

1893
Public Works (~~129~~) Department.

RAILWAYS.

G.O., No. 1279 R.

1893.
DATED 13 - 10 - ~~1893~~

[Despatch Abstract.]

Capital and Revenue Accounts of the S. I. Ry for
the half year ending 31. 12. 1892: — Communicating
to the Agent South Indian Ry a letter from the
Govt of India forwarding with remarks their
review of the —.

Indexed

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

M.L.'.

REVIEW OF THE CAPITAL AND REVENUE ACCOUNTS.

OF THE

SOUTH INDIAN RAILWAY

For the half-year ended the 31st December 1892.

Including the Pondicherry railway the mean length of railway worked was 1,113.04 miles as compared with 908.61 miles worked during the previous corresponding half-year. The increase was due to 201.43 miles of the Villupuram-Guntakal section having been opened during the first-half of 1892.

The total capital outlay,* including suspense, on the mileage open to 31st December 1892, was Rs. 7,52,53,761 against Rs. 7,72,11,806 on the 31st December 1891.

2. The gross earnings from all sources showed an increase of 12.27 per cent.,

Gross earnings. the earnings under coaching having risen from Rs. 18,15,612 to Rs. 20,72,253 and under goods from Rs. 16,13,285 to Rs. 17,33,488, while the earnings from miscellaneous sources increased from Rs. 18,169 to Rs. 98,012.

The gross earnings per mean mile worked were Rs. 3,507 against Rs. 3,927 in the second-half of 1891.

3. The total number of passengers booked rose from 4,655,273 to 5,329,100,

Coaching traffic. showing an increase of 14.17 per cent. The passenger unit-mileage increased by 16.82 per cent. and the earnings from coaching traffic by 11.13 per cent. The number of passengers booked per mean mile worked was 4,768 as compared with 5,124 in the second-half of 1891.

The increase in the earnings from coaching traffic was, it is alleged, mainly due to increased mileage worked and to the progressive development of the third class traffic. The average distance travelled by a passenger was 31.49 miles against 33.80 miles in the corresponding half of 1891. The earnings from passenger traffic were 17.06 per cent. higher than in the corresponding period of 1891.

4. The total tonnage of goods lifted showed an increase of 9.56 per cent.

Goods traffic. as compared with the second-half of 1891, the figures being 952,292 tons against 869,199 tons. The total ton-mileage increased 9.79 per cent. and the total earnings 7.45 per cent. The number of tons of goods lifted per mean mile worked was 856 tons as compared with 957 tons in the previous corresponding half-year.

The improvement in the earnings from goods traffic was chiefly due to the increase under "Oilseeds," "Grains," and "Provisions," the earnings from which rose by Rs. 39,516, Rs. 35,311 and Rs. 29,153 respectively. The increase under the first two heads is said to have been due to larger imports into the Madura and Tinnevely districts on account of failure of crops.

The average distance over which a ton of goods was hauled was 47.15 miles as compared with 47.06 miles in the second-half of 1891.

5. The total working expenses amounted to Rs. 21,44,105 against Rs. 23,53,239 in the second-half of 1891.

Working expenses. The main fluctuations were an increase of Rs. 92,144 under "Locomotive," Rs. 1,07,991 under "Carriage and wagon," Rs. 59,239 under "Traffic," and Rs. 57,899 under "General," and a decrease of Rs. 2,26,011 under

* South Indian railway only.

Encl. (1250)

Rev. 3.10.93

B. 1279 R 9/13 Oct 93

Communicated

to the Agent South India
Railway for attention.

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To the Agent S. India Rly. E.R.

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"Maintenance." The increases were, it is said, mainly due to increased mileage worked; to extra expenditure incurred on account of five new locomotive engines obtained from England; to heavier repairs to carriage and wagon stock; and to replacement of the old type of couplings by Jones' flexible buffers, while the decrease was due principally to the shorter length of road relaid, viz., 8.02 miles with 50 lb. steel rails against 31.82 miles in the corresponding period of 1891.

6. The net earnings* amounted to Rs. 14,59,678 against Rs. 11,23,577, not earnings and return giving a percentage for the half-year on the total capital outlay on open line of 1.86 as compared with 1.69 in the previous corresponding half-year.

7. The statements which will be found appended to this review show:—

(i) The results of working the South Indian, including the Pondicherry railway, during the second-half of each of the years 1887 to 1892, as compared with the results of working the Bengal and North-Western railway (including the Tirhoot section) during the second-half of 1892, and the Eastern Bengal (state) railway (metre gauge) during the first-half of 1892.†

(ii) The cost of the several departments on the South Indian, including the Pondicherry railway, during the second-half of 1892, as compared with the Bengal and North-Western railway (including the Tirhoot section) during the same half-year, and the Eastern Bengal (state) railway (metre gauge) during the first-half of 1892.†

8. From the first statement it will be observed that the percentage of working expenses on gross earnings was lower during the

half-year under review than in any previous corresponding half-year, except the second-half of 1890. The percentage for the second-half of 1892 was 62.61 against 49.19 on the Bengal and North-Western railway, including the Tirhoot section, during the same half-year, and 54.15 on the Eastern Bengal (state) railway (metre-gauge section) during the first-half of 1892.† The ratio of working expenses to earnings on the South Indian railway seem unduly high for a line earning an average of 135 rupees per mile per week.

The percentage of net earnings on capital outlay was higher than in any of the five previous corresponding half-years except the second-halves of 1889 and 1890. The figure for the second-half of 1892 was 1.86 against 2.16 on the Bengal and North-Western railway during the same half-year, and 2.12 on the Eastern Bengal (state) railway during the first-half of 1892.†

The detailed results of the traffic working are on the whole satisfactory, but with so low a percentage of empty vehicle mileage as 16.05 the percentage of freight on capacity hauled 44.89 appears low.

The percentage of general charges on gross earnings was the highest recorded since the second-half of 1887, viz., 8.07 against 5.90 on the Eastern Bengal (state) railway in the first-half of 1892, and 8.99 on the Bengal and North-Western railway in the second-half of 1892.

The average number of miles run per locomotive per diem, though lower than in the second-half of 1890, was higher than in any other previous corresponding half-year.

9. The high percentage of locomotive and carriage and wagon expenses is explained in paragraph 5 above.

10. The following point has been noticed in the Consulting Engineer's note:—

Paragraph 3. Table of general results.—In the column "Percentage of increase or decrease" no entry is required against "average number of trains over the whole line daily in both directions."

* South Indian railway only.

† The results of working for the first-half of 1892 of this railway have been taken for comparison as that is the slack season on this line as is the second half of a year on other lines.

Statement No. I.

Statement comparing the results of working the South Indian, including the Pondicherry railway, during the second-half of the years 1887 to 1892, also comparing the results with the Eastern Bengal (state) railway (metre gauge section) during the first-half of 1892, and the Bengal and North-Western railway during the second-half of 1892.

In numbers of analysis.	Particulars.	SOUTH INDIAN, EXCLUDING THE PONDICHERRY RAILWAY.						EASTERN BENGAL (STATE) RAILWAY (METRE GAUGE). (c)	BENGAL AND NORTH- WESTERN RAILWAY (INCLUDING THE TIRHOOT SECTION).
		2nd-half, 1887.	2nd-half, 1888.	2nd-half, 1889.	2nd-half, 1890.	2nd-half, 1891.	2nd-half, 1892.	1st-half, 1892.	2nd-half, 1892.
2	Mean mileage worked ... Miles	662.00	662.44	662.44	662.46	668.61	1,113.04	528.42	756.30
	Capital outlay ... Rs.	4,50,41,883	4,90,00,032	4,93,81,559	4,96,27,115	7,72,11,806	7,82,93,781	1,40,85,594	5,15,68,806
	<i>Results.</i>	(a)	(b)	(b)	(b)	(b)	(b)	(c)	(d)
	Gross earnings ... Rs.	25,03,310	27,51,107	29,37,327	31,50,773	34,77,116	39,03,783	20,41,059	21,90,631
	Working expenses ... Rs.	19,86,950	19,11,733	19,81,234	19,01,011	23,53,239	24,44,105	11,05,695	10,77,564
	Net earnings ... Rs.	5,16,460	8,39,374	9,56,093	12,49,762	11,23,877	14,59,678	9,35,364	11,13,067
6	Percentage of net earnings (including steam-boat traffic) on capital outlay ... Per cent.	(a) 1.07	(b) 1.84	(b) 1.93	(b) 2.73	(b) 1.69	(b) 1.86	2.12	2.16
	Percentage of working expenses on gross earnings ... Per cent.	79.37	67.05	66.10	67.09	67.69	62.61	54.15	49.19
	<i>General.</i>								
9	Gross earnings per mile open per week ... Rs.	116	160	163	184	117	135	110	103
	Train mileage ...	10,61,233	10,23,633	10,12,003	11,34,229	15,15,499	16,90,217	7,36,205	7,61,376
	<i>Coaching.</i>								
33	Average sum received for carrying a unit one mile—Lowest class ... Pies	2.00	2.00	2.00	2.00	2.00	2.00	2.51	2.00
70	Average cost of hauling a coaching unit one mile ... Pies	1.22	0.99	0.99	0.82	1.13	0.98	1.00	0.84
23	Coaching earnings per train-mile ... Rs.	2.91	3.29	3.35	3.22	2.58	2.80	2.78	2.19
77	Average cost of hauling a coaching train one mile ... Rs.	1.22	1.73	1.75	1.10	1.19	1.40	1.07	0.96
69	Percentage of freight upon capacity hauled—Lowest class ... Per cent.	60.39	63.10	66.28	68.25	49.93	54.47	43.79	41.13
	<i>Goods.</i>								
93	Average sum received for carrying a ton one mile ... Pies	7.65	7.32	7.59	7.11	7.57	7.41	7.60	6.15
115	Average cost of hauling a goods unit (viz., one ton) one mile ... Pies	7.36	6.01	6.21	4.94	6.91	5.70	4.71	2.74
91	Goods earnings per train-mile ... Rs.	2.01	2.17	2.20	2.10	2.01	1.83	2.10	2.51
113	Average cost of hauling a goods train one mile ... Rs.	1.69	1.79	1.63	1.50	1.57	1.40	1.15	1.31
101	Percentage of freight upon capacity hauled ... Per cent.	45.19	50.27	47.76	48.95	46.00	44.89	40.61	49.57
	<i>Miscellaneous.</i>								
119	Percentage of coaching traffic on gross earnings ... Per cent.	51.61	52.50	53.29	49.39	52.41	53.29	41.30	42.86
126	Percentage of traffic expenses on gross earnings ... Per cent.	8.51	7.63	6.61	7.71	7.88	8.53	10.37	8.98
127	Percentage of general charges on gross earnings ... Per cent.	7.37	6.19	6.53	6.85	7.10	8.07	6.90	8.99
163-a	Cost of station staff per total train-mile ... Annas	1.67	1.72	1.61	1.60	1.11	1.44	2.63	1.61
154-a	Cost of train staff per total train-mile ... Annas	0.31	0.31	0.36	0.33	0.31	0.29	0.47	0.55
173-a	Total general charges per total train-mile ... Annas	2.60	2.74	2.55	2.14	2.72	2.98	2.62	4.13
181	Average miles run per locomotive per diem ... Miles	62.41	62.74	61.22	61.76	62.09	58.80	66.23	60.00
	Percentage of locomotives constantly under repairs on total stock on the list ... Per cent.	15.67	10.69	20.53	13.94	10.76	24.18	21.60	21.85
	Percentage of 3rd or lowest class coaching vehicles constantly under repairs on total stock on the list ... Per cent.	4.91	13.81	13.59	6.69	3.28	6.73	8.47	7.43
	Percentage of goods stock constantly under repairs on total stock on the list ... Per cent.	1.13	11.10	4.31	2.93	2.05	6.97	8.32	5.07

* The results of working for the first-half of 1892 of this railway have been taken for comparison as that is the slack season on this line as is the second-half of a year on other lines.

(a) South Indian railway only.

(b) Includes amount received for working the Pondicherry railway.

(c) Includes the Dacca section.

(d) Excludes Rs. 10,90,011 on account of interest on capital during construction.

Statement No. II.

Statement showing the cost of the several departments, on the South Indian, including the Pondicherry railway for the half-year ended the 31st December 1892 in comparison with the cost on the Eastern Bengal (state) railway (metre gauge section) for the first-half* of 1892 and the Bengal and North Western railway for the second-half of 1892.

Principal headings.	South Indian, including the Pondicherry railway.	Eastern Bengal (state) railway (Metre gauge). (a)	Bengal and North-Western railway (including the Tirhoot section).
MAINTENANCE OF WAY, WORKS AND STATIONS.			
<i>Maintenance and renewal of permanent-way.</i>			
Per mile of track, including sidings	Rs. 299 71	339 85	139 71
<i>Total maintenance expenses.</i>			
Per mean mile of line maintained	Rs. 501 50	501 49	300 41
„ mile of track, including sidings	Rs. 452 29	432 52	267 31
„ 1,000 gross ton-miles	Rs. 2 16	2 22	1 59
Per cent. on gross earnings	Per cent. 14 28	12 98	10 37
Miles mileage maintained	Miles 1,113 04	529 42	756 30
Total miles of track, including sidings	Miles 1,234 15	612 68	850 04
Total gross ton-miles	Ton-miles 258,197,823	119,350,466	113,092,850
LOCOMOTIVE EXPENSES.			
<i>Fuel, average cost.</i>			
Per ton	Rs. 15 03	— 6 80	— 6 80
<i>Fuel, average quantity consumed (in terms of Bengal coal).</i>			
Per train-mile	lbs. 32 71	33 07	30 75
„ 1,000 gross ton-miles	lbs. 214 87	207 05	164 20
<i>Total locomotive expenses.</i>			
Per train mile	Annas 8 94	4 72	4 75
„ 1,000 gross ton-miles	Rs. 3 87	1 62	1 59
Per cent. on gross earnings	Per cent. 24 25	— 10 04	— 10 30
<i>Total locomotive expenses, excluding cost of fuel.</i>			
Per 1,000 gross ton-miles	Rs. 2 23	1 27	1 06
CARRIAGE AND WAGON EXPENSES.			
<i>Total carriage and wagon expenses.</i>			
Per 1,000 vehicle-miles run by horse vehicles	Rs. 8 20	3 12	8 80
Per cent. on gross earnings	Per cent. 8 57	2 00	3 31
Total vehicle-miles run by horse vehicles	Miles 31,102,565	17,511,926	18,751,629
TRAFFIC EXPENSES.			
Per total train-mile	Annas 3 15	4 61	4 13
Gross earnings, excluding steam-boat	Rs. 39,09,905	10,23,556	20,01,296
APPENDIX II OF ANALYSIS.			
Percentage of empty horse vehicle-miles on total horse vehicle-miles on horse line... ..	Per cent. 16 05	20 13	21 81

* The results of working for the first-half of 1892 of this railway have been taken for comparison as that is the slack season on this line as is the second-half of a year on other lines.
(a) Includes the Lucknow section.

GOVERNMENT OF INDIA.

P. W. DEPARTMENT.

RAILWAY BRANCH.

OFFICE NOTE.

No. 653.

EXAMINER, GUARANTEED RAILWAY ACCOUNTS' OFFICE,

Madras, 18 October 1893.

To E. R.M. G. O. No. 1279 R 27/13 10 93

There does not appear to be much necessity for a reference on this case.

See India Statement No. II.

Loco: fuel is Rs 10 per ton higher and consequently loco expenses are nearly 14 per cent higher. Deduct this and South Indian Railway compares very favorably viz: —

South Indian Ry. 49 per cent.
Bengal North-Western Ry. 49 — do —
Eastern Bengal Ry. 54 — do —

(1) But were the quantities of fuel used & consumed during the period?

(2) Put up in 2 ke bottles for the time being.

(1) Please see para 6, Abstract-B, Revenue Accounts, S. I. Ry. for 2nd 1/2 1892 put up.
(2) Put up in attached case

G. O. P.
27.10

Please treat this as D. O. & destroy or otherwise as thought Expedient