

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 929. Ry

DATED 18th Aug 1899.

[Despatch Abstract.]

Review on Capital & Revenue
Accounts, S. L. & M. Ry

Coming to the Agent for infra, letter
from the Govt. of India forwarding copies
of a — for the half-year ending the
31st December 1898.

[illegible]

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

Railway
CURRENT No. 1047

137

From the zone of India

Communicated to the
Agent, S. V. Ry. for information

No. 488 R. Stal

7/15
R

Dated 8th August 1899

Received 15th do

Registered de

Enclosures

Spare copies

SUBJECT.

Review on Capital & Revenue
accounts, 2.5 & 12.2.1950

Howard King copies of a
— for the half year
ending with the 31st Decr '98

REVIEW ON THE CAPITAL AND REVENUE ACCOUNTS

OF THE

SOUTH INDIAN RAILWAY (INCLUDING THE MAYAVARAM MUTUPET, PONDICHERY AND KARAIKKAL-PERALAM RAILWAYS),

for the half-year ending with the 31st December 1898.

The mean length of railway worked was 1,109·97 miles against 1,103·38 miles in the previous corresponding half-year. The mean mileage worked and capital outlay. increase was due to the opening of the Karaikkal-Peralam railway, 14·45 miles, on the 14th March 1898. The section from Gudur to Nellore, 23·62 miles, of the South Indian railway was converted to the standard gauge and transferred to the Bezwada-Madras railway from the 1st November 1898. The total capital outlay, including suspense, on the mileage open to the 31st December 1898, was Rs. 7,83,11,457 (a) against Rs. 7,97,07,255 to the 31st December 1897.

2. The gross earnings from all sources decreased from Rs. 47,08,719 in the second-half of 1897 to Rs. 42,70,307 in the half-year under review, or 9·31 per cent. The earnings under coaching fell from Rs. 24,77,232 to Rs. 21,62,374, under goods from Rs. 20,31,828 to Rs. 20,23,553 and under miscellaneous from Rs. 1,99,659 to Rs. 84,380.

The gross earnings per mean mile worked per week were Rs. 148 against Rs. 164 in the second-half of 1897.

3. The total number of passengers booked fell from 6,824,015 (b) to 6,008,612 (b), or 11·95 per cent.; the passenger unit mileage decreased 14·67 per cent.; and the earnings from Rs. 23,41,624 to Rs. 20,14,816 or 13·95 per cent. The number of passengers carried one mile per mean mile worked was 170,748 as compared with 198,665 in the previous corresponding period.

The decrease was chiefly due to the plague, the unfavourable season for local festivals, and the transfer of the Gudur-Nellore section.

4. The earnings from this source increased from Rs. 1,25,394 to Rs. 1,28,517. The increase was under "Parcels" and "Post office."

5. The weight of goods lifted was 857,692 tons (b) against 745,733 tons (b) in the second-half of 1897, an increase of 15·01 per cent.; but as the average lead of goods fell from 62·41 miles to 52·00 miles, the ton-mileage decreased 4·17 per cent. Owing, however, to better earnings per ton-mile, pies 8·61 against pies 8·29, the earnings, which were Rs. 20,14,369 against Rs. 20,24,119, showed a decrease of 0·48 per cent. only. The number of tons of goods carried one mile per mean mile worked was 41,000 as compared with 42,478 in the previous corresponding half-year.

The principal variations were a decrease of Rs. 15,512 under "Merchandise, general" and an increase of Rs. 10,797 under "Revenue stores".

(a) The decrease, as compared with the previous corresponding half-year, is due to the transfer of the capital cost of the section from Gudur to Nellore to the capital outlay of the Ennur-Bezwada section of the Bezwada-Madras railway.

(b) The number of passengers, and the tonnage of goods interchanged between the railways forming the system are counted twice over, as the figures are given separately in the half yearly capital and revenue accounts.

(c) Excluding the Pondicherry and Karaikkal-Peralam railways, for which information is not available.

The decrease under "Merchandise, general" was due to the following causes: A decrease of 1,105 tons and Rs. 11,573 under "Cotton, manufactured," chiefly in European piece goods from Madras to South Arcot, Tanjore, and southern districts and from Tuticorin to Madura, due to less demand; of 21,919 tons and Rs. 13,189 under "Grain and pulse," due to less export of rice not in the husk from South Arcot, Tanjore, Trichinopoly, Chingleput and Madura on account of bad crops, and of jawar and bajra to Northern India where the famine had subsided; of 11,150 tons and Rs. 29,841 under "Railway plant and rolling stock," due to the carriage of materials for the Bezwada-Madras railway in the previous corresponding half-year; of 2,970 tons and Rs. 11,231 under "Salt," due to the stations near Tuticorin and others along a portion of the East Coast being served by country carts instead of by rail on account of the low cart rates; and of 1,801 tons and Rs. 19,467 under "Spices," due to less despatches of chillies from Madras, Vellore, Negapatam and Tinnevely to Tanjore and Arcot and of betel-nuts from Tuticorin to Madura and South Arcot and from Negapatam to stations on foreign railways; and an increase of 6,690 tons and Rs. 51,432 under "Sugar," chiefly in unrefined sugar from Tinnevely to the sugar factories at Arcot, due to a favourable production of jaggery; and a decrease of 1,126 tons with an increase of Rs. 21,548 under "All other articles of merchandise," chiefly in cocoanuts from Tanjore and Trichinopoly to the Southern Mahratta railway and in cotton seeds from the Southern Mahratta railway to the Tanjore district.

The increase under "Revenue stores" was due to the carriage of more ballast for the maintenance of the line and of wood and patent fuel for the locomotive department.

6. The earnings from this source decreased from Rs. 1,99,659 to Rs. 84,380. The decrease was due to less receipts from hire of locomotives and vehicles, profits of workshops on work done for state railways, less amount received for Karaikkal-Peralam railway administration and from sale proceeds of revenue stores.

7. The total working expenses amounted to Rs. 23,99,173 against Rs. 25,58,768 in the previous corresponding period.

The principal variations were decreases of Rs. 1,64,298 under "Maintenance of way, works and stations" and Rs. 10,895 under "Locomotive expenses," an increase of Rs. 16,527 under "Carriage and wagon expenses," a decrease of Rs. 16,865 under "Traffic expenses," and an increase of Rs. 17,351 under "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations," was chiefly due to reduced renewals of permanent-way with 50-lb. rails; and that under "Locomotive expenses," to less consumption of coal on account of less train-miles run and to a debit, in the corresponding period of 1897, on account of depreciation in the value of certain old and obsolete stores. The increase under "Carriage and wagon expenses" was due to the fitting of 154 sets of Jones's buffers against only 84 in the second-half of 1897, to the replacement of old axles by those of larger and stronger type and the fitting of buffer guides to wooden lead stock; the decrease under "Traffic expenses" was chiefly due to the reduced train service on the Pakala-Dharmavaram section, the transfer of the Gudur-Nellore section, the reduced rates and smaller supply of oil and less supply of stationery, forms and tickets; and the increase under "Special and miscellaneous expenditure," to the inclusion of the cost of the Erode-Nanjangud railway survey.

8. The net earnings amounted to Rs. 18,71,134 against Rs. 21,49,951, giving a percentage for the half-year on the total capital outlay of 2.39 as compared with 2.70 in the previous corresponding period.

Results of working and comparative cost of the several departments.

9. The statements appended to this review show:

(i) the results of working the South Indian railway (including the Mayavaram-Mutupet, Pondicherry and Karaikkal-Peralam railways) during the second-half of each of the years 1893 to 1898, as compared with the results of working the Bengal and North-Western railway (including the Tirhoot section) during the second-half of 1898 and the Eastern Bengal State railway, metre gauge section (including the Kaunia Dharlla, 2' 6" gauge, branch), during the first-half (a) of 1898;

(ii) the cost of the several departments on the South Indian railway (including the Mayavaram-Mutupet, Pondicherry and Karaikkal-Peralam railways) during the second-half of each of the years 1893 to 1898 as compared with the costs on the Bengal and North-Western railway (including the Tirhoot section) during the second-half of 1898, and on the Eastern Bengal State railway, metre gauge section (including the Kaunia Dharlla, 2' 6" gauge, branch), during the first-half (a) of 1898.

10. From the first statement it will be observed that the average cost of hauling a coaching unit one mile per passenger unit, pice 1.13, was the highest shown in the statement.

The coaching earnings per train mile, Rs. 2.22, was lower than in any of the five previous corresponding half-years.

The percentage of freight upon capacity hauled, lowest class, 44.70, was lower than in any of the five previous corresponding half-years, due to a decrease of 2.13 per cent. in the passenger train-mileage against a decrease of 14.67 per cent. in the unit mileage of passengers.

11. From the second statement it will be observed that the total maintenance expenses per mean mile of line maintained, Rs. 408.13, and per mile of track including sidings, Rs. 361.02, were lower than in any of the five previous corresponding half-years, due to the causes explained in paragraph 7, ante.

The percentage of traffic expenses on gross earnings, excluding steam boat, 9.74, was higher than in any of the five previous corresponding half-years.

(a) The first-half of the year has 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 showing the results of working the South Indian railway (including the Mayavaram-Mutpet, Karaikkal-Peralam railways, during the second-half of each of the years 1893 to 1898, as compared with the results of working the Bengal and North-Western railway (including the Tirhoot section) during the second-half of 1898, and the Eastern Bengal State railway, metre gauge section (including the Kanna-Dharla, 2' 6" gauge, branch), during the first-half (a) of 1898.

Item numbers of analysis.	Particulars.	SOUTH INDIAN RAILWAY (INCLUDING THE MAYAVARAM-MUTPET, PONDICHERY AND KARAIKKAL-PERALAM RAILWAYS).						BENGAL AND NORTH-WESTERN RAILWAY (INCLUDING THE TIRHOOT SECTION).	EASTERN BEN- GAL STATE RAILWAY, METRE GAUGE SECTION (INCLUDING THE KAN- DIA-DHARLA, 2' 6" GAUGE, BRANCH).
		2nd-half 1893.	2nd-half 1894.	2nd-half 1895.	2nd-half 1896.	2nd-half 1897.	2nd-half 1898.	2nd-half 1898.	1st-half 1898 (a) & (i).
2	Mean mileage worked ... Miles	1,049.31	1,103.30	1,103.38	1,103.88	1,103.33	1,109.97	924.92	478.87
...	Capital outlay ... Rs.	7,63,31,043	7,93,61,027	7,96,54,585	7,97,81,548	7,97,07,255	7,83,11,457	6,70,55,693	4,09,92,705
...	<i>Results.</i>								
...	Gross earnings (including steam-boat) ... Rs.	33,44,531	43,05,403	46,26,464	44,92,136	47,08,719	42,70,307	28,77,891	26,73,035
...	Gross earnings (excluding steam-boat) ... Rs.	33,44,531	43,05,403	46,26,464	44,92,136	47,08,719	42,70,307	26,35,098	24,55,977
...	Working expenses ... Rs.	24,41,161	24,53,501	27,11,206	23,97,581	25,58,708	23,99,173	14,75,955	12,27,625
...	Net earnings ... Rs.	(b)14,03,370	18,51,902	19,15,258	20,94,555	21,49,951	18,71,134	14,01,936	14,45,410
...	Train mileage ... Train miles	1,562,305	1,691,066	1,775,233	1,761,474	1,826,933	17,82,179	1,124,676	897,239
...	Train mileage per mean mile worked ... Coaching	678	726	740	796	901	876	623	603
...	... Goods ...	811	806	869	800	755	729	593	807
...	Total ...	1,489	1,532	1,609	1,596	1,656	1,605	1,216	1,590
6	Percentage of net earnings (including steam-boat) on capital outlay ... Per cent.	(b)1.84	2.31	2.40	2.63	2.70	2.39	2.00	3.52
17	Percentage of working expenses on gross earnings (including steam-boat) ... Per cent.	63.39	56.99	58.60	53.37	54.34	56.18	51.29	45.93
9	<i>General.</i>								
...	Gross earnings (excluding steam-boat) per mean mile worked per week ... Rs.	141	150	161	157	164	148	110	186
33	<i>Coaching.</i>								
...	Average sum received for carrying a unit one mile—lowest class ... Pies	2.00	2.00	1.99	2.00	2.00	2.00	2.00	2.50
79	Average cost of hauling a coaching unit one mile, per passenger unit ... Pies	1.63	0.93	0.97	0.93	0.99	1.13	0.99	0.96
23	Coaching earnings per train-mile ... Rs.	2.78	2.90	2.96	2.72	2.49	2.22	2.01	2.94
77	Average cost of hauling a coaching train one mile ... Rs.	1.49	1.40	1.49	1.31	1.27	1.23	0.91	1.08
69	Percentage of freight upon capacity hauled—lowest class ... Per cent.	51.63	54.50	53.12	49.88	48.53	44.70	40.15	44.71
...	<i>Goods.</i>								
...	Average sum received for carrying a ton of general merchandise one mile ... Pies	8.46	8.1	8.87	(f)8.92	(f)9.09	(f)9.66	5.81	(g)9.00
...	Average sum received for carrying a ton of coal (public) one mile ... Pies	4.73	(h)5.64	(h)10.06	(h)11.65	(f)6.39	(f)4.24	2.81	(g)4.44
93	Average sum received for carrying a ton of goods (including stores and coal) one mile ... Pies	7.73	7.68	7.76	8.07	8.36	8.68	5.46	8.50
115	Average cost of hauling a ton of goods (including stores and coal) one mile ... Pies	5.67	5.09	5.19	4.69	4.70	4.81	2.84	4.16
91	Goods earnings per train-mile ... Rs.	2.09	2.18	2.24	2.31	2.44	2.50	2.47	3.08
113	Average cost of hauling a goods train one mile ... Rs.	1.53	1.45	1.50	1.34	1.37	1.39	1.29	1.50
104	Percentage of freight upon capacity hauled ... Per cent.	49.39	51.81	51.03	50.39	51.09	49.50	45.62	44.21
119	<i>Miscellaneous</i>								
...	Percentage of coaching traffic on gross earnings ... Per cent.	51.30	53.93	52.27	53.28	52.61	50.64	40.25	53.87

- (a) The first-half of the year has been taken for comparison as that is the slack season on this line, as is the second-half of a year on other lines.
 (b) South Indian railway only.
 (c) The decrease as compared with the previous corresponding half-year is due to certain credits.
 (d) Vide foot note (a) on page 1.
 (e) Including interest on capital during construction.
 (f) Excluding the Pondicherry and Karaikkal-Peralam railways.
 (g) Entire system.
 (h) No coal for the Public was carried on the Mayavaram-Mutpet railway.
 (i) Including the first six and the eleventh and twelfth items, the other items in this statement include the Dacca section.

Statement No. II.

Statement showing the cost of the several departments on the South Indian railway (including the Mayavaram-Mutpet, Pondicherry and Karaikkal-Peralam railways), during the second-half of each of the years 1893 to 1898, as compared with the costs on the Bengal and North-Western railway (including the Tirhoot section) for the second-half of 1898, and on the Eastern Bengal State railway, metre gauge section (including the Kanna-Dharla, 2' 6" gauge, branch), for the first-half (a) of 1898.

Item numbers of analysis.	Principal headings.	SOUTH INDIAN RAILWAY (INCLUDING THE MAYAVARAM-MUTPET, PONDICHERY AND KARAIKKAL-PERALAM RAILWAYS).						BENGAL AND NORTH-WESTERN RAILWAY (INCLUDING THE TIRHOOT SECTION).	EASTERN BEN- GAL STATE RAILWAY, METRE GAUGE SECTION (INCLUDING THE KAN- DIA-DHARLA, 2' 6" GAUGE, BRANCH).
		2nd-half 1893.	2nd-half 1894.	2nd-half 1895.	2nd-half 1896.	2nd-half 1897.	2nd-half 1898.	2nd-half 1898.	1st-half (a) 1898.
...	Total gross ton-mileage ... Ton-miles	241,656,468	267,106,622	288,997,408	284,685,206	290,079,405	277,907,683	202,586,331	153,362,914
...	<i>MAINTENANCE OF WAY, WORKS AND STATIONS.</i>								
...	Mean mileage maintained ... Miles	1,049.31	1,103.30	1,103.38	1,103.38	1,103.38	1,094.12	873.57	564.39
...	Total miles of track, including sidings ... Miles	1,169.27	1,240.31	1,242.23	1,243.93	1,244.65	1,236.87	998.90	663.43
...	<i>Maintenance and renewal of permanent-way.</i>								
132-b	Per mile of track, including sidings ... Rs.	354.35	238.83	321.71	163.46	361.41	211.50	202.72	256.62
...	<i>Total maintenance expenses.</i>								
137-a	Per mean mile of line maintained ... Rs.	598.99	455.06	567.99	414.62	553.60	408.13	493.31	670.18
137-b	Per mile of track, including sidings ... Rs.	537.54	404.79	504.50	367.77	490.77	361.02	435.79	570.18
137-d	Per 1,000 gross ton miles ... Rs.	2.60	1.88	2.17	1.60	2.10	1.61	2.15	2.39
123	Per cent. on gross earnings ... Per cent.	16.32	11.61	13.54	10.18	12.97	10.46	15.13	12.81
...	<i>LOCOMOTIVE EXPENSES.</i>								
...	<i>Fuel, average price.</i>								
...	Per ton ... Rs.	14.38	14.31	19.13	16.71	14.24	14.74	5.88	6.95
...	<i>Fuel, average quantity consumed (in terms of coal).</i>								
...	Per train-mile ... lbs.	36.30	37.25	29.12	29.96	32.64	30.53	28.19	27.32
...	Per 1,000 gross ton-miles ... lbs.	239.69	235.82	178.85	185.39	205.56	195.61	156.54	154.90
...	<i>Total locomotive expenses.</i>								
145-a	Per train-mile ... Annas	8.70	8.85	9.08	8.00	7.91	8.01	4.10	5.05
145-c	Per 1,000 gross ton-miles ... Rs.	3.51	3.50	3.49	3.10	3.11	3.21	1.42	1.79
124	Per cent. on gross earnings ... Per cent.	22.05	21.62	21.79	19.62	19.17	20.88	10.01	9.59
...	<i>Total locomotive expenses, excluding cost of fuel.</i>								
...	Per 1,000 gross ton-miles ... Rs.	2.01	1.99	1.96	1.72	1.79	1.92	1.01	1.31
...	Average miles run per locomotive per diem ... Miles	49.44	53.39	56.00	55.70	57.16	56.13	49.22	69.67
...	Percentage of locomotives constantly under repairs on the total stock on the list ... Per cent.	15.30	18.03	17.32	17.42	15.61	22.14	17.64	18.87
...	<i>CARRIAGE AND WAGON EXPENSES.</i>								
...	Total vehicle-miles run by home vehicles ... Vehicle-miles	29,081,621	30,369,444	31,723,269	31,413,012	35,148,092	33,698,189	26,092,701	22,420,359
...	<i>Total carriage and wagon expenses.</i>								
151-b	Per 1,000 vehicle-miles run by home vehicles ... Rs.	10.26	10.34	9.67	7.92	7.00	7.79	2.57	3.72
125	Per cent. on gross earnings ... Per cent.	7.75	7.26	6.63	5.54	5.23	6.15	2.33	2.83
...	Percentage of 3rd or lowest class coaching vehicles constantly under repairs on the total stock on the list ... Per cent.	12.13	12.65	(b)25.92	(b)11.90	(b)9.41	(b)8.67	(b)7.79	(b)9.61
...	Percentage of goods stock constantly under repairs on the total stock on the list ... Per cent.	11.28	9.34	9.98	6.01	5.87	5.00	6.13	6.57
...	<i>TRAFFIC EXPENSES.</i>								
...	<i>Station and train staff.</i>								
153-a	Cost of station staff per total train-mile ... Annas	1.59	1.54	1.49	1.59	1.59	1.64	1.42	2.97
154-a	Cost of train staff per total train-mile ... Annas	0.32	0.33	0.32	0.39	0.38	0.38	0.52	0.47
...	<i>Total traffic expenses.</i>								
162-a	Per total train-mile ... Annas	3.43	3.40	3.43	3.85	3.79	3.73	3.72	5.03
126	Per 1,000 gross ton-miles ... Rs.	1.39	1.35	1.32	1.49	1.49	1.50	1.29	1.78
...	Percentage of traffic expenses on gross earnings (excluding steam-boat) ... Per cent.	8.71	8.30	8.23	9.45	9.19	9.74	9.91	10.32
...	<i>GENERAL CHARGES.</i>								
173-a	Per total train-mile ... Annas	3.02	2.91	3.13	2.96	2.80	2.85	3.08	2.97
127	Percentage of general charges on gross earnings (excluding steam-boat) ... Per cent.	7.65	7.10	7.52	7.27	6.78	7.44	8.23	5.33
...	<i>APPENDIX II OF ANALYSIS.</i>								
...	Percentage of empty home vehicle-mileage on total home vehicle-mileage on home line ... Per cent.	14.52	13.96	15.67	14.36	11.33	11.20	21.79	18.47

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