Hon'ble Sir J. H. Lawrence, Kt.

P.W.C. No. 10065

Ld 3/11/90

B. No. 1584 R dy 23rd Oct 90.

JHL 1/11/90

Communicated to the Govt.

for Rly.

Reply in reference to his

Endorsement No 607 dy 18th Oct

1890

4

23/10/90

Rd 23-10-90

Gp. 29 5 C / A dl 8.7.90

" 4273 Cdl 20.6.90

B. No. 1584 R dy 23rd Oct 90.

To

The Consulting Engr for Rys.

Mo. 24.X

R3.X Info copy despd 23/10/90.

Ldc 3/11

JHL

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 1593-4 Rys

DATED 24th October

[Despatch Abstract.]

Note on the Revenue account, South Indian Railway.

Ordered that the memorandum from the Consulting Engineer for Railways stating that in future the — will be prepared according to the instructions of the Director-Genl of Railways in his note on the Revenue accounts for the half year ended 31st December 1889, be forwarded to the Govt of India.

Forwarded

Indexed.

[P. W. Ry. 500—8-5-00.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1468	Ry.	6-10-90				

FURTHER PAPERS.

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

Note by the Director General of Railways on the Capital and Revenue Accounts of the South Indian Railway, for the half-year ended the 31st December 1889.

CAPITAL.

Statements Nos. V and VI.—The capital expenditure for the half-year amounted to Rs. 1,00,572, incurred chiefly on the following works:—

Addition of 5 spans to the Gadilam bridge, at 124 miles.
Converting one 30-feet girder into a 70-feet girder at 151 miles.
Re-arrangement of the Villupuram station.
Providing fittings for the general stores buildings, &c., at Negapatam.
Carriage and wagon stock.

The total capital outlay, including suspense, from the commencement of operations to the end of the half-year under review was Rs. 4,93,84,859 (*a*), and the expenditure, excluding suspense, Rs. 4,59,58,914 (*a*), which gives an average of Rs. 70,210 per mile open.

REVENUE.

General Results.

	Second half of 1888.	Second half of 1889.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean mileage worked ...	(*b*)654·59	(*b*)654·59	...	...
Train-mileage	(*c*)1,028,033	(*d*)1,042,003	+13,970	+1·36
	No.	No.	No.	
Average number of trains over the whole line daily in both directions.	(*e*)8·43	(*e*)8·55	+0·12	...
	Rs.	Rs.	Rs.	
Gross earnings	(*f*)27,51,196	(*g*)28,37,527	+86,331	+3·14
Working expenses	(*h*)18,44,733	(*h*)18,84,234	+39,501	+2·14
Net earnings ...	9,06,463	9,53,293	+46,830	+5·17
Percentage of working expenses to gross earnings.	67·05	66·40	—0·65	...
Percentage of net earnings on capital outlay, including suspense.	1·98	2·06	+0·08	...

(*a*) Figures taken from Part I of the Administration Report for 1889-90.
(*b*) Excludes 7·75 miles of the Pondicherry railway.
(*c*) Includes 6,560 miles run on the Pondicherry railway, but excludes 72,844 miles run on the Villupuram-Guntakal State railway, Nellore branch.
(*d*) Includes 6,968 miles run on the Pondicherry railway, but excludes 69,516 miles run on the Villupuram-Guntakal State railway, Nellore branch.
(*e*) Includes the Pondicherry railway.
(*f*) Includes the amount received for working the Pondicherry railway, Rs. 11,294.
(*g*) Includes the amount received for working the Pondicherry railway, Rs. 13,196.
(*h*) Includes the working expenses of the Pondicherry railway.

The gross earnings per mean mile worked per week averaged Rs. 166·72 against Rs. 159·74, and were realised at a cost of 66·40 per cent. against 67·05 per cent. in the corresponding period of 1888.

The increase under train-mileage was, in a great measure, due to the running from the 1st September 1888 of an additional train on the Tinnevelly branch.

The percentage of working expenses to gross earnings for the year 1889 stands at 70·30 against 69·16 in 1888.

The net earnings fall short of the guaranteed interest for the half-year by Rs. 1,60,299.

GROSS EARNINGS.

	Second half of 1888.	Second half of 1889.	Difference.	
			Amount.	Per cent.
	Rs.	Rs.	Rs.	
Coaching	14,37,877	15,05,607	+67,730	+4·71
Goods	12,65,551	12,87,599	+22,048	+1·74
Electric telegraph	7,744	8,706	+962	+12·42
Sundries	40,024	35,615	—4,409	—11·02
TOTAL ...	27,51,196	28,37,527	+86,331	+3·14

Abstract H.—Coaching Traffic.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :—

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		Rs.		Rs.		Rs.		Rs.		Rs.
Second half of 1888.	6,412	22,418	17,416	23,798	61,858	38,410	3,560,940	12,90,926	3,646,626	13,75,552
Second half of 1889.	7,142	26,183	56,874	49,348	...	...	3,824,070	13,51,641	3,848,086	14,27,172
Increase ...	730	3,765	39,458	25,550	...	...	263,130	60,715	241,460	51,620
Decrease ...	...	...	...	...	61,858	38,410	...	...	...	...

The first class traffic showed a small increase. The increase in the second class was probably due to the abolition of the intermediate class from the 1st February 1889, and the consequent class to class transfer resulting from the influx of intermediate class passengers into the second class. Owing to the second class fare being reduced from 6 to 4 pies per mile on the abolition of the intermediate class, the earnings in the former class were, when compared with former half-years, disproportionate to the number of travellers.

The increase in the third class traffic was partially due to the Valangany feast at Negapatam being very numerously attended, and to the large number of marriage festivals.

There was an increase of Rs. 6,514 under "Carriages, horses, dogs, &c.," of which sum Rs. 5,017 occurred under "Horses."

The earnings under "Parcels for the public" were Rs. 2,326 more than those of the corresponding half-year, and were higher than those of any preceding period.

Abstract I.—Goods Traffic.—The "General merchandise" traffic showed an increase of Rs. 52,706; the tonnage lifted being 355,513 against 325,778 in the second half of 1888; the ton-mileage 28,524,158 against 27,867,829; and the earnings Rs. 11,96,955 against Rs. 11,44,249. The average rate charged per ton per mile was pies 8·06 against pies 7·88.

The average lead of ordinary goods (exclusive of harbour materials) was 85·6 miles as compared with 91·2 miles in the corresponding period of 1888.

The following is an abstract of the chief fluctuations in the principal commodities carried during the second half of 1889, as compared with the corresponding half of 1888 :—

Commodities.	Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.
Cotton, raw	4,702	22,724	...	...
Drugs and chemicals	1,547	8,887	...	...
Grains	8,174	6,299	...	...
Hides and skins	...	...	747	7,302
Jute	2,209	13,694	...	...
Metals	7,500	13,669	...	...
Provisions	5,740	32,043	...	...
Salt	...	...	1,535	14,141
Stone and lime	...	...	9,682	7,774
All other articles of merchandise ...	...	...	4,321	44,029

The total quantity of "Cotton, raw" carried was 11,021 tons yielding a revenue of Rs. 52,074, against 6,319 tons and an earning of Rs. 29,350.

The total quantity of "Grains" carried over the whole system was 96,563 tons yielding an earning of Rs. 3,07,928, against 88,389 tons and Rs. 3,01,629.

The decrease in "Hides and skins" was due to a small quantity of sheep skins being conveyed during the half-year.

Under "Jute" a considerable traffic was done in gunny-bags and cloth.

The increase under "Provisions" was due to the carriage of dried fruits and nuts, commodities in which no traffic was recorded during the corresponding half-year of 1888.

In "Salt" traffic, the decrease was due to the demand in the 2nd half 1889 being less than in the 2nd half 1888. The large falling off occurred principally between Tuticorin and the Trichinopoly and Tanjore districts, these districts having been supplied from Negapatam, which gives a very much shorter lead.

The decrease under "Stone and lime" was due to the smaller quantity of road metal carried for the Madras municipality, and to decreased traffic for the Madras harbour works.

Under "Railway materials for construction," there was a decrease in tonnage of 72,311 tons and in earnings of Rs. 23,091 compared with the corresponding period of 1888, which was due to less materials carried during the half-year under review.

Under "Revenue stores," there was a decrease in tonnage carried of 35,235 tons and in earnings of Rs. 5,617, due to less stores conveyed.

Abstract K.—Sundries.—There was a decrease under "Unpaid or unclaimed salaries" of Rs. 9,274, but small increases under almost all the other heads.

Working Expenses.

—	Second half of 1888.		Second half of 1889.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	7,45,524	27·10	6,50,544	22·93	—94,980	—12·74
Locomotive	5,62,670	20·45	6,24,778	22·02	+62,108	+11·04
Carriage and Wagon	1,32,807	4·83	1,63,987	5·78	+31,180	+23·48
Traffic	2,15,789	7·84	2,45,835	8·66	+30,046	+13·92
General	1,76,591	6·42	1,85,805	6·54	+ 9,214	+ 5·22
Special and Miscellaneous	11,352	0·41	13,285	0·47	+ 1,933	+17·03
Total ...	18,44,733	67·05	18,84,234	66·40	+39,501	+ 2·14

Abstract A.—Maintenance of Way, Works and Stations.—The decrease principally occurred under the following items :—

	Rs.
General superintendence	7,542
Maintenance and renewal of permanent-way	51,178
Unclassified expenditure	25,771

The decrease under "General superintendence" was due to the members of the regular staff being employed on the Villupuram-Guntakal State railway, and to higher paid and a more numerous subordinate staff being engaged during the second half of 1888.

The decrease under "Maintenance and renewal of permanent-way" was due to the laying of 24 miles of 50-lb. steel rails during the half-year under review against 31 miles in the corresponding period of 1888.

The decrease under "Unclassified expenditure" was principally under "Tools and plant," Rs. 13,877, due to the smaller quantity required for laying the 50-lb. road; under "Loss on stores," Rs. 5,250, due to the transfer of materials from the higher to the lower classes being greater in the half-year ending the 31st December 1888 than in the period under review; and under "Carriage of revenue stores," Rs. 6,114, due to the smaller quantity of material, particularly 50-lb. permanent-way, transported.

"Maintenance and renewal of permanent-way," "Repairs of bridges," &c., and "Repairs of stations and buildings" include an abnormal expenditure of Rs. 45,639 for the reconstruction, enlargement and raising of bridges and altering gradients, and of Rs. 2,874 for additional sidings and accommodation at stations.

The cost of maintaining a mile of single track, including sidings, was Rs. 877·67 against Rs. 1,008·27 in the 2nd half of 1888.

Abstract B.—Locomotive Expenses.—The excess under this abstract is mainly accounted for as follows:

The increase of Rs. 4,569 under "General superintendence" was due to the entertainment of an additional assistant, and increase of salaries to covenanted employés under agreement. The excess of Rs. 6,152 under "Running expenses" was in consequence of the increased train-mileage run. The increase of Rs. 20,416 under "Maintenance and renewals of locomotive engines and machinery" was due to a larger number of engines having been repaired during the half-year under review. There was also an increase of Rs. 15,752 under

"Loss by exchange." The decrease of Rs. 3,718 under "Fuel" was due to the consumption of coal being 106 tons less and that of wood 860 tons less than during the corresponding period of 1888.

The total cost of the department per train-mile was annas 9·59 against annas 8·76 in the corresponding half of 1888, and per engine-mile annas 8·08 against annas 7·48.

Abstract C.—Carriage and Wagon Expenses.—The noticeable variations comprise an increase of Rs. 18,934 under "Repairs and renewals of vehicles and machinery," due to a larger number of coaching and goods vehicles having undergone repairs; and an increase of Rs. 6,098 under "Loss by exchange." The carriage and wagon expenses per train-mile were annas 2·52 against annas 2·06, and per 1,000 vehicle miles run by home vehicles Rs. 7·77 against Rs. 6·45 in the corresponding half of 1888.

Abstract D.—Traffic Expenses.—The variations chiefly consisted of increases of Rs. 4,055 under "Station staff"; Rs. 5,742 under "Fuel, lighting, &c.;" Rs. 9,240 under "Clothing;" Rs. 6,233 under "Printing, stationery and tickets;" and Rs. 4,507 under "Loss by exchange." The increase under "Clothing" was due to the cost of the yearly supply of uniform suits to the Company's staff. The increase under "Printing, stationery and tickets" was due to an increased issue of stationery and printed forms during the half-year.

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

	Second half of 1888.	Second half of 1889.	Difference.	
	Tons.	Tons.	Tons.	Per cent.
Tonnage of goods	657,578	579,851	—77,727	—11·82
	Ton-miles.	Ton-miles.	Ton-miles.	...
Ton-mileage of goods ...	33,200,238	32,521,685	—678,553	—2·04
	Rs.	Rs.	Rs.	
Station staff	1,19,157	1,23,212	+ 4,055	+ 3·40
Train staff	23,212	24,572	+ 1,360	+ 5·86

The amount of working expenses of the Villupuram-Guntakal State railway was Rs. 10,437 against Rs. 16,760 in the corresponding period of 1888.

The total cost of the department averaged annas 3·77 against annas 3·35 per train-mile in the corresponding half of 1888, and absorbed 8·74 per cent. of the traffic earnings against 7·93 per cent.

Abstract E.—General Charges.—The increase was principally due to an excess of Rs. 2,661 under "Home expenditure," on account of home remittances of employés; and of Rs. 1,213 under "Stores department," in consequence of the entertainment of additional clerks to cope with the temporary increase of work, and of watchmen for stores depôts. There was a decrease of Rs. 1,410 under "Electric telegraph." The amount of the working expenses of the Villupuram-Guntakal State railway deducted at foot of the abstract was Rs. 7,889 against Rs. 13,715.

Abstract G.—Special and Miscellaneous Expenditure.—There was an increase of Rs. 1,535 under "Compensation," due to a larger number of claims made during the half-year; an increase of Rs. 2,567 under "Rates and taxes;" and a decrease of Rs. 2,264 under "Payments to other lines."

Statement of Train-mileage No. XIV.—The total miscellaneous engine-mileage was 194,976 or 18·71 per cent. of the total train-mileage, against 175,254 or 17·05 per cent. in the corresponding period of 1888.

Errors, omissions, &c.

The Consulting Engineer's note has not been prepared strictly in the prescribed form. In the table of "Tonnage of goods lifted, &c." in the Consulting Engineer's note, only "Merchandise, general" has been accounted for, whereas the "Total tonnage of goods" and "Total ton-miles" of heads Nos. I to V of the accounts, should have been shown.

In the several abstracts of the accounts it is noticed that the "Totals" of the different sub-heads are placed at the top instead of at the bottom of the detailed figures.

G. C. Press, Simla.—No. 777 P. W. D.—8-9-90.—60.

No. 603 R. T.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic.

To

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

Simla, the 12th September 1890.

Sir,

With reference to the Capital and Revenue Accounts of the South Indian Railway for the half year ending with the 31st December 1889, forwarded to the Director General of Railways under your endorsement No. 839 dated the 13th June 1890, I am directed to forward, for information, twelve copies of a note on the Accounts by the Director General of Railways and to invite attention to the errors, omissions, &c. noticed at the end of the note.

I have the honour to be,
Sir,
Your most obedient Servant,

C. B. [illegible]

Offg: Under-Secretary

Documents accompanying
Twelve copies of the note referred to.

P. W. Cir: 9010

B

No. 1468 R. dy 6th October 1890.

J.S. 7/10/90

Communicated to the Consulting Engineer for Railways for information and re-port with reference to Proceedings No. 838 R. dy 13th June 1890.

Encl: 1 and 12. S. C. of Encls:

SB 3/10/90

Reco 23-9-90

D. R.

B

No. 838-9 R dy 13-6-90.

No. 1468 R dy 6th Oct. 90

9684

D 7/10

To The Consltg Engr for Rys.
w Examined & Rd by addrs.
JHL 7/10

R

CRC 10/10

Exm. 2-X-90 R 6-X-90

Consg. Engr.'s No. 13.

D.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 10th October 1890.

No. 645

MEMORANDUM.

With reference to "errors and omissions" pointed out by the Director General of Railways in his note on the Revenue account of the South Indian Railway for the 2nd half of 1889, forwarded with G.O. No. 1468 R dated 6th October 1890, the undersigned has the honour to state that in future in the Consulting Engineer's note, the Table of "Tonnage of goods lifted &c", will be prepared, to shew the Total tonnage of goods and the "Total tons miles" of heads Nos. I to V of the Accounts.

2. The "Totals" of the different sub heads in the "Capital statements and Revenue Accounts" will in future be placed at the bottom instead of at the top of the detailed figures.

Sidney Smith
Major R.E.
for Offg: Cons: Engr: for Rys:

To.
The Joint Secretary to Govt
S. I. R. Ry: Branch.

Form No. 3.

B. No. 1593 R. 24 Oct 90.

From P.W.C. No 9684

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 645

Dated 10th
Received 11th } October 1890.

No. of Enclosures.

Subject.

States that in future the note on the Revenue Account S. I. Ry. will be prepared in accordance with the errors and omissions pointed out by the Director General of Rys in his note on the Rev. Acct. of the S. I. Ry for the half year ended 31st Dec 1889.

B

No. 1593/1594 R. 24 Oct 90.

L.H. 17/10/90
Ordered to be forwarded to the Govt. of India with reference to its letter No. 603 R. I., dated 12th September 1890.

H.E. No 1594 R. 24th Oct 1890
Forwarded.

24/10

G.O. 838-9 Ra/13-6-90.

Mno 14-X-90
Rec 29 Oct 90.