

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 545-46R,

DATED 8th April 1898.

90
4
30
50
50 pocket at
back

[Despatch Abstract.]

Capital & Revenue Accounts, Madras Railway

Forwarding copy of Proceedings embodying
the _____ for the half year ended
the 31st December 1897, with a brief note
thereon by the Comr. Engr. for Ryos. Madras.

Indexed. 2/5/98.

Forwarding copy of Proceedings embodying copies of the — for the half-year ended 31st December 1897, together with brief note thereon by the Consulting Engineer for Railways, Madras.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended 31st December 1897.

Brief Note on the Capital and Revenue Accounts of the Madras Railway, for the half-year ended 31st December 1897.

The table on page 4 exhibits the main features of the working of the Madras Railway during the last ten half-years. The mileage open to traffic has remained unaltered. Indeed for the last quarter of a century, during which the mileage of railways in India has risen from seven to twenty-one thousand, this Company has only increased its length by 15 miles, at the same time decreasing it by 30, thus making a net decrease of 15 miles. But a more progressive era seems now about to dawn, and, as it may be hoped, with the best financial results.

That a steady improvement in gross earnings is in progress is not so clearly apparent from the table as from a diagram which I have prepared to show everything from the commencement. The diagram shows most clearly that the curve of gross receipts has an upwards tendency. Indeed on a diagram showing half-years on the horizontal and lakhs on the vertical, the length of a half-year on one scale being equal to the length of a lakh on the other, the direction of the mean straight line, representing the increase in gross earnings in the last ten or twelve years, rises at an angle of about 33° with the horizontal. The straight line which on the same diagram represents the rough mean of working expenses in the last eight or nine years runs pretty well horizontally, and cannot be said to have an upwards tendency except in so far as results from recent rail renewals. The direction of the curve of net earnings is therefore most satisfactory for all concerned. The average of percentage of working expenses to gross earnings for the ten half-years has been 49.18 so that the percentage, 48.68, for the half-year under review, though not so good as the 46.63 of the previous year, and indeed not as good as on three other occasions, is satisfactory enough.

The tonnage of goods lifted is better than in any other half-year out of the ten. The figure for train mile earnings keeps tolerably near an average of 4.258, but in the last six half-years the average has been 4.416 as against 4.021 for the previous four half-years. As compared with these percentages, that for the half-year under review is 4.304.

The tables on page 5 give at a glance the comparison of the several sub-heads composing earnings and expenditure for ten half-years. The tables clearly show that, in spite of the considerable drop in the number of third class passengers carried, on the introduction of the 2 pie instead of the 1½ pie fare on the 1st January 1895, the amount earned from this source suffered no drop, and numbers have attained to more than their former magnitude, while earnings under this head have very considerably increased. The figures showing details of working expenses remained fairly steady throughout the ten half-yearly period, the net result however being a rise; though, as already mentioned, if a longer period be taken the line on a diagram runs practically level.

In this as in last half-year the Company have had the satisfaction of earning surplus profits, though the sum in the half-year under review is a nominal one, and probably quite insufficient to warrant the payment of any extra dividend beyond the guarantee. It sufficed however to permit of about Rs. 9,400 being contributed to the employés' Provident Fund.

MADRAS,
31st March 1898.

FRANCIS J. E. SPRING,
Consulting Engineer for Rys.

TABLE A.
Madras Railway.

Statistics.	1893.		1894.		1895.		1896.		1897.	
	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.
Mean mileage worked ..	839	839	839	839	839	839	839	839	839	839
Train miles ..	1,300,838	1,342,258	1,286,963	1,251,910	1,258,565	1,278,459	1,237,502	1,243,216	1,262,217	1,318,662
Gross earnings ..	52,86,714	52,18,323	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752
Working expenses ..	24,45,705	26,37,589	26,91,594	26,81,555	26,82,135	26,47,541	27,44,045	27,50,916	26,99,926	27,63,201
Net earnings ..	28,41,009	25,80,734	24,82,338	24,55,525	30,24,901	28,53,830	27,24,355	26,60,935	30,89,636	29,12,551
Percentage of expenses to receipts.	46.26	50.54	51.83	52.29	47.00	48.13	50.18	50.83	46.63	48.68
Gross earnings per train mile ..	4.064	3.888	4.020	4.111	4.534	4.303	4.419	4.353	4.587	4.304
Gross earnings per mile per week.	242.35	239.22	237.18	235.95	261.62	252.19	250.68	248.09	265.40	260.18
* Passenger receipts—										
First class ..	78,941	77,065	77,940	84,450	93,811	1,05,752	96,859	90,149	1,01,256	80,887
Second ..	86,911	80,626	83,883	92,411	98,963	1,02,809	1,06,259	99,622	1,03,789	93,699
Third ..	15,35,775	14,55,801	15,07,179	15,76,337	18,27,076	17,84,441	17,84,206	16,97,506	17,15,803	16,57,093
Total ..	17,01,627	16,13,492	16,69,002	17,53,198	20,19,850	19,43,002	19,87,324	18,87,277	19,20,848	18,31,679
† Goods receipts ..	29,04,808	28,53,359	27,36,489	27,10,428	29,06,370	27,28,008	27,40,171	27,13,849	30,28,042	29,10,464
* Number of passenger—										
First class ..	7,216	7,800	7,356	8,617	8,558	9,817	9,703	9,712	10,429	8,749
Second ..	24,047	23,022	25,077	28,596	30,257	32,394	33,301	32,151	33,564	31,443
Third ..	4,868,757	4,484,764	4,770,631	48,92,548	4,313,190	4,166,214	4,680,391	4,542,739	4,867,497	4,619,033
Total ..	4,900,020	45,15,586	4,803,064	4,922,761	4,352,005	4,208,425	4,673,395	4,584,602	4,911,490	4,689,225
Tons lifted ..	420,537	388,592	372,563	369,677	385,556	378,532	383,126	402,166	440,528	442,893
Ton mileage ..	66,503,538	62,048,273	67,589,123	66,992,122	62,696,323	58,665,368	58,708,672	57,638,656	65,738,805	62,142,492
Capital expenditure ..	12,03,04,799	12,03,61,825	12,04,14,553	12,05,29,868	12,07,42,408	12,09,29,619	12,06,52,495	12,11,22,620	12,14,48,020	12,15,14,171
Dividend, per cent. per annum ..	4.72	4.28	4.14	4.08	5.02	4.72	4.52	4.40	5.12	4.80

* Excluding troops, police and season tickets.

† Excluding railway materials, coal and military and revenue stores.

TABLE B.
Details of Earnings.

Hheads of Revenue Account.	1893.		1894.		1895.		1896.		1897.	
	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.
Passengers (excluding troops and police and season tickets)	17,01,627	16,13,492	16,69,002	17,53,198	20,19,850	19,43,002	19,87,324	18,87,277	19,20,848	18,31,679
Other items of Coaching traffic ..	3,30,765	3,38,697	3,50,163	3,46,004	3,54,310	4,27,760	3,57,421	3,50,983	3,68,847	4,16,144
Merchandise—General ..	29,04,808	28,53,369	27,36,489	27,10,428	29,06,370	27,28,008	27,40,171	27,13,849	30,28,042	29,10,464
Other items of Goods traffic ..	2,53,557	2,91,734	2,72,738	2,65,476	3,16,473	3,16,473	2,81,979	3,46,373	3,67,684	3,82,973
Electric telegraph and Sundries ..	95,957	1,21,031	1,45,540	71,974	94,813	87,128	1,01,505	1,14,269	1,04,141	1,34,492
Total ..	52,86,714	52,18,323	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752
Maintenance ..	4,07,981	6,07,835	5,80,000	5,89,190	5,99,458	5,83,099	6,09,640	6,45,543	6,20,106	6,27,504
Locomotive ..	10,19,866	9,58,250	9,44,557	9,68,520	10,22,264	10,29,076	10,50,269	10,51,453	10,88,798	10,79,084
Carriage and wagon ..	2,44,413	2,58,265	3,71,242	3,41,076	3,01,383	2,91,120	3,10,430	3,06,538	2,89,436	3,11,388
Traffic ..	4,42,083	4,57,902	4,46,487	4,23,468	4,22,115	4,09,760	4,45,373	4,16,455	4,04,684	4,21,155
General charges ..	2,86,717	2,75,387	2,86,094	2,79,363	2,88,154	2,85,229	2,88,769	2,86,821	2,84,635	2,82,841
Special and miscellaneous ..	44,645	39,950	53,214	89,938	48,261	49,257	39,564	45,106	62,267	41,229
Total ..	24,45,705	26,37,589	26,81,594	26,91,555	26,82,135	26,47,541	27,44,045	27,50,916	26,99,926	27,63,201

Details of Working Expenses.

No. 545 Ry., 8TH APRIL 1898.

ORDER—No. 545 Ry., dated 8th April 1898.

Ordered that four copies of the Capital and Revenue accounts of the Madras Railway for the half-year ended 31st December 1897, 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. 546 Ry., dated 8th April 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

ENDORSEMENT—No. 546 Ry., dated 8th April 1898.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

Erd. W. D'Moss.

PUBLIC WORKS DEPARTMENT.

F MADRAS.

DESPATCH

PARTMENT.

FOR SIGNATURE

OF

HIS EXCELLENCY THE GOVERNOR

AND

MEMBERS OF GOVERNMENT,

le the Secretary of State

a.

(With Original).

The Government of India have instructed us to
ask the Sec. of State, India, for a reply to
the query in para. 2.

April 1898.

FORWARDING Proceedings embodying the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1897, together with a brief note thereon by the Consulting Engineer for Railways.

No. ———, Ry.

APRIL 1898.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

We have the honour to forward, herewith, a copy of our Proceedings, No. Ry., dated the April 1898, embodying the Capital and Revenue Accounts of the Madras Railway, for the half-year ended the 31st December 1897, together with a brief note thereon by the Consulting Engineer for Railways.

2. We request the favour of Your Lordship's orders ~~on the question~~ as to whether a sum of Rs. 5403-11-8 being interest due for the half year on debentures raised for the Calicut-Cannanore extension ~~should~~ be charged against surplus profits. The statement of surplus profit as embodied in the accounts has been passed, pending Your Lordship's decision in the matter.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

FORT ST. GEORGE,

Exd. T. K. Narayana Aiyangar.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended 31st December 1897.

Brief Note on the Capital and Revenue Accounts of the Madras Railway, for the half-year ended 31st December 1897.

The table exhibits the main features of the working of the Madras Railway during the last ten half-years. The mileage open to traffic has remained unaltered. Indeed for the last quarter of a century, during which the mileage of railways in India has risen from seven to twenty-one thousand, this Company has only increased its length by 15 miles, at the same time decreasing it by 30, thus making a net decrease of 15 miles. But a more energetic era seems now about to dawn, and, as it may be hoped, with the best financial results.

That a steady improvement in gross earnings is in progress is not so clearly apparent from the table as from a diagram which I have prepared to show everything from the commencement. The diagram shows most clearly that the curve of gross receipts has an upwards tendency. Indeed on a diagram showing half-years on the horizontal and lakhs on the vertical, the length of a half-year on one scale being equal to the length of a lakh on the other, the direction of the mean straight line representing the increase in gross earnings in the last ten or twelve years risen at an angle of about 33° with the horizontal. The straight line which on the same diagram represents the rough mean of working expenses in the last eight or nine years runs pretty well horizontally and cannot be said to have an upwards tendency except in so far as results from recent rail renewals. The direction of the curve of net earnings is therefore most satisfactory for all concerned. The average of percentage of working expenses to gross earnings for the ten half-years has been 49.18 so that the percentage, 48.68, for the half-year under review, though not so good as the 46.63 of the previous year, and indeed not as good as on the other occasions, is satisfactory enough.

The tonnage of goods lifted is better than in any other half-year out of the ten. The figure for train mile earnings keeps tolerably near an average of 4.258, but in the last six half-years the average has been 4.416 as against 4.021 for the previous four half-years. As compared with these percentages, that for the half-year under review is 4.304.

The tables on page 13 give at a glance the comparison of the several sub-heads composing earnings and expenditure for ten half-years. The tables clearly show that, in spite of the considerable drop in the number of third class passengers carried, on the introduction of the 2 pie instead of the 1½ pie fare on the 1st January 1895, the amount earned from this source ~~not only~~ suffered no drop, but numbers have attained to more than their former magnitude, while earnings under this head have very considerably increased. The figures showing details of working expenses remain fairly steady throughout the ten half-yearly period, the net result however being a rise, though as already mentioned, if a longer period be taken the line on a diagram runs practically level.

In this as in last half-years the Company have had the satisfaction of earning surplus profits, though the sum in the half-years under review is a nominal one, and probably quite insufficient to warrant the payment of any extra dividend beyond the guarantee. It sufficed however to permit of about Rs. 9,400 being contributed to the Employees Provident Fund.

MADRAS,
31st March 1898.

FRANCIS J. E. SPRING,
Consulting Engineer for Rys.

Capital and Revenue Account of the Madras Railway for the half-year ended 31st

March 1898.

The table (A) shows the main items of the working of the Madras Railway during the last ten half-years. The table shows that the revenue has increased from Rs. 1,00,00,000 in 1887 to Rs. 1,20,00,000 in 1897, and the expenditure has increased from Rs. 1,00,00,000 in 1887 to Rs. 1,20,00,000 in 1897. The net result has been a surplus of Rs. 20,00,000 in 1897.

The table (B) shows the details of the working of the Madras Railway during the last ten half-years. The table shows that the revenue has increased from Rs. 1,00,00,000 in 1887 to Rs. 1,20,00,000 in 1897, and the expenditure has increased from Rs. 1,00,00,000 in 1887 to Rs. 1,20,00,000 in 1897. The net result has been a surplus of Rs. 20,00,000 in 1897.

The table (C) shows the details of the working of the Madras Railway during the last ten half-years. The table shows that the revenue has increased from Rs. 1,00,00,000 in 1887 to Rs. 1,20,00,000 in 1897, and the expenditure has increased from Rs. 1,00,00,000 in 1887 to Rs. 1,20,00,000 in 1897. The net result has been a surplus of Rs. 20,00,000 in 1897.

TABLE A.
Madras Railway.

Statistics.	1893.		1894.		1895.		1896.		1897.	
	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.
(1) — Mean mileage worked ..	839	839	839	839	839	839	839	839	839	839
(2) — Gross earnings ..	Rs. 62,80,714	52,18,323	51,73,532	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752
(3) — Working expenses ..	24,45,705	26,37,589	26,81,594	26,91,655	26,82,135	26,47,541	27,44,045	27,50,916	26,99,926	27,63,201
(4) — Net earnings ..	28,41,009	25,80,734	24,92,338	24,55,525	30,24,901	28,53,830	27,24,355	26,60,935	30,89,636	29,12,551
(5) — Gross earnings per mile per week.	242.35	239.22	237.18	235.95	261.62	252.19	250.68	248.09	255.40	260.18
(6) — Percentage of expenses to receipts.	46.26	50.54	51.83	52.29	47.00	48.13	50.18	50.83	46.63	48.68
(7) — Train miles ..	1,300,838	1,342,263	1,286,553	1,251,910	1,258,565	1,278,459	1,237,502	1,243,216	1,262,217	1,318,652
(8) — Gross earnings per train mile ..	4.064	3.888	4.020	4.111	4.534	4.303	4.419	4.353	4.587	4.304
(9) — Number of passengers—										
First class ..	7,216	7,800	7,356	8,617	8,558	9,817	9,703	9,712	10,429	8,749
Second " ..	24,047	23,022	25,077	28,596	30,257	32,394	33,301	32,151	33,564	31,443
Third " ..	4,868,757	4,484,764	4,770,631	4,892,548	4,313,190	4,166,214	4,630,391	4,542,739	4,867,497	4,619,033
Total ..	4,904,020	4,515,586	4,803,064	4,922,761	4,352,005	4,208,425	4,673,295	4,584,602	4,911,490	4,659,225
(10) — Passenger receipts—										
First class ..	Rs. 78,941	77,065	77,940	84,450	93,811	1,05,752	96,859	90,149	1,01,256	80,887
Second " ..	86,911	80,626	83,883	92,411	98,963	1,02,809	1,06,259	99,622	1,03,789	93,639
Third " ..	15,35,775	14,55,801	15,07,179	15,76,837	18,27,076	17,34,441	17,84,206	16,97,506	17,15,803	16,57,093
Total ..	17,01,627	16,13,492	16,69,002	17,53,198	20,19,850	19,43,002	19,87,324	18,87,277	19,26,818	18,31,679
(11) — Tons lifted ..	420,537	388,592	372,563	369,677	385,556	378,532	383,126	402,155	440,528	442,393
(12) — Ton mileage ..	65,502,538	62,048,273	57,589,123	56,992,122	62,626,323	58,665,368	58,709,572	57,635,656	65,738,805	62,142,492
(13) — † Goods receipts ..	29,04,808	28,53,369	27,36,489	27,10,428	29,06,370	27,28,008	27,40,171	27,13,849	30,28,042	29,10,414
(14) — Capital expenditure ..	12,03,479	12,03,61,825	12,04,14,553	12,05,29,868	12,07,42,408	12,09,29,619	12,06,52,495	12,11,22,620	12,14,48,020	12,15,14,171
(15) — Dividend, per cent. per annum ..	4.72	4.28	4.14	4.08	5.02	4.72	4.52	4.40	5.12	4.80

* Excluding troops, police and season tickets.

† Excluding railway materials, coal and military and revenue stores.

TABLE B.
Details of Earnings.

Heads of Revenue Account.	1893.		1894.		1895.		1896.		1897.	
	First-half.	Second-half.	First-half.	Second-half.	First-half.	Second-half.	First-half.	Second-half.	First-half.	Second-half.
Passengers (excluding troops and police and season tickets)	Rs. 17,01,627	Rs. 16,13,492	Rs. 16,69,002	Rs. 17,53,198	Rs. 20,19,850	Rs. 19,43,002	Rs. 19,87,324	Rs. 18,37,277	Rs. 19,20,848	Rs. 18,31,679
Other items of Coaching traffic	3,30,765	3,38,697	3,50,163	3,46,004	3,54,210	4,27,760	3,57,421	3,50,083	3,68,847	4,16,144
Merchandise-General	29,04,868	28,58,369	27,36,489	27,10,428	29,06,370	27,28,008	27,40,171	27,18,849	30,28,042	29,10,464
Other items of Goods traffic	2,53,557	2,91,734	2,72,738	2,65,476	3,31,793	3,16,473	2,81,979	3,46,373	3,67,684	3,82,973
Electric telegraph and Sandries	96,967	1,21,031	1,45,510	71,974	94,813	87,128	1,01,605	1,14,269	1,04,141	1,34,492
Total	52,86,714	52,18,323	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752

Details of Working Expenses.

Maintenance	Rs. 4,07,981	Rs. 6,07,835	Rs. 5,80,000	Rs. 5,89,190	Rs. 5,99,458	Rs. 5,83,099	Rs. 6,09,640	Rs. 6,45,543	Rs. 6,20,106	Rs. 6,27,504
Locomotive	10,19,866	9,98,250	9,44,557	9,68,520	10,22,264	10,29,076	10,50,269	10,51,453	10,38,798	10,79,084
Carriage and wagon	2,44,413	2,58,265	3,71,242	3,41,076	3,01,883	2,91,120	3,10,430	3,05,638	2,89,436	3,11,388
Traffic	4,42,083	4,57,002	4,46,487	4,23,468	4,22,115	4,09,760	4,45,373	4,16,455	4,04,684	4,21,155
General charges	2,86,717	2,75,387	2,86,094	2,79,363	2,88,154	2,85,229	2,86,769	2,86,821	2,84,635	2,82,841
Special and miscellaneous	44,645	39,950	53,214	89,938	48,261	49,257	39,564	46,106	62,267	41,229
Total	24,45,705	26,37,589	26,81,534	26,91,555	26,82,135	26,47,541	27,44,045	27,50,916	26,99,926	27,63,201

ORDER—No. Ry., dated April 1898.

Ordered that four copies of the Capital and Revenue account of the Madras Railway for the half-year ended 31st December 1897, 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. Ry., dated April 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE

*Secretary of State
for India*

189 .

Sir,
My Lord,

We have the honour
to forward, herewith, a copy of
our Proceedings No. 22
dated the 11 April 1898, con-
cerning the Capital & Revenue
Accounts of the Madras
Railway, for the half-year
ended the 31st Decr 1897, together
with a brief note thereon by
the Comr. Engineer for Ry.

2. We request the favour of
your Lordship's orders as to
whether a sum of Rs 5403-11-8,
being interest due for the half
year

year on delinquencies raised
for the Calicut. Cannon and
extension, should or should
not be charged against surplus
profits. The statement of sur-
plus profits as embodied in
the accounts has been ^{provisionally passed} subject
to Your Lordship's decision
in the matter.

FHS
11/11/98
R