11540.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated 19/12/90

Read. Encl.

G.O., 19th Dec. 1890, No. 2035-36

South Indian Railway.

Ordered that the note on the Capl. & Rev. accounts of the — for the first half of 1890 be forwarded to the S. G. of Rys. & the Secy of State.

Do do do.

Forg. a note on the Capl. & Rev. accounts of the — for the first half of 1890.

Forg. a note on the Capl. & Rev. accounts of the S. I. Ry. for the first half of 1890 to the Secy of State.

19TH DECEMBER 1890, No. 2035 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 2nd December 1890, No. 862.

NOTE on the Capital and Revenue Accounts, South Indian Railway, for the half-year ended the 30th June 1890.

CAPITAL.

Statements Nos. V and VI.—The capital expenditure for the half-year amounted to Rs. 1,19,088, incurred chiefly on the rearrangement of Villupuram station and carriage and wagon stock.

2. The total capital outlay, including suspense, from the commencement of operations to the end of the half-year under review was Rs. 4,63,81,125, and the expenditure, excluding suspense, Rs. 4,60,78,002, which gives an average of Rs. 70,456 per mile open.

REVENUE.

3. *General results*—

—	First half of 1889.	First half of 1890.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	654	654	..	..
Train mileage	1,005,656	1,036,146	+ 30,490	+ 3·03
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8·49	8·75	+ 0·26	+ 3·06
	RS.	RS.	RS.	
Gross earnings	28,47,316	30,03,183	+ 1,55,867	+ 5·47
Working expenses	21,12,478	17,50,517	— 3,61,961	— 17·13
Net earnings ..	7,34,838	12,52,666	+ 5,17,828	+ 70·47
Percentage of working expenses to gross earnings	74·19	58·29	— 15·90	..
Percentage of net earnings on capital outlay including suspense.	1·60	2·70	+ 1·10	..

The gross earnings per open mile per week averaged 177·59 against 168·37 and were realised at a cost of 58·29 per cent. against 74·19 per cent. in the corresponding period of 1889.

The increase under train mileage is due to the running of more goods trains in the half-year under review.

The gross earnings show an increase of upwards of 1½ lakhs of rupees over the corresponding period of 1889, which is due to steadily increasing development in coaching and more especially in goods traffic.

The working expenses show a decrease of more than 3½ lakhs of rupees, in consequence of which the percentage of working expenses to gross earnings is reduced from 74·19 to 58·29.

The net earnings give a surplus of Rs. 73,830 and are at the rate of 5·40 per cent. per annum. This is the first half-year in which the South Indian Railway has realised surplus profits since the formation of the Company.

4. *Gross earnings*—

—	First half of 1889.	First half of 1890.	Difference. Amount.	Difference. Per cent.
	Rs.	Rs.	Rs.	
Coaching	15,36,248	15,69,284	+ 33,036	+ 2·15
Goods	12,51,583	13,55,867	+ 1,04,284	+ 8·33
Electric Telegraph	10,341	9,595	— 746	— 7·21
Steam-boat	..	..	..	..
Sundries	49,144	68,437	+ 19,293	+ 39·26
Total ..	28,47,316	30,03,183	+ 1,55,867	+ 5·47

5. 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. No.	First class. Earnings.	Second class. No.	Second class. Earnings.	Intermediate class. No.	Intermediate class. Earnings.	Third class. No.	Third class. Earnings.	Total. No.	Total. Earnings.
		Rs.		Rs.		Rs.		Rs.		Rs.
(1) First half of 1889 ..	7,970	27,087	52,015	48,466	9,980	6,950	3,820,630	13,77,793	3,890,595	14,60,296
(2) First half of 1890 ..	8,115	25,981	60,997	53,687	..	..	3,969,601	14,16,594	4,038,713	14,96,261
Increase	145	..	8,982	5,221	..	..	148,971	38,801	148,118	35,965
Decrease	..	1,106	..	..	9,980	6,950	..	..	..	..

Abstract H, Coaching traffic.—The first-class traffic shows an increase in numbers carried of 145 and a decrease of Rs. 1,106 in earnings due to the less distance travelled during the half-year under review.

The second-class traffic shows an increase both in numbers and receipts due to the abolition of the intermediate class from 1st February 1889 and the second-class fare being reduced.

The third-class passenger traffic continues to improve, the increase in numbers being 148,971 and in receipts Rs. 38,801 or 3·90 per cent. in numbers and 2·82 per cent. in receipts. This class contributed in cash 94·68 per cent. against 94·35 per cent. and in numbers 98·29 per cent. against 98·20 per cent. The average amount paid by a third-class passenger was 5 annas and 8 pies and the average distance travelled was 34 miles. The increase in receipts under this class is partially attributable to the attendance at Srírangam, Chidambaram, Tiruválúr and Nagore feasts being in excess of that of the corresponding period of 1889.

Passengers' luggage.—The earnings were Rs. 32,438 or Rs. 2,873 less than those of the corresponding half-year.

Parcels for the public.—The earnings were Rs. 28,003 or Rs. 1,088 more than those of the corresponding half-year.

6. *Abstract I, Goods traffic.*—The "General merchandise" traffic exhibits an increase, the tonnage lifted being 368,899 against 366,239 in the first half of 1889 or an increase of 0·73 per cent.; the ton mileage 32,334,715 against 28,649,221, or an

increase of 12·86 per cent.; and the earnings Rs. 12,71,159 against Rs. 11,56,748, or an increase of 9·89. The average rate charged per ton per mile was pies 7·55 against pies 7·75.

The average lead of ordinary goods (exclusive of Harbour materials) was 98·35 miles as compared with 83·23 miles in the corresponding period of 1889.

7. The following is an abstract of the chief fluctuations in the principal commodities carried during the first half of 1890 as compared with the corresponding previous half-year : —

Commodities.	Increase in 1890. Tons.	Increase in 1890. Rs.	Decrease in 1890. Tons.	Decrease in 1890. Rs.
Cotton piece-goods	..	..	481	6,062
Grains	17,053	1,06,567	..	..
Metals	179	15,458	..	..
Oil-seeds	..	..	23,196	28,663
Provisions	..	..	1,550	8,727
Sugar	..	17,893	7,319	..
Stone and lime	20,905	23,730	..	..
Tobacco	..	..	816	3,390
All other articles of merchandise ..	..	..	2,276	7,543

Cotton piece-goods.—The decrease is due to less movements of piece-goods, European, from Madras to Panruti, Kumbakónam, Negapatam, Trichinopoly Fort, Madura, Virudupati and Tinnevelly in 1890 than 1889.

Grains.—The total quantity of grain carried over the whole system was 79,417 tons yielding a receipt of Rs. 2,90,919 against 62,363 tons and a receipt of Rs. 1,84,352 or an increase of 27·34 per cent. in weight and 57·81 per cent. in money. The increase is due to larger exports of grain from Madras, Dindigul, Negapatam and Erode.

Metals.—The increase is due to larger export of brass, çopper and iron.

Oil-seeds.—The decrease occurred under "rape and mustard," "till or gingelly" and "ground-nut seeds" due to the smaller conveyance of these products during the half-year under review.

Provisions.—The decrease is due to smaller exportation under "ghee" from Karúr, "chillies and potatoes" from Madras, garlic and potatoes from Bangalore and Mettupálaiyam, and tamarind from Bangalore.

Sugar.—The decrease in weight and increase in money is chiefly due to carriage for longer distances in 1890, principally of jaggery from Tinnevelly to Cuddalore and Nellikuppam.

Stone and lime.—The increase is caused by a larger movement of laterite from Tanjore to Kumbakónam and Negapatam and also Harbour Works stone from Pallávaram to Madras Beach and road metalling for Madras Municipality.

Tobacco.—The decrease in weight and money is due to smaller exports from the tobacco-growing districts in the Trichinopoly, Tanjore and Madura districts.

All other articles of merchandise.—The decrease under this head is due to smaller movement of the undermentioned articles :—

Plantains.	Sugar-cane.
Coriander seeds.	Cinders.
Manure.	Betel leaves.
Coal.	

Under "Railway materials for construction" the earnings were Rs. 21,694 or Rs. 2,281 more than the corresponding half-year.

Under "Revenue stores" there is a decrease in tonnage carried of 133,300 and in receipts of Rs. 12,431.

8. *Abstract K, Sundries.*—The large excess of Rs. 19,293 under "sundries" is caused by the inclusion of one-fourth share of profits for working the Nellore branch of the Villupuram-Guntakal State Railway for the past three half-years, notwithstanding a large falling off in receipts from the Pondicherry Railway and no receipts under unpaid or unclaimed salaries.

9. *Working expenses* —

—	First half of 1889.		First half of 1890.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.
	Rs.		Rs.		Rs.	
Maintenance	9,28,321	32·60	5,64,244	18·79	— 3,64,077	— 39·22
Locomotive	6,08,099	21·36	6,19,170	20·62	+ 11,071	+ 1·79
Carriage and wagon	1,44,482	5·07	1,43,128	4·76	— 1,354	— 0·94
Traffic	2,33,334	8·19	2,38,221	7·77	— 113	— 0·05
General	1,82,426	6·41	1,82,275	6·07	— 151	— 0·08
Special and miscellaneous	15,816	0·56	8,479	0·28	— 7,337	— 46·39
Total ..	21,12,478	74·19	17,50,517	58·29	— 3,61,961	— 17·13

Abstract A, Maintenance of Way, Works and Stations.—The principal variations occur under the following heads:—

	Rs.
General superintendence	— 10,492
Permanent-way	— 2,39,806
Bridges	— 47,815
Loss on stores	+ 31,425
Loss by exchange	— 86,996
Carriage of Revenue stores	— 13,161

causing a total decrease of Rs. 3,64,077.

The decrease under "General superintendence" is chiefly due (1) to the adjustment made in the half-year under review by crediting Rs. 3,538 to the head of "Engineers' salaries" and Rs. 2,831 to "Office expenses" on account of over debits to those heads during the months of May to September 1878; (2) to the salary and contribution towards leave and pension allowances of Engineers being charged for some months in the first half of 1889 against no charges during the half-year under review; and (3) to the abolition during the half-year of 13 section store-keepers and 3 clerks and peons attached to the late Division No. III office.

The large decrease under permanent-way is principally due to the laying of only 25 miles of 50-lb. permanent-way against 52 miles during the corresponding period of 1889. The number of miles of rails renewed during the half-year was 32·028 against 103·367 in the first half of 1889.

A large saving is shown under bridges as the addition to waterways are now practically completed.

The increase under "Loss on stores" is in consequence of the sums of Rs. 17,238-8-0 and Rs. 15,348-14-8 being written off the permanent-way and general stores accounts respectively and debited to this head on account of permanent-way materials and other stores that were either placed in the road for renewal purposes and omitted by Inspectors to be taken credit for in their accounts or broken in transit or when being handled in depôts and transferred to the scrap heap. It is further due to the difference between the book value and that realized by the sale-proceeds of a large quantity of surplus stores.

The decrease under "Loss by exchange" is accounted for by the smaller supply of materials from England. The decrease under "Carriage of Revenue stores" is due to the decreased transport of materials.

The cost of maintaining a mile of single track, including sidings, was Rs. 760 against Rs. 1,255.

Abstract B, Locomotive expenses.—Taking the salaries and allowances under "General superintendence" in abstracts B and C there is an increase of Rs. 3,833 on account of increases of salaries to covenanted employés under agreement under running expenses. The increase of Rs. 3,712 is accounted for by the increased mileage run.

The consumption of coal per train mile rose from lb. 30·57 to lb. 31·67. Under maintenance and renewals of locomotive engines and machinery there is an

increase of Rs. 6,174 in wages and materials on account of heavy repairs to locomotives.

The cost of the department per train mile was annas 9·56 against annas 9·67, and per engine mile annas 7·97 against annas 8·16.

Abstract C, Carriage and Wagon.—The noticeable variations are a decrease of Rs. 5,593 under wages for repairs of coaching vehicles and an increase of Rs. 4,605 under materials for repairs of goods vehicles. The number of coaching and goods vehicles repaired and renewed were as follows:—

		First half of 1889.	First half of 1890.
Coaching	Repaired	130	104
	Renewed	*Nil.*	1
Goods ...	Repaired	259	268
	Renewed	*Nil.*	2

The carriage and wagon expenses per train mile were annas 2·21 against annas 2·30 and per 1,000 vehicle miles run by home vehicles Rs. 6·60 against Rs. 7·17 in the corresponding half of 1889.

Abstract D, Traffic expenses.—The chief variations are increases of Rs. 3,163 under "Salaries, wages, &c.," of Rs. 6,117 under "Fuel, lighting, &c.," and of Rs. 1,810 under "Unclassified expenditure" and decrease of Rs. 8,155 under "Clothing" and Rs. 4,459 under "Printing, stationery and tickets."

The increase under "Salaries, wages, &c.," is distributed as follows: "General superintendence" a decrease of Rs. 1,395 mainly due to the posts of Traffic Manager and of District Traffic Superintendent, Madura, not having been fully filled up; "Station staff" an increase of Rs. 3,040 on account of promotion and increased traffic, and of Rs. 1,518 owing to the appointment of extra guards for additional trains. The increase under "Fuel and lighting, &c.," is caused by the opening of Puliyur and Monobole stations and increased lights at night working stations, also to the purchase of 50 new tarpaulins and 3 weighing machines and other fittings for stations.

The increase under unclassified expenditure is caused by an increase under loss on stores of Rs. 5,132 due to the clearance of stores in general stock which is met by a decrease under loss by exchange of Rs. 3,333 due to a more favorable rate which prevailed during the half-year.

The decrease under clothing is due to the fact that the clothing bill for the year will be paid during the second half of 1890.

The decrease under printing, stationery and tickets is due to the cost of printing being less than that of the corresponding period of 1889.

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

—	First half of 1889.	First half of 1890.	Difference.	
	Tons.	Tons.	Tons.	Per cent.
Tonnage of goods	658,827	526,055	— 132,772	— 20·15
	Ton miles.	Ton miles.	Ton miles.	
Ton mileage of goods	32,839,069	36,011,321	+ 3,172,252	+ 9·66
	Rs.	Rs.	Rs.	
Station staff	1,21,625	1,24,665	+ 3,040	+ 2·50
Train staff	23,671	25,188	+ 1,517	+ 6·41

The total cost of the department averaged annas 3·60 against annas 3·71 per train mile in the corresponding previous half-year.

Abstract E, General charges.—The saving in loss by exchange is nearly met by increases under "Home expenditure," "Salaries of Indian management" and "Electric Telegraph."

The savings under "Loss by exchange" are due to the favorable rate of exchange during the half-year under review.

The excess under "Home expenditure" is due to an increase in the cost of direction and inspection in England, under "Salaries of Indian management" including

offices in the Stores Department in consequence of the entertainment of additional clerks to cope with temporary increase of work and watchmen for sub-stores depôts.

The increase under "Electric Telegraph" is due to the entertainment of extra signallers for certain stations on account of heavy work and to the opening of a new station.

Abstract G, Special and Miscellaneous.—The decrease under this head may be traced to savings under "Law charges" and "Rates and taxes."

10. Statement No. XVI shows that the Company have realised surplus profits amounting to Rs. 73,830-5-6, half of which are due to Government and half to the Company.

(Signed) SIDNEY SMITH, Major, R.E.,
for Offg. Consulting Engineer for Railways.

Submitted to Government for transmission to the Director-General of Railways.

2. The note has been prepared in accordance with the views expressed by the Government of India in its Circular No. III R., dated 3rd February 1890, embodied in G.O., No. 314 R., dated 1st March 1890.

ORDER—dated 19th December 1890, No. 2035 R., Public Works.

Ordered to be forwarded to the Director-General of Railways and to the Secretary of State in continuation of Proceedings No. 1786-87 R., dated 14th November 1890.

(Here enter No. 2036 R., dated 19th December 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ . Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 19th December 1890, No. 2036 R., Public Works.

Forwarded.

(By Order.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Moses..
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated December, 19th.

Recd. *Encl.*

G.O., 19th Dec. 1890, Nos. 2035, 2036 R.

DECEMBER.

South Indian Railway

Forwarding a note on the Capital and Revenue Accounts of the — for the first half of 1890.

19TH DECEMBER 1890, No. $\frac{22}{2035}$ R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

In continuation of our despatch No. $\frac{16}{1786}$ R., dated 14th November 1890, we have the honor to forward a copy of our Proceedings, No. 2035 R., dated 19th December 1890, embodying a note on the Revenue Account of the South Indian Railway for the first half of 1890.

We have the honor to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) J. H. GARSTIN.
(„) C. G. ARBUTHNOT.
(„) J. GROSE.
(„) H. W. BLISS.

FORT ST. GEORGE,
19th December 1890.

Exd. J. Moses.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

LETTER to the Right Honorable the Secretary of State for India.

No. $\frac{22}{2035\ R.}$, dated 19th Dec. 1890.

Forwarding a note on the Capital and Revenue Accounts of the South Indian Railway for the first half of 1890.

From Mr Comptroller for Railways dated March 1891 Rec'd 1891

(1)

19

Note

on the Capital and Revenue accounts South Indian Railway for the half year ended the 30th June 1890.

Capital

Statements Nos V and VI.. The Capital expenditure for the half-year amounted to Rs 119,088 incurred chiefly on the Re-arrangement of Villupuram station and carriage and wagon stock

2. The total capital outlay including suspense from the commencement of operations to the end of the half year under review was Rs 4,63,81,125 and the expenditure, excluding suspense, Rs 4,60,78,032 which gives an average of Rs 70,456 per mile open.

Revenue.

3 General results

	First half of 1889	First half of 1890	Difference	
			miles	Percent
Mean mileage worked	miles 654	miles 654	"	"
Train mileage	1,00,656	1,03,146	+30,490	+ 3·03
	No	No	No	
Average no of trains over the whole line daily in both directions	8·49	8·75	+ 0·26	+ 3·06
	Rs	Rs	Rs	
Gross Earnings	28,47,316	30,03,183	+155,867	+ 5·47
Working Expenses	21,12,478	17,50,517	−361,961	− 17·13
Net Earnings	734,838	1,252,666	+517,828	+ 70·47
Percentage of working expenses to Gross Earnings	74·19	58·29	− 15·90	"
Percentage of net earnings on Capital outlay including Suspense	1·60	2·70	+ 1·10	"

The Gross earnings per open mile per week averaged 177·59 against 168·37 and were realised at a cost of 58·29 percent against 74·19 percent in the corresponding period of 1889.

The increase under train mileage is due to the running of more goods trains in the half year under review.

The gross earnings show an increase of upwards of 1½ lakhs of rupees over the corresponding period

of 1889 which is due to steadily increasing Development in Coaching and more especially in goods traffic.

The working Expenses show a decrease of more than 3½ lakhs of rupees in consequence of which the percentage of working expenses to gross earnings is reduced from 74·19 to 58·29.

The net earnings give a surplus of Rs 7,3,830 and are at the rate of 5·40 percent per annum. This is the first half year in which the South Indian Railway has realised surplus profits since the formation of the Company.

4 Gross Earnings

	First half of 1889	First half of 1890	Difference	
			amount	percent
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Goods	12,51,683	13,56,867	+ 1,04,284	+ 8·33
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Steam boat	"	"	"	"
Sundries	49,144	68,437	+ 19,293	+ 39·26
Total	28,47,316	30,03,183	+ 155,867	+ 5·47

6. The number of passengers of the various classes carried including troops and police and season tickets and the earnings there from 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
(1) 1st half of 1889	7,970	27,087	52,016	48,466	9,980	6,950	3,820,630	1,377,793	3,890,596	1,460,296
(2) 1st " — 1890	8,115	25,981	60,997	53,687	"	"	3,969,601	1,416,594	4,038,713	1,496,261
Increase	145	"	8,982	5,221	"	"	148,971	38,801	148,118	35,965
Decrease	"	1,106	"	"	9,980	6,950	"	"	"	"

Abstract 4 Coaching traffic:-

The first class traffic shows an increase in numbers carried of 145 and a decrease of Rs 1,106 in earnings due to the less distance travelled during the half year under review.

The second class traffic shows an increase both in numbers of rupees over the

(3)

numbers and receipts due to the abolition of the intermediate class from 1st February 1889 and the 2nd class fare being reduced.

3P

The third class passenger traffic continues to improve, the increase in numbers being 148,971 and in receipts Rs 38,801 or 3·90 percent in numbers and 2·82 percent in receipts. This class contributes in cash 94.68 percent against 94·35 percent and in numbers 98·29 percent against 98·20 percent. The average amount paid by a third class passenger was 5 annas and 8 pies and the average distance travelled was 34 miles. The increase in receipts under this class is partially attributable to the attendance at Veerungum, Chidambaram, Tiruvalur and Nagore Feasts being in excess of that of the corresponding period of 1889

Passengers luggage:- The earnings were Rs 32,438 or R. 2,873 less than those

those of the corresponding half year.

Parcels for the public :- The earnings were Rs 28,003 or R 1,088 more than those of the corresponding half year

6. Abstract I. goods traffic:-

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The average lead of ordinary goods (exclusive of Harbour materials) was 98.35 miles as compared with 83.28 miles in the corresponding period of 1889.

7. The following is an abstract of the chief fluctuations in

in the principal commodities carried during the first half of 1890 as compared with the corresponding previous half year:-

Commodities	Increase in 1890		Decrease in 1890	
	Tons	Rs	Tons	Rs
Cotton piece goods	"	"	481	6,062
Grains	17,053	1,06,567	"	"
Metals	179	15,458	"	"
Oil Seeds	"	"	23,196	28,668
Provisions	"	"	1,550	8,727
Sugar	"	17,893	7,319	"
Stone and lime	20,905	23,730	"	"
Tobacco	"	"	816	3,390
All other articles of merchandise	"	"	2,276	7,543

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the Tinnevelly in 1890 than 1889

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the system was 49,417 tons yielding
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Oil seeds The decrease occurred
under "Rape and Mustard"
"Till or Gingelly" and "ground-
nut seeds" due to the smaller
conveyance of these products
during the half years under
review than

Provisions :- The decrease
is

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under "ghee" from Karur—
"chillies and Potatoes" from
Madras. Garlic and Potatoes
from Bangalore and Mettu-
palaiyam, and Tamarind
from Bangalore.

Sugar :- The decrease in
weight and increase in money
is chiefly due to carriage for longer distances
in 1890 principally of Jaggery
from Tinnevelly to Cuddalore
and Nellikuppam

Stone and Lime :- The in-
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movement of Laterite from
Tanjore to Kumbakonam and
Negapatam and also Harbour
works Stone from Pallavaram
to Madras Beach and Roads
metalling
cipality.

Tobacco :- The decrease in weight and money is due to smaller exports from the tobacco growing districts in the Trichinopoly. Tanjore. and Madura districts.

All other articles of Merchandise

The decrease under this head is due to smaller movements of the undermentioned articles

Plantains
Coriander Seeds
Manure
Coal
Sugar cane
Cinders
Betel leaves

Under "Railway Materials for construction" the earnings were Rs 21,694 or Rs 2,281 more than the corresponding half year

Under "revenue stores" there is a decrease in tonnage carried of 133,352 and in duration the half year

Sundries:-

Provisions :- The de[c]r Rs 19,293 s caused by

by the inclusion of one fourth share of profits for working the Villupuram Guntakal State Railway for the past 3 half years, notwithstanding a large falling off in receipts from the Pondicherry Railway and no receipts under unpaid or unclaimed salaries

9 Working Expenses

	First half of 1889		First half of 1890		Difference	
	Amount	Percent on gross Earnings	Amount	Percent on gross Earnings	Amount	Percent on gross earnings
	Rs		Rs		Rs	
Maintenance	9,28,321	32·60	5,64,244	18·79	−3,64,077	−39·22
Locomotive	6,08,099	21·36	6,19,170	20·62	+ 11,071	+ 1·79
Carriage and wagon	1,44,482	5·07	1,43,128	4·76	− 1,354	− 0·94
Traffic	2,33,384	8·19	2,33,221	7·77	− 163	− 0·06
General	1,82,426	6·41	1,82,278	6·07	− 151	− 0·08
Special & miscellaneous	15,816	0·56	8,479	0·28	− 7,337	− 46·39
Total	21,12,478	74·19	17,50,677	58·29	− 3,61,961	− 17·13

Tobacco :- 7.0. 1.

Abstract A Maintenance of way Works and Stations

The principal variations occur under the following heads:-

General Superintendents — 10,492
Permanent way - - - — 2,39,806
Bridges - - - - - - - - - - — 47,316
Loss on stores - - - - - + 31,425
Loss by Exchange - - - — 86,996
Carriage of Revenue stores — 13,161
causing a total decrease of Rs 3,64,0 47.

The decrease under "General Superintendence" is chiefly due (1) to the adjustment made in the half year under review by crediting Rs 3,538 to the head of "Engineers Salaries" and Rs 2,831 to "office expenses" on account of over debits to these heads during the months of May to September 1878, (2) to the salary and contribution towards leave and pension allowances of Engineers being charged

(7)

charged for some months in the first half of 1889 against no charges during the half year under review and (3) to the abolition during the half year of 13 section storekeepers and 3 clerks and peons attached to the late Division No III office.

The large decrease under Permanent way is principally due to the laying of only 25 miles of 60 lbs permanent way against 82 miles during the corresponding period of 1888. The number of miles of rails renewed during the half year were 32.028 against 103.367 in the 1st half of 1889.

A large saving is shown under Bridges as the [illegible] tion to waterways are now practically completed.

The increase under "Loss.

-- The decrease in

on Stores" is in consequence of the sums of Rs 17,238-8-a and Rs 16,348-14-8 being written off the Permanent way and General stores accounts respectively and debited to this head on account of Permanent way materials and other stores that were either placed in the road for renewal purposes and omitted by Inspectors to be taken credit for in their accounts or broken in transit or when being handled in depots and transferred to the Scrap heap. It is further due to the difference between the book value and that realized by the sale proceeds of a large quantity of surplus stores.

The decrease under "Loss by Exchange" is accounted for by the smaller supply of materials from England.

The decrease under "Carriage of Revenue Stores" is due to the decreased transport of materials.

The cost of maintaining a mile of single track including sidings, was Rs 760 against Rs 1,255.

Abstract B.- Locomotive Expenses.- Taking the salaries and allowances under "General superintending" in abstracts B & C there is an increase of Rs 3,833 on account of increases of salaries to Covenanted employes under agreement under running expenses, the increase of Rs 3,712 is accounted for by the increased mileage run.

the consumption of Coal per train mile rose from lbs 30.5-7 to lbs 31.67. Under Maintenance

and

and renewals of Locomotive Engines and machinery, there is an increase of Rs. 6,174 in wages and materials on account of heavy repairs to Locomotives

The cost of the Department per train mile was annas 9·56 against annas 9·67 and per engine mile annas 7·97 against annas 8·16

Abstract C. carriage & wagon.

The noticeable variations are a decrease of Rs 5,593 under wages for repair of coaching vehicles and an increase of Rs 4,605 under materials for repairs of Goods Vehicles. The numbers of coaching and goods vehicles repaired and renewed were as follows

		1st half of 1889	1st half of 1890
coaching	Repaired	130	104
	Renewed	nil	1
Goods	Repaired	269	268
	Renewed	nil	2

The carriage and wagon expenses per train mile were annas 2·21 against annas 2·20 and per 1,000 vehicle miles run by horse vehicles Rs 6·60 against Rs 7·17 in the corresponding half of 1889.

Abstract D. Traffic Expenses

The chief variations are increases of Rs 3,163 under "Salaries wages &" of Rs 6,117 under "Fuel lighting &c" and of Rs 1,810 under "Unclassified Expenditure" and decrease of Rs 8,158 under "clothing" and Rs 4,459 under "Printing Stationery and Tickets."

The increase under "Salaries wages &c" is distributed as follows "General Superintendence" a decrease of Rs 1,395 mainly due to the posts of Traffic manager and

of

of district Traffic superintendents Madura sub-having been fully filled up; "station staff" an increase of Rs 3,040 on account of promotion and increased traffic and of Rs 1,518 owing to appointment of extra guards for additional trains. The increase under "Fuel and lighting" is caused by the opening of Puliyur and Monohale stations and increased lights at night working stations also to the purchase of 50 new tarpaulins and 3 weighing machines and other fittings for stations.

The increase under Unclassified expenditure is caused by an increase under loss on stores of Rs 5,132 due to the clearance of stores in general stock which is met by a decrease under Loss by Exchange of Rs 3,333 due to a more

more favorable rate which prevailed during the half year.

The decrease under clothing is due to the fact that the clothing bills for the year will be paid during the 2nd half of 1890.

The decrease under Printing stationery and Tickets is due to the cost of printing being less than that of the corresponding period of 1889.

The tonnage of Goods lifted and the tonmileage of goods carried and the charges for station and train staff compare as follows:—

	First half of 1889	First half of 1890	Difference	
	Tons	Tons	Tons	Percent
Tonnage of Goods - - -	6,58,827	5,26,055	− 1,32,772	− 20.15
	Ton miles	Ton miles	Ton miles	
Ton mileage of Goods	32,839,069	36,011,321	+ 3,172,252	+ 9.66
	Rs	Rs	Rs	
Station Staff - - - -	1,21,626	124,666	+ 3,040	+ 2.50
Train staff - - -	23,671	25,188	+ 1,517	+ 6.41

The total cost of the Department averaged annas 3·60 against annas 3·71 per train mile in the corresponding previous half year.

Abstract E General charges.

The saving in Loss by Exchange is nearly met by increases under "Home Expenditure" Salaries of Indian Management" and "Electric telegraph" ...

The savings under "Loss by Exchange" are due to the favourable rate of exchange during the half year under review.

The excess under "Home Expenditure" is due to an increase in the cost of direction and inspection in England, under "Salaries of Indian Management" including offices in the Stores Department in consequence of the entertainment of additional clerks.

(11)

to cope with temporary increase of work and watchmen for Sub Stores depots.

11P

The increase under "Electric Telegraph" is due to the entertainment of extra signallers for certain stations on account of heavy work and to the opening of a new station.

Abstract G. Special Miscellaneous. The decrease under this head may be traced to savings under "Law charges" and "Rates and Taxes".

10. Statement No XVI shows that the Company have realised surplus profits amounting to Rs 73,830-5-6 half of which are due to Government and half to the Company.

Leiny Smith

Major R.E.
to offg. Comp. Engr & Supt.

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 28th November 1890.

Note on the Capital and Revenue accounts South Indian Railway for the half year ended 30th June 1890.

12P

No. 862

SUBMITTED _____ to _____ Government. for transmission to the Director General of Railways.

2. The note has been prepared in accordance with the views expressed by the Government of India in its circular No. III R dated 3rd February 1890 embodied in G. O No. 314 R dated 18th March 1890.

Post

A.D.G Shelley Major R.E.

for offg: Cong: Engr. for Rys.

Form No. 3.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 862

Dated 2nd
Received 2 } December 1890.

No. of Enclosures. One

Subject.

Submitting for transmission to the Director General of Railways ~~Expenditure~~ Estimate on the Cap: and Revenue Accounts S. D. Ry: for the half year ended 30th June 1890.

Ref. 314 Ry 1.3.90.
" 1786 Ry 14.11.90.
despatch No 16/1786 R dy 14-11-90.

A No. 2035 R dy 19-Dec/90.

H.S. 5/12/90

Ordered to be forwarded to the Director General of Railways and to the Secy of State in continuation of Prop: No: 1786-7 R of 14th Nov: 1890.

H.E. No 2036 R of 19th Dec. 1890

Forwarded.

To the Comptroller for Rly ✓
" Examr Cs. Rly Estts: 14/12/90

H.E. No 2035 R of 19th Dec: 1890

To The Rt Hon: the Secy: of State for India

My Lord, H.S. 5/12/90

In continuation of our despatch No. 16/1786 R dated 14th November 1890, we have the honor to forward a copy of our Prop: No. 2035 R dated 19th December 1890, embodying a note on the Revenue of the South Indian Rly

S/12 14/12/1890.

H.S. 12

P.W. Cle. 11 Dec 90

H.S. 5/12/90

H.E. 5/12/90