

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 225-6 R

DATED 14th March

[Despatch Abstract.]

Madras Railway

Ordered that copies of the Capital and Revenue Accounts — for the half year ended the 31st Decr 1895, with brief note thereon by the Consulting Eng^r for Rys be forwarded to the Gov^t of India and the Secy of P.W.D.

Copy Pres: embodying the Capital & Revenue Accounts — for the half year ended the 31st Decr 1895 with brief note thereon by the Consulting Eng^r for Rys.

Copy Pres: embodying the Capital & Revenue Accounts — Madras Railway for the half year ended the 31st Decr 1895 with brief note thereon by the Consulting Engineer for Rys.

[illegible]

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

No. 225 R., 14TH MARCH 1896.

PUBLIC WORKS DEPARTMENT.

Read the following papers:—

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

	1893.	1894.		1895.	
	Second half.	First half.	Second half.	First half.	Second half.
	no. 839	no. 839	no. 839	no. 839	no. 839
Average miles open	52,18,323	51,73,932	51,47,080	57,07,038	55,01,371
Gross earnings	26,27,689	26,81,694	26,91,558	26,82,136	26,47,541
Working expenses					
Net earnings ..	25,80,734	24,92,338	24,55,326	20,24,901	28,53,830
Gross earnings per mile per week	239.22	237.18	235.95	261.62	262.19
Percentage of expense to receipts	50.54	51.52	52.29	47.00	48.12
	no. 1,242,258	no. 1,286,952	no. 1,224,088	no. 1,258,565	no. 1,278,459
Train miles	3.888	4.020	4.204	4.534	4.808
Earnings per train mile					
Passenger traffic (excluding troops and police, and season tickets) —					
	no. 7,800	no. 7,356	no. 6,617	no. 6,558	no. 6,817
Number .. { First class	23,022	25,077	24,596	30,267	32,394
"	4,484,764	4,770,631	4,892,648	4,813,190	4,166,214
"					
Total ..	4,515,556	4,802,664	4,922,761	4,952,008	4,208,628
	no. 77,065	no. 77,940	no. 84,450	no. 83,811	no. 1,05,752
Receipts .. { First class	80,626	83,883	92,411	98,963	1,02,809
"	14,65,801	15,07,179	15,76,337	18,27,078	17,34,441
"					
Total ..	16,13,492	16,69,002	17,53,198	20,19,850	19,48,002
Goods traffic (excluding railway materials, military stores, coal and revenue stores) —					
	no. 384,492	no. 372,663	no. 369,677	no. 385,558	no. 378,433
Tons lifted	62,048,278	57,889,123	56,992,122	62,626,323	58,665,868
Ton mileage					
Receipts	28,53,369	27,38,489	27,10,428	29,06,376	27,28,009

2. The gross earnings exceeded those of the corresponding period of 1894 by Rs. 3,54,291. The increase is chiefly due to larger receipts in passenger traffic. The working expenses have decreased from Rs. 26,91,555 to Rs. 26,47,541, the percentage of working expenses to receipts being reduced from 52.29 to 48.13.

3. The number of train miles run shows an increase, principally caused by the running of extra goods trains, and the gross earnings per train mile have risen from Rs. 4.204 to Rs. 4.303.

4. The increase in the earnings as compared with the second half of 1894, is made up as follows:—

	Increase.
	Rs.
Passenger (excluding troops and police, and season tickets) ...	1,89,804
Other items of coaching traffic ...	81,756
Merchandise, general ...	17,581
Other items of goods traffic ...	49,996
Electric telegraph and sundries ...	15,154
Total ...	3,54,291

The increase under "passenger (excluding troops and police, and season tickets)" is due to the 3rd-class passenger fare having been raised from 1½ to 2 pies from 1st January 1895, notwithstanding a large diminution in the number of passengers carried in that class; that under "other items of coaching traffic" is accounted for by "troops and police," "military baggage," "carriages, horses, dogs, &c," and "special trains"; and that under "merchandise, general" is due to the increased receipts in "grain and pulse," "metals," "salt," "timber" and "all other articles of merchandise," notwithstanding a falling off in "cotton, raw," "hides and skins," "oil-seeds" and "spices." The increase on other items of goods traffic is principally under "coal."

5. The decrease in working expenses is made up as follows:—

	Increase.	Decrease.
	Rs.	Rs.
Maintenance ...	...	6,091
Locomotive ...	60,556	...
Carriage and wagon ...	...	49,956
Traffic ...	...	13,708
General ...	5,866	...
Special and miscellaneous ...	...	40,681
	66,422	1,10,436
Net decrease ...	44,014	

The decrease under "maintenance" is due to reduced outlay under all heads excepting "maintenance and renewal of permanent-way" and "unclassified expenditure" and to the larger debit to the Kolar Gold Fields Railway. The heavier outlay under "locomotive expenses" is chiefly under "fuel" and "loss by exchange." Under "carriage and wagon expenses" the decreases occur under "general superintendence," "repairs and renewals of vehicles" and "loss by exchange." Traffic expenses show a large saving under "fuel, lighting, &c," and "loss by exchange." There is a small increase under general charges. The reduction in "special and miscellaneous" is due to the transaction with other lines in connection with hire of locomotives, &c., having resulted in a net credit which appears in abstract K.

6. The net revenue for the half-year under review, when converted into sterling at 1s. 10d., gives a return of 4.73 per cent. per annum on the capital raised.

10th March 1896.

(Signed) F. R. UPCOTT,
Consulting Engineer for Railways.

ORDER—No. 225 R., dated 14th March 1896.

Ordered that four copies of the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 31st December 1895, together with a brief note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 226 R., dated 14th March 1896.]

(True Extract.)

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

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.

ENDORSEMENT—No. 226 R., dated 14th March 1896.

Forwarded.

(By order.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Secretary to the Government of India,
Public Works Department.

RAILWAY.
Govt. of (1896) Madras.
PUBLIC WORKS.

Dated March, 14th.

Recd.

Recd.

G.O. Nos. 225, 226 R., 14th Mar.
1896.

MARCH

Madras Railway

Forwarding Proceedings embodying the
Capital and Revenue Accounts, —, for
the half-year ended the 31st December
1895, with brief note thereon by the Con-
sulting Engineer for Railways.

Note on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the
31st Decr. 1895.

Note by the Consulting Engineer for Railways.

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

	1893.		1894.		1895.	
	First half.	Second half.	First half.	Second half.	First half.	Second half.
Average miles open	839	839	839	839	839	839
Gross earnings	Rs. 62,65,714	Rs. 62,19,323	Rs. 67,73,932	Rs. 61,47,080	Rs. 67,07,036	Rs. 55,47,372
Working expenses	24,45,507	26,37,889	24,81,478	24,91,636	26,82,135	26,47,542
Net earnings	28,41,000	25,80,734	24,92,338	24,56,525	30,24,901	28,52,830
Gross earnings per mile per week	242.5	239.2	237.18	235.95	261.82	252.19
Percentage of expenses to receipts	40.26	42.54	36.63	40.52	39.85	47.73
Train miles	1,304,639	1,342,238	1,266,963	1,254,040	1,258,565	1,278,459
Earnings per train mile	4.76	4.85	4.62	4.43	4.53	4.30
Passenger traffic (excluding troops and police and season tickets)—						
Number						
First class	7,274	7,870	7,356	8,617	8,568	8,568
Second	24,947	23,043	25,077	24,896	30,257	30,257
Third	4,569,767	4,454,764	4,770,631	4,802,546	4,313,190	4,162,544
Total	4,602,028	4,515,588	4,803,064	4,929,781	4,352,068	4,219,423
Receipts						
First class	7,941	7,056	7,940	8,460	93,811	103,752
Second	8,111	8,626	8,853	9,211	98,963	1,05,000
Third	13,35,775	14,63,801	15,07,179	16,76,337	18,27,076	17,32,441
Total	17,01,827	16,13,427	16,69,004	17,63,198	20,19,850	19,43,002
Goods traffic (excluding railway materials, military stores, coal and revenue stores)—						
Tons lifted	420,777	83,502	372,863	369,877	826,554	378,532
Ton mileage	66,62,438	62,048,273	67,289,123	66,992,122	62,626,323	58,653,368
Receipts	29,04,519	25,52,369	27,36,489	27,10,428	29,06,370	27,25,008

2. The gross earnings ex-
ceeded those of the correspond-
ing period of 1894 by Rs. 354,292.
The reason is chiefly due
to the large receipts in passen-
ger traffic. The working
expenses have decreased from
Rs. 26,91,555 to Rs. 26,47,542, the
percentage of working expenses
to receipts being reduced
from 52.89 to 48.13.

3. The number of train
miles run shows an increase
principally caused by the
running

running of extra goods trains and also all the gross earnings per train mile have risen from Rs 4.204 to Rs 4.303.

4. The increase in the earnings as compared with the second half of 1894, is made up as follows:-

	Increase Rs
Passenger (excluding troops & police and season tickets)	189,804 ✓
Other items of coaching traffic	81,756 ✓
Merchandise General	17,588 ✓
Other items of goods traffic	49,996 ✓
Electric telegraph and Lumber	15,154 ✓
Total	3,54,292 ✓

The increase under passenger (excluding troops and police and season tickets) is due to the 3rd class passenger fare having been raised from 1½ to 2 pice from 1st January 1895 notwithstanding a large diminution in the number of passengers carried in that class, that under "Other items of Coaching traffic" is

is accounted for by troops and police, Recruiting Bazaar, Carriage, horses, dogs and and Special trains and that under Merchandise General is ^{due to} ~~accounted for~~ the increased receipts in grain and pulses, Metals, Salt, Timber and all other articles of merchandise notwithstanding a falling off in Cotton raw, Hides & skins, and Oil seeds and spices. Other items of goods

The increase in traffic ~~shows an increase~~ ^{is} principally under Coal.

5. The decrease in working expenses is made up as follows:-

	Increase	Decrease
	Rs	Rs
Maintenance	...	6,091
Locomotive	60,556	...
Carriage & wagon	...	49,956
Traffic	...	13,707
General	5,866	...
Special & Miscellaneous	...	40,681
	<u>66,422</u>	<u>1,10,435</u>
Net decrease	44,013	

The decrease under "Maintenance" is due to ^{reduced} ~~the~~ outlay under all heads excepting Maintenance and Renewal of Permanent way and Unclassified expenditure. ^{& to the larger debit to the Kolar Gold Fields Ry.} ~~The~~ ^{major} ~~the~~ outlay under "Locomotive Expenses" is chiefly classed under Fuel and Loss by Exchange. Under Carriage & Wagon Expenses the decreases occur under General Superintendence, Repairs & Renewals of vehicles and Loss by Exchange. ^{Expenses} Traffic shows a large saving under Fuel, Lighting and Loss by Exchange ^{and} ~~withstanding an increase~~ under General Superintendence and Payments to other lines. There is a small increase under General charges. The reduction in Special & Miscellaneous ~~expenses~~ is due

to ~~no payments having been made to other lines during the~~ ^{the transaction with other lines in connection with hire of locomotives etc. having resulted in a net credit which appears in abstract K -}

~~the half year~~
6. The net revenue for the half year under review when converted into sterling @ 1:10 gives a return of 4.74³ per cent per annum on the capital ^{raised} ~~invested~~

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for ER
10-3-96

Ref 11/3
3/11

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Four Copies of the Capital and Revenue Accounts
Madras Railway for the half year ended the
31st December 1895.

Ordered that four
Copies of the Capital and
Revenue Accounts Madras
Railway for the half year
ended the 31st December
1895, together with a copy
note thereon by the Principal
Engineer for Railways, be
forwarded to the Govt of
India and to the Secretary

To The Agent & Manager M.R. of State.
a. Examiners P.W. Accounts

G. S. No 226. of 14/3/96

Documents Received:
Cap & Rev Accts
with brief note explained.
Fwded 14/3/96

Forwarded
14/3/96

H. 9. 11¹ $\frac{225}{226}$ R 9 in March 1896

2 The Rt Hon. the Secy of State for India

My Lord,

We have the honor to forward herewith a copy of our Proceedings No. 225. R dated 14th March 1896, embodying the Capital and Revenue Accounts Madras Railway for the half year ended the 31st Dec. 1895, together with a brief note thereon by the Consulting Engineer for Railways, Madras.

(cc) H. W. Phillips

" J. J. P. W.

H. W. Phillips

DR
12.3.96

Rf. No. $\frac{225}{226}$ R 4/14/3/96