

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 214 *Ly*
DATED *7th Feb 1898*

[Despatch Abstract.]

Review on the Capital & Revenue Acts
S. P. K.
Govt of India letter forwarding Copies of —
including Mayasamam - Muttupet and Pondicherry
Railways for the half-year ending the 30th June
1897, Communicated to the Agent

Railway
CURRENT No. 154

The East of India

Order No. 214. D. G., dated 7/2/98.

Communicated to the
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mation.

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SUBJECT.

Review on the Capital
and Revenue Accounts

Forwarding copies of
a — of the South Indian
and M. M. Ry's for the half
year ending with the 30th

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REVIEW ON THE CAPITAL AND REVENUE
ACCOUNTS

OF THE

SOUTH INDIAN RAILWAY, INCLUDING THE MÁYAVARAM-
MUTUPET AND THE PONDICHERY RAILWAYS

for the half-year ending with the 30th June 1897.

The mean length of railway worked was 1,103.33 miles, the same as in the previous corresponding half-year. The mean mileage worked and capital outlay, on the mileage open to the 30th June 1897, was Rs. 7,96,81,196 against Rs. 7,96,81,196 to the 30th June 1896.

2. The gross earnings from all sources showed an increase of 0.73 per cent. The earnings under coaching rose from Rs. 25,47,846 to Rs. 26,99,961, and under miscellaneous from Rs. 66,063 to Rs. 1,03,403, while under goods they fell from Rs. 21,26,984 to Rs. 19,71,999.

The gross earnings per mean mile worked per week were nearly the same as in the previous corresponding period, viz., Rs. 166 against Rs. 165.

3. The total number of passengers booked rose from 7,032,310*† to 7,148,907*†, showing an increase of 1.66 per cent., but owing to a decrease in the average lead of passengers from 31.93* miles to 33.42* miles, the passenger unit-mileage increased 6.31 per cent. and the earnings from passenger traffic 6.44* per cent. only. The number of passengers carried one mile per mean mile worked was 217,383 as compared with 204,482 in the previous corresponding period.

The increase was in almost all the classes, and was chiefly due to the Mahamagam festival, which occurs once in twelve years, held at Kumbakonam in February 1897.

The decreases in the earnings under this head were chiefly under "Carriages, horses, dogs" and "Parcels".

4. The total weight of goods lifted was 696,276*† tons against 740,471*† tons, a decrease of 5.97 per cent., and as the average lead also decreased from 69.78* miles to 62.87* miles, the total ton-mileage fell off 15.28* per cent. Owing, however, to an increase in the average rate per ton-mile from pice 7.88 to pice 8.63, the total earnings were only 7.29 per cent. less. The number of tons of goods carried one mile per mean mile worked was 39,954* as compared with 47,161* in the previous corresponding half-year.

The principal fluctuations were an increase of 24,675* tons and a decrease of Rs. 1,14,036* under "Merchandise, general"; and a decrease of 43,506* tons and Rs. 9,906* under "Railway materials for construction."

The increase in the tonnage with a decrease in the earnings under "Merchandise, general" was the result of a large number of fluctuations, of which the noticeable items were as follows: Increase of 20,310 tons and decrease of Rs. 16,354 in the earnings from "Grain and pulse"; the increase in the tonnage was due to the export of large quantities of "Rice not in the husk" to Colombo via Tuticorin and Negapatam, owing to failure of the supply from Bengal and Northern India, on account of the famine in those Provinces, while the decrease in the earnings was due to smaller imports of "Rice in the husk" from South Arcot, Tanjore and Trichinopoly, owing to a favourable season in the southern districts; there was also little traffic in grain and pulse from Kadari and via Tuticorin and Negapatam, due to the failure of crops; decrease of 1,403 tons and Rs. 14,250 under "Metals", chiefly due to the exceptional traffic in machinery from Ammayanayakanur and Tuticorin during the first-half of 1896; decrease of 9,950 tons and Rs. 58,959 under "Oil-seeds", principally due to a falling off in the import traffic in til or jinjili seeds, from Madras, Vellore, Erode and Kátpádi to the southern districts, owing to failure

* Excluding the Pondicherry railway.

† The number of passengers and the tonnage of goods interchanged between the different railways forming the system are counted twice over, as the figures for the two sections are given separately in the half-yearly Capital and Revenue Accounts.

Statement No. I.

Statement comparing the results of working the South Indian railway, including the Mâyavaram-Mutupet and the Pondicherry railways, during the first-half of each of the years 1892 to 1897, also comparing the results with the Bengal and North-Western railway, including the Tirhoot section, during the first-half of 1897, and the Eastern Bengal State railway (metre-gauge section), including the Kaunia-Dharila (2' 6" gauge) branch, during the second-half (a) of 1896.

Item numbers of analysis.	Particulars.	SOUTH INDIAN RAILWAY, INCLUDING THE MÂYAVARAM-MUTUPET AND THE PONDICHERRY RAILWAYS. (b)						BENGAL AND NORTH-WESTERN RAILWAY, INCLUDING THE TIRHOOT SECTION.	EASTERN BENGAL STATE RAILWAY (METRE-GAUGE SECTION), INCLUDING THE KAUNIA-DHARILA (2' 6" GAUGE) BRANCH.
		1st-half, 1892.	1st-half, 1893.	1st-half, 1894.	1st-half, 1895.	1st-half, 1896.	1st-half, 1897.	1st-half, 1897.	2nd-half, 1896. (a)
2	Mean mileage worked . . . Miles	1,061.25 (c)	1,050.01 (c)	1,076.16 (d)	1,103.38	1,103.38	1,103.38	817.53*	564.39
...	Capital outlay . . . Rs.	7,77,06,696	7,56,70,067	7,85,06,970	7,92,02,208	7,96,81,196	7,99,81,555	5,51,39,359	4,68,88,112
<i>Results.</i>									
...	Gross earnings (including steam-boat) . . . Rs.	36,62,772 (e)	42,47,884 (e)	39,15,852 (e)	45,80,635	47,40,898	47,75,363	33,09,864	34,95,401
...	Gross earnings (excluding steam-boat) . . . Rs.	36,62,772 (e)	42,47,884 (e)	39,15,852 (e)	45,80,635	47,40,898	47,75,363	29,63,453	32,05,093
...	Working expenses . . . Rs.	24,17,300 (c)	25,15,759 (c)	24,13,128 (c)	24,68,418	26,82,942	24,81,930	13,13,446	12,60,190
...	Net earnings . . . Rs.	12,45,472 (c)	17,32,095 (c)	15,02,724 (c)	21,12,417	20,57,956	22,93,433	19,96,418	22,35,211
...	Train-mileage . . . Train-miles	1,581,403	1,637,671	1,563,400	1,693,991	1,736,500	1,813,682	1,008,386	902,602
...	Total train-mileage per mean mile worked { Coaching	673	677	690	720	708	930	499	780
...	{ Goods . . .	818	882	763	815	866	713	734	1,106
...	Total . . .	1,491	1,559	1,453	1,535	1,574	1,643	1,233	1,886
6	Percentage of net earnings (including steam-boat) on capital outlay . . . Per cent.	(c) 1.60	(c) 2.29	1.91	2.67	2.58	2.87	3.62	4.77
17	Percentage of working expenses on gross earnings (including steam-boat) . . . Per cent.	66.00	59.22	61.63	53.89	56.59	51.97	39.68	36.05
<i>General.</i>									
9	Gross earnings (excluding steam-boat) per mean mile worked per week . . . Rs.	133	156	140	169	165	166	140	218
<i>Coaching.</i>									
33	Average sum received for carrying a unit one mile—lowest class . . . Pies	2.00	2.00	2.00	2.00	1.99	2.00	2.00	2.50
79	Average cost of hauling a coaching unit one mile, per passenger unit . . . Pies	1.02	0.93	1.01	0.90	0.92	0.92	0.65	0.75
23	Coaching earnings per train-mile . . . Rs.	2.82	3.08	2.84	3.07	3.26	2.63	2.93	3.22
77	Average cost of hauling a coaching train one mile . . . Rs.	1.51	1.48	1.48	1.43	1.56	1.25	0.86	0.90
69	Percentage of freight upon capacity hauled lowest class . . . Per cent.	54.57	57.36	52.90	56.32	55.46	51.39	42.21	52.68
<i>Goods.</i>									
...	Average sum received for carrying a ton of general merchandise one mile . . . Pies	7.95	8.23	8.27	9.13	8.82	(d) 9.43	5.30	(f) 9.91
...	Average sum received for carrying a ton of coal (public) one mile . . . Pies	8.80	4.84	(g) 4.50	(g) 5.21	(g) 7.71	(d) & (g) 6.39	4.00	(f) 4.03
93	Average sum received for carrying a ton of goods (including stores and coal carried both for capital works and revenue) one mile . . . Pies	7.35	7.62	7.66	8.21	7.88	8.63	4.91	10.21
115	Average cost of hauling a ton of goods (including stores and coal) one mile . . . Pies	5.88	5.39	5.47	5.04	5.19	4.81	2.07	3.57
91	Goods earnings per train-mile . . . Rs.	1.85	2.16	2.13	2.33	2.23	2.51	2.68	3.73
113	Average cost of hauling a goods train one mile . . . Rs.	1.48	1.53	1.53	1.43	1.47	1.40	1.13	1.30
104	Percentage of freight upon capacity hauled . . . Per cent.	47.36	50.93	50.53	51.80	50.86	48.70	45.40	45.90
<i>Miscellaneous.</i>									
119	Percentage of coaching traffic on gross earnings . . . Per cent.	54.74	51.37	53.72	53.24	53.74	56.54	36.15	34.41

(a) The second-half of the year has been taken for comparison as that is the busy season on this line, as is the first-half of a year on other lines.

(b) Including the Mâyavaram-Mutupet railway from the first-half of 1894.

(c) South Indian railway only.

(d) Excluding the Pondicherry railway.

(e) Including the amount received for working the Pondicherry railway. But the figures for 1892 exclude the special credit on account of Fire Insurance Fund.

(f) Entire system.

(g) No coal was carried for the public on the Mâyavaram-Mutupet railway.

* Including 3 miles from Jharwal-Road to Gogra-Ghat not shown in statement No. XIII of the Revenue Accounts for the first-half of 1897.

of the crops, and in the export traffic in "Earthnuts" to Pondicherry and Cuddalore, excessive rain having damaged the crops in Tanjore, Karur and Tindivanam; decrease of 1,573 tons and Rs. 17,995 under "Provisions", which chiefly occurred in the tamarind traffic from the Cuddapah district to the south, the crops of 1896 having been above the average; increase of 17,603 tons and Rs. 42,375 under "Railway plant and rolling stock", which was chiefly in rails, girders and sleepers carried from Râyapuram and Ennore to Gûdûr, Venkatachellam and Nellore via Rénigunta for the Bezvada-Madras railway; and decrease of 2,910 tons and Rs. 14,753 under "Sugar", due to Messrs. Parry & Co. having made large purchases of sugar-cane jaggery locally instead of getting their supply of palmyrah jaggery from Tinnevely. The decrease under "Railway materials for construction" was due to the carriage of a smaller quantity of materials for construction purposes.

5. The principal variations in the earnings under this head were increases of Rs. 5,211 under "Hire of locomotives", Rs. 7,859 under "Hire of vehicles", Rs. 4,604 under "Profits of workshops for work done for state railways", and Rs. 9,054 under "Unpaid or unclaimed salaries". There was also a credit of Rs. 14,624 for the first time on account of the Kâraikkal-Peralam railway administrative charges and Board's supervision for English stores.

6. The total working expenses amounted to Rs. 24,81,930 against Rs. 26,82,942 in the previous corresponding period.

The principal fluctuations were decreases of Rs. 96,575 under "Maintenance of way, works and stations", Rs. 1,00,249 under "Locomotive expenses", Rs. 45,330 under "Carriage and wagon expenses" and an increase of Rs. 39,878 under "Traffic expenses". The decrease under "Maintenance of way, works and stations" was chiefly due to the renewal of 6.39 miles of line with 50 lb. rails against 16.12 miles in the previous corresponding half-year. The decrease under "Locomotive expenses" was chiefly due to a reduction in delivery of coal at the various locomotive centres obviating the necessity of less carriage between the depôts; and that under "Carriage and wagon expenses", reconstruction of 25 third class carriages. The increase under "Traffic expenses" was due to the introduction of the graded scale of pay for the station staff sanctioned by the Board, to the appointment of European station masters at certain stations, to the greater cost of kerosine oil, and to its increased consumption owing to the introduction of a night train service on the Erode branch, to the revision of certain traffic forms and to the increased rate charged for stationery.

7. The net earnings amounted to Rs. 22,93,433 against Rs. 20,57,956, giving a percentage for the half-year on the total capital outlay on open line of 2.87 as compared with 2.58 in the previous corresponding period.

Results of working and comparative cost of the several departments.

8. The statements appended to this review show:

(i) the results of working the South Indian railway, including the Mâyavaram-Mutupet and the Pondicherry railways during the first-half of each of the years 1892 to 1897, as compared with the results of working the Bengal and North-Western railway, including the Tirhoot section, during the first-half of 1897 and the Eastern Bengal State railway (metre-gauge section), including the Kaunia-Dharila (2' 6" gauge) branch, during the second-half* of 1896;

(ii) the cost of the several departments on the South Indian railway, including the Mâyavaram-Mutupet and the Pondicherry railways during the first-half of each of the years 1892 to 1897, as compared with the Bengal and North-Western railway, including the Tirhoot section, during the first-half of 1897 and the Eastern Bengal State railway (metre-gauge section), including the Kaunia-Dharila (2' 6" gauge) branch, during the second-half* of 1896.

* The second-half of the year has been taken for purposes of comparison, as that is the busy season on this line as is the first-half of a year on other lines.

Statement No. II.

Statement showing the cost of the several departments on the South Indian railway, including the Mayavaram-Mutupet and the Pondicherry railways, during the first-half of each of the years 1892 to 1897, in comparison with the cost on the Bengal and North-Western railway, including the Tirhoot section, for the first-half of 1897, and the Eastern Bengal State railway (metre-gauge section), including the Kaunia-Dharila (2' 6" gauge) branch, for the second-half of 1896.

Item numbers of analysis.	Principal headings.	SOUTH INDIAN RAILWAY INCLUDING THE MAYAVARAM-MUTUPET AND THE PONDICHERRY RAILWAYS.						BENGAL AND NORTH-WESTERN RAILWAY, INCLUDING THE TIRHOOT SECTION.	EASTERN BENGAL STATE RAILWAY (METRE GAUGE SECTION) INCLUDING THE KAUNIA-DHARILA (2' 6" GAUGE) BRANCH.
		1st-half, 1892.	1st-half, 1893.	1st-half, 1894.	1st-half, 1895.	1st-half, 1896.	1st-half, 1897.	1st-half, 1897.	2nd-half, 1896.*
...	Total gross ton-mileage . Ton-miles	241,780,743	259,674,738	245,991,242	271,357,344	287,327,857	286,996,068	225,351,398	157,344,094
...	MAINTENANCE OF WAY, WORKS AND STATIONS.								
...	Mean mileage maintained . Miles	1,061.25	1,050.01	1,076.16	1,103.38	1,103.33	1,103.38	817.58	564.39
...	Total miles of track, including sidings . Miles	1,177.93	1,163.03	1,203.69	1,242.19	1,244.18	1,244.41	936.50	654.05
132-b	Maintenance and renewal of permanent way.								
...	Per mile of track, including sidings . Rs.	475.12	407.04	338.89	252.93	396.39	290.75	200.97	163.69
137-a	Total maintenance expenses.								
...	Per mean mile of line maintained . Rs.	750.51	609.74	528.20	480.13	590.78	503.25	431.86	440.56
137-b	Per mile of track, including sidings . Rs.	676.14	543.11	472.24	426.47	523.92	446.21	377.02	380.17
137-d	Per 1,000 gross ton-miles . Rs.	3.29	2.46	2.31	1.95	2.27	1.93	1.57	1.53
123	Per cent. on gross earnings . Per cent.	21.69	15.03	14.43	11.56	13.75	11.63	10.67	7.11
...	LOCOMOTIVE EXPENSES.								
...	Fuel, average price.								
...	Per ton . Rs.	16.79	14.63	13.80	18.10	13.91	14.46	7.44	8.57
...	Fuel, average quantity consumed (in terms of coal).								
...	Per train-mile . lbs.	33.14	35.14	35.22	28.90	29.03	33.51	28.23	31.39
...	Per 1,000 gross ton-miles . lbs.	216.73	221.63	223.82	180.40	175.46	211.80	126.34	180.07
145-a	Total locomotive expenses.								
145-b	Per 1,000 gross ton-miles . Annas	8.71	9.38	8.63	8.64	8.94	7.87	4.40	5.43
...	Per cent. on gross earnings . Per cent.	23.46	22.54	21.48	19.97	20.46	18.21	1.23	1.96
...	Total locomotive expenses, excluding cost of fuel.								
...	Per 1,000 gross ton-miles . Rs.	1.94	2.24	2.05	1.91	1.90	1.66	0.81	1.27
...	Average miles run per locomotive per diem . Miles	55.34	53.22	49.33	54.40	55.44	58.77	61.27	76.36
...	Percentage of locomotives constantly under repairs on the total stock on the list . Per cent.	15.21	14.31	16.60	18.80	18.35	18.72	15.87	17.64
...	CARRIAGE AND WAGON EXPENSES.								
...	Total vehicle-miles run by home vehicles . Vehicle-miles	28,861,432	30,934,240	28,616,065	30,159,195	31,568,680	35,379,846	27,799,755	22,450,046
151-b	Total carriage and wagon expenses.								
...	Per 1,000 vehicle-miles run by home vehicles . Rs.	4.73	8.21	11.08	10.26	10.13	7.78	3.10	3.91
125	Per cent. on gross earnings . Per cent.	3.75	5.97	8.08	6.76	6.75	5.75	2.60	2.51
...	Percentage of 3rd or lowest class coaching vehicles constantly under repairs on the total stock on the list . Per cent.	3.90	15.19	14.53	8.91	38.54	15.41	6.10	10.20
...	Percentage of goods stock constantly under repairs on the total stock on the list . Per cent.	1.56	6.45	7.42	10.54	6.11	9.61	1.22	6.45
153-a	TRAFFIC EXPENSES.								
...	Station and train staff.								
154-a	Cost of station staff per total train-mile . Annas	1.46	1.48	1.62	1.56	1.56	1.59	1.40	2.31
154-b	Cost of train staff per total train-mile . Annas	0.31	0.31	0.32	0.33	0.34	0.38	0.48	0.43
163-a	Total traffic expenses.								
...	Per total train-mile . Annas	3.29	3.23	3.64	3.51	3.48	3.68	3.46	4.43
...	Per 1,000 gross ton-miles . Rs.	1.34	1.29	1.44	1.37	1.31	1.45	0.97	1.59
...	Percentage of traffic expenses on gross earnings (excluding steam-boat) . Per cent.	8.85	7.88	9.06	8.11	7.97	8.74	7.34	7.80
173-a	GENERAL CHARGES.								
...	Per total train-mile . Annas	2.78	2.89	3.04	2.91	3.03	2.83	3.04	2.13
...	Percentage of general charges on gross earnings (excluding steam-boat) . Per cent.	7.49	6.95	7.58	6.74	6.95	6.73	6.45	3.74
...	APPENDIX II OF ANALYSIS.								
...	Percentage of empty home vehicle-mileage on total home vehicle-mileage on home line . Per cent.	13.43	15.05	13.97	13.76	14.84	11.80	22.86	21.27

* The second-half of the year has been taken for comparison as that is the busy season on this line, as is the first-half of a year on other lines.
† Including the Mayavaram-Mutupet railway from the first-half of 1894.
‡ Excluding composites.
§ Including 3 miles from Jharwal-Road to Gogra-Ghat not shown in statement No. XIII of the Revenue Accounts for the first-half of 1897.

G. I. C. P. O.—No. 775 P. W. D.—26-1-98.—60—R. B.

communications should be addressed to the Secretary.

No. 53 R.Stat.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

To

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

Calcutta, the 27th January 1898.

Sir,

In acknowledging the receipt of the Capital and Revenue Accounts of the South Indian and the Mayavaram-Mutupet railways for the half-year ending with the 30th June 1897 and the notes thereon by the Chief Auditor forwarded with your Nos. 675 R. and 678 R., dated the 17th September 1897 and Nos. 777 R. and 779 R., dated the 6th and 13th October 1897 respectively, I am directed to forward herewith twelve copies of a Review on the Accounts.

I have the honour to be,

Sir,

Your most obedient servant,

Wm. Lawford
Captain, R.E.,

Offg. Under Secretary.

Documents accompanying:-

Twelve copies of review referred to.