C.F. 73.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

R. K
Scott.

Please note that G.O. No: 1413-R of 19th September 1890 has since been put up for C. No. 9997.-

DK. 20/10

DF 25-10-90

Noted
Lo 27/10

Public Works (~~1900~~) Department.

RAILWAY BRANCH.

G.O., No. 1418 Ry

DATED 20th September 1890

[Despatch Abstract.]

Note on the Capital and Revenue accounts of the Madras Railway for the half year ending 31st December 1889.—Letter from the Govt of India forwarding a—by the Director-Genl of Railways, Communicated to the Consulting Engineer for Railways.

Indexed.

P. W. Ry. 1,000—7-2-00.

BACK PAPERS.

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

FURTHER PAPERS.

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

21st April 1890, No. $\frac{2}{553}$ R., Public Works.

PUBLIC WORKS DEPARTMENT.

Letter—to

The Right Honorable the SECRETARY of STATE for INDIA.

My Lord,

We have the honor to forward a copy of our Proceedings, No. 553 R., dated 21st April 1890, embodying a brief note on the Revenue Account of the Madras Railway for the second half of 1889.

We have the honor to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) CONNEMARA.

(„) C. G. ARBUTHNOT.

(„) H. E. STOKES.

(„) J. H. GARSTIN.

Ootacamund,
21st April 1890.

Exd. L. Passaigne.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. $\frac{2}{553\ R.}$, dated 21st April 1890.

Forwarding brief note on the Revenue Account for the second half of 1889, Madras Railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 1st April 1890, No. 234.

Brief note on the Revenue Account, Madras Railway, for the half-year ended the 31st December 1889.

The following table shows in one view the principal features of the working during the last five half-years :—

—		1887.	1888.		1889.	
		Second half.	First half.	Second half.	First half.	Second half.
Average miles open		NO. 830	NO. 839	NO. 839	NO. 839	NO. 839
Gross earnings		RS. 39,99,958	RS. 42,62,361	RS. 42,68,693	RS. 45,06,348	RS. 46,04,547
Working expenses		26,55,281	24,88,737	25,20,672	25,38,732	28,33,742
Profits		13,44,677	17,73,624	17,48,021	19,67,616	17,70,805
Gross earnings per mile per week		183·34	195·39	193·56	207·72	208·79
Percentage of expenses to receipts		66·38	58·39	59·05	56·34	61·54
Train miles		NO. 1,160,202	NO. 1,189,116	NO. 1,201,920	NO. 1,192,742	NO. 1,178,155
Earnings per train mile		RS. 3·447	RS. 3·584	RS. 3·551	RS. 3·778	RS. 3·908
Passenger traffic (excluding troops and police)—						
Number ..	First class	NO. 6,075	NO. 6,188	NO. 6,336	NO. 6,344	NO. 6,857
	Second class	17,176	19,511	19,769	19,815	18,464
	Third ,,	3,372,118	3,722,662	3,948,233	4,195,067	4,214,288
	Total	3,395,369	3,748,361	3,974,338	4,221,226	4,239,609
Receipts ..	First class	RS. 80,784	RS. 83,041	RS. 76,157	RS. 90,266	RS. 69,977
	Second class	63,100	67,808	66,082	74,356	66,155
	Third ,,	11,61,834	12,48,332	13,33,422	13,56,044	13,91,109
	Total	13,05,718	13,99,181	14,75,661	15,20,666	15,27,241
Goods traffic (excluding railway materials, military stores and coal)—						
Tons lifted		NO. 352,892	NO. 356,047	NO. 366,517	NO. 366,254	NO. 420,929
Ton mileage		51,812,961	51,034,685	53,923,367	56,504,650	61,182,689
Receipts		RS. 21,14,678	RS. 21,10,793	RS. 22,23,566	RS. 23,52,494	RS. 24,84,280

2. The gross earnings exceed those of the corresponding period of 1888 by upwards of $3\frac{1}{4}$ lakhs, the improvement being mainly due to the steady development of goods traffic.

3. The working expenses, which include abnormal items amounting to Rs. 3,10,994 on account of the reconstruction of the Chitrávati and Pennér bridges, laying new permanent-way over Tungabhadra bridge, repairs to certain bridges damaged by flood, and a large transfer from Capital for the Calicut extension, show an increase of

rather more than 3 lakhs of rupees over the corresponding period of 1888, and the percentage of expenses to receipts is consequently increased from 59·05 to 61·54.

4. The train mileage shows a decrease, but the earnings per train mile show an improvement.

5. The increased earnings as compared with the second half of 1888 are made up as follows :—

	Increase.	Decrease.
	Rs.	Rs.
Passengers (excluding troops and police)	51,580	...
Other items of coaching traffic	...	17,712
General merchandise	2,60,714	...
Other items of goods traffic	35,982	...
Electric telegraph and sundries	5,290	...
Total	3,53,566	17,712
Increase	3,35,854	

The decrease under "Other items of coaching traffic" is due to the smaller movements of "Troops and Police."

6. The increased working expenses are made up as follows :—

	Increase.	Decrease.
	Rs.	Rs.
Maintenance	1,29,579	...
Locomotive	95,627	...
Carriage and wagon	70,208	...
Traffic	995	...
General charges	21,130	...
Special and miscellaneous charges	...	4,469
Total	3,17,539	4,469
Increase	3,13,070	

7. The excess under "Maintenance" is due to the sum of Rs. 1,64,596 on account of the Calicut extension being transferred from Capital to Revenue; that under "Locomotive" to the increased cost and consumption of "Patent fuel," "Loss by exchange," and "Carriage of Revenue stores." The excess under "Carriage and wagon" is due to the collection of materials for the construction of goods vehicles and "Loss by exchange;" that under "Traffic" is due to the purchase of clothing; and that under "General" to the increased establishment under Agent, Audit, Police, and Telegraph. The decrease under "Special and miscellaneous" is due to less expenditure incurred on goods lost or damaged, and to a recovery under "Law charges."

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

Order—dated 21st April 1890, No. 553 R., Public Works.

Ordered to be forwarded to the Director-General of Railways and to the Secretary of State.

(Here enter No. 554 R., dated 21st April 1890.)

(True Extract.)

(Signed) SIDNEY SMITH, Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

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

Endorsement—dated 21st April 1890, No. 554 R., Public Works.

Forwarded.

(By Order.)

SIDNEY SMITH, Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

Exd. L Passaigne.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated April, 21*st.*

Recd. *Encl.*

G.O., 21st April 1890, Nos. 553, 554 R.

APRIL.

Madras Railway Revenue Account for the 2nd half of 1889

Forwarding brief note on the —.

Appendix A to the Note by the Director General of Railways on the Capital and Revenue Accounts of the Madras Railway, for the half-year ended the 31st of December 1889.

Statement showing, in comparison, the gross earnings and working expenses, &c., on the following Railways, for the half-year ended the 31st of December 1889.

Railways.	Gross earnings.	Working expenses.	Percentage of working expenses upon gross earnings.	Gross earnings (excluding Steam-boat) per mean mile open per week.	Working expenses (excluding Steam-boat Service) per train-mile.	Mean mileage worked.
	Rs.	Rs.		Rs.	Rs.	Miles.
Madras	46,04,547	28,33,742	61·54	211·01	2·41	839·30
Rajputana-Malwa . .	84,04,259	41,69,782	49·62	194	1·55	1,669·57
North Western and Branches (excluding Military lines)	(*a*)1,27,42,281	(*b*)72,63,475	(*c*) 57·00	300	(*c*) 2·10	(*d*)1,635·91
Oudh and Rohilkhand .	34,38,942	16,31,925	47·45	191	1·54	692·55
South Indian . . .	(*e*)28,37,527	(*f*)18,84,234	(*e*)&(*f*)66·40	(*g*) 167	(*f*) 1·51	654·59
Great Indian Peninsula (including Branches) . .	1,49,17,624	(*h*) 88,78,254	(*c*) 59·52	398	(*c*) 2·40	1,441·83
Bombay, Baroda and Central India (including the Patri branch) . . .	53,83,336	26,82,186	49·82	449	2·62	460·90
Bengal and North-Western .	8,99,709	5,56,542	61·86	83	1·49	376·00

(*a*) Includes Rs. 91,049 on account of the Rajpura-Bhatinda railway from the 13th of October to the 31st of December 1889.
(*b*) Includes Rs. 55,405 on account of rent of leased lines, and Rs. 50,077 on account of the Rajpura-Bhatinda railway from the 13th of October to the 31st of December 1889.
(*c*) Calculated upon total working expenses, including rent of leased lines.
(*d*) Includes 13 miles of the East Indian railway worked over by the North Western railway.
(*e*) Includes the amount received for working the Pondicherry railway.
(*f*) Includes the cost of working the Pondicherry railway.
(*g*) Calculated upon the mileage (654·59 miles) of the South Indian railway only.
(*h*) Includes Rs. 1,39,175 on account of rent of leased lines.

Appendix B to the Note by the Director General of Railways on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st of December 1889.

Statement showing, in comparison, the cost of supervision, &c., in the several Departments, on the following Railways, for the half-year ended the 31st of December 1889.

Principal Headings.		Madras.	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	South Indian (including Pondicherry).	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including the Patri branch).	Bengal and North-Western.
MAINTENANCE OF WAY, WORKS, AND STATIONS.									
Engineers' salaries and allowances.									
Per mean mile of line maintained	Rs.	72·33	45·92	41·34	37·33	63·13	69·20	75·83	37·92
„ mile of track, including sidings	„	60·96	40·21	34·43	32·04	56·42	47·58	56·15	34·26
Subordinate Superintendents' salaries and allowances, including overtime.									
Per mean mile of line maintained	Rs.	43·67	29·59	49·61	38·43	38·84	48·58	109·13	34·37
„ mile of track, including sidings	„	36·80	25 92	41·32	32·98	34·71	33·41	80·81	31·07
Office Expenses.									
Per mean mile of line maintained	Rs.	37·12	19·66	20·75	24·60	30·67	32·11	53·11	17·97
„ mile of track, including sidings	„	31·28	17·22	17·29	21·11	27·41	22·08	39·33	16·24
Maintenance and Renewal of Permanent-way.									
Per mean mile of line maintained	Rs.	292·98	185·07	1,101·28	383·91	535·00	798·86	863·21	125·16
„ mile of track, including sidings	„	246·90	162·02	917·28	329·47	478·14	549·33	639·20	113·13
Total Maintenance.									
Per mean mile of line maintained	Rs.	1,030·06	405 78	1,615·16	608·18	982·04	1,586·81	1,810·48	319·82
„ mile of track, including sidings	„	868·07	355·40	1,345·30	521·93	877·67	1,091·16	1,340·63	289·07
MEAN MILEAGE MAINTAINED	Miles	839·30	1,669·57	1,622·91	692·55	662·44	1,446 67	460·90	376 00
TOTAL MILES OF TRACK, INCLUDING SIDINGS	Miles	995·92	1,906·26	1,948·46	806·99	741·21	2,103·79	622·44	416 00
LOCOMOTIVE EXPENSES.									
Salaries of Superintendents and Assistants, including allowances.									
Per engine-mile	Annas	0·16	0 23	0·14	0·18	0·15	0·13	0·20	0·23
Salaries of Subordinate Superintendents, including allowances.									
Per engine-mile	Annas	0·25	0·26	0·23	0·18	0·26	0·30	0 26	0·32
Office Expenses.									
Per engine-mile	Annas	0·17	0·34	0·26	0·25	0·22	0·25	0·33	0·21
Wages of drivers and firemen, including overtime.									
Per engine-mile	Annas	1·57	1·69	1·71	0·82	1·13	2·38	1·94	1·08
Fuel, average cost.									
Per engine-mile	Annas	3·95	3·86	3·55	2·00	2·92	3·95	4·49	1·99
„ 1,000 gross ton-miles	Rs.	1·03	1·41	0·68	0·58	1·36	1·06	0·96	0·76
Fuel, average quantity consumed.									
Per engine-mile	lbs.	(b)95·60	(a) 25·33	(a) 40·66	(a) 34·16	(a) 24·66	(a) 44·96	(a) 35·68	(a) 24·00
„ 1,000 gross ton-miles	„	(b) 399·98	(a)147·25	(a) 124·42	(a) 157·77	(a) 183·05	(a) 193·81	(a) 122·57	(a) 147·35
Maintenance and Renewals.									
Per engine-mile	Annas	2·72	1·35	2·75	1·20	1·73	2·34	2·41	0·66
Total Locomotive Expenses.									
Per engine-mile	Annas	10·52	8·91	10·10	5·73	8·08	12·43	12 73	5·15
TOTAL ENGINE-MILEAGE	Engine-miles	1,387,136	3,029,032	(c) 3,817,818	1,307,127	1,236,979	4,199,318	1,127,472	387,293
TOTAL GROSS TON-MILEAGE	Ton-miles	331,538,251	521,016,768	1,247,658,033	283,012,633	166,654,707	974,130,907	328,201,955	63,094,852

(a) In terms of coal.
(b) In terms of wood.

Appendix B to the Note by the Director General of Railways on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st of December 1889.

Statement showing, in comparison, the cost of supervision, &c., in the several Departments, on the following Railways, for the half-year ended the 31st of December 1889.

Principal Headings.		Madras.	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	South Indian (including Pondicherry).	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including the Patri branch).	Bengal and North-Western.
MAINTENANCE OF WAY, WORKS, AND STATIONS.									
Engineers' salaries and allowances.									
Per mean mile of line maintained	Rs.	72·33	45·92	41·34	37·33	63·13	69·20	75·83	37·92
„ mile of track, including sidings	„	60·96	40·21	34·43	32·04	56·42	47·58	56·15	34·26
Subordinate Superintendents' salaries and allowances, including overtime.									
Per mean mile of line maintained	Rs.	43·67	29·59	49·61	38·43	38·84	48·58	109·13	34·37
„ mile of track, including sidings	„	36·80	25·92	41·32	32·98	34·71	33·41	80·81	31·07
Office Expenses.									
Per mean mile of line maintained	Rs.	37·12	19·66	20·75	24·60	30·67	32·11	53·11	17·97
„ mile of track, including sidings	„	31·28	17·22	17·29	21·11	27·41	22·08	39·33	16·24
Maintenance and Renewal of Permanent-way.									
Per mean mile of line maintained	Rs.	292·98	185·07	1,101·28	383·91	535·00	798·86	863·21	125·16
„ mile of track, including sidings	„	246·90	162·02	917·28	329·47	478·14	549·33	639·20	113·13
Total Maintenance.									
Per mean mile of line maintained	Rs.	1,030·06	405·78	1,615·16	608·18	982·04	1,586·81	1,810·48	319·82
„ mile of track, including sidings	„	868·07	355·40	1,345·30	521·93	877·67	1,091·16	1,340·63	289·07
MEAN MILEAGE MAINTAINED	Miles	839·30	1,669·57	1,622·91	692·55	662·44	1,446·67	460·90	376·00
TOTAL MILES OF TRACK, INCLUDING SIDINGS	Miles	995·92	1,906·26	1,948·46	806·99	741·21	2,103·79	622·44	416·00
LOCOMOTIVE EXPENSES.									
Salaries of Superintendents and Assistants, including allowances.									
Per engine-mile	Annas	0·16	0·23	0·14	0·18	0·15	0·13	0·20	0·23
Salaries of Subordinate Superintendents, including allowances.									
Per engine-mile	Annas	0·25	0·26	0·23	0·18	0·26	0·30	0·26	0·32
Office Expenses.									
Per engine-mile	Annas	0·17	0·34	0·26	0·25	0·22	0·25	0·33	0·21
Wages of drivers and firemen, including overtime.									
Per engine-mile	Annas	1·57	1·69	1·71	0·82	1·13	2·38	1·94	1·08
Fuel, average cost.									
Per engine-mile	Annas	3·95	3·86	3·55	2·00	2·92	3·95	4·49	1·99
„ 1,000 gross ton-miles	Rs.	1·03	1·41	0·68	0·58	1·36	1·06	0·96	0·76
Fuel, average quantity consumed.									
Per engine-mile	lbs.	(*b*)95·60	(*a*) 25·33	(*a*) 40·66	(*a*) 34·16	(*a*) 24·66	(*a*) 44·96	(*a*) 35·68	(*a*) 24·00
„ 1,000 gross ton-miles	„	(*b*) 399·98	(*a*)147·25	(*a*) 124·42	(*a*) 157·77	(*a*) 183·05	(*a*) 193·81	(*a*) 122·57	(*a*) 147·35
Maintenance and Renewals.									
Per engine-mile	Annas	2·72	1·35	2·75	1·20	1·73	2·34	2·41	0·66
Total Locomotive Expenses.									
Per engine-mile	Annas	10·52	8·91	10·10	5·73	8·08	12·43	12·73	5·15
TOTAL ENGINE-MILEAGE	Engine-miles	1,387,136	3,029,032	(*c*) 3,817,818	1,307,127	1,236,979	4,199,318	1,127,472	387,293
TOTAL GROSS TON-MILEAGE	Ton-miles	331,538,251	521,016,768	1,247,658,033	283,012,633	166,654,707	974,130,907	328,201,955	63,094,852

(a) In terms of coal.
(b) In terms of wood.

Appendix B—*continued.*

Statement showing, in comparison, the cost of supervision, &c.,—continued.

Principal Headings.		Madras.	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	South Indian (including Pondicherry).	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including the Patri branch).	Bengal and North-Western.
CARRIAGE AND WAGON EXPENSES.									
Salaries of Superintendents, including allowances.									
Per 1,000 vehicle-miles run by home vehicles (*a*)	Rs.	0·23	0·11	0·12	0·14	0·14	0·20	0·20	0·21
Salaries of Subordinate Superintendents, including allowances.									
Per 1,000 vehicle-miles run by home vehicles (*a*)	Rs.	0·36	0·20	0·19	0·04	0·23	0·32	0·41	0·28
Office Expenses.									
Per 1,000 vehicle-miles run by home vehicles (*a*)	Rs.	0·24	0·28	0·20	0·20	0·19	0·31	0·36	0·19
Repairs and Renewals of vehicles and machinery.									
Coaching vehicles (Wages, including overtime and materials).									
Per 1,000 vehicle-miles run by home vehicles (*b*)	Rs.	6·30	6·04	11·33	5·92	6·17	14·91	10·10	1·36
Goods vehicles (Wages, including overtime and materials).									
Per 1,000 vehicle-miles run by home vehicles (*c*)	Rs.	14·90	5·32	4·10	3·37	5·71	9·14	7·35	1·43
Total Carriage and Wagon Expenses.									
Per 1,000 vehicle-miles run by home vehicles (*a*)	Rs.	14·78	7·51	7·99	5·56	7·77	15·65	11·11	3·00
TOTAL VEHICLE-MILES RUN BY HOME VEHICLES FOR	(*a*)	24,804,937	61,654,454	85,070,144	24,823,198	21,087,602	63,950,604	25,199,806	8,875,579
COACHING VEHICLE-MILES FOR	(*b*)	9,749,592	21,036,195	(*d*)	9,105,251	9,175,549	23,566,332	8,037,721	4,254,817
GOODS VEHICLE-MILES FOR	(*c*)	15,055,345	40,618,259	(*d*)	15,717,947	11,912,053	40,384,272	17,162,085	4,620,762

(*d*) Information not furnished.

Principal Headings.		Madras.	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	South Indian (including Pondicherry).	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including the Patri branch).	Bengal and North-Western.
TRAFFIC EXPENSES.									
Salaries of Traffic Managers, &c., including travelling allowances.									
Per mean mile worked	Rs.	38·70	(*a*) 40·50	42·83	41·86	(*b*) 25·85	56·49	73·99	27·68
„ total train-mile	Annas	0·44	0·41	0·33	0·44	0·29	0·35	0·53	0·49
„ cent. of total traffic earnings		0·72	0·83	0·56	0·88	0·66	0·55	0·65	1·35
Office Establishment and Contingencies.									
Per mean mile worked	Rs.	30·41	(*a*) 32·47	31·89	28·48	(*b*) 15·72	41·55	33·35	10·46
„ total train-mile	Annas	0·35	0·33	0·24	0·30	0·17	0·26	0·23	0·18
„ cent. of total traffic earnings		0·57	0·66	0·42	0·60	0·40	0·41	0·29	0·52
Station Staff.									
Per total train-mile	Annas	2·57	1·73	2·00	2·32	1·81	2·55	3·10	1·44
„ cent. of total traffic earnings		4·21	3·51	3·44	4·66	4·20	4·01	3·80	3·98
Train Staff.									
Per total train-mile	Annas	0·63	0·63	0·82	0·70	0·36	1·43	0·55	0·52
Total Traffic Expenses.									
Per mean mile worked	Rs.	478·90	410·87	543·55	505·23	371·11	913·70	803·81	266·45
„ total train-mile	Annas	5·46	4·08	4·12	5·29	3·77	5·69	5·73	4·70
„ cent. of total traffic earnings		8·94	8·27	7·10	10·62	8·74	8·94	7·02	13·03
TOTAL TRAIN-MILEAGE	Train-miles	1,178,155	2,687,527	3,453,148	1,058,838	1,042,003	3,705,183	1,033,915	340,667
TOTAL TRAFFIC EARNINGS	Rs.	44,94,142	82,89,962	1,25,18,851	32,94,135	28,13,192	1,47,36,391	52,73,307	7,68,817

(*a*) Includes expenses for working the Gaekwar's Mehsana State railway, the mean mileage (27·73 miles) of which has been added to that of the Rajputana-Malwa State railway in arriving at these results.
(*b*) Includes the expenditure incurred by the South Indian railway in working the Villupuram-Guntakal railway, Nellore Branch, the mean mileage (82·94 miles) of which has been added to that of the South Indian railway in arriving at these results.

Appendix B—*concluded.*

Statement showing, in comparison, the cost of supervision, &c.—concluded.

Principal Headings.		Madras.	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	South Indian (including Pondicherry).	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including the Patri branch).	Bengal and North-Western.
GENERAL CHARGES.									
Controlling Office, including travelling allowances and contingencies.									
Per mean mile worked	Rs.	28·60	(*a*) 17·26	29·01	31·82	(*b*) 27·50	30·95	37·30	65·87
„ total train-mile	Annas	0·33	0·17	0·22	0·33	0·30	0·19	0·27	1·16
„ cent. on total earnings		0·52	0·35	0·37	0·64	0·69	0·30	0·32	2·75
Audit, Accounts and Pay, including travelling allowances and contingencies.									
Per mean mile worked	Rs.	83·64	(*a*) 63·35	88·21	107·28	(*b*) 65·62	108·22	149·92	75·20
„ total train-mile	Annas	0·95	0·65	0·67	1·12	0·72	0·67	1·07	1·33
„ cent. on total earnings		1·52	1·28	1·13	2·16	1·65	1·05	1·28	3·14
Stores, including travelling allowances and contingencies.									
Per mean mile worked	Rs.	13·50	(*a*) 20·81	22·61	18·99	(*b*) 17·41	36·53	62·00	13·22
„ total train-mile	Annas	0·15	0·21	0·17	0·20	0·19	0·23	0·44	0·23
„ cent. on total earnings		0·25	0·42	0·29	0·38	0·44	0·35	0·53	0·55
TOTAL EARNINGS	Rs.	46,04,547	84,04,259	1,27,42,281	34,38,942	28,44,736	1,49,17,624	53,83,336	8,99,709

(*a*) Includes expenses for working the Gaekwar's Mehsana State railway, the mean mileage (27·73 miles) of which has been added to that of the Rajputana-Malwa State railway in arriving at these results.
(*b*) Includes the expenditure incurred by the South Indian railway in working the Villupuram-Guntakal railway, Nellore Branch, the mean mileage (52·94 miles) of which has been added to that of the South Indian railway in arriving at these results.

Government of India Central Printing Office—No. 48 D. G. R.—16-8-90—60—F. A. B.

Note by the Director General of Railways on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1889.

CAPITAL.

Statements Nos. V and VI.—The capital expenditure for the half-year amounted to Rs. 8,93,854, incurred chiefly on the reconstruction of the Pennór and Chitrávati bridges. The total capital outlay, including suspense, from the commencement of operations to the end of the half-year under review amounted to Rs. 11,63,84,603 (*a*), and excluding suspense, to Rs. 11,42,76,811, which gives an average cost of Rs. 1,36,157 per mile open.

REVENUE.

GENERAL RESULTS.

	2nd half of 1888.	2nd half of 1889.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean mileage worked	839·27	839·30	+0·03	...
Train-mileage	1,201,920	1,178,155	—23,765	—1·98
	No.	No.	No.	
Average number of trains over whole line daily in both directions ...	7·78	7·63	—0·15	—1·93
	Rs.	Rs.	Rs.	
Gross earnings	42,68,692	46,04,547	+3,35,855	+7·87
Working expenses	25,20,671	28,33,742	+3,13,071	+12·42
Net earnings ...	17,48,021	17,70,805	+22,784	+1·30
Percentage of working expenses to gross earnings	59·05	61·54	+2·49	...
Percentage of net earnings on capital outlay, including suspense ...	1·51	1·52	+0·01	...

(*a*) Figures taken from the Administration report for 1889-90, Part I.

The gross earnings per mean mile worked per week amounted to Rs. 211 against Rs. 196, and were realised at a cost of 61·54 per cent. against 59·05 per cent. in the corresponding period of 1888.

The percentage of working expenses to gross earnings for the year 1889 was 58·97 against 58·72 for 1888.

The net earnings fell short of the guaranteed interest for the half-year by Rs. 10,77,790.

GROSS EARNINGS.

	2nd half of 1888.	2nd half of 1889.	DIFFERENCE.	
			Amount.	Per cent.
	Rs.	Rs.	Rs.	
Coaching	17,93,220	18,27,088	+33,868	+ 1·89
Goods	23,70,357	26,67,054	+2,96,697	+12·52
Electric telegraph	8,942	9,512	+570	+ 6·37
Sundries	96,173	1,00,893	+4,720	+ 4·91
TOTAL ...	42,68,692	46,04,547	+3,35,855	+ 7·87

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:—

	1ST CLASS.		2ND CLASS.		3RD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		Rs.		Rs.		Rs.		Rs.
2nd half of 1888	9,246	88,529	31,948	91,086	4,099,039	13,63,578	4,140,233	15,43,193
2nd half of 1889	9,071	76,705	32,887	80,640	4,393,681	14,14,755	4,435,639	15,72,100
Increase	...	...	939	...	294,642	51,177	295,406	28,907
Decrease	175	11,824	...	10,446	...	...	...	...

The decrease in the first class receipts is attributable to the reduction from 1st July 1889, of the first class fare from 18 to 12 pies per mile. The decreased rate, it is stated, has failed in attracting to any appreciable extent, the better class of natives for whom it was intended.

The increase in numbers carried and decrease in earnings in the second class may be traced to the suppression of return tickets, the reduction of the single journey fare from 7 to 6 pies per mile, which was introduced from the 1st of July, and to large refunds of overcharges in previous periods on account of the military traffic.

The 3rd class passenger traffic has increased owing to the additional facilities afforded for travelling.

There was a falling off in the festival (mela) traffic in consequence of the withdrawal of return tickets and to the fact that there were no large festivals during the half-year.

There was an increase of Rs. 3,711 under "Passengers' luggage"; a decrease of Rs. 4,692 under "Military baggage"; and an increase of Rs. 7,155 under "Special trains".

The earnings from "Parcels for the public" were Rs. 1,22,052 or Rs. 820 less than those of the corresponding half-year, but with this exception, the earnings were higher than in the 2nd half of any year since 1885.

Abstract I.—Goods Traffic.—The "General merchandise" traffic exhibited a large increase; the tonnage lifted being 420,929 against 366,517 in the 2nd half of 1888 or an increase of 14·85 per cent.; the ton mileage 61,182,689 against 53,923,367 or an increase of 13·46 per cent.; and the earnings Rs. 24,84,280 against Rs. 22,23,566 or an increase of 11·73 per cent. The average rate charged per ton per mile was pies 7·79 against pies 7·92.

The following is an abstract of the chief fluctuations in the principal commodities carried during the 2nd half of 1889 as compared with the corresponding half of 1888:—

Commodities.	Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.
Coal and coke	5,772	31,296	...	...
Cotton, raw	4,021	50,673	...	...
Dyes and tans	...	...	981	18,405
Grain	11,806	63,520	...	...
Hides and skins	...	...	746	14,346
Oil seeds	10,896	37,869	...	...
Railway plant and rolling stock	24,202	1,12,036	...	...
Sugar	2,628	14,941	...	...

Coal and coke.—The increase was due to larger exports of coal and patent fuel from Madras to Kólár Road and Kámasamudram (the principal stations for the gold fields), and of charcoal from Sámalpati to North Arcot.

Cotton, raw.—The total quantity of cotton carried over the whole system was 13,173 tons, yielding an earning of Rs. 1,66,786 against 9,152 tons and an earning of Rs. 1,16,113 in the corresponding previous half-year. The percentage of pressed cotton was 76, and the rate per ton lifted Rs. 12·66 against Rs. 12·69.

Dyes and tans.—The decrease was due to smaller despatches of Myrobolams from Salem, Cuddapah and Bangalore City to Madras, from the Coimbatore district to Madras, and smaller despatches of tanning bark from the Southern Maharatta and Great Indian Peninsula railways and from Gooty to Madras.

Grain.—The total quantity of grain carried over the whole system was 122,061 tons, yielding a revenue of Rs. 5,74,152 against 110,255 tons and a revenue of Rs. 5,10,632 or an increase of 10·71 per cent. in weight and 12·44 per cent. in revenue. The increase was due to larger exports from Bangalore City station, partially owing to the unfavourable season which prevailed in several districts. The average receipt per ton lifted was Rs. 4·70 against Rs. 4·63.

Hides and skins.—The decrease was due to smaller exports of sheep skins from Madras to North Arcot and from the Great Indian Peninsula railway and Bangalore Cantonment to Madras.

Oil seeds.—The increase was due to larger exports of til or gingelli seeds from Bangalore City to the Salem district, from the Mysore State railway, Tirupúr, and Erode to Madras; larger exports of castor seeds from Cuddapah to Madras, Mórappúr to the Salem district; and larger exports of other oil seeds from North Arcot, Coimbatore and Cuddapah to Madras, and from Madras to the Mysore dominions, and from Bangalore City to the Salem district.

Railway plant and rolling stock.—The increase was due to larger exports of railway materials from Madras to Kátpádi and Rénigunta for the Villupuram-Guntakal State railway.

Sugar.—The increase was due to larger exports of undrained sugar from Kátpádi to Madras, from the Southern Mahratta railway to the Great Indian Peninsula railway and from Kólár Road to North Arcot.

Under "Revenue stores" there was an increase of Rs. 14,955 in earnings but a decrease in weight of 39,429 tons.

Abstract K.—Sundries.—The net increase under this abstract was Rs. 4,720, which was practically obtained by the increase under "Sale of Revenue stores—Carriage and wagon" of Rs. 12,618, counterbalanced by the decreases under the following heads:—

	Rs.
Hire of locomotives	3,707
Rents of stations, &c., jointly occupied	4,828

Working Expenses.

	2nd half of 1888.		2nd half of 1889.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	7,34,951	17·22	8,64,530	18·78	+1,29,579	+17·63
Locomotive	8,16,382	19·13	9,12,010	19·81	+95,628	+11·71
Carriage and wagon	2,96,441	6·94	3,66,649	7·96	+70,208	+23·68
Traffic	4,00,946	9·39	4,01,941	8·73	+995	+0·25
General	2,46,050	5·76	2,67,180	5·80	+21,130	+8·59
Special and miscellaneous	25,901	0·61	21,432	0·46	−4,469	−17·26
Total ...	25,20,671	59·05	28,33,742	61·54	+3,13,071	+12·42

Abstract A.—Maintenance of Way, Works and Stations.—The increase under this head was principally made up of the following items:—

	Rs.
Permanent-way	−38,432
Bridges	−4,531
Stations	+1,87,556
Loss by exchange	−25,215

Under "Permanent-way," the decrease was due to reduction in the cost of materials, the issue rate of these stores having been reduced in the past half-year, and to a credit of Rs. 23,818 having been given for the value of the materials returned to stock from the Calicut extension.

The decrease under "Bridges" was due to less work. Under "Stations" there was a large increase due to the transfer from Capital to Revenue of a portion of the expenditure on the Calicut extension.

The decrease under "Loss by exchange" was due to the issue of a smaller quantity of English stores, and to a higher rate of exchange.

The following abnormal expenditure was incurred during the half-year under review:—

	Rs.
Reconstruction of the Chitrávati and Pennér bridges ...	1,14,731
Laying new permanent way over the Tungabhadra bridge ...	29,395
Repairs to break at 266 miles and to bridge at $\frac{259}{10}$ miles, North West line	2,272
Calicut extension transferred from Capital to Revenue after crediting Rs. 29,728 for stores returned to stock ...	1,64,596

An increased expenditure of Rs. 6,319 was incurred under carriage of "Revenue stores."

The number of rails renewed with 75 lbs. steel rails during the half-year was 7,492.

The cost of maintaining a mile of single track, including sidings, compares as follows:—

	2nd half of 1888.	2nd half of 1889.
	Rs.	Rs.
Inclusive of extraordinary charges	741·56	868·07
Exclusive of extraordinary charges	609·42	555·81

Abstract B.—Locomotive Expenses.—The excess under this head was mainly accounted for by an increase of Rs. 58,753 under "Fuel", and an increase of Rs. 27,651 under "Unclassified expenditure". The increase under "Fuel" was due partly to the issue price of patent fuel having been raised from Rs. 17 to Rs. 25 per ton, on account of the enhancement in the English cost and in freight, and partly owing to the partial failure of the wood supply, patent fuel had to be used to a larger extent and over districts where such has not hitherto been the case. The increase under "Unclassified expenditure" occurred against loss by exchange, Rs. 16,991 and against "Carriage of Revenue Stores," Rs. 10,660. The increase under the latter head was due to the failure of the firewood supply on the Jalárpet District, almost the whole of the fuel used on that and on the Bangalore district having had to be brought from Salem.

There was an increase also in fuel consumption, notwithstanding a reduction in the train mileage of 23,765 miles which was due to heavier loads having been hauled by goods engines.

The cost of the department per train-mile was annas 12·39 against annas 10·87, and per engine-mile annas 10·52 against annas 9·28.

Abstract C.—Carriage and Wagon Expenses.—The increase under this head was Rs. 70,208. The noticeable variation was a large increase of Rs. 65,030 in "Materials" under "Goods vehicles," the number of goods vehicles repaired and renewed during the half-year under review being respectively 1,768 and 106 against 1,120 and 26 in the 2nd half of 1888; a sum of Rs. 9,345 being the cost of 40 sets of iron-work constructed for covered goods wagons was also taken into account. The carriage and wagon expenses per train mile were annas 4·98 against annas 3·94 and per 1,000 vehicle miles run by home vehicles Rs. 14·78 against Rs. 12·10 in the corresponding half of 1888.

Abstract D.—Traffic Expenses.—The increases and decreases under the several items in this abstract are small and call for no special remarks.

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

	2nd half of 1888.	2nd half of 1889.	Difference.	
	Tons.	Tons.	Tons.	Per cent.
Tonnage of goods	544,249	564,633	+ 20,384	+ 3·75
	Ton-miles.	Ton-miles.	Ton-miles.	
Ton-mileage of goods ...	58,354,177	67,270,823	+8,916,646	+ 15·28
	Rs.	Rs.	Rs.	
Station staff	1,89,968	1,89,220	— 748	— 0·39
Train staff	44,841	46,395	+ 1,554	+ 3·47

The total cost of the department averaged annas 5·46 against annas 5·34 per train-mile in the corresponding half of 1888.

Abstract E.—General Charges.—The increases were chiefly as follows:—Agent and Manager's office, Rs. 2,167, due to the full, instead of the half, salary of an Assistant Traffic Manager employed as Officiating Assistant to the Agent and Manager being charged against this head, and to the inclusion of the salary of a head clerk entertained in June 1889. Audit office, Rs. 6,361, due to the sanction of the audit staff with effect from October 1889, to the salary of the Locomotive accountant being now charged to this head, and to the special temporary allowance of Rs. 100 a month to an accountant. Electric telegraph, Rs. 10,855, mainly due to the amount transferred from station staff.

The total charges absorbed 5·80 per cent. of the gross earnings against 5·76 per cent. in the corresponding half-year of 1888.

Abstract G.—Special and Miscellaneous Expenditure.—The decrease of Rs. 3,746 under "Law charges" was due to the recovery of costs in a suit instituted against the Company. Under "Compensation" there was a reduction of Rs. 6,642 due to no claims chargeable to the Fire insurance funds having been incurred in the past half-year. The reduction under "Rates and taxes" of Rs. 1,738 was due to the charges for assessment on buildings in Madras for the half-year ended the 31st of December 1888, covering a period of 9 months instead of 6. A sum of Rs. 6,642 chargeable to the Fire insurance fund was deducted at the foot of this abstract during the 2nd half of 1888.

Statement of train-mileage No. XIV.—The total miscellaneous engine-mileage was 208,981 miles, or 17·74 per cent. of the train-mileage.

Statements comparing the earnings and expenses, cost of supervision, &c., with certain other principal railways form Appendices A and B to this note.

G. C. Press, Simla.—No. 589 P. W. D.—13-8-90.—60.

All communications should be addressed to the Secretary.

No. 482 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic

To,

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

Simla, the 19th August 1890.

Sir,

With reference to your endorsement No. 554 R. dated the 21st April 1890, forwarding to the Director General of Railways the Capital and Revenue Accounts of the Madras Railway for the half year ending with the 31st December 1889, I am directed to forward, for information, twelve copies of a note by the Director General of Railways on the accounts with its Appendices A and B.

I have the honour to be
Sir,
Your most obedt. Servant

F. D. Hobart

Offg: Under Secretary

Documents accompanying.

12 copies of the D. G. Rs: note on the Cap:& Rev: Accts: of the Madras Ry: for the 2nd half/89, & Appendices A & B.

P.W.Cas: 838 9v

Fo. Ans. 553-534R } 21.4.90
Dispatches 2/533R } 21.4.90

12.S.C
with attending
Encls:-2

B.
No. 1418R dy 20th Sept/90.

H.S. 1719 9v

Communicated
to the Consulting Engineer for
Railways for information
with reference to Progs. No.
553 R dated 21st April 1890.

Recd 5-9-90

B
No. 1418R dy 20th Sept/90.

Opp: R

To The Consulting Engr for Rys:
" Exec. Govt Rys Accts:

0/577 Adm. 13/9. R 18/9

No. 1421 R dy 20-9-90

1890.

P. W. DEPARTMENT.

Current No. 10160

From The Govt. of Bombay
P. W. D.

ENCLOS.—

No. 2411
Dated 22nd October 1890
Received 27 — do ——

SUBJECT.

Requesting to be furnished with a detailed statement shewing the charges which in the opinion of the Govt. of Madras constitute the undue preference complained of in para 34 of the Inspection Report of the Madras Railway for the half year ending the 30th June 1890.

DISPOSAL.

No. 4439 dated 30th Octr 1890

Referred to the Consulting Engineer for Railways for report, with adverence to Prop: No. 1421 R dated 20th Septr. 1890.

(Sd) J. Gracey Sd. Col. R.E.
offg. Jt. Secy to Govt P.W.D.
Ry & Branch

30/10