

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 325—26 R

DATED 25 May

[Despatch Abstract.]

Capital and Revenue Accounts, South India  
Railway.

Note on the — for the second half of 1893 ordered to be forwarded to the Govt. of India & the Secretary of State.

Forwarding Prov. embodying a note on the — for the second half of 1893.

Forwarding Prov. embodying a note on the — for the second half of 1893.

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| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

## CAPITAL.

2. *Statements VI and XVIII.*—The total capital outlay to end of December 1893 including suspense accounts was Rs. 7,63,31,043 and excluding suspense accounts was Rs. 7,30,26,233. The latter figures gave an average cost of Rs. 70,116 per mile open.

## REVENUE.

|                                                                                  | Second half of<br>1892. | Second half of<br>1893. | Increase or<br>decrease. | Percentage of<br>increase or<br>decrease. |
|----------------------------------------------------------------------------------|-------------------------|-------------------------|--------------------------|-------------------------------------------|
| Mean mileage worked .. .. .                                                      | MILES.<br>1,113.04      | MILES.<br>1,049.31      | MILES.<br>— 63.78        | — 5.73                                    |
| Train mileage .. .. .                                                            | 1,696,217               | 1,562,305               | — 133,912                | — 7.89                                    |
| Average number of trains over the whole line daily in<br>both directions .. .. . | NO.<br>8.28             | NO.<br>8.09             | — 0.19                   | — 2.29                                    |
| Gross earnings .. .. .                                                           | NO.<br>39,03,783        | NO.<br>38,44,531        | — 59,252                 | — 1.52                                    |
| Working expenses .. .. .                                                         | 24,44,108               | 24,41,161               | — 2,944                  | — 0.12                                    |
| Net earnings .. .. .                                                             | 14,59,678               | 14,03,370               | — 56,308                 | — 3.86                                    |
| Percentage of working expenses to gross earnings .. .. .                         | 62.61                   | 63.50                   | + 0.89                   | ..                                        |
| Do. of net earnings on capital outlay including<br>suspense .. .. .              | 1.86                    | 1.84                    | — 0.02                   | ..                                        |

|                                                                                                                                                                  | MILES.       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| (a) Transfer of Dharmavaram-Guntakal section to Southern Mahratta Railway                                                                                        | 63.03        |
| (b) Mileage being taken up to the point of junction of the South Indian and Southern Mahratta lines instead of to the centre of the Dharmavaram station platform | 0.65         |
| (c) Correction of Pondicherry Railway mileage                                                                                                                    | 0.05         |
| <b>Total</b>                                                                                                                                                     | <b>63.73</b> |

5. The net earnings, after allowing for the adjustments shown in statement XIX and deducting the interest charges and additional contribution to the Provident Fund, gave a surplus of Rs. 1,89,041, of which the Company's share was Rs. 34,670 and the Government's Rs. 1,54,371.

6. The contribution to the Provident Institution during the half-year was Rs. 14,034 as under:—

|                                                                    |            |
|--------------------------------------------------------------------|------------|
| 50 per cent. of compulsory deductions charged to working expenses. | Rs. 11,673 |
| Additional contribution as per surplus profits statement No. XIX.  | 2,361      |
| Total of which amounts to 1 per cent. of net earnings ...          | 14,034     |

7. *Gross Earnings.*—The following table shows the gross earnings for the two half-years:—

|                            | Second half of 1892. | Second half of 1893. | Increase or decrease in amount. | Percentage of increase or decrease. |
|----------------------------|----------------------|----------------------|---------------------------------|-------------------------------------|
| Coaching .. .. .           | Rs. 20,72,253        | Rs. 19,64,028        | — 1,07,625                      | — 5.19                              |
| Floods .. .. .             | 17,33,488            | 17,71,146            | + 37,558                        | + 2.17                              |
| Electric telegraph .. .. . | 11,990               | 10,527               | — 1,463                         | — 12.20                             |
| Bundries .. .. .           | 80,052               | 98,330               | + 12,278                        | + 14.27                             |
| Total .. .. .              | 39,03,783            | 38,44,531            | — 59,252                        | — 1.52                              |

8. *Abstract II—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. |            | Third class. |               | Total.    |               |
|------------------------|--------------|------------|---------------|------------|--------------|---------------|-----------|---------------|
|                        | Number.      | Earnings.  | Number.       | Earnings.  | Number.      | Earnings.     | Number.   | Earnings.     |
| Second half of 1892 .. | 10,816       | Rs. 31,792 | 84,433        | Rs. 71,908 | 8,233,853    | Rs. 18,62,086 | 8,329,101 | Rs. 19,65,476 |
| 1893 ..                | 9,422        | 29,760     | 19,112        | 73,617     | 8,004,300    | 17,62,730     | 8,102,924 | 18,56,007     |
| Increase .. .. .       |              |            |               |            |              |               |           |               |
| Decrease .. .. .       | 1,393        | 2,032      | 4,679         | 1,619      | 229,463      | 1,09,356      | 226,177   | 1,09,869      |

9. The above table shows a net decrease of 226,177 in the number of passengers carried and Rs. 1,09,869 in receipts during the half-year ending December 1893.

10. The decrease in the number of passengers and in the receipts therefrom is attributable to traffic being interrupted during the time the breaches, caused by floods in November, were under repair and also to the prevalence of cholera. There is also a decrease of 63.03 miles in the mean mileage worked during the half-year under review.

11. *Other Coaching Traffic.*—The fluctuations in other coaching traffic are shown in the following table:—

| Sub-heads                                        | Increase. | Decrease. |
|--------------------------------------------------|-----------|-----------|
| II. Passengers' luggage .. .. .                  | ...       | ...       |
| III. Military baggage .. .. .                    | ...       | 360       |
| IV. Carriages, horses, dogs, &c. .. .. .         | 764       | ...       |
| V. Military carriages, horses, dogs, &c. .. .. . | ...       | 562       |
| VI. Parcels .. .. .                              | ...       | 154       |
| VII. Special trains .. .. .                      | 3,740     | ...       |
| VIII. Miscellaneous .. .. .                      | 136       | ...       |
| IX. Post office .. .. .                          | 33        | ...       |
| Total .. .. .                                    | 4,673     | 1,960     |

12. *Abstract I—Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1892:—

|                                            | Second half of 1892. |               | Second half of 1893. |               |
|--------------------------------------------|----------------------|---------------|----------------------|---------------|
|                                            | Quantity.            | Earnings.     | Quantity.            | Earnings.     |
| Merchandise, general .. .. .               | TONS. 403,184        | RS. 16,33,708 | TONS. 397,614        | RS. 16,83,185 |
| Military stores .. .. .                    | 93                   | 2,335         | 87                   | 2,305         |
| Railway materials for construction .. .. . | 240,356              | 25,172        | 22,863               | 6,566         |
| Coal .. .. .                               | 18,579               | 25,069        | 17,980               | 19,254        |
| Revenue stores .. .. .                     | 290,178              | 43,024        | 319,049              | 52,968        |
| Other goods traffic .. .. .                | ...                  | 6,182         | ...                  | 7,661         |
|                                            | 952,292              | 17,31,488     | 767,503              | 17,71,838     |
| Loss outstandings irrecoverable .. .. .    | ...                  | ...           | ...                  | 793           |
| Total .. .. .                              | 952,292              | 17,33,498     | 767,603              | 17,71,045     |

13. *Merchandise, General.*—The traffic under "Merchandise, General," compared with the corresponding period of 1892, shows a decrease of 5,640 tons and an increase in earnings of Rs. 49,479. The results of the half-year's working would have been more favorable but for the floods already referred to.

14. The average rate charged per ton per mile was 8.46 pice against 8.23 pice in the corresponding period of 1892.

15. *Railway Materials for Construction.*—Under this head there was a decrease of 217,393 tons and Rs. 18,607. This is chiefly due to a falling off in the carriage of construction materials for the Villupuram-Dharmavaram section.

16. *Revenue Stores.*—Increase of 28,871 tons and Rs. 9,944.—This is principally for wood fuel for the Locomotive Department.

17. The following table shows some of the principal commodities included above under the head of "Merchandise, General," carried during the two half-years under comparison:—

|                                           | Second half of 1892. |          | Second half of 1893. |          |
|-------------------------------------------|----------------------|----------|----------------------|----------|
|                                           | Quantity.            | Amount.  | Quantity.            | Amount.  |
|                                           | TONS.                | RS.      | TONS.                | RS.      |
| Cotton manufactured .. .. .               | 8,807                | 95,465   | 8,294                | 98,016   |
| Grain and pulse .. .. .                   | 143,706              | 5,66,388 | 152,665              | 6,05,349 |
| Hides and skins .. .. .                   | 3,169                | 26,284   | 3,376                | 24,974   |
| Metals .. .. .                            | 9,203                | 66,064   | 8,377                | 48,408   |
| Oil-seeds .. .. .                         | 20,124               | 85,016   | 13,698               | 69,602   |
| Provisions .. .. .                        | 15,369               | 82,491   | 11,531               | 58,764   |
| Railway plant and rolling stock .. .. .   | 8,459                | 19,028   | 3,477                | 6,960    |
| Salt .. .. .                              | 30,091               | 98,467   | 31,139               | 1,00,735 |
| Spices .. .. .                            | 5,424                | 37,862   | 7,081                | 52,056   |
| Sugar .. .. .                             | 25,010               | 99,919   | 29,799               | 1,24,764 |
| All other articles of merchandise .. .. . | 48,282               | 2,26,967 | 43,700               | 2,41,287 |

18. *Cotton Manufactured.*—Decrease tons 313 and increase Rs. 2,571.—There was a decrease of Rs. 4,456 in the receipts from Piece-goods and Twist, European, and an increase of Rs. 7,027 from similar articles of Indian manufacture.

19. *Grain and Pulse.*—Increase tons 8,959 and Rs. 49,001.—The increase under "Jawar and Bajra" and "Grain and Pulse" amounted to Rs. 85,608 and was due to increased traffic from Northern stations and Foreign railways to the Madura and Tinnevely districts.

The falling off under "Rice in the husk" and "Rice not in the husk" aggregated Rs. 34,779. This is attributable to greatly increased imports of "Rice in the husk" at Tuticorin for the Madura district (a short rail lead) and to a falling off in the quantities of "Rice not in the husk" booked to the Southern Districts where scarcity prevailed in the corresponding period of 1892.

20. *Hides and Skins*—Increase tons 207 and Rs. 8,690.—This was due to improvement in the tanning industry at Dindigul.

21. *Metals*—Decrease of tons 2,925 and Rs. 7,649.—This was chiefly under "Iron" and is due to the fact that the 1892 period included exceptional traffic in cast iron pipes for the Madura water-works.

22. *Oil-seeds*—Decrease of 6,426 tons and Rs. 25,414.—The heaviest decrease was under "Til or Jingili" seeds to the Madura and Tinnevely districts owing to the low rates obtaining there.

23. *Provisions*—Decrease tons 3,838 and Rs. 23,637.—Almost the whole of this decrease was under the miscellaneous head "Others" and is attributed to falling off in the tamarind and salt-fish traffic.

24. *Railway Plant and Rolling Stock*—Decrease of 1,982 tons and Rs. 12,078.—The corresponding period of 1892 included material carried for the Dharmavaram-Guntakal Railway. There was also a falling off in the material carried for the Mayavaram-Muttupet Railway.

25. *Spices*—Increase of 1,657 tons and Rs. 14,194.—The principal increase was under chillies to Madras and Tuticorin.

26. *Sugar*—Increase of 4,779 tons and Rs. 24,845.—There was substantial increase in the traffic under jaggery or sugar unrefined chiefly from Tuticorin to Nellikuppam for Messrs. Parry and Co.

27. *All other Articles of Merchandise*—Decrease of 4,582 tons and increase of Rs. 14,320.—Although the weight lifted was less than in the corresponding period of 1892, there was improvement in the amount earned which was largely due to improved traffic in cocoanuts sent to the Southern Mahratta Railway via Dharmavaram.

28. *Working Expenses*.—The working expenses of the two half-years compare as follows:—

|                        | Second half of 1892. |                               | Second half of 1893. |                               | Increase or decrease in amount. | Increase or decrease in percentage. |
|------------------------|----------------------|-------------------------------|----------------------|-------------------------------|---------------------------------|-------------------------------------|
|                        | Amount.              | Percentage on gross earnings. | Amount.              | Percentage on gross earnings. |                                 |                                     |
| Maintenance .. ..      | Rs. 6,58,190         | 14.50                         | Rs. 6,28,626         | 16.35                         | Rs. + 70,336                    | + 12.60                             |
| Locomotive .. ..       | 9,48,182             | 24.29                         | 8,49,385             | 22.09                         | — 98,797                        | — 10.43                             |
| Carriage and wagon ..  | 2,66,825             | 6.68                          | 2,98,474             | 7.77                          | + 41,649                        | + 16.21                             |
| Traffic .. ..          | 3,33,804             | 8.55                          | 3,35,284             | 8.73                          | + 1,480                         | + 0.50                              |
| General charges .. ..  | 8,16,661             | 8.08                          | 2,94,510             | 7.66                          | — 21,141                        | — 6.70                              |
| Steam boat earnings .. | 31,653               | 0.81                          | 34,982               | 0.91                          | + 3,329                         | + 10.51                             |
| Miscellaneous .. ..    |                      |                               |                      |                               |                                 |                                     |
| Total .. ..            | 24,44,105            | 62.61                         | 24,41,161            | 63.60                         | — 2,944                         | + 0.12                              |

29. *Abstract A—Maintenance of Way, Works and Stations*.—The principal variations in the actual expenditure on revenue maintenance for the two half-years were as follows:—

#### I. General Superintendence—

- (3) *Subordinate Superintendence*.—Decrease Rs. 2,493.  
(6) *Office Expenses*.—Decrease Rs. 2,793.

The above are caused by the reduction of establishment consequent upon the re-arrangement of divisions and the transfer of the Dharmavaram-Guntakal section to the Southern Mahratta Railway.

II. *Maintenance and Renewals of Permanent-way*—(1) *Wages*—Decrease Rs. 7,353.—Due to reduction in the pay and strength of maintenance gangs and to the transfer of Dharmavaram-Guntakal section to the Southern Mahratta Railway.

(2) *Materials*—Increase Rs. 51,798.—The increase was chiefly due to the fact that 15.16 miles of road were renewed with 50 lb. rails against only 8.01 miles during the corresponding period of 1892.

III. *Repairs of Bridges, &c.*—(1) *Bridges and Tunnels*—Increase Rs. 7,883.—This is due to more extensive repairs and renewals of bridges in divisions III to VII.

(2) *Miscellaneous including Earthwork, &c.*—Increase Rs. 10,362.—Due to repairs to embankments damaged by floods during November 1893.

IV. *Repairs of Stations and Buildings—Repairs of Buildings, &c.*—Increase Rs. 9,928.—The outlay during the second half of 1893 included the following items which chiefly account for the excess:—

|                                                                            |           |
|----------------------------------------------------------------------------|-----------|
| Stripping and repairing south tool shop, Negapatam .. ..                   | Rs. 3,335 |
| Sinking a 12 feet well in the Kodamuruti for locomotive water-supply .. .. | 5,303     |

VII. *Unclassified Expenditure—Tools and Plant*—Increase Rs. 3,724.—Due to the increased requirements of tools and plant for maintenance purposes during the half-year.

*Carriage of Revenue Stores*—Increase Rs. 2,839.—Due to material carried for repairs of breaches caused by floods in November 1893.

30. The cost of maintaining a mile of single track including sidings was 537.54 against 452.29. The increase was chiefly due to increase in the mileage renewed with 50 lb. rails and also to heavy repairs necessitated by damages done to the line by floods.

31. *Abstract B—Locomotive Expenses*.—The following are the principal fluctuations:—

II. *Running Expenses*—Decrease Rs. 7,470; III. *Fuel*—Decrease Rs. 8,283; IV. *Water*—Decrease Rs. 2,260.—This reduced expenditure is due chiefly to the decrease of 131,559 miles in the train and engine mileage.

V. *Oil, Tallow and other Stores*—Increase Rs. 2,043.—This is chiefly due to the increased cost of oil.

VI. *Maintenance and Renewals of Locomotive Engines*—(3) *Materials*—Decrease Rs. 93,294.—The corresponding period of 1892 included the cost of three new locomotives (Rs. 75,319). The cost of ordinary repairs was also greater during that half-year.

IX. *Unclassified Expenditure*—(2) *Carriage of Revenue Stores*—Increase Rs. 4,000.—This is due to increased trainage of wood fuel.

32. The cost of the department per train mile was 8.70 annas against 8.94 and per engine mile 7.39 annas against 7.70 annas.

33. *Abstract C—Carriage and Wagon Expenses*.—The following were the principal variations:—

I. *General Superintendence*—Increase Rs. 5,466.—The general superintendence charges of the locomotive and carriage and wagon departments were divided between abstracts B and C as under:—

|                          | Per cent. |
|--------------------------|-----------|
| Second half of 1892—     |           |
| Locomotive .. ..         | 85.69     |
| Carriage and wagon .. .. | 14.31     |
| Second half of 1893—     |           |
| Locomotive .. ..         | 80.03     |
| Carriage and wagon .. .. | 19.97     |

Hence the increase above noted.

II. *Repairs and Renewals of Vehicles*—Increase Rs. 30,149.—Repairs and renewals of stock were heavier during the half-year: 255 Jones' buffers were fitted against 192 in the corresponding period of 1892.

III. *Repairs and Renewals of Machinery, Tools and Plant*—Increase Rs. 2,659.—The debit during the half-year represents the cost of a moulding and planing machine written back from capital under Consulting Engineer's sanction.

34. The carriage and wagon expenses per train mile amounted to Annas 3.06 against Annas 2.42 and Rs. 10.26 per 1,000 vehicle miles against Rs. 8.26.

35. *Abstract D—Traffic Expenses*.—The following call for remarks:—

I. *Salaries and Wages*—(a) *General Superintendence*—Increase Rs. 1,591.—Due to annual increments to the Traffic Manager and his assistants, small increases of pay to the clerical staff and appointment of a third train inspector and a few extra clerks for increased work.

(b) *Station Staff*—Increase Rs. 2,383.—Due to the appointment of night staff at some stations and to the opening of Nullacheru station. Extra ticket collectors were appointed at several stations.

*II. Fuel, Lighting, &c.*—(1) *Fires, Lights, &c.*—Increase Rs. 6,897.—Due to extra lights provided at some of the stations and to advance in the price of cocoanut and kerosine oil.

(2) *Wagon covers and ropes*—Increase Rs. 2,605.—The increase was owing to the purchase of 24 new tarpaulins.

*III. Clothing*—Decrease Rs. 2,966.—Blue cloth for the uniform of the staff was not issued during the half-year.

*IV. Printing and Stationery*—Decrease Rs. 6,882.—The decrease was partly on account of the transfer of Dharmavaram-Guntakal section to Southern Mahratta Railway and partly also to more favorable rates at which stores were obtained during the half-year.

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

|                            | Second half of 1892.     | Second half of 1893.     | Increase or decrease.   | Percentage of increase or decrease. |
|----------------------------|--------------------------|--------------------------|-------------------------|-------------------------------------|
| Tonnage of goods .. .. .   | TONS.<br>952,292         | TONS.<br>757,503         | TONS.<br>— 194,789      | PER CENT.<br>— 20.46                |
| Ton miles of goods .. .. . | TON MILES.<br>44,904,698 | TON MILES.<br>43,977,009 | TON MILES.<br>— 927,689 | — 2.07                              |
| Station staff .. .. .      | RS.<br>1,52,884          | RS.<br>1,55,278          | RS.<br>+ 2,394          | + 1.56                              |
| Train staff .. .. .        | RS.<br>31,344            | RS.<br>31,457            | RS.<br>+ 113            | + .36                               |

37. The total cost of the department averaged Annas 3.43 against Annas 3.15 per train mile.

38. *Abstract E—General Charges.*—The following call for remarks:—

*I. General Administration*—Decrease Rs. 1,951.—Due chiefly to less outlay incurred on account of inspection charges on stores.

*I-A. Government Supervision, &c.*—Decrease Rs. 2,521.—The decrease is due to the transfer of the Dharmavaram-Guntakal section to Southern Mahratta Railway on which the supervision charges at Rs. 40 per mile on 63.03 miles were debited to working expenses in the corresponding period of 1892.

*III. Police*—Decrease Rs. 13,512.—The corresponding period of 1892 included arrear charges from 1st January 1891.

*V. Electric Telegraph*—Decrease Rs. 4,185.—Decrease chiefly in stores consumed.

(6) *Government Telegraph Department*—Decrease Rs. 1,856.—Decrease was owing to the transfer of Dharmavaram-Guntakal section to Southern Mahratta Railway.

39. *Abstract G—Special and Miscellaneous Expenditure.*—The only variations that call for remark are the following:—

*II. Rates and Taxes*—Increase Rs. 1,680.—Due to increased claims preferred by Municipalities.

*IV. Payments to other lines*—Increase Rs. 1,439.—Payments to Southern Mahratta Railway on account of mileage and demurrage of stock are more than in the corresponding period of 1892, when the line was newly opened.

40. *Statement of Rolling Stock, Form No. XII*—Has been prepared in the revised form authorized by Government. The stock hired out to Dharmavaram-Muttupet Railway is shown in the foot-note.

41. *Statement of Train Mileage, Form No. XIV*—The miscellaneous engine mileage was 17.62 per cent. of the total train mileage against 16.09 per cent. in the corresponding period of 1892.

42. *Statement XVI*—Outstandings at date of preparation of the statement amounted to Rs. 4,295-12-3 and included the sum of Rs. 530-2-0 stolen from the Trichinopoly junction station, the disposal of which partly by write-off and partly by recovery from the guarantee money of the clerk in charge of the station has since been sanctioned and adjusted.

(Signed) W. M. SIMPSON,  
Chief Auditor, South Indian Railway.

25TH MAY 1894, No. 325 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent, South Indian Railway, dated 1st May 1894, No. 490.

ABSTRACT.—Submitting note by the Chief Auditor on the Capital and Revenue Accounts, South Indian Railway, for second half of 1893.

ORDER—dated 25th May 1894, No. 325 R., Public Works.

Ordered to be forwarded to the Government of India in continuation of Public Works Department endorsement, No. 266 R., dated 30th April 1894, and to the Secretary of State.

[Here enter No. 326 R., dated 25th May 1894.]

(True Extract.)

(Signed) F. R. UPCOTT,  
Joint Secy. to Govt., P.W.D.,  
Railway Branch.

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

ENDORSEMENT—dated 25th May 1894, No. 326 R., Public Works.

Forwarded.

(By Order.)

(Signed) F. R. UPCOTT,  
Joint Secy. to Govt., P.W.D.,  
Railway Branch.

Esd. C. A. Manisawmy.  
Spare Copies

RAILWAY.

Govt. of Madras.  
PUBLIC WORKS.

Dated May, 25th.

Recd.

Encl.

G.O., 25th May 1894, Nos. 325,  
326 R.

MAY.

Capital and Revenue Accounts,  
South Indian Railway

Forwarding Proceedings embodying a  
note on the — for the second half of 1893.

25TH MAY 1894, No.  $\frac{10}{325}$  R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

SIR,

We have the honour to forward a copy of our Proceedings, No. 325 R., dated 25th May 1894, embodying a note on the Capital and Revenue Accounts, South Indian Railway, for the second half of 1893.

We have the honour to be,

Sir,

Your most obedient, humble servants,

(Signed) WENLOCK.  
( " ) CHAS. M. CLARKE, Lt.-Genl.  
( " ) H. W. BLISS.  
( " ) J. GROSE.

Ed. C. A. Maniamay.

# GOVT. OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No.  $\frac{10}{325}$  R., dated 25th May 1894.

FORWARDING Proceedings embodying a note  
on the Capital and Revenue Accounts, South  
Indian Railway, for the second half of 1893.

### NOTE BY THE CHIEF AUDITOR, SOUTH INDIAN RAILWAY, ON THE CAPITAL AND REVENUE ACCOUNTS FOR THE HALF-YEAR ENDING 31ST DECEMBER 1893.

#### CAPITAL.

*Statement V.*—The capital expenditure of the half-year amounted to Rs. 7,79,783, of which Rs. 1,33,324 was on "Stations and buildings" and Rs. 5,29,210 on "Carriage and wagon stock" sanctioned by the Government of India in their No. 472 R.S., dated 22nd December 1892.

2. *Statements VI and XVIII.*—The total capital outlay to end of December 1893 including suspense accounts was Rs. 7,63,31,043 and excluding suspense accounts was Rs. 7,30,26,233. The latter figures gave an average cost of Rs. 70,116 per mile open.

#### REVENUE.

3. *General Results.*—The following table shows the general results of working:—

|                                                                       | Second half of<br>1892. | Second half of<br>1893. | Increase or<br>decrease. | Percentage of<br>increase or<br>decrease. |
|-----------------------------------------------------------------------|-------------------------|-------------------------|--------------------------|-------------------------------------------|
| Mean mileage worked                                                   | MILES.<br>1,112.04      | MILES.<br>1,049.31      | — 63.73                  | — 5.72                                    |
| Train mileage                                                         | 1,696,217               | 1,562,305               | — 133,912                | — 7.89                                    |
| Average number of trains over the whole line daily in both directions | NO.<br>8.28             | NO.<br>8.09             | — 0.19                   | — 2.29                                    |
| Gross earnings                                                        | RS.<br>39,03,783        | RS.<br>38,44,531        | — 59,252                 | — 1.52                                    |
| Working expenses                                                      | 24,44,108               | 24,41,161               | — 2,947                  | — 0.12                                    |
| Net earnings                                                          | 14,59,675               | 14,03,370               | — 56,305                 | — 3.86                                    |
| Percentage of working expenses to gross earnings                      | 62.61                   | 63.50                   | + 0.89                   | ..                                        |
| Do. of net earnings on capital outlay including suspense              | 1.86                    | 1.84                    | — 0.02                   | ..                                        |

The decrease in the mean mileage worked was due to—

|                                                                                                                                                                  | MILES. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| (a) Transfer of Dharmavaram-Guntakal section to Southern Mahratta Railway                                                                                        | 63.03  |
| (b) Mileage being taken up to the point of junction of the South Indian and Southern Mahratta lines instead of to the centre of the Dharmavaram station platform | 0.65   |
| (c) Correction of Pondicherry Railway mileage                                                                                                                    | 0.05   |
| Total                                                                                                                                                            | 63.73  |

4. The gross earnings per mean mile worked per week averaged Rs. 140.92 against Rs. 134.89 and were realized at a cost of 63.50 per cent. against 62.61 per cent. during the corresponding period of 1892.

5. The net earnings, after allowing for the adjustments shown in statement XIX and deducting the interest charges and additional contribution to the Provident Fund, gave a surplus of Rs. 1,89,041, of which the Company's share was Rs. 34,670 and the Government's Rs. 1,54,371.

*D<sub>2</sub> Submitted for approval*  
*2. Please see query on*  
*page 5.*  
*5/5-24*

6. The contribution to the Provident Institution during the half-year was Rs. 14,034 as under:—

|                                                                    |        |
|--------------------------------------------------------------------|--------|
|                                                                    | Rs.    |
| 50 per cent. of compulsory deductions charged to working expenses. | 11,673 |
| Additional contribution as per surplus profits statement No. XIX.  | 2,361  |
| Total of which amounts to 1 per cent. of net earnings ...          | 14,034 |

7. *Gross Earnings.*—The following table shows the gross earnings for the two half-years:—

|                            | Second half of 1892. | Second half of 1893. | Increase or decrease in amount. | Percentage of increase or decrease. |
|----------------------------|----------------------|----------------------|---------------------------------|-------------------------------------|
|                            | Rs.                  | Rs.                  | Rs.                             |                                     |
| Coaching .. .. .           | 20,72,253            | 19,54,628            | — 1,07,625                      | — 5.19                              |
| Goods .. .. .              | 17,33,488            | 17,71,046            | + 37,558                        | + 2.17                              |
| Electric telegraph .. .. . | 11,990               | 10,527               | — 1,463                         | — 12.20                             |
| Sundries .. .. .           | 86,052               | 98,330               | + 12,278                        | + 14.27                             |
| Total ..                   | 39,03,783            | 38,44,531            | — 59,252                        | — 1.52                              |

8. *Abstract II—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. |           | Third class. |           | Total.    |           |
|--------------------------|--------------|-----------|---------------|-----------|--------------|-----------|-----------|-----------|
|                          | Number.      | Earnings. | Number.       | Earnings. | Number.      | Earnings. | Number.   | Earnings. |
|                          |              | Rs.       |               | Rs.       |              | Rs.       |           | Rs.       |
| Second half of { 1892 .. | 10,815       | 31,792    | 84,433        | 71,998    | 5,233,853    | 18,62,086 | 5,329,101 | 19,65,876 |
| { 1893 ..                | 9,422        | 29,760    | 15,112        | 73,517    | 5,004,390    | 17,52,730 | 5,102,924 | 18,56,007 |
| Increase .. .. .         |              |           | 4,679         | 1,519     |              |           |           |           |
| Decrease .. .. .         | 1,393        | 2,032     |               |           | 229,463      | 1,09,356  | 228,177   | 1,09,869  |

9. The above table shows a net decrease of 228,177 in the number of passengers carried and Rs. 1,09,869 in receipts during the half-year ending December 1893.

10. The decrease in the number of passengers and in the receipts therefrom is attributable to traffic being interrupted during the time the breaches, caused by floods in November, were under repair and also to the prevalence of cholera. There is also a decrease of 63.03 miles in the mean mileage worked during the half-year under review.

11. *Other Coaching Traffic.*—The fluctuations in other coaching traffic are shown in the following table:—

| Sub-heads                                        | Increase. | Decrease. |
|--------------------------------------------------|-----------|-----------|
| II. Passengers' luggage .. .. .                  | ...       | 360       |
| III. Military baggage .. .. .                    | 764       | ...       |
| IV. Carriages, horses, dogs, &c. .. .. .         | ...       | 582       |
| V. Military carriages, horses, dogs, &c. .. .. . | ...       | 154       |
| VI. Parcels .. .. .                              | 3,740     | ...       |
| VII. Special trains .. .. .                      | 136       | ...       |
| VIII. Miscellaneous .. .. .                      | 33        | ...       |
| IX. Post office .. .. .                          | ...       | 884       |
| Total ..                                         | 4,673     | 1,960     |

12. *Abstract I—Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1892 :—

|                                                  | Second half of 1892. |           | Second half of 1893. |           |
|--------------------------------------------------|----------------------|-----------|----------------------|-----------|
|                                                  | Quantity.            | Earnings. | Quantity.            | Earnings. |
|                                                  | TONS.                | RS.       | TONS.                | RS.       |
| Merchandise, general .. .. .                     | 403,134              | 16,33,708 | 397,544              | 16,83,186 |
| Military stores .. .. .                          | 95                   | 2,335     | 87                   | 2,308     |
| Railway materials for construction (ton) .. .. . | 240,216              | 25,172    | 22,863               | 4,565     |
| Revenue stores .. .. .                           | 18,579               | 25,069    | 17,960               | 19,254    |
| Other goods traffic .. .. .                      | 290,178              | 43,024    | 319,049              | 82,968    |
|                                                  |                      | 6,182     |                      | 7,561     |
| Less outstanding irrecoverable .. .. .           | 952,292              | 17,33,488 | 757,603              | 17,71,838 |
|                                                  |                      |           |                      | 793       |
| Total .. .. .                                    | 952,292              | 17,33,488 | 757,603              | 17,71,045 |

13. *Merchandise, General.*—The traffic under "Merchandise, General," compared with the corresponding period of 1892, shows a decrease of 5,640 tons and an increase in earnings of Rs. 49,479. The results of the half-year's working would have been more favorable but for the floods already referred to.

14. The average rate charged per ton per mile was 8.46 pies against 8.23 pies in the corresponding period of 1892.

15. *Railway Materials for Construction.*—Under this head there was a decrease of 217,393 tons and Rs. 18,607. This is chiefly due to a falling off in the carriage of construction materials for the Villupuram-Dharmavaram section.

16. *Revenue Stores*—Increase of 28,871 tons and Rs. 9,944.—This is principally for wood fuel for the Locomotive Department.

17. The following table shows some of the principal commodities included above under the head of "Merchandise, General," carried during the two half-years under comparison :—

|                                           | Second half of 1892. |          | Second half of 1893. |          |
|-------------------------------------------|----------------------|----------|----------------------|----------|
|                                           | Quantity.            | Amount.  | Quantity.            | Amount.  |
|                                           | TONS.                | RS.      | TONS.                | RS.      |
| Cotton manufactured .. .. .               | 8,607                | 95,465   | 8,294                | 99,014   |
| Grain and pulse .. .. .                   | 143,706              | 5,66,388 | 152,665              | 6,06,389 |
| Hides and skins .. .. .                   | 3,169                | 26,284   | 3,876                | 34,074   |
| Metals .. .. .                            | 9,302                | 66,054   | 6,377                | 48,406   |
| Oil-seeds .. .. .                         | 20,124               | 85,016   | 13,698               | 59,602   |
| Provisions .. .. .                        | 15,369               | 82,401   | 11,831               | 58,764   |
| Railway plant and rolling stock .. .. .   | 6,459                | 19,028   | 3,477                | 6,950    |
| Salt .. .. .                              | 30,091               | 98,667   | 31,130               | 1,00,736 |
| Spices .. .. .                            | 6,424                | 37,862   | 7,081                | 82,058   |
| Sugar .. .. .                             | 25,010               | 99,919   | 29,799               | 1,24,764 |
| All other articles of merchandise .. .. . | 48,282               | 2,26,967 | 43,700               | 2,41,287 |

18. *Cotton Manufactured*—Decrease tons 313 and increase Rs. 2,571.—There was a decrease of Rs. 4,456 in the receipts from Piece-goods and Twist, European, and an increase of Rs. 7,027 from similar articles of Indian manufacture.

19. *Grain and Pulse*—Increase tons 8,959 and Rs. 49,001.—The increase under "Jawar and Bajra" and "Grain and Pulse" amounted to Rs. 85,606 and was due to increased traffic from Northern stations and Foreign railways to the Madura and Tinnevely districts.

The falling off under "Rice in the husk" and "Rice not in the husk" aggregated Rs. 34,779. This is attributable to greatly increased imports of "Rice in the husk" at Tuticorin for the Madura district (a short rail lead) and to a falling off in the quantities of "Rice not in the husk" booked to the Southern Districts where scarcity prevailed in the corresponding period of 1892.

20. *Hides and Skins*—Increase tons 207 and Rs. 8,690.—This was due to improvement in the tanning industry at Dindigul.

21. *Metals*—Decrease of tons 2,925 and Rs. 7,649.—This was chiefly under "Iron" and is due to the fact that the 1892 period included exceptional traffic in cast iron pipes for the Madura water-works.

22. *Oil-seeds*—Decrease of 6,426 tons and Rs. 25,114.—The heaviest decrease was under "Til or Jingili" seeds to the Madura and Tinnevely districts owing to the low rates obtaining there.

23. *Provisions*—Decrease tons 3,838 and Rs. 23,637.—Almost the whole of this decrease was under the miscellaneous head "Others" and is attributed to falling off in the tamarind and salt-fish traffic.

24. *Railway Plant and Rolling Stock*—Decrease of 1,982 tons and Rs. 12,078.—The corresponding period of 1892 included material carried for the Dharmavaram-Guntakal Railway. There was also a falling off in the material carried for the Mayavaram-Muttupet Railway.

25. *Spices*—Increase of 1,657 tons and Rs. 14,194.—The principal increase was under chillies to Madras and Tuticorin.

26. *Sugar*—Increase of 4,779 tons and Rs. 24,845.—There was substantial increase in the traffic under jaggery or sugar unrefined chiefly from Tuticorin to Nellikuppam for Messrs. Parry and Co.

27. *All other Articles of Merchandise*—Decrease of 4,582 tons and increase of Rs. 14,320.—Although the weight lifted was less than in the corresponding period of 1892, there was improvement in the amount earned which was largely due to improved traffic in coconuts sent to the Southern Mahratta Railway via Dharmavaram.

28. *Working Expenses*.—The working expenses of the two half-years compare as follows:—

|                             | Second half of 1892. |                               | Second half of 1893. |                               | Increase or decrease in amount. | Increase or decrease in percentage. |
|-----------------------------|----------------------|-------------------------------|----------------------|-------------------------------|---------------------------------|-------------------------------------|
|                             | Amount.              | Percentage on gross earnings. | Amount.              | Percentage on gross earnings. |                                 |                                     |
| Maintenance .. .. .         | Rs. 5,58,190         | 14.10                         | Rs. 6,28,520         | 16.35                         | + 70,330                        | + 12.60                             |
| Locomotive .. .. .          | 8,49,162             | 24.29                         | 8,49,385             | 22.09                         | — 99,777                        | — 10.42                             |
| Carriage and wagon .. .. .  | 2,50,825             | 6.78                          | 2,98,474             | 7.77                          | + 47,649                        | + 16.21                             |
| Traffic .. .. .             | 3,33,694             | 8.55                          | 3,35,284             | 8.73                          | + 1,590                         | + 0.43                              |
| General charges .. .. .     | 3,15,651             | 8.08                          | 2,94,510             | 7.66                          | — 21,141                        | — 6.63                              |
| Steam boat earnings .. .. . | 31,663               | 0.81                          | 31,982               | 0.91                          | + 3,320                         | + 10.50                             |
| Miscellaneous .. .. .       | .. .. .              | .. .. .                       | .. .. .              | .. .. .                       | .. .. .                         | .. .. .                             |
| Total .. .. .               | 21,44,105            | 62.61                         | 24,41,161            | 63.60                         | — 2,944                         | — 0.12                              |

29. *Abstract A—Maintenance of Way, Works and Stations*.—The principal variations in the actual expenditure on revenue maintenance for the two half-years were as follows:—

- I. *General Superintendence*—
  - (3) *Subordinate Superintendence*.—Decrease Rs. 2,493.
  - (6) *Office Expenses*.—Decrease Rs. 2,793.

The above are caused by the reduction of establishment consequent upon the rearrangement of divisions and the transfer of the Dharmavaram-Guntakal section to the Southern Mahratta Railway.

II. *Maintenance and Renewals of Permanent-way*—(1) *Wages*—Decrease Rs. 7,353.—Due to reduction in the pay and strength of maintenance gangs and to the transfer of Dharmavaram-Guntakal section to the Southern Mahratta Railway.

(2) *Materials*—Increase Rs. 51,793.—The increase was chiefly due to the fact that 15.16 miles of road were renewed with 50 lb. rails against only 8.01 miles renewed during the corresponding period of 1892.

III. Repairs of Bridges, &c.—(1) Bridges and Tunnels—Increase Rs. 7,883.—This is due to more extensive repairs and renewals of bridges in divisions III to VII.  
(2) Miscellaneous including Earthwork, &c.—Increase Rs. 10,362.—Due to repairs to embankments damaged by floods during November 1893.

IV. Repairs of Stations and Buildings—Repairs of Buildings, &c.—Increase Rs. 9,928.—The outlay during the second half of 1893 included the following items which chiefly account for the excess:—

|                                                                          |           |
|--------------------------------------------------------------------------|-----------|
| Stripping and repairing south tool shop, Negapatam ...                   | Rs. 3,335 |
| Sinking a 12 feet well in the Kodamuruti for locomotive water-supply ... | 5,303     |

VII. Unclassified Expenditure—Tools and Plant—Increase Rs. 3,724.—Due to the increased requirements of tools and plant for maintenance purposes during the half-year.

Carriage of Revenue Stores—Increase Rs. 2,839.—Due to material carried for repairs of breaches caused by floods in November 1893.

30. The cost of maintaining a mile of single track including sidings was 537.54 against 452.29. The increase was chiefly due to increase in the mileage renewed with 50 lb. rails and also to heavy repairs necessitated by damages done to the line by floods.

31. Abstract B—Locomotive Expenses.—The following are the principal fluctuations:—

II. Running Expenses—Decrease Rs. 7,470; III. Fuel—Decrease Rs. 8,283; IV. Water—Decrease Rs. 2,260.—This reduced expenditure is due chiefly to the decrease of 131,559 miles in the train and engine mileage.

V. Oil, Tallow and other Stores—Increase Rs. 2,043.—This is chiefly due to the increased cost of oil.

VI. Maintenance and Renewals of Locomotive Engines—(3) Materials—Decrease Rs. 93,294.—The corresponding period of 1892 included the cost of three new locomotives (Rs. 75,319). The cost of ordinary repairs was also greater during that half-year.

IX. Unclassified Expenditure—(2) Carriage of Revenue Stores—Increase Rs. 4,000.—This is due to increased trainage of wood fuel.

32. The cost of the department per train mile was 8.70 annas against 8.94 and per engine mile 7.39 annas against 7.70 annas.

33. Abstract C—Carriage and Wagon Expenses.—The following were the principal variations:—

I. General Superintendence—Increase Rs. 5,466.—The general superintendence charges of the locomotive and carriage and wagon departments were divided between abstracts B and C as under:—

|                        | Per cent. |
|------------------------|-----------|
| Second half of 1892—   |           |
| Locomotive ...         | 85.69     |
| Carriage and wagon ... | 14.31     |
| Second half of 1893—   |           |
| Locomotive ...         | 80.03     |
| Carriage and wagon ... | 19.97     |

Hence the increase above noted.

II. Repairs and Renewals of Vehicles—Increase Rs. 30,149.—Repairs and renewals of stock were heavier during the half-year: 255 Jones' buffers were fitted against 192 in the corresponding period of 1892.

III. Repairs and Renewals of Machinery, Tools and Plant—Increase Rs. 2,659.—The debit during the half-year represents the cost of a moulding and planing machine written back from capital under Consulting Engineer's sanction.

planing

5  
S. Manickam

34. The carriage and wagon expenses per train mile amounted to Annas 3 06 against Annas 2 42 and Rs. 10 26 per 1,000 vehicle miles against Rs. 8 26.

35. *Abstract D—Traffic Expenses.*—The following call for remarks:—

*I. Salaries and Wages.*—(a) *General Superintendence.*—Increase Rs. 1,591.—Due to annual increments to the Traffic Manager and his assistants, small increases of pay to the clerical staff and appointment of a third train inspector and a few extra clerks for increased work.

(b) *Station Staff.*—Increase Rs. 2,388.—Due to the appointment of night staff at some stations and to the opening of Nullacheru station. Extra ticket collectors were appointed at several stations.

*II. Fuel, Lighting, &c.*—(1) *Fires, Lights, &c.*—Increase Rs. 6,897.—Due to extra lights provided at some of the stations and to advance in the price of cocoanut and kerosine oil.

(2) *Wagon covers and ropes.*—Increase Rs. 2,605.—The increase was owing to the purchase of 24 new tarpaulins.

*III. Clothing.*—Decrease Rs. 2,966.—Blue cloth for the uniform of the staff was not issued during the half-year.

*IV. Printing and Stationery.*—Decrease Rs. 6,882.—The decrease was partly on account of the transfer of Dharmavaram-Guntakal section to Southern Mahratta Railway and partly also to more favorable rates at which stores were obtained during the half-year.

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

|                            | Second half of 1892. | Second half of 1893. | Increase or decrease. | Percentage of increase or decrease. |
|----------------------------|----------------------|----------------------|-----------------------|-------------------------------------|
|                            | TONS.                | TONS.                | TONS.                 | PER CENT.                           |
| Tonnage of goods .. .. .   | 952,292              | 757,503              | — 194,789             | — 20.46                             |
|                            | TON MILES.           | TON MILES.           | TON MILES.            |                                     |
| Ton miles of goods .. .. . | 44,904,698           | 43,977,009           | — 927,689             | — 2.07                              |
|                            | RS.                  | RS.                  | RS.                   |                                     |
| Station staff .. .. .      | 1,52,884             | 1,55,278             | + 2,394               | + 1.56                              |
| Train staff .. .. .        | 31,344               | 31,467               | + 123                 | + .38                               |

37. The total cost of the department averaged Annas 3 43 against Annas 3 15 per train mile.

38. *Abstract E—General Charges.*—The following call for remarks:—

*I. General Administration.*—Decrease Rs. 1,951.—Due chiefly to less outlay incurred on account of inspection charges on stores.

*I-A. Government Supervision, &c.*—Decrease Rs. 2,521.—The decrease is due to the transfer of the Dharmavaram-Guntakal section to Southern Mahratta Railway on which the supervision charges at Rs. 40 per mile on 63 03 miles were debited to working expenses in the corresponding period of 1892.

*III. Police.*—Decrease Rs. 13,512.—The corresponding period of 1892 included arrears charges from 1st January 1891.

*V. Electric Telegraph.*—Decrease Rs. 4,185.—Decrease chiefly in stores consumed.

(6) *Government Telegraph Department.*—Decrease Rs. 1,856.—Decrease was owing to the transfer of Dharmavaram-Guntakal section to Southern Mahratta Railway.

39. *Abstract G—Special and Miscellaneous Expenditure.*—The only variations that call for remark are the following:—

*II. Rates and Taxes.*—Increase Rs. 1,680.—Due to increased claims preferred by Municipalities.

6 .  
7  
IV. *Payments to other lines—Increase Rs. 1,439.*—Payments to Southern Mahabatta Railway on account of mileage and demurrage of stock are more than in the corresponding period of 1892, when the line was newly opened.

40. *Statement of Rolling Stock, Form No. XII*—Has been prepared in the revised form authorized by Government. The stock hired out to Mayavaram-Muttupet Railway is shown in the foot-note.

41. *Statement of Train Mileage, Form No. XIV*.—The miscellaneous engine mileage was 17.62 per cent. of the total train mileage against 16.09 per cent. in the corresponding period of 1892.

42. *Statement XVI*.—Outstandings at date of preparation of the statement amounted to Rs. 4,295-12-3 and included the sum of Rs. 530-2-0 stolen from the Trichinopoly junction station, the disposal of which partly by write-off and partly by recovery from the guarantee money of the clerk in charge of the station has since been sanctioned and adjusted.

(Signed) W. M. SIMPSON,  
Chief Auditor, South Indian Railway.

h. 325 R of 25<sup>th</sup> May 1894.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent  
S. J. R. submitting note by  
the Chief Auditor on the  
Capital & Revenue Accts  
S. J. R. for 2/93

H. S. N: 490 of 1<sup>st</sup> May 1894

Ordered to be forward-  
ed to the Govt of India,  
in continuation of P. W. D.  
Endorsement N: 266 R of  
30<sup>th</sup> April 1894, and to the  
Secretary of State.

To The Agent S. J. R.  
Examined & signed  
P. W. D.

H. S. N. 326 R 25<sup>th</sup> May 1894

Forwarded

H. S. N. 325 R 25<sup>th</sup> May 1894

To The P. W. D. to the S. of State  
of India

Sir, We have the honor to  
forward a copy of our Progs  
N: 325 R, of 25<sup>th</sup> May 1894, em-  
bodying a note on the Capital  
and

and Revenue Account 1893  
for the 2<sup>d</sup> half of 1893.

July 9/8  
April 7/10  
D. R.