Statistics of Rail-borne Traffic.
Deduct amount recoverable from Government	...	...	...	...	200	2,400	..	200	(*b*) 2,400	1,41,862	
Total II (2) to (4) ...	...	...	...	...	...	1,47,986	...	...	1,51,863		
(5). Stores Department.										...	(*a*) Increment of Rs. 50 falls due on 1-7-99 due to grading of superior staff, *vide* M. G. O. No 1491 Ry. of 2-12-98.
General Storekeeper ...	550	50	700	1	550 600	*7,050	1	600 650	(*a*) 7,650		
Assistant General-Storekeeper ...	350	25	400	1	250 275	3,267	1	275 300 350	(*a*1) 3,717	...	(*a*1) Sanctioned increments of Rs. 25 and 50 fall due on 11th May 1899 and 1-1-1900, the latter due to the introduction of the graded system in the superior staff.
Exchange Compensation Allowance...	...	...	...	...	70	839	...	67⅔	812	...	(*b*) do do do Rs. 5 do 1st April 1899 due to introduction of the graded system.
Chief Clerk ...	125	5	150	1	125	1,500	1	130	(*b*) 1,560	...	(*c*) Increase due to revised establishment from 1-4-99. The increase in maximum pay and transfer under this head will not affect total expenditure sanctioned for clerks under the graded List.
Head Warder and Landing Clerk ...	100	5	125	...	...	...	1	105	(*c*) 1,260	...	
Clerks ...	...	...	100 and under	36	1,153⅓	†13,846	35	1,049	12,588	...	
Storekeepers ...	...	...	40	14	310	3,720	13	289	(*d*) 3,468	...	(*d*) Decrease due to abolition of St. Thomas' Mount Depot. Provision made for increase of pay due under the graded system.
Menials and petty establishment ...	...	...	12	19	129	1,548	17	117	(*e*) 1,404	...	(*e*) Decrease due to abolition of St. Thomas' Mount Depot. The maximum pay of peons has been raised to Rs. 12 but this does not affect total expenditure under these heads.
Watch and Ward ...	...	...	7	27	156	1,872	26	151	(*f*) 1,812	...	
Carpenters and Coopers ...	...	...	20	3	48	576	3	48	576	...	
Serangs ...	...	...	20	2	36	432	2	36	432	...	
Painters ...	...	...	10	2	19	228	2	19	228	...	(*f*) Decrease due to abolition of St. Thomas' Mount Depot.
Checkers ...	...	...	11	22	211¼	‡2,535	22	230	2,760	...	
Labour ...	...	...	...	...	454⅔	‡5,458	...	584	7,008		
Depots.											(*g*) The "Peon" at Madras Depot has been transferred to "Lascars" of that Depot, but this does not affect the total expenditure.
Madras.—										...	
Head checker ...	...	...	21	1	20	243	1	20	243	...	
Peon ...	...	...	12	1	11	140*g*	...	...	...	...	
Lascars ...	...	...	12	4	25	302	5	36	442	...	
Labour ...	...	...	...	...	...	107	...	...	107	...	
St. Thomas Mount ...	...	...	...	...	...	100	...	...	...	...	
Vikravandi ...	...	...	...	...	...	200	...	...	200	...	
Trichinopoly ...	...	...	...	...	...	400	...	...	400	...	
Tirumangalam, and its Sub-Depot Maniyachi ...	...	...	...	...	...	400	...	...	400	...	
Pakala ...	...	...	...	...	...	300	...	...	300	...	
Total ..	...	...	...	...	...	45,063	...	...	47,367	41,156	
Travelling Allowances ...	...	...	...	...	80	960	...	80	960	599	
Total II (5) ...	...	...	...	...	...	46,023	...	...	48,327	41,755	Abstract E. III. Rs. 1,812. Abstract G. Rs. 24.
Deduct-chargeable to E. and G. ...	...	...	...	...	...	1,896	...	...	1,836	1,796	
Total II (5) ...	...	...	...	...	...	44,127	...	...	46,491	39,959	
Total I Carried over ...	...	...	...	...	..	1,84,000	...	...	1,84,000	1,72,351	
Total II (1) to (5) Carried over ...	...	...	...	...	...	2,40,359	...	...	2,40,966	2,28,964	

* *Vide* transfer recorded in Schedule H of Official Meeting No. 1 of 1899.
† Do. do. do. do. ,, 5 ,, 1898.
‡ Do. do. do. do. ,, 5 & 6 of 1898.

SOUTH INDIAN RAILWAY.

ABSTRACT E.—*(continued).*

General Charges.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward ...	...	...	...	...	...	1,84,000	...	...	1,84,000	1,72,351	
II.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES (1) to (5).—*(continued.)*	...	...	...	...	...	2,40,359	...	...	2,40,966	2,28,964	
(6) Medical Establishment.											
Superintending Physician ...	450	50	650	1	450 / 500	(a) 5,850	1	500 / 550	6,450 (1)	...	(1) Increment falls due on 1st July 1899, *vide* Govt. of India letter No. 2124 G. of 16-7-98.
Exchange Compensation Allowance ...	...	...	...	...	...	...	...	...	...	...	
Apothecary ...	...	...	150	1	145	1,740	1	150	1,800	...	(3) Maximum pay of Apothecaries located at Trichinopoly Junction and Negapatam has been raised from Rs. 145 and 125 to Rs 150 and 135 respectively.
Do. ...	...	...	135	1	125	1,500	1	135	1,620 (3)	...	
Do. ...	...	...	100	2	190	2,280	2	200	2,400	...	(4) Decrease in number is due to the retirement of a senior Apothecary.
Do. ...	...	...	75 and under	11	739	8,868	10	664	7,968 (4)	...	
Do. ...	...	...	50 and under	5	220 5/12	2,645	6	270 5/12	3,245 (5)	...	(5) Increase in number is due to filling up the vacancy caused by the retirement of a senior Apothecary.
Temporary Apothecaries ...	...	...	...	...	...	(b) 2,651	...	...	2,600 (6)	...	(6) Provision of Rs. 2,400 is made for 4 temporary Apothecaries at Rs. 50 each per mensem for Plague duty, and of Rs. 200 Apothecaries for Fairs and Festivals duty.
Compounders ...	...	...	20	16	189	2,268	16	189	2,268	...	
Hospital Servants. ...	...	...	(c) 12	10	71	852	19	127	1,524 (7)	...	(c) Maximum pay of hospital servants increased from Rs. 10 to Rs. 12.
Clerks ...	...	...	30	3	53	636	4	66	792 (8)	...	(7) Increase in number and amount due to transfer of 9 men to this head from Sweepers.
Sanitary Establishment.										...	(8) Provision of Rs. 120 is made for an extra clerk at Rs. 10 per mensem and the balance of Rs. 36 for increases to other clerks under the graded List.
Sanitary Peons ...	...	...	9	2	18	(e) 216	2	18	216	...	
Do. Sweepers ...	...	...	(g) 8	50	292½	3,506	42	244	2,928 (9)	...	(9) Transfer of 9 men to hospital servants and the engagement of an extra sweeper required for sanitation at Pakala
Bullocks for Conservancy Carts ...	...	...	...	...	42	504	...	42	504	...	
Total ...	...	...	...	...	...	33,516	...	...	34,315	...	(a) *Vide* transfer recorded in Schedule H. of Official Meeeing No. 5 of 1898.
Travelling allowance ...	...	...	...	...	200	2,400	...	200	2,400	...	(b) Do do do 4 ,, 1898 and 6 of 1898.
Total ...	...	...	...	...	...	35,916	...	...	36,715	32,035	(d) Do do do 1 ,, 1899.
Deduct chargeable to ABSTRACT G. ...	...	...	...	...	...	4,202	...	...	3,648	3,200	(e) Do do do 4 ,, 1898.
Total II (6) ...	...	...	...	...	...	31,714	...	...	33,067	28,835	(f) Do do do 5 ,, 1898 and 6 of 1899.
(7) Rents of Buildings ...	...	...	...	...	...	(d) 700	...	...	700	2,608	(g) Maximum pay increased from Rs. 7 to Rs. 8 *vide* Schedule H. of Official Meeting No. 4 of 1898.
(8) Furniture, Fittings, and other miscellaneous expenses.	...	...	...	...	...	(d) 11,400	...	...	11,400	10,886	
(9) Printing and Stationery ...	...	...	...	...	...	(a) 23,000	...	...	23,000	24,046	
(10) Medicines and contribution to Hospitals. **Bazaar Medicines, English Medicines.**	...	...	...	...	...	(f) 7,600	...	...	7,600	5,506	
Total II ...	...	...	...	...	...	3,14,773	...	...	3,16,733	3,00,845	
III.—POLICE.											
(1) Supervision / (2) Constables / (3) Contingencies ...	...	...	...	...	...	43,191	...	...	42,292	42,641	
Total III ...	...	...	...	...	...	43,191	...	...	42,292	42,641	
IV.—ADVERTISING (all advertising of all Departments.)	...	...	...	...	...	(d) 5,800	...	...	6,000	5,051	
I to IV Carried over ...	...	...	...	...	...	5,47,764	...	...	5,49,025	5,20,888	

SOUTH INDIAN RAILWAY.

ABSTRACT E.—*(concluded.)*

General Charges

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Brought forward ...	...	...	...		...	5,47,764		...	5,49,025	5,20,888	
V.—ELECTRIC TELEGRAPH.											
(1). Salaries of Superintendents and Assistants											
Inspector ...	...	...	150	1	150	1,800	1	150	1,800	...	
Inspecting Signallers ...	...	...	100 and below	3	150	1,800	3	150	1,800	...	
				...		3,600	...	...	3,600	3,420	
(2). Signallers.											† *Vide* Schedule H of Official Meeting Nos. 5 and 6 of 1898.
Block Instructor ...	...	...	100	1	37½	450†	1	100	1,200	...	* Due to the handing over of the Nellore-Gudur section to the East Coast Railway.
Signallers ...	...	...	40	257	3,470	41,640	252	3,435	41,220*	...	
Training staff ...	...	...	5	40	200	2,400	40	200	2,400	...	
Total V (2) ...	...	...	...	...	3,707½	44,490	...	3,735	44,820	38,154	
(3). Travelling Expenses ...	...	...	...	...	125	1,500‡	...	100	1,200	1,589	‡ *Vide* Schedule H of Official Meeting No. 6 of 1898.
(4). Office Expenses, Contingencies, &c.											
Peons ...	...	...	7	25	164	1,968	24	158	1,896*	...	
Contingencies ...	...	...	...	...	450	5,400	...	450	5,400	...	
Watch and Ward ...	...	...	6	3	18	216	3	18	216	...	
Total V (4) ...	...	...	...	...	...	7,584	...	...	7,512	5,907	
(5). Maintenance											
Wages and Stores ...	...	...	...	..	500	6,000	...	500	6,000	7,547	
(6). Government Telegraph Department.											
Rent, Maintenance, and Inspection ...	...	...	...	...	5,000	60,000	...	5,000	60,000	62,152	
Total V ...	...	...	...	...	...	1,23,174	...	...	1,23,132	1,18,769	
Deduct chargeable to Abstract E, III ...	...	...	...	...	...	216	...	...	216	132	
Total V ...	...	...	...	...	..	1,22,958	...	...	1,22,916	1,18,637	
VI.—CLEARING ACCOUNTS WITH OTHER LINES.	...	...	...	...	...	...	...	...	...	...	
VII.—UNCLASSIFIED EXPENDITURE.											
(1). Loss on Stores, &c. ...	...	...	...	...	...	350	...	...	350	759	
(2). Expenses connected with Fire Engines. ...	...	...	...	...	...	200	...	...	200	...	
(3). Loss by Exchange ...	...	...	...	...	...	...	...	...	...	...	
(4). Carriage of Revenue Stores ...	...	...	...	...	...	300	...	...	300	109	
(5). Funeral Expenses ...	...	...	...	...	...	...	...	...	...	...	
Total VII ...	...	...	...	...	...	850	...	...	850	868	
Total Abstract E ...	...	...	...	...	...	6,71,572	...	...	6,72,791	6,40,393	
Deduct value of Stores returned to Stock ...	...	...	...	...	...	200	...	...	200	416	
Total Abstract E ...	...	...	...	...	...	6,71,372	...	...	6,72,591	6,39,977	
Deduct chargeable to the Mayavaram-Mutupet Railway ...	...	...	...	...	...	18,800	...	...	19,500	17,891	
Do. Pondicherry Railway ...	...	...	...	...	...	2,500	...	...	2,700	2,487	
Do. Peralam-Karaikkal Railway ...	...	...	...	...	...	4,200	...	...	2,700	72	
Total Abstract E. GENERAL CHARGES ...	...	...	...	...	...	6,45,872	...	...	6,47,691	6,19,527	

SOUTH INDIAN RAILWAY.

ABSTRACT **E**.

Details of Police.

Authorization of Staff provided for under Watch and Ward for the twelve months ending 31st March, 1900.

PARTICULARS.	Number.	Monthly salary. Rate.	Monthly salary. Amount.	Sanctions for the year ending 31st March, 1900.	Total of each Department.	Proportion of $\frac{7}{10}$ths chargeable to the Railway.	Proportion of $\frac{3}{10}$ths chargeable to Government.
Engineering Department.							
Head Quarters, Trichinopoly Junction	3	5	15	180			
Division A	2	5	10	120			
Do. B	4	...	23	276			
Do. C ... ... (1) ...	10	...	61	732	1,308	916	332
Workshops, Trichinopoly Junction ... ... (2) ..							
Locomotive Department.							
Head Quarters Office Negapatam	(3) 25	50	285	3,420			
Workshops, Negapatam							
Running Shed, Negapatam	4	7	28	336			
Do. Madras	2	7	14	168			
Do. Villupuram J	5	7	35	420			
Do. Pakala J	(4) 6	20	55	660			
Do. Cuddalore O . T.	4	7	28	336			
Do. Trichinopoly J	(5) 2	8	15½	186			
Do. Madura	1	7	7	84	5,610	3,927	1,683
Do. Karaikkal							
Traffic Department.							
Central Division	19	6	114	1,368			
Southern do	(6) 69	...	483	5,796			
Northern do	(7) 23	...	192	2,304			
Villupuram-Gudur-Dharmavaram Division	14	6	84	1,008			
Telegraph Workshops, Trichinopoly Junction ...	3	6	18	216	10,692	7,484	3,208
Agent's Department.							
General Offices, Trichinopoly Junction	1	35	35	420	852	596	256
	6	6	36	432			
Audit Department.							
Ticket Printing Office, Trichinopoly Junction ...	2	6	12	144	144	101	43
General Stores Department.							
General Stores, Negapatam	(8) 20	...	121	1,452			
Depot at Vikravandi	1	5	5	60			
Do. „ Trichinopoly Junction	2	5	10	120			
Do. „ Tirumangalam	1	5	5	60			
Do. „ Maniyachi Junction	1	5	5	60			
Do. „ Pakala Junction	1	5	5	60	1,812	1,268	544
Total...					20,418	14,292	6,126
Add seven-tenths of the cost of the Government Police.						28,000	
Grand Total...						**42 292**	

EXPLANATORY NOTES.

(1) 1 Watchman at Rs. 7 per mensem.
1 Watchman „ „ 6 „
2 Watchmen „ „ 5 „

(2) 1 Watchman „ Rs. 7 per mensem.
9 Watchmen „ „ 6 „

(3) 1 Gate Sergeant at Rs. 50 per mensem.
2 Watchmen „ „ 30 each „
1 Watchman „ „ 25 „
1 Do. „ „ 10 „
20 Watchmen „ „ 7 each „

(4) 1 Watchman at Rs. 20 per mensem.
5 Watchmen „ „ 7 each „

(5) 1 Watchmen at Rs. 8 per mensem.
1 Do. „ „ 7½ „

(6) 2 Watchmen at Rs. 25 per mensem.
1 Watchman „ „ 20 „
1 Do. „ „ 10 „
1 Do. „ „ 9 „
2 Watchmen „ „ 8 „
6 Do. „ „ 7 „
56 Do. „ „ 6 „

(7) 2 Watchmen at Rs. 25 per mensem.
1 Watchman at „ 20 „
1 Do. „ „ 8 „
19 Do. „ „ 6 „

(8) 1 Watchman at Rs. 7 per mensem.
19 Wstchmen „ „ 6 „

SOUTH INDIAN RAILWAY.

Printing, Stationery, Tickets, and Record Departments.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
Superintendent ...	...	...	...	...	...	...	...	...	...		
Clerks and Readers ...	...	...	60	7	166	1,992	7	154	1,848	1,729	
Printers ...	...	...	40	3	89	1,068	3	92	1,104	996	Increase due to sanctioned increments.
Assistant Printer ...	...	...	15	1	11	132	(a) 2	23	276	120	a Provision made for a Printer on Rs. 10-1-15 and for sanctioned increments.
Checkers and Counters ...	...	...	15	12	112	1,344	12	116	1,392	847	Increase due to sanctioned increments.
Menials ...	...	...	8	12	84	1,008	12	84	1,008	818	
Watchmen ...	...	...	...	2	12	144	2	12	144	144	
Mechanical Establishment, and Labour ...	...	...	...	...	...	...	...	...	...	368	
					474	5,688	...	481	5,772	5,022	
Deduct chargeable to Abstract E. III ...	...	...	...	...	...	144	...	...	144	144	
					330	5,544	...	...	5,628	4,878	
Total...	...	...	...	...	...	...					

	Rs.
Estimate for the twelve months	5,772
Less—Proportion chargeable to several Departments on account of printed forms	1,000
Balance—Being cost of Establishment, of Stationery and Record Departments	4,772
Contingencies of Stationery, and Record Departments.	
Total ...	4,772
Add—Cost of forms and Stationery, chargeable to General Charges	144
Deduct chargeable to Abstract E. III	
Total chargeable to Abstract D. IV (page 46) ...	4,628

SOUTH INDIAN RAILWAY.

ABSTRACT G.

Special and Miscellaneous Expenditure.

Authorizations for the twelve months ending 31st March, 1900.

PARTICULARS.	Sanctioned Pay.			Sanctions for the previous year, 1898-99.			Estimate for year ending 31st March, 1900.			Actuals for year ended 31st March, 1898.	EXPLANATORY NOTES.
	Initial Pay.	Annual Increment.	Maximum Pay.	No.	Amount.	Total.	No.	Amount.	Total.		
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
I.—**Law Charges** ...	...	...	...	...	...	1,000	...	...	1,000	207	
II.—**Compensation**—											
1 For goods lost or damaged ...	...	...	...	...	...	(a) (b) 5,350	...	...	5,350		
2 For personal injury ...	...	...	...	...	...	...	...	...	...		
3 For other claims ...	...	...	...	...	...	100	...	...	100		
Total II ...	...	...	...	...	...	5,450	...	...	5,450	3,673	
III.—**Rates and Taxes, including Municipal Water rates** ...	...	...	...	...	...	(b) 26,000	...	...	25,000	22,332	
IV.—**Payments to other lines**—											
1 Hire of Locomotives ...	...	...	...	...	...	...	...	...	...	...	
2 Hire of Vehicles ...	...	...	...	...	...	...	...	...	...	...	
3 Mileage, & demurrage, of Foreign Stock ...	...	...	...	...	...	1,000	...	...	1,000		
4 Rent of Stations, &c., jointly occupied ...	...	...	...	...	...	(b) 7,000	...	...	7,000		
5 Shunting at joint Stations ...	...	...	...	...	...	100	...	...	100		
Total IV ...	...	...	...	...	...	8,100	...	...	8,100	15,318	
V.—**Prizes for Station Gardens, &c.**	...	...	...	...	...	...	...	...	...	...	
VI.—**Contributions**—											
1 Provident Institution ...	...	...	...	...	...	25,000	...	...	25,000	24,294	
VII.—**Miscellaneous**—											
1 Loss on light coins ...	...	...	...	...	...	(a) 500	...	...	500	...	
2 Working roadway traffic of bridges	...	...	...	...	...	...	...	...	...		
3 Conservancy ...	...	...	...	...	...	7,070	...	...	6,516	...	
4 Loss by Exchange ...	...	...	...	...	...	...	...	...	...		
5 Carriage of Revenue Stores ...	...	...	...	...	...	...	...	...	...		
6 Railway Schools ...	...	...	...	...	...	2,550	...	...	3,030	...	
7 Maintenance of Station Gardens...	...	...	...	...	...	...	...	...	...		
8 Grant to employes for passing in the Vernacular ...	...	...	...	...	...	...	...	...	...		
9 Negapatam Nagore Railway Survey.	...	...	...	...	...	...	...	...	...		
10 Erode Nanjangod Railway Survey..	...	...	...	...	...	(b & c)32,045	...	...	...		
11 Telephonic Communication at Madras ...	...	...	...	...	...	350	...	...	350		
12 Contribution to membership of the Madras Chamber of Commerce.	...	...	...	...	...	(c) 250	...	...	...		
Total VII ...	...	...	...	...	...	42,765	...	...	10,396	11,135	
Total Abstract G. ...	...	...	...	...	...	1,08,315	...	...	74,946	76,959	
Deduct—chargeable to the Mayavaram-Mutupe Railway ...	...	...	...	...	...	2,500	...	...	2,500	2,163	
Do —Pondicherry Railway ...	...	...	...	...	...	300	...	...	300	298	
Do —Peralam-Karaikkal Railway ...	...	...	...	...	...	600	...	...	300	6	
										...	
Total Abstract G.—SPECIAL AND MISCELLANEOUS EXPENDITURE..	...	...	...	...	...	1,04,915	...	...	71,846	74,492	

(a). As per Schedule H of Official Meeting No. 5 of 1898.
(b). Do. do. 6 of 1898.
(c). Do. do. 1 of 1899.

Statement of Municipal Taxes.

TOWN.	Buildings.	Lands.	Water.	Scavengering	Professional	License fees on cart stands	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras ...	4,873		2 638	300	500		8,311
Chingleput ...	144					10	154
Conjeeveram ...	55					10	65
Pondicherry ...	164	351				...	515
Tiruvannamalai ...	22					12	34
Vellore ...	135					10	145
Tirupati ...	30					10	40
Cuddalore ...	717					10	727
Chidambaram ...	75					10	85
Mayavaram ...	150					10	160
Kumbakonam ...	300			144		10	454
Tanjore ...	525		420			10	955
Negapatam ...	3,390					10	3,400
Trichinopoly ...	2,795		3,000	840	100	30	6,765
Karur ...	606			12		10	628
Erode ...	206			24		10	240
Dindigul ...	295					10	305
Madura ...	568		303			10	881
Tuticorin ...	410	9				10	429
Total...	15,460	360	6,361	1,320	600	192	24,293

Statement of Railway Schools.

NAME.	Head Mistress.	Assistant Mistress.	Peons.	Menials.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.
Villupuram ...	666	...	36	...	702
Pakala, European ...	666	...	60	...	726
Do. , Native ...	144	108	60	24	252
Madura ...	666	240	...		990
Trichinopoly, contribution ...	...	...	...	...	360
Total...	2,142	348	156	24	3,030

Conservancy (*for details see overleaf.*)

PARTICULARS.	Sanction for 1898-99.	Estimate for 1899-1900.	Actuals for 1897-1898.
	Rs.	Rs.	Rs.
Agent's Department ...	288	288	287
General Stores Department ...	24	24	24
Engineering ,, ...	156	156	125
* Medical ,, ...	4,202	3,648	3,200
Locomotive ,, ...	1,920	1,920	1,498
Miscellaneous ,, ...	480	480	628
Total...	7,070	6,516	5,762

* Including Sanitary Establishment.

SOUTH INDIAN RAILWAY.

ABSTRACT G.

Details of Conservancy staff provided for the twelve months ending 31st March, 1900.

STATIONS.	DEPARTMENTS.																		
	Engineering.			Locomotive.			Agent.			General stores.			Medical.					
													Men.			Bullocks.		
	No.	Rate.	Amount.	No	Rate.	Amount.	No.	Rate.	Amount.	No.	Rate.	Amount.	No.	Rate.	Amount.	No.	Rate.	Amount.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
Egmore ...	1	5	60	2	7	144	...	...	...	...	...	...	...	...	...	...	...	...
Chingleput ...	...	..	...	1	5	60	...	...	...	...	...	...	...	...	...	...	...	...
Arkonam ...	...	..	...	1	2	24	...	...	..	...	...	...	...	...	...	...	...	...
Villupuram ...	...	..	...	1	6	72	...	...	...	...	...	...	14	9	972	2	12	144
Vellore ...	1	4	48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pakala ...	...	...	...	1	6	72	...	...	..	..	...	...	20	9	1,452	4	15	360
Renigunta ...	...	..	...	1	6	72	...	...	...	...	...	...	...	...	...	...	...	...
Gudur ...	...	...	...	1	7	84	...	...	...	...	...	...	...	...	...	...	...	...
Chinna Tippa Samudram..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kadiri ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dharmavaram ...	...	...	...	1	6	72	...	...	...	...	...	...	...		...	...	...	...
Pondicherry ...	...	...	...	1	6	72	...	...	...	...	...	...	...	...	...	...	...	...
Cuddalore New Town ...	1	4	48	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...
Do. Old Town ...	...	...	...	2	6	120	...	...	...	...	...	...	1	7	84	...	...	...
Mayavaram ...	...	...	...	1	2	24	...	...	...	...	...	...	...	...	...	...	...	...
Karaikkal ...	...	..	...	1	5	60	...	...	...	...	...	...	...	...	...	...	...	...
Negapatam ...	...	...	...	7	7	576	...	...	...	1	2	24	1	6	72	...	...	...
Tanjore ...	...	...	...	1	6	72	...	...	...	...	...	...	1	6	72	...	...	...
Trichinopoly Junction ...	...	...	...	2	7	132	4	6	288	...	...	...	4	6	276	...	...	...
Erode ...	...	...	...	1	6	72	...	...	...	...	...	...	...	...	...	...	...	...
Madura ...	...	...	...	2	6	96	...	...	...	...	...	...	1	6	72	...	...	...
Tuticorin ...	...	...	...	1	6	72	...	...	...	...	...	...	2	6	144	...	...	...
Tinnevelly ...	...	...	...	1	2	24	...	...	...	...	...	...	...	...	...	...	..	...
Totals...	3	...	156	29	...	1,920	4	...	288	1	...	24	44	...	3,144	6	...	504

LOCOMOTIVE, & CARRIAGE & WAGON, DEPARTMENTS.

DISTRIBUTION RETURN OF STAFF.

For the year ending 31st March, 1900.

SOUTH INDIAN RAILWAY.

LOCOMOTIVE DEPARTMENT.

Statement showing distribution of Locomotive Staff for the year ending 31st March, 1900.

PARTICULARS.	Negapatam. Loco.-Supt's. Office.		Negapatam. Workshops.		Negapatam. Running Branch.		Tanjore.		Trichinopoly.		Madura.		Tuticorin.		Tinnevelly.		Erode.		Madras.		Chingleput.	
	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Foremen	..	...	6	2,075	...	...	1	350	1	350	1	350	1	250	..	...	...	...	1	350	...	...
Acting do	...	...	...	...	...	...	...	...	...	...	...	...	1	225	...	...	...	...	...	...	..	...
Assistant Foreman	...	...	1	225	...	..	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...
Do do Repair line.	...	...	1	100	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...
European Chargeman	...	...	1	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Native Chargeman	...	...	6	333	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
Vacuum Brake Inspector..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	250	...	...
Acting do do	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	1	225	...	...
Chief Clerk	1	155	..	....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Clerks	41	1,251	20	330	1	40	...	...	2	80	1	50	1	30	...	...	...	...	...	...	...	...
Head Draughtsman	1	125	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Draughtsmen & Tracers...	6	220	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	..	...	...
Mcochee ..	1	12	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...
Storekeepers and Issuers.	...	...	16	445	2	21	2	32	3	55	...	...	...	...	...	...	...	...	2	45	...	...
Timekeepers & Timetakers	...	...	16	300	...	...	...	...	...	...	1	15	...	...	...	...	...	...	1	20	...	...
Timber Measurer	...	...	1	55	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...
European Drivers	...	...	...	..	2	300	...	...	7	1,180	3	580	...	...	...	...	...	...	3	590	...	...
European Firemen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
European Fitters	...	...	4	700	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	..	...
Eurasian Drivers	...	...	...	...	5	460	3	200	20	1,750	11	800	...	...	...	..	...	...	18	1,700	...	...
Eurasian Firemen	...	...	...	...	10	200	...	...	23	540	13	280	...	...	...	...	..	...	28	600	...	...
Eurasian Fitters	...	...	25	1,510	1	80	...	...	3	180	5	320	...	...	...	...	...	...	7	360	...	...
Native Drivers	...	...	...	...	8	210	3	70	18	460	8	155	...	...	1	30	...	...	8	200	...	...

PARTICULARS.	Arkonam.		Pondicherry.		Villupuram.		Cuddalore.		Gudur.		Renigunta.		Tirupati.		Tiruvannamalai.		Pakala.		Dharmavaram.		Mayavaram.		Karaikkal.		All Depots.		Total.	
	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount per mensem.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Foremen	...	...	...	...	1	350	1	350	...	...	...	...	...	...	...	...	1	350	...	...	...	...	...	...	...	...	14	4,775
Acting do	...	...	...	...	...	..	1	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	425
Assistant Foreman	...	...	..	...	..	...	...	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	1	225
Do do Repair line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	100
European Chargeman	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	200
Native Chargeman	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	333
Vacuum Brake Inspector..	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	250
Acting do do	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	225
Chief Clerk	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	155
Clerks	...	...	...	...	1	40	2	80	...	...	...	...	...	...	...	...	1	35	...	...	...	...	...	...	...	...	70	1,936
Head Draughtsman	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	125
Draughtsmen & Tracers...	...	...	..	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	220
Mcochee ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	12
Storekeepers and Issuers.	...	...	...	...	3	34	2	38	...	...	...	...	...	...	...	...	1	6	...	...	1	25	...	...	...	...	32	701
Timekeepers & Timetakers	...	...	...	...	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	335
Timber Measurer	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	55
European Drivers	...	...	...	...	1	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	2,800
European Firemen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
European Fitters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	860
Eurasian Drivers	...	...	...	...	...	..	1	160	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eurasian Firemen	...	...	...	...	13	1,200	2	130	...	...	..	...	...	...	...	...	8	760	...	...	2	115	...	...	...	...	82	7,115
Eurasian Fitters	...	...	...	...	15	280	5	100	...	...	...	...	...	...	...	...	19	410	...	...	2	50	...	...	...	...	115	2,460
Native Drivers	...	...	...	...	5	110	6	300	...	...	..	...	...	...	...	...	1	80	...	...	1	60	...	...	...	...	54	3,000
Native Firemen	...	...	...	...	4	95	5	105	...	...	...	...	...	..	...	...	9	240	...	...	6	195	...	...	...	...	70	1,760

SOUTH INDIAN RAILWAY.

LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS.

Statement showing distribution of Staff for the year ending, 31st March, 1900.

PARTICULARS.	Negapatam. Loco.-Supt's. Office.		Negapatam. Work-shops.		Negapatam. Running Branch.		Tanjore.		Trichinopoly.		Madura.		Tuticorin.		Tinnevelly.		Erode.		Madras.		Chingleput.		Arkonam.		Pondicherry.		Villupuram.		Cuddalore.		Gudur.		Renigunta.		Tirupati.		Tiruvannamalai.		Pakala.		Dharmavaram.		Mayavaram.		Karaikkal.		All Depots.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount per mensem.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs,		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Native Firemen	...	...	...	...	...	20	240	14	161	50	550	32	345	5	47	8	88	5	53	26	297	...	...	...	...	21	203	18	181	...	...	...	...	...	...	...	...	18	200	...	...	10	115	...	...	...	...	227	2,480
Native Fitters	...	...	...	26	700	..	...	...	...	8	250	6	85	..	...	1	30	...	...	...	...	...	...	...	...	1	90	1	50	...	...	...	...	...	...	...	...	1	30	...	...	1	25	...	...	...	...	45	1,260
Boiler Inspector	...	...	...	1	125	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	125
Firewood Inspector	...	...	...	...	...	...	...	...	...	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	30	...	...	...	...	...	...	...	2	50
Fuel Storekeeper	...	...	...	...	...	3	75	...	...	1	35	1	25	...	..	...	...	1	20	1	15	...	...	...	...	...	...	1	30	...	...	...	...	...	...	...	...	1	30	...	...	1	20	1	25	...	...	11	275
Serangs	...	...	...	...	...	2	40	1	15	2	40	2	45	2	25	1	15	1	15	3	50	1	15	...	...	2	31	2	40	2	30	1	20	1	15	...	...	3	60	2	25	2	30	1	15	...	...	31	526
Cleaners	...	...	..	...	...	20	135	11	64	54	370	30	245	5	40	4	24	3	17	42	320	...	...	1	10	27	195	15	115	4	33	1	12	...	...	...	...	25	180	2	25	16	105	1	10	...	...	261	1,900
Coalmen	...	...	...	..	...	10	90	7	50	15	110	6	42	6	43	3	22	7	49	8	56	...	...	...	...	15	100	8	64	4	28	2	15	...	...	...	...	10	66	4	30	10	72	3	23	...	...	118	860
Greasers & Lifters	...	...	...	...	...	8	60	10	100	18	140	14	120	...	...	2	20	8	65	18	145	6	45	...	...	8	65	18	135	17	125	4	35	4	35	...	...	4	35	18	135	3	25	6	47	1	8	...1	...	167	1,340
Carriage Cleaners	...	...	...	...	...	8	50	...	...	4	30	7	44	4	30	2	15	2	14	14	100	...	...	...	...	3	18	1	7	2	14	3	24	1	8	...	...	...	..	10	60	2	16	5	35	2	15	...	...	70	480
Rolling Stock Inspectors.	...	..	...	...	1	50	2	70	3	130	1	60	1	25	1	30	1	60	2	105	1	40	...	...	1	35	2	75	2	70	1	50	...	...	...	...	...	...	2	55	1	45	1	30	1	25	...	...	24	955
Pumping Engine Driver..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	170	13	170
Watermen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	280	1,770	280	1,770
Peons	...	18	140	...	...	2	13	...	...	1	7	1	7	1	6	...	...	...	...	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	179
Cooks	...	...	...	...	...	1	7	1	7	2	12	2	13	2	13	1	7	2	12	...	...	1	7	...	...	1	7	1	10	2	14	1	8	1	7	...	...	...	...	1	8	1	8	1	7	1	7	...	.	23	161
Sweepers	...	...	...	6	41	1	7	1	6	2	11	2	8	1	6	1	2	1	6	2	12	1	5	1	7	1	6	1	6	2	10	1	7	1	6	...	...	...	...	1	6	1	6	1	2	1	5	..	..	29	160
Watchmen	...	...	...	21	150	...	...	...	...	4	28	2	15½	...	...	...	...	...	...	3	21	...	...	1	7	2	14	5	35	...	...	1	7	...	..	...	...	4	28	...	...	...	...	1	7	...	...	44	312½
Watchmen engaged in Fuel.	...	...	...	...	...	...	...	...	...	2	14	2	13	1	6	1	6	1	6	2	14	...	...	1	7	1	6	2	10	...	...	...	...	...	...	...	...	2	11	1	5	1	6	...	...	...	...	17	104
Gate Sergeant	...	...	...	1	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	50
European Watchmen	...	...	...	3	85	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	105

Locomotive & Carriage Supt's. Office,
Negapatam.
6th December, 1898.

C. E. CRIGHTON,
Locomotive, and Carriage, Superintendent.

TRAFFIC DEPARTMENT

DISTRIBUTION STATEMENT OF STATION STAFF.

For the year ending 31st March, 1900.

Serial No.	STATIONS.	Station Masters.		Assistant Station Masters.		Relieving Station Masters.		Chief Goods Clerks.		Goods Coaching and Relieving Clerks.		Travelling Ticket Inspectors.		Travelling Ticket Examiners.		Ticket Collectors.		Shunters.		Platform Inspectors.		Pointsmen.		Porters.		Waiting Room Attendants.		Water Carriers.		Lampmen.		Sweepers.		Gatemen within station limits.		Watchmen.		Guards' Cooks.		Clock Winders.		Signallers.		Telegraph Peons		Telegraph Inspectors.		Total.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	Main Line.																																															
1	Madras, Beach ...	1	25	1	20	...	...	...	...	...	..	...	...	...	...	..	...	1	10	...	...	4	28	1	6	...	...	...	...	...	...	...	...	2	10	...	...	...	...	...	...	...	...	...	...	10	99
2	Do Fort ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	5	25	...	...	...	...	...	...	...	...	...	...	7	56
3	Do Park ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	...	...	...	...	...	...	4	20	...	...	...	...	...	...	...	...	...	...	8	65
4	Madras, Egmore ...	1	127½	1	55	...	...	1	120	32	615	...	...	...	...	6	160	2	40	1	40	24	168	43	304	...	...	1	6	4	31	9	63	4	24	11	95	...	...	...	...	7	115	4	26	...	...	151	1,989½
5	Chetpet ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	35	2	12	...	...	...	...	...	...	...	...	2	10	...	...	...	...	...	...	1	10	...	...	12	109½
6	Kodambakam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	2	10	..	...	...	...	...	...	...	...	...	...	5	61
7	Saidapet ...	1	25	1	17½	...	...	...	...	1	15	...	...	...	...	1	15	...	...	...	...	6	42	4	24	...	...	...	...	...	...	1	6	4	20	...	...	...	...	...	...	1	10	...	...	20	174½
8	St. Thomas' Mount ...	1	45	1	20	...	...	...	...	2	25	...	...	...	...	1	25	...	...	...	...	5	35	5	30	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	20	212
9	Pallavaram ...	1	30	1	20	...	...	...	...	1	15	...	...	...	...	1	15	...	...	...	...	8	58	3	18	...	...	1	6	...	...	1	6	3	15	...	...	...	...	...	...	2	25	...	...	22	208
10	Vandalur ...	1	25	1	20	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	4	28	3	18	...	...	...	...	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	13	117
11	Guduvancheri ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	28	3	18	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	11	104½
12	Singaperumalkoil ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	35	3	18	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	14	125
13	Chingleput Junction ...	1	60	1	25	...	...	...	...	5	83	...	...	...	...	2	30	2	25	...	...	16	115	9	52	...	...	2	12	1	7	4	24	2	10	2	12	...	...	...	...	4	60	1	7	...	...	52	522
14	Kolatur, North ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	28	2	12	...	...	...	...	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	12	108½
15	Padalam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	28	2	12	..	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	...	...	...	...	12	107
16	Madurantakam ...	1	30	1	20	...	...	...	...	1	10	...	...	...	...	...	...	...	...	...	...	5	35	4	24	...	...	1	6	...	...	1	6	4	20	...	...	...	...	...	...	1	10	...	...	19	161
17	Acharapakam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	35	4	24	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	16	136
18	Perambair ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	28	2	12	...	...	..	...	...	...	1	6	2	10	...	...	...	...	...	...	...	...	...	...	11	101
19	Olakur ...	1	25	1	20	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	35	3	18	...	...	1	6	...	...	1	6	4	20	...	...	...	...	...	...	1	15	...	...	25	211½
20	Tindivanam ...	1	35	1	17½	...	...	...	...	1	15	...	...	...	...	1	10	...	...	...	...	5	35	6	36	...	...	1	6	...	...	2	12	6	30	...	...	...	...	...	...	...	...	...	...	11	104
21	Mailam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	5	35	3	18	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	11	104
	Carried over...	21	702½	19	407½	...	...	1	120	43	778	...	...	...	...	12	255	5	75	1	40	120	845	105	674	...	...	11	66	5	38	28	177	55	279	13	107	...	...	...	...	23	305	5	33	...	...	467	4,902

Serial No.	STATIONS.	Station Masters.		Assistant Station Masters.		Relieving Station Masters.		Chief Goods Clerks.		Goods Coaching and Relieving Clerks.		Travelling Ticket Inspectors.		Travelling Ticket Examiners.		Ticket Collectors.		Shunters.		Platform Inspectors.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	Brought forward...	21	702½	19	407½	...	...	1	120	43	778	...	...	...	...	12	255	5	75	1	40
	Main Line.																				
22	Vikravandi ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Villupuram Junction ...	1	106⅔	1	50	1	25	...	...	10	132	...	...	...	...	4	110	4	50	1	40
24	Serndanúr ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Panruti ...	1	35	1	20	...	...	...	...	3	46	...	...	...	...	1	10	1	10	...	...
26	Nellikuppam ...	1	35	1	20	...	...	...	...	2	23	...	...	...	...	...	...	1	10	...	...
27	Cuddalore, N. T. ...	1	30	1	17½	...	...	...	...	2	25	...	...	...	...	1	10	...	...	...	...
28	Cuddalore, O. T. ...	1	75	1	30	...	...	...	...	9	128	...	...	...	...	2	25	2	25	...	...
29	Mount Capper quarry ...	1	17½	1	17½	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Alapakam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Porto-Novo ...	1	28	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32	Kille ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Chidambaram ...	1	30	1	20	...	...	...	...	2	33	...	...	...	...	2	20	...	...	...	...
34	Coleroon ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	Shiyali ...	1	25	1	20	...	...	...	...	1	10	...	..	...	...	...	...	...	...	...	...
36	Vaithisvarankoil ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	Antandavapuram ...	1	30	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	Mayavaram Junction ...	1	60	1	30	...	...	...	...	7	115	...	...	...	...	4	65	2	25	...	...
39	Kuttalam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	Narasinganpet ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	Tiruvadamarudur ...	1	25	1	17½	...	...	...	...	1	10	...	...	...	...	...	...	...	...	...	...
42	Kumbakonam ...	1	70	1	20	...	...	...	...	9	157	...	...	...	...	4	45	1	10	...	...
43	Sundaraperumalkoil ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
44	Papanasam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over...	44	1,519½	42	907½	1	25	1	120	89	1,457	...	...	...	...	30	540	16	205	2	80

Serial No.	Pointsmen.		Porters.		Waiting Room Attendants.		Water Carriers.		Lampmen.		Sweepers.		Gatemen within station limits.		Watchmen.		Guards' Cooks.		Clock Winders.		Signallers.		Telegraph Peons.		Telegraph Lascars.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	120	845	105	674	...	...	11	66	5	38	28	177	55	279	13	107	...	...	...	...	23	305	5	33	...	...	467	4,902
22	5	35	4	24	...	...	...	...	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	15	130
23	33	232	23	139	1	15	2	12	4	26	..	...	3	15	3	37	1	7	...	...	10	170	...	...	...	...	102	1,166⅔
24	4	28	2	12	...	...	...	...	..	...	1	6	...	...	...	...	...	...	...	...	1	10	...	..	...	...	10	98½
25	8	56	6	37	...	...	1	5	...	...	1	6	2	10	2	12	...	...	...	...	1	10	...	...	...	...	28	257
26	8	57	6	36	...	...	1	6	...	...	1	6	4	20	...	...	...	...	...	...	1	10	...	...	...	...	26	223
27	4	28	5	30	...	...	...	...	...	...	2	9	4	20	...	...	...	...	...	...	1	15	...	...	...	...	21	184½
28	17	120	12	72	...	...	2	12	2	14	3	18	5	25	2	12	3	15	1	20	8	135	1	7	1	9	72	742
29	2	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	49
30	4	28	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	11	107
31	5	35	3	18	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	15	133
32	4	28	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	10	101
33	6	42	2	12	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	2	25	...	...	...	...	20	204
34	5	35	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	12	114
35	5	35	3	18	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	16	140
36	6	42	2	12	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	15	131
37	4	28	2	12	...	...	...	...	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	12	116
38	15	106	7	42	...	...	2	12	3	21	3	18	4	20	1	6	1	7	...	...	5	75	...	...	...	...	56	602
39	5	35	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	15	...	...	...	...	12	119
40	5	35	2	12	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	14	124
41	5	35	2	12	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	15	131½
42	8	56	8	57	...	...	1	6	1	7	2	12	4	20	2	12	...	...	...	...	4	60	...	...	...	...	46	532
43	4	28	2	12	...	...	...	...	...	...	1	6	4	20	...	...	...	...	...	...	1	10	...	...	...	...	14	121
44	4	28	2	12	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	13	117
	286	2,011	206	1,291	1	15	30	179	15	106	55	336	103	519	23	186	5	29	1	20	69	950	6	40	1	9	1,02	10 545½

Serial No.	STATIONS.	Station Masters.		Assistant Station Masters.		Relieving Station Masters.		Chief Goods' Clerks.		Goods Coaching and Relieving Clerks.		Travelling Ticket Inspectors.		Travelling Ticket Examiners.		Ticket Collectors.		Shunters.		Platform Inspectors.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	Brought forward...	44	1,519½	42	907½	1	25	1	120	89	1,457	...	...	...	...	30	540	16	205	2	80
	Main Line.																				
45	Ayyampet ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
46	Titte ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
47	Tanjore Junction ...	1	100	1	50	1	25	...	...	16	250	...	...	...	...	4	65	2	30	1	40
48	Budalúr ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
49	Tiruverumbur ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
50	Trichinopoly Junction ...	1	127½	1	60	3	100	...	...	13	194	3	150	18	460	4	80	4	54	1	40
51	Rettamalai Quarry ...	1	17½	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
52	Kolatur, South ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
53	Manaparai ...	1	30	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
54	Vaiyampati ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
55	Ayyalur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
56	Vadamadura ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
57	Dindigul ...	1	55	1	25	...	...	...	...	7	99½	...	...	...	...	1	10	1	10	...	...
58	Ambaturai ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
59	Ammayanayakanur ...	1	35	1	20	...	...	...	...	4	50	...	...	...	...	1	10	...	...	...	...
60	Sholavandan ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
61	Samayanallur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
62	Madura ...	1	127½	1	35	1	30	...	...	25	384	...	...	...	...	2	35	2	25	1	40
63	Tiruparankundram ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
64	Tirumangalam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
65	Kalligudi ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
66	Virudupati ...	1	55	1	20	...	...	...	...	4	55	...	...	...	...	...	...	1	10	...	...
	Carried over...	66	2,417½	64	1,420	6	180	1	120	158	2,489½	3	150	18	460	42	740	26	334	5	200

Serial No.	Pointsmen.		Porters.		Waiting Room Attendants.		Water Carriers.		Lampmen.		Sweepers.		Gatemen within station limits.		Watchmen.		Guards' Cooks.		Clock Winders.		Signallers.		Telegraph Peons.		Telegraph Lascars.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	286	2,011	206	1,291	1	15	30	179	15	106	55	336	103	519	23	186	5	29	1	20	69	950	6	40	1	9	1,026	10,545½
45	4	28	2	12	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	13	117
46	4	28	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	10	101
47	25	175	18	104	...	...	2	12	1	7	4	22	2	10	5	30	1	3	...	...	14	235	2	14	...	...	100	1,172
48	6	42	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	13	118½
49	4	28	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	11	104½
50	27	194	19	122½	1	15	1	6	6	48	7	43	4	22	12	95	...	...	...	...	12	240	4	26	1	9	142	2,086
51	2	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	49
52	4	28	3	18	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	12	110½
53	5	35	3	18	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	15	132½
54	4	28	3	18	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	2	20	...	...	...	...	13	120½
55	6	42	3	18	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	16	137
56	5	35	3	18	...	...	1	6	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	15	130
57	9	65	8	48	...	...	1	6	...	...	3	17	...	...	4	24	...	...	...	...	3	55	...	...	...	...	39	414½
58	4	28	3	18	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	12	113
59	6	42	6	36	1	15	1	6	...	...	2	11	2	10	...	...	...	...	...	...	2	25	...	...	...	...	27	260
60	4	28	3	18	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	13	118
61	5	35	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	11	108
62	23	161	25	178	1	15	2	12	5	35	4	24	4	20	19	151	2	12	...	...	10	160	2	13	...	...	130	1,457½
63	4	28	2	12	...	...	...	...	...	...	1	6	2	10	...	...	...	...	...	...	1	10	...	...	...	...	12	108½
64	4	28	2	12	...	...	1	6	...	...	1	6	3	15	...	...	...	...	...	...	1	10	...	...	...	...	14	122
65	4	28	2	12	...	...	...	...	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	11	106
66	6	42	9	54	...	...	1	6	...	...	2	11	1	5	3	18	...	...	...	...	2	30	...	...	...	...	31	306
	451	3,173	328	2,055½	4	60	49	293	27	196	92	554	131	661	66	504	8	44	1	20	128	1,855	14	93	2	18	1,690	18,037½

Serial No.	STATIONS.	Station Masters.		Assistant Station Masters.		Relieving Station Masters.		Chief Goods Clerks.		Goods Coaching and Relieving Clerks.		Travelling Ticket Inspectors.		Travelling Ticket Examiners.		Ticket Collectors.		Shunters.		Platform Inspectors.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	Brought forward...	66	2,417½	64	1,420	6	180	1	120	158	2,189½	3	150	18	460	42	740	26	334	5	200
	Main Line.																				
67	Tulukapati ...	1	25	...	...	...	...	...	...	3	35	...	...	...	...	...	...	...	...	...	...
68	Satur ...	1	30	...	...	...	...	...	...	2	20	...	..	...	...	...	...	...	...	...	...
69	Koilpati ...	1	30	..	...	...	...	...	..												
70	Kumarapuram ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
71	Kadambur ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	1	10	2	20	...	...
72	Maniyachi Junction ...	1	40	1	20	...	...	...		1	10	...	..	...	...	...	...	...	...	...	...
73	Tataparai ...	1	25	1	20	..	...	..	...	...	...	...	...	...	...	1	10	2	20	...	...
74	Tuticorin ...	1	100	1	20	...	...	...	...	10	178	...	...	...	...	1	10	2	20	...	...
	Arkonam Branch.																				
75	Villiyampakkam ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
76	Walajabad ...	1	25	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...
77	Conjeeveram ...	1	30	...	...	...	...	...	...	2	40	...	...	...	...	1	10	...	...	...	...
78	Pallur ...	1	25	...	...	...	...	...	...	...	...	...	...	...	..	...	...	1	10	...	...
79	Arkonam Junction ...	1	55	...	...	...	...	...	...	2	40	...	...	...	...	1	10	1	10	...	...
	Negapatam Branch.																				
80	Saliyamangalam ...	1	25	1	20	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
81	Ammapet ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	1	10	...	...	...	...
82	Nidamangalam ...	1	40	1	20	...	...	...	...	1	20	...	..	...	...	1	10	...	...	...	...
83	Koradacheri ...	1	25	1	20	...	...	...	...	1	10	...	...	...	...	...	...	...	...	...	...
84	Kulikarai ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
85	Tiruvallur Junction ...	1	70	1	25	...	...	...	...	6	75	...	...	...	...	3	35	2	30	...	...
86	Adiyakkamungalam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
87	Kivalur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over...	87	3,137½	75	1,645	6	180	1	120	186	2,917½	3	150	18	460	50	825	33	414	5	200

Serial No.	Pointsmen.		Porters.		Waiting Room Attendants.		Water Carriers.		Lampmen.		Sweepers.		Gatemen within Station limits.		Watchmen.		Guards' Cooks.		Clock Winders.		Signallers.		Telegraph Peons.		Telegraph Lascars.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
	451	3,173	328	2,055½	4	60	49	293	27	196	92	554	131	661	66	504	8	44	1	20	128	1,855	14	93	2	18	1,690	18,037½
67	3	21	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	8	74
68	6	42	3	19	...	...	1	6	4	29	1	6	...	...	2	12	...	...	...	...	1	15	...	...	...	...	22	194
69	5	35	2	12	...	...	1	6	...	...	1	6	1	5	1	6	...	...	...	...	2	25	...	...	...	...	16	145
70	3	21	2	12	...	...	1	6	..	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	10	85
71	3	21	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	9	80
72	10	70	6	40	...	...	1	6	...	...	2	10	2	10	1	6	...	...	...	...	3	45	...	...	...	...	31	287
73	4	28	1	6	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	11	106
74	11	88	11	66	...	...	...	...	1	7	2	12	2	10	6	40	1	6	...	...	3	45	2	13	...	...	54	615
75	2	14	1	6	...	...	...	...	...	...	1	6	1	5	...	...	...	...	...	...	...	...	...	...	...	...	6	56
76	2	14	3	18	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	8	73
77	5	36	4	24	...	..	1	6	...	...	1	6	1	5	1	6	...	...	...	...	2	30	...	...	...	...	19	193
78	2	14	1	6	...	...	...	...	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	7	66
79	4	28	4	24	...	...	1	6	1	7	1	6	...	...	...	...	1	6	...	...	1	15	...	...	...	...	18	207
80	5	35	1	6	...	...	1	6	...	...	1	6	2	8	...	...	...	...	...	...	...	...	...	...	...	...	12	106
81	4	28	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	10	101
82	8	56	4	20	...	...	1	6	...	...	1	6	2	7	1	6	...	...	...	...	2	25	...	...	...	...	23	216
83	7	49	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	15	138
84	5	35	1	6	...	..	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	11	108
85	18	127	12	73	...	...	1	6	...	...	1	6	2	10	2	12	...	...	..	..	5	65	...	..	...	...	54	534
86	4	28	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	10	101
87	4	28	3	18	...	...	...	...	...	...	1	6	..	...	...	...	...	...	...	...	1	10	...	..	...	...	11	107
	566	3,991	397	2,471½	4	60	62	371	33	239	115	690	147	736	80	592	10	56	1	20	158	2,230	16	106	2	18	2055	21,629½

Serial No.	STATIONS.	Station Masters.		Assistant Station Masters.		Relieving Station Masters.		Chief Goods Clerks.		Goods Coaching and Relieving Clerks.		Travelling Ticket Inspectors.		Travelling Ticket Examiners.		Ticket Collectors.		Shunters.		Platform Inspectors.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	Brought forward ...	87	3,137½	75	1,645	6	180	1	120	186	2,917½	3	150	18	460	50	825	33	414	5	200
88	Sikkil ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
89	Negapatam ...	1	90	1	30	...	...	...	...	15	255	...	...	...	...	2	25	3	51	...	...
	Erode Branch.																				
90	Trichinopoly Fort ...	1	85	1	25	...	...	...	...	19	285	...	...	...	...	2	30	1	15	...	...
91	Elamanur ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
92	Pettaivaytalai ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
93	Kulitalai ...	1	30	1	20	...	...	...	...	...	...	...	...	...	...	1	10	...	...	...	...
94	Lalapet ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
95	Katalai ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
96	Puliyur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
97	Karur ...	1	35	1	20	...	...	...	...	6	93	...	...	...	...	1	10	1	15	...	...
98	Pugalur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
99	Kodumudi ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
100	Unjalur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
101	Pasur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
102	Chavadipalayam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
103	Erode Junction ...	1	100	1	20	...	...	...	...	7	125	...	...	...	...	1	10	2	25	...	...
	Tinnevelly Branch.																				
104	Gangaikondan ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
105	Tinnevelly ...	1	55	...	...	...	...	...	...	8	151	...	...	...	...	1	10	1	10	...	...
	Villupuram—Gudur Branch.																				
106	Venkatesapuram ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
107	Mambalappattu ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
108	Mugaiyur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
109	Tirukoilur ...	1	25	...	...	...	...	...	...	1	15	...	...	...	...	...	...	...	...	...	...
	Carried over ...	109	3,932½	94	2,035	6	180	1	120	242	3,841½	3	150	18	460	58	920	41	530	5	200

Serial No.	Pointsmen.		Porters.		Waiting Room Attendants.		Water Carriers.		Lampmen.		Sweepers.		Gatemen within Station limits.		Watchmen.		Guards' Cooks.		Clock Winders.		Signallers.		Telegraph Peons.		Telegraph Lascars.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.
	566	Rs. 3,991	397	Rs. 2,471½	4	Rs. 60	62	Rs. 371	33	Rs. 239	115	Rs. 690	147	Rs. 736	80	Rs. 592	10	Rs. 56	1	Rs. 20	158	Rs. 2,230	16	Rs. 106	2	Rs. 18	2,055	Rs. 21,629½
88	4	28	2	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	85
89	14	112	20	121	1	15	...	...	3	21	5	30	...	...	6	36	...	...	...	...	3	60	1	7	...	...	75	853
90	12	86	25	168	...	...	1	6	1	7	4	24	...	...	9	59	...	...	4	80	3	50	2	14	6	53	91	987
91	5	35	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	15	...	...	...	...	11	110½
92	5	35	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	11	108
93	4	28	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	12	122
94	4	28	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	10	101
95	4	28	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	11	107
96	4	28	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	10	101
97	8	56	5	30	...	...	1	6	...	...	1	6	...	...	3	18	...	...	...	...	2	40	...	...	...	...	30	329
98	4	28	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	10	101
99	4	28	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	11	107
100	3	21	2	12	...	...	...	...	...	...	1	7	...	...	...	...	...	...	...	...	1	10	...	...	...	...	9	95
101	4	28	2	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	10	...	...	...	...	9	95
102	3	21	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	8	88
103	10	70	10	63	...	...	1	6	...	...	1	6	...	...	4	24	2	9	...	...	2	35	...	...	...	...	42	493
104	3	21	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	8	74
105	7	49	6	36	...	...	...	...	...	...	2	12	...	...	5	30	1	4	...	...	2	30	1	7	...	...	35	394
106	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	8	87
107	2	14	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	9	90½
108	3	21	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	9	94
109	2	14	3	18	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	10	94
	677	4,784½	491	3,057½	5	75	76	455	37	267	143	859	147	736	107	759	13	69	5	100	186	2,610	20	134	8	71	2,492	26,345½

Serial No.	STATIONS.	Station Masters.		Assistant Station Masters.		Relieving Station Masters.		Chief Goods Clerks.		Goods Coaching and Relieving Clerks.		Travelling Ticket Inspectors.		Travelling Ticket Examiners.		Ticket Collectors.		Shunters.		Platform Inspectors.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	Brought forward ...	109	3,932½	94	2,035	6	180	1	120	242	3,841½	3	150	18	460	58	920	41	530	5	200
110	Tandarai ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
111	Tiruvannamalai ...	1	40	...	...	...	...	...	...	3	50	...	...	...	...	...	...	...	...	...	...
112	Agaram Sibbandi ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
113	Polur ...	1	25	...	...	...	...	...	...	1	10	...	...	...	...	...	...	...	...	...	...
114	Kalambur ...	1	25	...	...	...	...	...	...	1	10	...	...	...	...	...	...	...	...	...	...
115	Kannamangalam ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
116	Kaniyambadi ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
117	Vellore ...	1	50	1	20	...	...	...	...	5	81	...	...	...	...	1	10	1	15	...	...
118	Ramapuram ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
119	Chittoor ...	1	35	1	20	...	...	...	...	3	50	...	...	...	...	1	10	...	...	...	...
120	Putalapattu ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
121	Pakala Junction ...	1	100	1	60	1	25	...	...	6	75	..	...	...	...	3	30	2	30	...	...
122	Panapakam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
123	Chandragiri ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124	Tirupati, West ...	1	40	1	20	...	...	...	...	1	20	...	...	...	...	...	...	1	15	...	...
125	Tirupati, East ...	1	25	1	17½	...	...	...	...	2	25	...	...	...	...	...	...	...	...	...	...
126	Yerpedu ...	1	30	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
127	Kalahasti ...	1	30	1	20	...	...	...	...	1	10	...	...	...	...	...	...	...	...	...	...
128	Yellakuru ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
129	Venkatagiri ...	1	25	...	...	...	...	..	...	1	10	...	...	...	...	...	...	...	...	...	...
130	Vendodu ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
131	Gudur Junction ...	1	25	...	...	...	...	...	...	1	13	...	...	...	...	...	...	...	...	...	...
	Carried over ...	131	4,632½	105	2,287½	7	205	1	120	267	4,195½	3	150	18	460	63	970	45	590	5	200

Serial No.	Pointsmen.		Porters.		Waiting Room Attendants.		Water Carriers.		Lampmen.		Sweepers.		Gatemen within station limits.		Watchmen.		Guards' Cooks.		Clock Winders.		Signallers.		Telegraph Peons.		Telegraph Lascars.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	677	4,784	491	3,057½	5	75	76	455	37	267	143	859	147	736	107	759	13	69	5	100	186	2,610	20	134	8	71	2,492	26,345⅛
110	2	14	2	12	...	...	...	...	...	...	1	6	..	...	...	...	...	..	...	...	1	10	...	...	...	...	7	67
111	5	41	4	24	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	2	25	...	...	...	...	18	197
112	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	51
113	3	21	2	12	...	...	1	6	3	21	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	14	116
114	2	14	2	12	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	10	88
115	2	14	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	8	73
116	2	14	1	6	...	...	...	...	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	7	66
117	7	49	6	36	...	...	1	6	1	7	2	12	1	5	4	24	...	...	1	20	3	45	1	6	1	9	37	395
118	4	28	3	18	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	94⅓
119	6	42	6	36	...	...	1	5	1	7	2	12	2	10	4	24	...	...	...	...	2	25	1	6	...	...	31	282
120	3	21	3	18	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	90
121	16	107	8	42	...	...	1	6	2	14	2	12	...	...	2	12	1	6	...	...	11	180	1	6	...	...	58	705
122	3	21	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	84
123	3	21	4	24	...	...	...	...	...	...	1	6	...	...	...	..	...	...	...	...	1	10	...	...	...	...	11	106
124	6	42	2	12	...	...	1	6	1	7	2	12	...	...	3	18	...	...	...	...	2	35	1	6	...	...	22	233
125	...	...	5	30	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	103⅓
126	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	83⅓
127	3	21	3	18	...	...	1	6	1	7	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	13	128
128	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	51
129	2	14	3	18	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	9	83
130	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	67
131	5	35	2	12	...	...	1	6	...	...	1	6	...	...	1	6	...	...	...	...	1	15	...	...	...	...	13	118
	759	5,359	555	3,435½	5	75	87	520	46	330	169	1,015	154	771	121	843	14	75	6	120	217	3,035	24	158	9	80	2,811	29,626½

Serial No.	STATIONS.	Station Masters.		Assistant Station Masters.		Relieving Station Masters.		Chief Goods Clerks.		Goods Coaching and Relieving Clerks.		Travelling Ticket Inspectors.		Travelling Ticket Examiners.		Ticket Collectors.		Shunters.		Platform Inspectors.		Poiutsmen.		Porters.		Waiting Room Attendants.		Water Carriers.		Lampmen.		Sweepers.		Gatemen within station limits.		Watchmen.		Guards' Cooks.		Clock Winders.		Signallers.		Telegraph Peons.		Telegraph Lascars.		Total.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	Brought forward...	131	4,632½	105	2287½	7	205	1	120	267	4,195½	3	150	18	460	63	970	45	590	5	200	759	5,359	555	3,435½	5	75	87	520	46	330	169	1,015	154	771	121	843	14	75	6	120	217	3,035	24	158	9	80	2,811	29,626⅔
	Dharmavaram Branch.																																															
132	Damalacheruvu ...	1	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	5	56
133	Mangalampeta ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	...	...	...	..	1	6	...	...	...	...	...	...	...	...	1	15	...	...	...	...	6	66
134	Pulicherla ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	67
135	Piler ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	6	61
136	Kalikiri ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	6	61
137	Vayalpad ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	21	3	16	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	15	...	...	...	...	10	89
138	Chinna Tippa Samudram ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	3	20	...	...	...	...	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	9	80
139	Kurabalakota ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	67
140	Tummanangutta ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	51
141	Battulapuram ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	6	61
142	Mulacalacheruvu ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	6	61
143	Tanakallu ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	16	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	69
144	Nullacheruvu ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	67
145	Kadiri ...	1	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	21	3	18	...	...	1	6	2	14	1	6	...	...	...	...	...	...	...	...	1	15	...	...	...	...	12	115
146	Kalasamudram ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	57
147	Malaka Vemala ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	67
148	Mudigubba ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	57
149	Muktapuram ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	67
150	Chinnekuntapalli ...	1	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	14	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	72
	Mayavaram-Mutupet Railway.																																															
151	Manganallur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	21	2	12	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	9	94
152	Peralam Junction ...	1	35	1	20	...	...	...	...	2	30	...	...	...	...	1	15	...	...	...	...	6	42	4	24	...	...	1	6	..	..	1	6	4	20	...	...	...	...	...	...	3	35	...	...	...	...	24	233
153	Nannilam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	28	2	12	...	...	1	6	...	...	1	6	...	...	1	6	...	...	...	...	1	10	...	..	..	...	12	113
	Carried over...	153	5,212½	108	2,347½	7	205	1	120	269	4,225½	3	150	18	460	64	985	45	590	5	200	812	5,732	596	3,681½	5	75	92	550	48	344	191	1,147	159	796	122	849	14	75	6	120	237	3,255	24	158	9	80	2,988	31,857⅔

Serial No.	STATIONS.	Station Masters.		Assistant Station Masters.		Relieving Station Masters.		Chief Goods Clerks.		Goods Coaching and Relieving Clerks.		Travelling Ticket Inspectors.		Travelling Ticket Examiners.		Ticket Collectors.		Shunters.		Platform Inspectors.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	Brought forward...	153	5,212½	108	2,347½	7	205	1	120	269	4,225½	3	150	18	460	64	985	45	590	5	200
154	Vettar ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
155	Tirunattiyattangudi ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
156	Ponnirei ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
157	Tiruturaipundi ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
158	Pandi ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
159	Tillaivilagam ...	1	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
160	Mutupet ...	1	30	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Pondicherry Railway.																				
161	Valavanur ...	1	25	1	20	...	...	...	...	1	10	...	...	...	...	...	...	...	...	...	...
162	Kandamangalam ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
163	Villianur ...	1	25	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
164	Pondicherry ...	1	75	1	20	...	...	...	...	4	55	...	...	...	...	1	10	1	15	...	...
	Peralam-Karaikkal Railway.																				
165	Ambagarattur ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
166	Tirunalar ...	1	25	1	17½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
167	Porear Road ...	1	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
168	Karaikkal ...	1	50	1	20	...	...	...	...	1	20	...	...	...	...	1	15	...	...	...	...
	Total ...	168	5,672½	116	2,500	7	205	1	120	275	4,310½	3	150	18	460	66	1,010	46	605	5	200

TRAFFIC MANAGER'S OFFICE,

Trichinopoly,

5th December, 1898.

Serial No.	Pointsmen.		Porters.		Waiting Room Attendants.		Water Carriers.		Lampmen.		Sweepers.		Gatemen within station limits.		Watchmen.		Guards' Cooks.		Clock Winders.		Signallers.		Telegraph Peons.		Telegraph Lascars.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.	No	Amount.	No	Amount.	No.	Amount.
		Rs.		Rs.		Rs.		Rs.		Rs		Rs.		Rs.		Rs.		Rs.		Rs		Rs.		Rs.		Rs.		Rs.
	812	5,732	596	3,681½	5	75	92	550	48	344	191	1,147	159	796	122	849	14	75	6	120	237	3,255	24	158	9	80	2,988	31,357½
154	3	21	2	12	...	...	1	6	...	...	1	6	...	..	...	...	...	...	...	...	1	10	...	...	...	...	10	97½
155	2	14	1	7	...	..	...	..	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	6	62
156	2	14	1	6	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	7	67
157	3	21	2	12	...	..	...	...	...	...	1	6	...	...	1	6	...	...	...	...	1	10	...	...	...	...	9	80
158	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	..	...	...	...	...	..	...	...	...	5	51
159	2	14	1	6	...	...	...	...	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	6	66
160	4	28	2	8	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	15	...	...	...	...	10	93
161	5	35	3	18	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	14	130
162	5	35	2	12	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	13	119
163	5	35	2	12	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	13	119
164	9	64	9	55	...	...	....	...	1	7	2	12	2	10	2	18	...	...	...	...	2	35	...	...	...	...	35	376
165	4	28	2	12	...	...	1	6	...	...	1	6	...	...	...	...	...	...	...	...	1	10	...	...	...	...	11	104½
166	4	28	2	12	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	1	10	...	...	...	...	12	109½
167	...	...	2	12	...	...	..	...	...	...	1	6	1	5	...	...	...	...	...	...	...	...	...	...	...	...	5	48
168	6	42	5	30	...	...	1	6	...	...	1	6	1	5	...	...	...	...	...	...	2	30	...	...	...	...	20	224
	868	6,125	633	3,901½	5	75	101	604	49	351	207	1,243	166	831	125	873	14	75	6	120	252	3,435	24	158	9	80	3,164	33,104½

H. DAVIES,

Traffic Manager.

MEDICAL DEPARTMENT.

DISTRIBUTION RETURN OF STAFF.

For the year ending 31st March, 1900.

SOUTH INDIAN RAILWAY.

MEDICAL DEPARTMENT.

Distribution of the Staff for the year ending, 31st March, 1900.

PARTICULARS.	Superintending Physician's Office.		Madras.		Villupuram.		Cuddalore, O. T.		Mayavaram.		Tanjore.		Negapatam.		Trichinopoly Junction.		Trichinopoly Fort.		Erode.		Pakala Junction.		Vellore.		Tirupati West.		Chinna Tippa Samudram.		Kadiri.		Madura.		Tuticorin.		Total.		REMARKS.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount per mensem.	
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
Apothecary on Rs. 150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	150	
Do. „ 135	...	...	...	...	...	...	...	...	...	...	...	...	1	135	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	1	135	
Do. „ 100	...	...	...	...	1	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	100	...	...	...	...	...	...	...	...	...	...	2	200	
Do. „ 75 and under	1	75	...	...	...	...	1	55	1	75	1	75	...	...	1	60	1	70	1	55	...	...	1	60	...	...	...	...	1	60	1	70	10	655	
Do. „ 50 do.	1	50	1	50	...	...	...	...	...	...	...	...	1	50	...	...	...	...	...	...	...	...	1	30	1	50	1	40	...	...	..	...	6	270	
Compounders	...	...	1	10	1	12	1	13	1	10	1	10	1	14	1	17	1	12	1	10	1	12	1	10	1	13	1	14	1	10	1	10	16	189	
Hospital Servants	5	38	1	6	...	...	1	6	1	7	1	7	1	7	1	7	1	7	1	6	...	...	1	6	1	6	1	6	1	6	1	6	19	127	
Clerks	4	66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	66	
Temporary Apothecaries	...	2,600	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,600	
Sanitary Establishment.																																			
Peons	...	...	...	...	1	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	9	...	...	...	...	..	..	...	...	...	...	2	18	
Scavengers	2	11	...	...	13	72	1	7	...	...	1	6	1	6	2	12	...	..	...	...	19	112	...	..	...	...	...	..	...	1	6	2	12	42	244	
Bullocks for Conservancy Carts	...	...	...	...	1 pair	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2 pairs	30	...	...	...	...	...	...	...	...	...	3 pairs	42	

SUPERINTENDING PHYSICIAN'S OFFICE,
TRICHINOPOLY,
5th December, 1898.

FRANCIS G. OLIVER, M.D.,
Superintending Physician.

SOUTH INDIAN RAILWAY COMPANY, Ld.

Regulations for furlough, sick leave, and privilege leave.

I.—FURLOUGH.

1. The Agent may grant furlough to any European Officer of the Company, who can be conveniently spared, according to the following scale :—

A first furlough for a period not exceeding—

12 months, after 7 years' service.
14 do 8 do do
16 do 9 do do
18 do 10 or more do

A second or subsequent furlough for a period not exceeding—

6 months, after 3 years' further service, dating from the *expiration* of the previous furlough or sick leave.
8 do 4 do do
10 do 5 do do
12 do 6 do do
14 do 7 do do
16 do 8 do do
18 do 9 or more do do

2. The period of service upon which furlough may be granted is to be exclusive of time spent on leave of absence of any kind whatever, except privilege leave. No second or subsequent furlough shall be granted till after a further actual service of three years, commencing from the date of the expiration of the previous furlough ; and no single furlough shall be granted for a longer period than eighteen months.

3. With the proviso that no furlough pay shall exceed the rate of £1,000 per annum, an Officer absent on furlough will be allowed half the substantive pay of his appointment, excluding all allowances.

II.—SICK LEAVE.

4. The Agent may at any time during service grant an Officer of the Company leave of absence for any period not exceeding 12 months, on the production of a certificate from the Company's Medical Officer, or other Medical Officer to be approved by the Agent, declaring that he is of opinion that sick leave is necessary for a certain period, and that at the end of such time the Officer will probably be fit to resume his duties ; provided the Agent is satisfied that the sickness has not been caused by any misconduct of the Officer ; provided also that nothing in this rule shall be considered as precluding the Board of Directors of the Company from extending the leave of absence of any Officer of the Company who may have visited England on a sick certificate, for such further period as to such Board may appear proper, subject to the production of a sick certificate from the Company's Medical Officer in England, containing a declaration similar to that above prescribed.

5. With the proviso that no sick leave pay shall exceed the rate of £1,000 per annum, an Officer absent on sick certificate will be allowed half the substantive pay of his appointment, excluding all allowances.

III.—PRIVILEGE LEAVE.

6. The Agent may grant leave of absence to an extent not exceeding one month in each year without deduction of pay. He may permit such one month's leave to be cumulative to the extent of three months, but no longer, so that at the end of twenty-two months' continuous service he may grant to the Officer, if he think proper, two months together, or at the end of thirty-three months, three months together. But an Officer who takes accumulative leave during the last three months of the third year shall not be permitted to take the first month of the next year on account of that year, or any further privilege leave, until an interval of at least eleven months shall have elapsed from the time of his resumption of duty.

IV.—SPECIAL LEAVE.

7. The Agent may grant to any Officer of the Company, who has served for a period of not less than 2 years, if he can be conveniently spared, special leave of absence for any period not exceeding six months, on urgent private affairs, but not so as to be joined on to any privilege leave or furlough, and no pay or allowance shall be drawn for the period of such leave.

V.—GENERAL CONDITIONS.

8 All leave granted under the foregoing rules shall commence from the date of the Officer making over charge of his duties, and terminate on his again taking charge of his duties.

9. All Officers visiting England on furlough, or sick leave, are, immediately after arrival, to report themselves, either personally or by letter, at the head office of the Company in London, and they are not to return to India without having first obtained the permission of the Board.

10. Officers absent on furlough or sick leave may draw their furlough, or sick leave pay, monthly, as it becomes due, upon condition of their making a declaration at the commencement of their leave, that it is their intention to return to duty at the expiration thereof, and engaging, in the event of their not returning, to refund the money, should they be called upon to do so.

11. It must be distinctly understood that neither furlough nor privilege leave can be claimed by any Officer as a right, and that such leave will be granted only when, in the opinion of the Agent, it can be given without detriment to the service of the Company.

12. A service of not less than three months is necessary between the date of return from three months' accumulated privilege leave, and the grant of furlough, or between the date of return from furlough, or leave on sick certificate, and the grant of privilege leave.

13. The duties of Officers on leave under these regulations will be performed, whenever possible by the existing staff in India. An Officer of any grade, acting in place of another Officer of a higher grade who may be absent on sick leave or furlough, will be entitled to draw one-half of the combined substantive pay of the two appointments, with the full allowances of whichever of the two appointments has the highest allowance; but this arrangement does not apply to Officers acting for others absent on privilege leave.

In calculating acting allowances, the personal allowance (if any) enjoyed by the acting officer only shall be combined with the substantive pay drawn by him, provided that the personal allowance has been granted in consideration of long and specially good service. The sum of pay, personal allowance (if any) and acting allowance drawn by an Officer, shall not exceed the minimum pay of the appointment in which he is officiating, except when his substantive pay together with his personal allowance (if any) is higher than the minimum pay of the appointment in which he is officiating, in which case, the sum of the substantive pay and personal allowance must not be exceeded.

14. Excepting in the case of Officers entitled to free passages under their agreements, all travelling expenses of Officers going on leave, or returning to their duty, must be defrayed by the Officers themselves.

15. All applications for leave must be made officially to the Agent, through the head of the department to which the applicant belongs. The applicant must state in his application the dates and other particulars of leave of every description previously obtained by him.

HENRY W. NOTMAN,

Managing Director.

COMPANY'S OFFICES, 55, GRACECHURCH STREET,

London, 9th January, 1883.

Addenda to the Regulations for Furlough, Sick Leave, and Privilege Leave.

By letter No. 192 dated, the 4th, June, 1897, the Managing Director communicated the following Rulings of the Board of Directors:—

1. Furlough earned is *not* cancelled by Sick Leave.

2. Furlough $\frac{\text{and}}{\text{or}}$ Sick leave, *cancels* Privilege Leave earned.

3. Furlough can be calculated, and granted, only on *complete* years of service.

The above rulings were approved of by the Government of India in letter No. 2878 G., dated 22nd October, 1897 (in the Public Works Department), subject to the proviso that an interval of three years must elapse *after* return from furlough or sick leave *before* furlough can be taken again. This proviso was accepted by the Board of Directors in Managing Director's letter No. 202, dated 14th January, 1898.

By letter No. 186, dated 12th March, 1897, the Managing Director communicated the approval of the Board of Directors to the foregoing Leave Regulations being made applicable to *Covenanted* European Subordinates, and by Madras Government Order No. 257 R., dated 14th April, 1897, the approval of Government was accorded to this concession.

A. D. G. SHELLEY, CAPTAIN R.E.,

Agent.

Rules for granting Leave to Uncovenanted Servants.

Sanctioned by the Madras Government, in Orders Nos. 821 and 867, dated the 9th and 24th December, 1861.

PRIVILEGE LEAVE.

1. It shall be competent for heads of Departments to grant each servant in the service of the Company one month's privilege leave on full pay during each year of service.

2. This leave may be allowed to accumulate and be taken to the extent of two months together after a continuous service of three years, subject to the approval of the Agent.

3. Privilege leave will not be allowed to run into any other leave of absence or be taken together with it.

4. The leave will not be claimable by any servant as a matter of right, but will be granted only at the pleasure of the heads of Departments, when the concession of the indulgence in no way interferes with the interest of the Company's service.

5. No pay will be drawn for a servant absent on privilege leave, and no pay will be considered due unless the party return to duty within the time granted to him.

SICK LEAVE.

6. It shall also be competent for heads of Departments to grant each servant one month's sick leave during each year of service with full pay.

7. Sick leave will not be allowed for a longer period than three consecutive months; but for leave beyond one month the salary to be granted during such leave will be subject to the approval of the Agent.

8. In no case will a servant be allowed more than a moiety of his salary when his leave is extended beyond one month; but should it be found necessary to employ a substitute, and one be not procurable for the remaining moiety of the absentee's salary, the absentee will in that case, receive only the difference between the amount paid to the substitute and the salary of his appointment.

WILLIAM S. BETTS,

Agent.

Leave Rules for Menials.

Rule 1. Menials are of the following Classes:—

Peons.	Pointsmen.
Lascars.	Porters.
Watchmen.	Greasers.
Pressmen.	Lifters.
Ticket Counters.	Lampmen.
Binders.	

and, provided that they were in the service of the Company on June 30th, 1896, may be granted the following privileges:—

(*a.*) when they have rendered 15 years' (or more) continuous service:—

(1.) fourteen days' casual leave in each calendar year.
(2.) authorised holidays, when their services can be spared.
(3.) 30 days' leave on half pay on Medical Certificate.

(*b.*) before they have rendered 15 years' continuous service:—

(4.) ten days' casual leave in each calendar year.
(5.) authorised holidays when their services can be spared.
(6.) 30 days' leave on half pay on Medical Certificate.

Rule 2. Menials who enter the Company's service *after* 30th June, 1896, in the following capacities :—

Peons.	Porters.
Lascars.	Lampmen.
Pointsmen.	Ticket Counters.
Pressmen.	Binders.

may be granted the privileges enumerated in Rule 1 (*b*.)

Rule 3. No leave (except as provided for in Rule 5) may be granted to menials *not* specified in the foregoing rules. Heads of Departments may however permit such employes to absent themselves for a few days at a time, provided a substitute is furnished, or on stoppage of pay.

Rule 4. The leave granted under Rules 1 and 2 (*except that granted under* 1 (*a*) 4 and (*b*) 8) will be on full pay, but no further absence from duty than therein specified can be allowed (except as provided for in Rule 5) unless a substitute is furnished, or except on stoppage of pay. *It is distinctly to be understood that leave cannot be claimed as a right*, and that it is only to be granted when the exigencies of the service permit.

Rule 5. In cases of absence from duty duly certified by the Superintending Physician as resulting from :—

(*a*.) injury contracted in the performance of duty.
(*b*.) sickness due to *unusual* exposure while on duty.
(*c*.) sickness due to service in an *exceptionally* unhealthy district.

leave may be granted to all classes of menials to the following extent during each calendar year :—

one month on full pay.
two months on *half* pay.

Rule 6. Leave taken under Rule 5 cancels eligibility for leave under Rules 1 (*a*) (4) and (*b*) (8), and if leave has already been taken under Rules 1 (*a*) (4) and (*b*) (8), the amount admissible under Rule 5 must be correspondingly reduced.

Rule 7. The Medical Officer recommending leave should specify under what Rule it should be given.

A. D. G. SHELLEY, CAPTAIN, R.E.,
Agent.

Travelling Allowance Rules for the Open Line Staff.

1. An officer or subordinate travelling on a free pass over the home line, or over a foreign railway in India, is granted a daily allowance in accordance with the following scale, for any day on which he is absent *on duty* from his station for more than eight consecutive hours :—

	Rs.	A.	P
(*a*) **Officers** :—			
Salary drawn, Rs. 1,600 per mensem and upwards	7	8	0
,, ,, 1,100 and up to, but exclusive of, Rs. 1,600	6	0	0
,, ,, 500 ,, ,, ,, 1,100	5	0	0
,, less than Rs. 500 per mensem	4	0	0
(*b*) **Subordinates** :—			
Salary drawn, Rs, 300 and above	2	8	0
,, ,, 200 and under Rs. 300	2	0	0
,, ,, 100 ,, ,, 200	1	8	0
,, ,, 50 ,, ,, 100	1	0	0
,, ,, 25 ,, ,, 50	0	8	0
,, ,, 15 ,, ,, 25	0	4	0
,, under Rs. 15	0	2	0

2. This scale does not apply to permanent-way inspectors travelling on their own districts, drivers, firemen, fitters, and other workmen, and traffic running staff.

3. The day referred to in rule 1 means a calendar day beginning and ending at midnight, but this definition is subject to the proviso that a total absence from head-quarters of less than 24 hours is *not* counted as two days.

4. Daily allowance is not admissible for any day on which an officer or subordinate does not reach a distance exceeding 5 miles from head-quarters or return thereto from a distance exceeding 5 miles but any actual amount spent in payment of ferry and other tolls or railway fares may be allowed in the case of these journeys.

5. A daily allowance may not, except as provided for in rule 6, be drawn for more than ten days of a halt at one place, but the Local Government may exempt any officer or subordinate from the operation of this rule in special cases in which it is satisfied that the prolonged halt was necessary in the interests of the Company's service, and

(*a*) that it was necessary to maintain camp equipage during it,

(*b*) or that the officer or subordinate was put to extra expense by the halt after the expiration of the first ten days although no camp equipage may have been maintained.

An officer or subordinate who remains *more than ten days* halted at a place may, after he ceases to draw the daily allowance, draw *mileage* allowance under these rules for any journey made on one day from and to the halting place if he reaches a point more than 5 miles distance from it. A halt is not interrupted for the purpose of this rule by an absence on duty from the place of halting for less than three nights.

6. Subordinates who are not entitled to daily allowance under rule 2 will, if they are required in the interests of the Company's service to remain absent from their head-quarters for periods over 48 hours, draw the scale of allowances laid down in rule 1 (*b*). This allowance may be granted for halts from head-quarters not exceeding 15 days on the recommendation of heads of departments, but may not be drawn in addition to any batta or travelling allowance to which subordinates may be entitled under other rules.

7. Officers and subordinates travelling on transfer are not entitled to daily allowance for halts made in the course of the journey unless such halts are made in connection with their duty. Daily allowance is admissible to an officer or subordinate who on transfer takes privilege leave after giving over charge of his office and before joining his new office or who is transferred during privilege leave. The allowance will be calculated from his old station, or from the place where he receives the order of transfer, whichever calculation would entitle him to the less travelling allowance.

8. Officers and subordinates travelling on duty over the home line or over a foreign railway in India, and who are not given a free pass, may be granted in addition to the daily allowances permissable under these rules, the fares for themselves and for the servants and baggage accompanying them to which they are entitled under the Company's free pass regulations.

9. In cases where any officer or subordinate drawing daily allowances under these rules makes a road or steamer journey in combination with a railway journey, he may, if he travels to a place distant 5 miles or more from the point where he leaves the railway, be granted in addition to his daily allowances such allowances as are provided for in rules 10, 11 and 12.

10. A mileage allowance for journeys by road to a place not less than 5 miles distant from the point where the railway is left, and which are made within the period of one calendar day, will be allowed as follows :—

Officers	8 annas per mile.
Subordinates drawing over Rs. 100	4 ,, ,,
,, ,, ,, 15 and to Rs. 100 ...	2 ,, ,,
,, ,, Rs. 15 and under	1 anna ,,

In calculating this allowance fractions of a mile should be omitted, but only in the total of a bill for any one journey, and not in the various items which make up the bill. A road journey includes travelling by sea or river, otherwise than in a steamer (*e.g.*, by steam launch or boat) and travelling by canals. The time thus spent on a road or steamer journey must be neglected in calculating the duration of absence for the purpose of claiming daily allowance.

11. An officer or subordinate travelling by sea or in a river steamer is allowed free accommodation on the undermentioned scale, or the amount of passage money actually paid for accommodation on that scale, in addition to daily allowance admissible under these rules :—

Officers.—First-class accommodation for himself and lowest class accommodation for two servants.

Subordinates.—Middle or second-class accommodation for himself and lowest class accommodation for one servant.

No more personal luggage can be carried at the expense of the Company than the quantity the freight on which by custom is included in the charge for passage. If board is provided on the vessel, either by its owners or its commander or otherwise, the charge for such board, whether actually included in the passage money or not, is reckoned as passage money under this rule, and except in the case of a subordinate, or of a native of India hindered by caste or other scruples from availing himself of the board so provided, shall be recovered at the following rates for every day on which dinner is provided on board :—

(1) If the board includes wines and liquors, three-twentieths of salary up to a maximum of Rs. 8.

(2) If the board does not include wines and liquors, three-fortieths of salary up to a maximum of Rs. 4.

12. In addition to passage money an officer or subordinate travelling by sea shall be reimbursed the actual expenses incurred by him in embarking and disembarking at ports, *i.e.*, the charges from the quay to the vessel, such as wharfage fees, boat hire and the like. Charges incurred on shore may not be reimbursed under this rule.

13. For a journey by road other than one in continuation of a railway journey the scale of daily allowances permissible under rule 1 (*a*) (*b*) will be drawn, unless the length of the journey exceeds 20 miles, when the mileage allowances specified in rule 10 will be granted.

14. For the purpose of calculating mileage allowance a journey between two stations shall be held to be performed by the shortest of two or more practicable routes, or by the cheapest of such routes as may be equally short. If a journey is performed by a route which is not the shortest, but which is cheaper than the shortest, travelling allowance will be allowed by the route by which the journey is made. The shortest route is that by which destination can be most speedily reached by the ordinary modes of travelling.

15. When the Agent is satisfied that it is in the interests of the Company's service that an officer of the open line establishment required to travel on duty should send his horses or camp equipment or both by steamer or railway, he may by special order in each case permit him to recover, in addition to the allowances admissible under these rules, the actual cost of their carriage and the conveyance of one horsekeeper and one grasscutter for each horse. The Agent may prescribe such limitation as he thinks fit regarding the maximum weight of camp equipment and number of horses to be carried.

16. The Agent is empowered to lay down the scale of tents to be supplied by the Company for the use on tour of any particular officer or subordinate of the open line establishment for office, and if he thinks fit, private purposes. When Company's tents are used only for office purposes they will be carried at Company's expense, when used partly for office and partly for private purposes the officer or subordinate using them must pay half the cost of carriage, and when used entirely for private purposes the officer or subordinate using them must pay the whole cost of carriage unless the case is met by rule 15.

17. Whenever any person is employed temporarily, by competent authority as an extra servant on the open line establishment, he is entitled to travelling allowance under the rules applicable to permanent employès of corresponding rank. This does not apply to petty establishments expressly engaged for services in the field.

18. The sanction of his immediate superior is sufficient authority for any officer or subordinate proceeding on duty beyond the limits of his charge, but within the jurisdiction of such superior. The Agent may authorise any of the Company's officers (including himself) or subordinates to proceed on duty to any part of British India, Burma or Ceylon, provided their total absence from the home line does not exceed one calendar month. Any deputation beyond this period and not exceeding six months must be sanctioned by the Local Government, and any period longer than six months by the Government of India.

19. An officer or subordinate summoned to give evidence in a Court of Law in a case in which the Company is interested or to which it is a party, may draw daily or travelling allowance under these rules, provided that he obtains from the court any travelling or subsistence allowance to which he is entitled by the rules of the court, and deducts such amount from the daily or travelling allowance claimed under this rule. An officer or subordinate summoned to give evidence under other circumstances is not entitled to a free pass, or to any allowances other than those admissible by the rules of the court. If in this case the court pays him any sum by way of subsistence allowance or compensation, apart from any allowance for travelling expenses he must repay that amount to the Company before drawing full pay for the day or days of absence.

20. Mileage allowance may be increased above the scale laid down in rule 10 in accordance with the provisions of Article 1252 of the Civil Service Regulations to cover the extra cost of travelling in specially expensive districts.

21. The following scale of daily allowances may be drawn *in addition* to that detailed in rule 1 for journeys in Ceylon or Burma :—

(*a*) **Officers:—**

	Rs.
Salary drawn, Rs. 1,600 per mensem and upwards	4
,, ,, ,, 1,100 and up to, but exclusive of Rs. 1,600 ...	6
,, ,, ,, 500 ,, ,, ,, ,, 1,100 ...	8
,, ,, less than Rs. 500 per mensem	10

(*b*) **Subordinates:—**

European or Eurasian	4
Native	2

22. An officer is entitled to travelling allowance twice, but not more, for journeys to and fro, consequent on attendance at an obligatory departmental or language examination.

23. Except as provided for in these rules, an officer or subordinate is not entitled to travelling allowance for a journey.

(i) on proceeding on leave,
(ii) on rejoining from leave,
(iii) during leave of any kind,
(iv) on retirement or dismissal from the Company's service.

24. The actual cost of any suitable conveyance may be paid on the certificate of the head of the department to any subordinate who attends court or is despatched on railway duty to any public office or place of business not in the *immediate* vicinity of a railway station.

25. All bills for travelling allowance must in the case of any subordinate or officer, not a head of department, be certified by his head of department. In the case of heads of departments and the Agent, the bills will be certified by the latter officer. It is the duty of the certifying officer to scrutinize the necessity, frequency and duration of journeys or halts for which travelling allowance is claimed. The certifying officer may disallow the whole or a portion of the travelling allowance claimable for any journey or halt if he considers that the journey was unnecessary or that it was not completed with due expedition or that the halt was of excessive duration.

26. Any contingency which may arise and is not provided for in these rules will be dealt with in conformity with the Civil Service Regulations.

Travelling Allowance Rules for the Construction Staff.

The travelling allowances admissible to the permanent and temporary staff employed on *construction duty* will be governed entirely by the Civil Service Regulations.

Batta allowance for Guards.

The scale of mileage allowance is given below:—

Class	Batta per-100 miles.
Probationers	Nil.
Grade.	
Under Guards	VI 3 annas.
„ Guards	V 4 „
Guards	IV 6 „
Guards	III 8 „
Chief passenger Guards	II 10 „
Chief mail Guards	I 12 „

Number of miles run under 50 to be neglected, and 50 miles and above to be reckoned as 100 miles. The allowance for guards working ballast trains to be calculated at 8 miles per hour with a minimum of 40 miles per diem.

Guards drawing pay between the amounts shewn in the respective grades will be eligible for batta on the pay of the next higher grade. For example, a Guard on Rs. 45 will draw a mileage allowance at the rate for Rs. 50 *viz.*, 6 annas per 100 miles.

Forms of Batta bills can be obtained from the Divisional Officers to whom they should be submitted on the 1st of every month with the required particulars fully entered thereon. These bills will be checked with the Guards' journals.

AGENT'S OFFICE,
TRICHINOPOLY,
19*th September*, 1898.

A. D. G. SHELLEY,
CAPTAIN, R. E.,
Agent.

SOUTH INDIAN RAILWAY.

OVERTIME RULES.

Locomotive, and Carriage and Wagon, Departments

Monthly paid employes.

DRIVERS AND FIREMEN.

1. 8 Hours will constitute a day's work.
   6 Hours will constitute a night's work.
2. Day work will be from 6 A.M. to 6 P.M.
   Night work will be from 6 P.M. to 6 A.M.
3. Twenty-six working days in the month will be the basis for the calculation of a day's pay.
4. Sunday work, will be paid for at the rate of 1½ days.
5. Overtime will be calculated for day work by one-seventh of a day per hour and for night work one-sixth of a day per hour. No broken period of an hour will be allowed.
6. Each day's work will stand for itself. Overtime made one day will not be taken to make up time for another day.
7. Overtime can only be claimed for actual time on the footplate away from head-quarters over and above the day or night work. Hours for day or night work must be completed before overtime can be claimed.
8. Waiting orders in steam at head-quarters will not be allowed to count towards completing time for overtime. Standing in Steam, waiting orders away from head-quarters may be counted.
9. Shed days will be allowed when practicable at the rate of 2 per week but no claim can be made for shed day as a right the allowance of which will be regulated by the requirement of the Traffic.
10. Washing out. Half a day will be allowed for washing out at night and two hours by day which may be (in both cases) counted towards time for day or night work.
11. Native Firemen will receive the same overtime as other Firemen.
12. Drivers are required to be with their Engine 30 minutes and firemen 45 minutes before starting time. This time together with 15 minutes after their arrival at their journey's end may be calculated with their day's work for time and overtime.
13. Break downs or accidents causing detentions will not entitle men to claim time—each case of the kind will be dealt with at the discretion of the Locomotive Superintendent.

COVENANTED FITTERS.

1. Working hours will be from 7 A.M. to 11-20 A.M. and from 12-40 P.M. to 5 P.M.
2. Overtime will be paid after 5 P.M. at the rate of one-sixth for each hour's work up to 1 A.M. next day.
3. Quarter day will be allowed if the dinner hours (11-20 A.M. to 12-40 P.M.) are worked.
4. Sunday work will be paid at the rate of 1½ days up to 5 P.M. with overtime at the rate of one-sixth per hour up to 1 A.M. next day.
5. In special cases when European fittters are required to work on after 1. A.M. they will be booked off during the same number of hours they work between 1. A.M. and 6 A.M. No overtime will be passed after 1 A.M.

UNCOVENANTED AND NATIVE FITTERS.

1. Working hours will be from 7 A.M. to 11-20 A.M. and from 12-40 P.M. to 5 P.M.
2. Overtime will be paid after 5 P.M. at the rate of one-eighth for each hour's work up to 2-30 A.M.
3. Sunday work will be paid at the rate of 1½ days up to 5 P.M. with overtime at the rate of one-eighth per hour up to 2-30 A.M. next day.
4. Quarter day will be allowed if the dinner hour (11-20 A.M. to 12-40 P.M) is worked.
5. When European or East Indian or Native Fitters are at any time required to work after 2-30 A.M. the same system will be observed as with Covenanted Fitters under rule 5.

BATTA.

1. No Batta will be granted to Drivers, Firemen and Fitters and other workmen when away from their Head-quarters stations under 48 hours or over 3 consecutive days at any one station.

Daily Paid Men.

1. Working hours will be from 7 A.M. to 11-20 A.M. and from 12-40 P.M. to 5 P.M.
2. Overtime will be allowed after 5 P.M. to 2-30 A.M. or from 2-30 A.M. to 7 A.M at the rate of ¼ spell for every 1 hour and 5 minutes work on all days except Sundays.
3. Sunday work will be allowed at 3 spells for every 8 hours and 40 minutes work, and any time worked beyond 8 hours and 40 minutes will be counted, as ordinary day, overtime being allowed at ¼ spell for every 1 hour and 5 minutes up to 2-30 A.M.
4. Quarter spell will be allowed if the dinner hour (11-20 A.M. to 12-40 P.M.) is worked.

C. E. CRIGHTON,
Locomotive and Carriage Superintendent.

GENERAL STORES DEPARTMENT.

Temporary Establishment allowed overtime on week days at the rate of one ninth of a day's wages for every hour after 5 P.M. up to 2 o'clock A.M. No overtime is allowed on Saturdays.

Work on Sunday is paid for at the rate of 1½ days wages up to 5 P.M. with overtime at the rate of one-ninth of a week day's wages for every hour after 5 P.M. to 2 o'clock A.M.

No overtime is allowed for less than a quarter day's work.

F. W. KŒNEMAN,
General Storekeeper.
