

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 1250 R

DATED 25th September

[Despatch Abstract.]

Financial statistics of Indian State Railways

— Statement of — for, and to the end of the
year 1891, Communicated to the agents, South
Indian and His Highness the Nizam's
Guaranteed State Railways.

BACK PAPERS.

G.O.	No.	Department.	Date.
	2195	R	13-9-92

FURTHER PAPERS.

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

No. 583 A.—R.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

To

THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, THE NORTH-WESTERN PROVINCES AND OUDH, AND THE PUNJAB.

THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES, BURMA, AND ASSAM.

THE RESIDENT AT HYDERABAD.

THE AGENTS TO THE GOVERNOR GENERAL FOR CENTRAL INDIA AND RAJPUTANA.

THE DIRECTOR GENERAL OF RAILWAYS.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS,
CALCUTTA, LUCKNOW, CENTRAL DIVISION, AND ASSAM.

THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT.

Simla, the 4th September 1893.

The undersigned is directed to forward, for information, a tabulated statement of the Financial Statistics of the Indian State Railways for, and to end of, the year 1892, excluding the East Indian railway for which a separate synopsis is prepared.

R. G. Manton

Depy. Secy. to the Govt. of India.

The Joint Secretary to the Govt of Madras

P. M. Department

Railway Branch

These coins sent her mother back.

STATEMENT OF FINANCIAL STATISTICS OF STATE RAILWAYS FOR, AND TO END OF, THE YEAR 1892 (EXCLUDING THE EAST INDIAN RAILWAY.)

Railways.	STATE.	Miles.	Length of line open to traffic on 31st December 1892.	Mean length of line open during 1892.	Length of line under construction on 31st December 1892.	Length of line under survey on 31st December 1892.	Total Capital expenditure on open lines up to 31st December 1892.	TOTAL CAPITAL OUTLAY TO END OF 1892.						Traffic Earnings brought to account in 1892.	Working Expenses for 1892.	Not Receipts for 1892.	INDIRECT CHARGES FOR 1892.				Net charge to the State for 1892.	Net Receipts from commencement of operations to end of 1892.	INDIRECT CHARGES FROM COMMENCEMENT OF OPERATIONS TO END OF 1892.					Net charge to the State from commencement of operations to end of 1892.	Railways.	STATE.	
								a.	b.	c.	d.	e.	f.				a.	b.	c.	d.			a.	b.	c.	d.	e.				
On works including actual payments for land.		On stores in stock.		On other suspense accounts.		Total of a, b, & c.		Deduct Receipts on Capital account.		Total Capital outlay.		Interest on Capital outlay.		Abatement of land revenue capitalized.		Leave and pension allowances.		Total of a, b, & c.		Interest on Capital outlay.		Abatement of land revenue capitalized.		Leave and pension allowances.		Indirect establishment charges.		Total of a, b, c, & d.			
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.			
Rajputana Malwa	1,674 02	1,674 02	...	...	...	13,04,34,476	13,12,81,916	56,40,077	2,77,146	13,72,08,139	2,78,865	13,69,29,274	2,21,00,454	1,05,31,442	1,18,55,290	54,39,268	...	...	54,39,268	-64,16,022	10,21,45,868	7,49,18,936	2,12,961	32,63,058	20,745	7,84,15,710	-2,37,33,158	Rajputana-Malwa.			
Godhra-Rutlam	...	...	...	...	...	...	43,18,061	15,47,080	1,30,969	64,97,610	2,812	64,94,798	...	...	...	1,74,908	...	...	1,74,908	...	...	...	...	...	...	2,36,443	...	2,36,443	Godhra-Rutlam.		
Palampur-Deesa	...	...	115 50	...	...	...	66,746	...	...	66,746	...	...	...	...	...	1,031	...	...	1,031	...	...	...	...	...	...	1,031	...	1,031	Palampur-Deesa.		
Bhopal-Idarsi (British Section) (*)	...	...	17 29	...	...	...	17,46,208	17,38,384	18,340	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bhopal-Idarsi (British Section). (*)	
Warora Colliery	13 00	13 00	...	...	...	...	15,47,895	13,43,237	2,47,085	-41,221	...	15,47,895	5,41,794	4,82,560	77,856	61,939	...	...	61,939	12,734	77,856	5,67,694	2,981	50,523	...	6,21,198	5,43,249	Warora Colliery.			
Warora Coal	...	...	...	...	...	...	40,87,689	50,28,233	...	...	...	40,87,689	2,32,986	1,93,890	...	1,90,337	...	...	1,90,337	2,27,009	9,90,106	38,54,382	4,300	1,05,346	2,835	39,66,953	29,76,847	Warora Coal.			
Umaria Colliery	44 88	44 88	...	...	...	...	10,05,406	9,65,401	1,06,087	-65,531	10,05,557	91	10,05,466	3,17,147	3,17,518	3,905	...	...	3,905	38,038	1,38,138	2,22,591	...	16,907	...	2,39,588	1,01,450	Umaria Colliery.			
Nagpur-Chhattisgarh Depreciation Account	...	...	...	...	...	...	2,89,972	3,27,644	...	...	...	2,89,972	...	...	...	...	...	...	...	41,601	3,98,038	...	...	...	...	...	...	...	Nagpur-Chhattisgarh Depreciation Account.		
Burns	...	...	...	...	...	...	5,28,17,719	5,17,01,939	12,87,494	1,59,844	5,31,49,277	1,70,908	5,29,78,279	63,73,022	32,75,614	35,88,917	20,99,855	...	...	21,40,076	1,74,56,616	1,89,28,767	2,49,200	11,54,870	10,012	2,03,42,849	23,86,203	Burns.			
Mu Valley	561 50	561 50	12 89	...	...	...	1,00,48,785	1,22,50,721	9,74,557	2,20,232	1,34,45,510	20,914	1,34,24,596	2,27,596	4,38,917	2,11,321	3,90,366	...	...	4,09,739	6,21,000	-2,01,023	7,67,706	...	60,291	...	8,33,997	10,35,020	Mu Valley.		
Assam-Bengal (Part I)	153 00	127 31	162 00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam-Bengal (Part I).	
Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Jorhat.	
Chorra-Companygunj	28 20	26 06	...	...	...	...	7,54,791	7,41,588	16,999	-680	7,57,907	3,116	7,54,791	66,079	54,291	12,153	30,107	...	...	1,100	31,207	19,054	-19,249	2,35,595	...	12,215	...	2,47,810	2,67,053	Chorra-Companygunj.	
Eastern Bengal	8 00	8 00	7 50	...	...	...	3,51,904	7,79,434	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Eastern Bengal.	
Bengal and North-Western-Tirhoot Section	812 35	778 79	...	...	...	...	10,10,46,637	10,40,72,684	20,88,406	-71,744	10,69,89,436	1,825	7,77,009	18,571	17,768	1,437	22,545	...	...	141	22,686	21,249	-75,974	2,14,157	...	763	...	2,14,920	2,90,894	Bengal and North-Western-Tirhoot Section.	
Patna-Gya	341 80	340 58	...	...	...	...	2,43,25,804	2,80,96,232	6,42,498	4,51,084	2,81,19,604	5,17,524	10,64,71,912	1,15,56,416	53,22,719	61,08,051	55,49,103	...	...	61,247	56,01,350	-5,06,731	4,74,52,829	5,93,97,387	1,83,892	14,30,820	16,431	5,45,18,530	70,65,710	Patna-Gya.	
Ranaghat-Bhagwanga	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Ranaghat-Bhagwanga.	
Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Oudh and Rohilkhand.	
Lucknow-Bai Bareilly-Bonares	692 55	692 55	...	...	...	...	9,24,54,234	9,06,20,451	18,31,951	1,816	9,24,54,248	14	9,24,54,234	85,42,836	35,26,507	49,88,480	52,30,297	1,900	26,614	52,58,814	2,70,361	1,79,35,252	4,35,60,849	4,708	1,10,100	...	4,36,75,657	2,57,40,405	Lucknow-Bai Bareilly-Bonares.		
Bareilly-Rampur-Moradabad	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bareilly-Rampur-Moradabad.	
North-Western	...	...	50 00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North-Western.	
Mari-Attock	2,526 06	2,411 89	...	...	...	...	42,50,35,487	41,02,43,366	1,51,431	88,062	12,50,442	1,506	12,43,846	2,64,35,665	1,69,84,705	94,94,130	2,13,07,278	10,755	1,78,262	2,14,96,205	1,20,02,105	9,14,76,708	26,24,12,052	4,45,423	55,28,973	41,181	26,84,27,629	17,63,50,921	Mari-Attock.		
Mushkaf-Bolan	...	...	58 00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mushkaf-Bolan.	
Sind-Pishin Petroleum Operations	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Sind-Pishin Petroleum Operations.	
Dharmavaram-Hindupur	...	...	85 75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Dharmavaram-Hindupur.	
South Indian (including Villupuram-Guntakal)	...	...	50 48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	South Indian (including Villupuram-Guntakal)	
Bezvada Extension	1,105 19	1,079 44	...	...	...	...	7,82,83,761	7,45,74,600	20,18,677	7,90,424	7,82,83,761	...	7,82,83,761	77,14,996	49,37,991	28,04,052	30,51,093	3,493	...	39,54,586	11,50,534	53,17,692	3,03,42,946	2,77,058	1,53,138	...	3,07,73,142	2,54,55,450	Bezvada Extension.		
East Coast	21 47	21 47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East Coast.	
Máyavaram-Mutpet	...	...	521 50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Máyavaram-Mutpet.	
Dhond and Mamad	...	...	53 81	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Dhond and Mamad.	
Hyderabad-Umarkot	145 44	145 44	...	...	...	...	1,10,73,028	1,10,87,003	1,38,352	13,87,282	2,859	13,84,423	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Hyderabad-Umarkot.	
Nagpur-Chhattisgarh	58 91	21 89	...	...	...	...	16,31,818	16,17,435	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Nagpur-Chhattisgarh.	
Katni-Umaria	Transferred to the	Bongal-Nagpur railway	on the 1st	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Katni-Umaria.	
Bollary-Kistna	Ditto	ditto	on the 1st	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bollary-Kistna.	
Dildarnagar-Ghaziipur	Ditto	Southern Mahratta railway	on the 1st	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Dildarnagar-Ghaziipur.	
Sindia	Ditto	East Indian railway	on the 1st	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Sindia.	
Bareilly-Pilibhit	Ditto	Indian Midland railway	on the 1st	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bareilly-Pilibhit.	
Lucknow-Sitapur-Seraman	Ditto	Rohilkhand-Kumaon railway, Lucknow-Bareilly section,	on the 1st	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Lucknow-Sitapur-Seraman.	
TOTAL	8,180 37	7,950 42	1,105 23	448	33,98,15,466	34,75,10,875	3,29,50,317	65,63,674	1,00,70,24,806	73,88,128	99,96,36,743	8,80,02,445	4,81,73,303	4,05,84,683	4,71,84,100	1,47,320	4,35,532	4,77,66,952	71,82,369	30,39,30,941	52,18,26,256	20,28,450	1,31,64,100	1,09,742	53,74,28,608	23,31,97,667	TOTAL.				
LINES LEASED TO COMPANIES.		CAPITAL SUBSIDIZED, INCLUDING ADVANCES BY THE GOVERNMENT OF INDIA.		In England.		In India.		Total.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
Assam-Bengal (Part II)	1,69,74,521	...	1,69,74,521	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam-Bengal (Part II).	
Bongal-Nágpur	9,72,28,961	...	9,72,28,961	831 58	831 58	110 50	405	22,97,778	4,46,742	2,14,647	29,59,167	1,653	29,57,514	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bongal-Nágpur.	
Indian Midland	8,87,63,955	...	8,87,63,955	677 35	677 35	30 24	...	9,42,90,317	3,36,63,130	38,13,410	1,35,194	9,76,11,734	19,06,998	8,56,14,736	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Indian Midland.	
Southern Mahratta	7,92,90,492	1,18,916	7,94,09,398	1,043 70	1,043 70	...	...	8,40,51,885	4,41,06,632	24,89,564	37,558	8,66,33,752	54,746	8,65,79,006	60,83,562	30,75,396	31,36,314	30,05,945	...	...	...	...	...	...	...	...	...	...	...	Southern Mahratta.	
Do. Mysore Section	1,63,82,800	...	1,63,82,800	296 00	296 00	...	...	9,41,10,110	25,65,565	15,56,891	64,385	9,41,86,841	67,310	9,41,19,331	44,33,107	27,51,305	14,49,554	37,23,985	...	...	...	...	...	...	...	...	...	...	...	Do. Mysore Section.	
Bongal Central	34,75,842	...	34,75,842	125 01	125 01	...	...	1,46,36,205	42,10,359	4,41,544	8,141	1,46,60,044	23,839	1,46,36,205	13,99,463	10,62,862	9,17,957	31,26,949	...	...	...	...	...	...	...	...	...	...	...	Bongal Central.	
Lucknow-Bareilly	29,96,888	29,96,888	198 38	198 38	...	...	...	78,79,446	99,69,308	1,02,317	-5,901	1,00,65,784	11,523	81,66,894	7,69,347	5,31,044	2,38,448	5,3													

(a) Working expenses include share of surplus profits paid to the Bombay, Baroda and Central India railway Company, during 1892 Rs. 13,45,703 to end of 1892 Rs. 56,42,705.

(b) In addition to this amount Rs. 16,05,700 was incurred on account of land for the railway while in the hands of the Company and charged to General Revenue.

(c) Includes annuity charges.

(d) Includes lines constructed but not worked.

(e) Includes Rs. 11,58,73,361 being Capital outlay incurred by the late Sind, Punjab and Delhi railway Company on final heads of account up to 31st December 1885.

(f) Excludes outlay on Bolar temporary line charged to the Military Department, amounting to Rs. 24,54,437.

(g) Excludes Rs. 15,64,000 debited to Land and Control in respect of Company up to 31st December 1890.

(h) Includes Rs. 6,00,998 net loss on old South Indian Guaranteed Company up to 31st December 1890.

(i) Excludes Rs. 5,45,604 debited to Land and Control in respect of Company up to 31st December 1890.

(j) Includes Rs. 48,53,830 expended by Government in respect of Company up to 31st December 1890.

(k) Includes Rs. 28,48,448 on account of interest on the Kutchi Finance and Investment Company up to 31st December 1890.

(n) Working expenses include surplus profits and contribution to Provident Fund paid to the Company, during 1892 Rs. 3,43,266, to end of 1892-93 Rs. 7,33,202.

(o) Working expenses include surplus profits and contribution to Provident Fund paid to the Company, during 1892 Rs. 3,43,266, to end of 1892-93 Rs. 1,01,396; and of 1892-93 Rs. 8,33,204.

(p) Excludes the net revenue according to the Mysore State Railway Fund paid to the Southern Mahratta railway Company, during 1892 Rs. 1,01,396.

(q) Excludes charges affecting Mysore State to 30th June 1886, amounting to Rs. 7,33,238.

(r) The net charge for interest on Capital outlay since date of transfer of this line to Southern Mahratta railway is recoverable from the Mysore Durbar.

(s) Excludes 4750,000, amount paid up and withdrawn by the Company under the old contract, prior to 1st July 1885. The expenditure included in column V.

(t) Includes all items which do not take account of the Mysore Durbar.

425.C

Recs: 18.9.93

12.11.2001

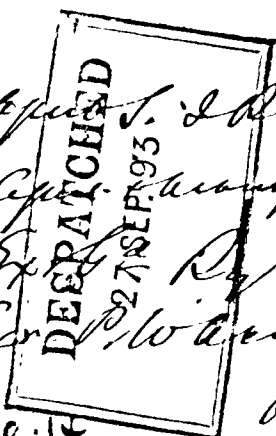
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No. 1250 R of 25 Sept 93.

Communicated to
the Agents South Indian
+ H.H. the Mysore & M. S.
Railways for information.

File
24 R
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to the Agents S. I. Railway, Mysore
- 4 - Agents, Mysore H.H. & Co. S. I.
- 4 - Agents, Mysore
- 4 - Agents, Mysore
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