

Public Works (1898) Department.

18/

RAILWAY BRANCH.

G.O., No. 88. *R*

DATED *18th Jan 1898.*

M.R.

[Despatch Abstract.]

*Capital & Revenue Accts. Madras Ry.
Govt. of India letter forwarding copies of
a review on the — including Kolar Gold Field
Ry. and Madras - Sivas section of the B.W. Ry.
for the half-year ending with the 30th June 1897.
Communicated to the Agents.*

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OF THE

For the half-year ending with the 30th June 1897.

The principal fluctuations under "General merchandise" were a decrease of 3,122 tons and Rs. 36,334 under "Rice in the husk," due to a falling off in the traffic from Rayapuram to local stations; an increase of 25,843 tons and Rs. 19,947 under "Rice not in the husk," mainly due to the increased local traffic from the South-West line stations between Olivakkot and Podanur and from Katpadi; of 13,031 tons and Rs. 82,786 under "Jawar and bajra," chiefly due to the increase in the local traffic and in the traffic from the Madras railway stations to the Great Indian Peninsula railway and the north *viâ* Raichur; of 17,672 tons and Rs. 1,35,980 under "Gram and pulse," principally due to the increase in the local traffic from Coimbatore, Palghat, Teruppur and Erode, and in the traffic forwarded to the north *viâ* Raichur; of 11,717 tons and Rs. 29,623 under "Iron," mainly due to the increased local traffic from Madras; of 1,826 tons and Rs. 23,701 under "Kerosine oil," due to the increase in the traffic forwarded to the north *viâ* Raichur, as well as to the local traffic from Rayapuram; a decrease of 5,121 tons and Rs. 38,458 under "Castor seeds," chiefly due to the decrease in the local traffic from Salem, Raichur, Adoni and Gooty and in the traffic received at Bangalore city and Guntakal junction stations; a decrease of 12,723 tons and Rs. 80,589 under "Sugar.

* The number of passengers and the tonnage of goods interchanged between the different railways forming the system are counted over twice, as the figures for the three sections are given separately in the half-yearly capital and revenue accounts.

unrefined," due to a falling off in the local traffic from stations on the South-West line west of Erode, in the Bangalore city traffic and in the traffic received at Guntakal junction; and an increase of 18,000 tons and Rs. 54,450 under "Timber," due almost entirely to the increase in the traffic forwarded to the Kolar Gold-fields.

5. The increase in the earnings from miscellaneous sources amounted to Rs. 2,703, and was chiefly under "Mileage and demurrage of vehicles over foreign lines" and "Rent of stations jointly occupied." There were, however, decreases of Rs. 4,013 under "Hire of locomotives", of Rs. 3,545 under "Rents of refreshment rooms", and of Rs. 4,134 under "Profits of workshops for work done for other railways."

6. The total working expenses amounted to Rs. 27,74,795 against Rs. 28,06,081 in the previous corresponding period.

The principal fluctuations were an increase of Rs. 10,695 under "Maintenance of way, works and stations," a decrease of Rs. 5,511 under "Locomotive expenses," of Rs. 19,615 under "Carriage and wagon expenses," of Rs. 39,084 under "Traffic expenses", and an increase of Rs. 23,458 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to the extra charge for loss by exchange owing to the large amount of English stores used and to the higher cost of revenue stores. There was also an increase of Rs. 5,443 under "Repairs of stations and buildings" which was counterbalanced by a decrease of Rs. 6,889 under "General superintendence." The decrease under "Locomotive expenses" was chiefly due to the saving under "Fuel" owing to the lower issue rate of fuel (both coal and wood) during the half-year. There was, however, an increase of Rs. 5,363 under "Water, including wages and stores," due to the transfer to the locomotive department in the first-half of 1897 of the charge for up-keep of water columns, hydrants, etc. The decrease under "Carriage and wagon expenses" was mainly due to less repairs to vehicles and to the lower charges for loss by exchange. The decrease under "Traffic expenses" was mainly due to the abnormal charge for the cost of old lamps replaced by gas in the first-half of 1896. There were also decreases in printing, stationery and tickets, owing to reduced consumption of books and forms, etc.; and in payments to other lines, due to the extra debit in the first-half of 1896 on account of Guntakal joint station. The decrease under "Special and miscellaneous expenditure" was mainly due to the commission and stamp duty paid on debentures and loss by exchange.

7. The net earnings amounted to Rs. 31,48,204 against Rs. 27,57,203, giving a percentage for the half-year on the total capital outlay on open line of 2.56 as compared with 2.26 in the previous corresponding period.

8. The statements appended to this review show:

(i) the results of working the Madras railway, including the Kolar Gold-fields railway and the Madras-Ennūr section of the Bezwada-Madras railway during the first-half of each of the years 1892 to 1897, as compared with the results of working the Great Indian Peninsula railway, including the Wardha coal, the Dhond-Manmād, the Khāmgaon and the Amrāoti railways and the Oudh and Rohilkhand State railway during the first-half of 1897;

(ii) the cost of the several departments on the Madras railway including the Kolar Gold-fields railway and the Madras-Ennūr section of the Bezwada-Madras railway during the first-half of each of the years 1892 to 1897, as compared with the Great Indian Peninsula railway, including the Wardha coal, the Dhond-Manmād, the Khāmgaon and the Amrāoti railways and the Oudh and Rohilkhand State railway during the first-half of 1897.

9. The statements are self-explanatory and there appears to be nothing special to notice.

Exd.—H. R.

Statement No. I.

Statement comparing the results of working the Madras railway including the Kolar Gold-fields railway and the Madras-Ennūr section of the Bezwada-Madras railway during the first-half of each of the years 1892 to 1897, also comparing the results with the Great Indian Peninsula railway, including the Wardha coal, the Dhond-Manmād, the Khāmgaon and the Amrāoti railways and the Oudh and Rohilkhand State railway during the first-half of 1897.

Item numbers of analysis.	Particulars.	MADRAS RAILWAY INCLUDING THE KOLAR GOLD-FIELDS RAILWAY AND THE MADRAS-ENNŪR SECTION OF THE BEZWADA-MADRAS RAILWAY.						GREAT INDIAN PENINSULA RAILWAY SYSTEM.	ODDH AND ROHILKHAND STATE RAILWAY.
		1st-half, 1892.	1st-half, 1893.	1st-half, 1894.	1st-half, 1895. (a)	1st-half, 1896. (b)	1st-half, 1897. (c)	1st-half, 1897.	1st-half, 1897.
2	Mean mileage worked . . . Miles.	839.30	839.22	839.22	849.22	855.28	857.68	1,491.31	846.60
...	Capital outlay . . . Rs.	11,97,94,338	12,03,04,799	12,04,14,553	12,13,98,319	12,19,69,590	12,27,80,251	29,60,38,786	10,74,29,632
Results.									
...	Gross earnings . . . Rs.	47,45,102	52,86,714	51,73,932	57,76,877	55,63,234	59,22,999	1,57,06,082	44,86,668
...	Working expenses . . . Rs.	26,73,052	24,45,705	28,81,194	27,20,730	28,06,081	27,74,795	(c) 90,84,207	25,46,545
...	Net earnings . . . Rs.	20,72,050	28,41,009	24,92,338	30,55,047	27,57,203	31,48,204	66,21,785	19,40,123
...	Train-mileage . . . Train-miles.	1,243,122	1,300,839	1,283,661	1,274,835	1,269,581	1,294,803	4,673,304	1,203,671
...	Train-mileage per mean mile worked . . .								
	Coaching . . .	747	739	780	750	708	751	1,382	599
	Goods . . .	737	511	750	751	719	753	1,762	623
	Total . . .	1,484	1,550	1,530	1,501	1,485	1,509	3,134	1,422
6	Percentage of net earnings (including steam-boat) on capital outlay . . . Per cent.	1.73	2.36	2.07	2.52	2.26	2.56	2.24	1.81
17	Percentage of working expenses on gross earnings (including steam-boat) . . . Per cent.	56.33	46.26	51.83	47.10	50.44	46.85	57.94	56.76
General.									
9	Gross earnings (excluding steam-boat) per mean mile worked per week . . . Rs.	217	242	237	262	250	266	405	204
Coaching.									
33	Average sum received for carrying a unit one mile—lowest class . . . Pies.	1.63	1.64	1.54	2.10	2.11	2.09	1.92	2.50
79	Average cost of hauling a coaching unit one mile, per passenger unit . . . Pies.	1.04	0.82	0.92	0.90	0.99	0.95	1.91	1.29
23	Coaching earnings per train-mile . . . Rs.	2.94	3.28	3.09	3.75	3.64	3.63	1.96	3.67
77	Average cost of hauling a coaching train one mile . . . Rs.	1.63	1.44	1.51	1.48	1.53	1.46	1.48	1.70
69	Percentage of freight upon capacity hauled—lowest class . . . Per cent.	49.22	54.82	54.21	53.73	51.04	49.10	37.89	43.14
Goods.									
...	Average sum received for carrying a ton of general merchandise one mile . . . Pies.	8.66	8.39	9.12	8.93	8.90	8.89	9.65	6.06
...	Average sum received for carrying a ton of coal (public) one mile . . . Pies.	5.22	5.21	4.21	5.07	4.91	5.02	2.88	3.95
93	Average sum received for carrying a ton of goods (including stores and coal carried both for capital works and revenue) one mile . . . Pies.	8.33	8.12	8.57	8.46	8.49	8.34	8.01	5.58
116	Average cost of hauling a ton of goods (including stores and coal) one mile . . . Pies.	4.63	3.76	4.58	4.38	4.72	4.20	4.03	3.89
91	Goods earnings per train-mile . . . Rs.	4.55	4.64	4.78	5.16	5.00	5.35	4.39	3.47
113	Average cost of hauling a goods train one mile . . . Rs.	2.53	2.15	2.56	2.67	2.73	2.70	2.24	2.24
104	Percentage of freight upon capacity hauled . . . Per cent.	42.17	43.78	45.91	41.00	40.17	42.47	43.71	43.05
Miscellaneous.									
119	Percentage of coaching traffic on gross earnings . . . Per cent.	38.90	38.44	39.03	41.39	42.90	39.52	25.75	33.98

(a) Including the Kolar Gold-fields railway.

(b) Including the Kolar Gold-fields railway and the Madras-Ennūr section of the Bezwada-Madras railway.

(c) Excluding charges incurred direct by the State, and the contribution to the Provident Fund.

Statement No. II.

Statement showing the cost of the several departments on the Madras railway, including the Kolar Gold-fields railway and the Madras-Ennūr section of the Bezwa-da-Madras railway, during the first-half of each of the years 1892 to 1897, in comparison with the cost on the Great Indian Peninsula railway, including the Wardha Coal, the Dhond-Manmā, the Khāmgaon and the Amrāoti railways and the Ouh and Rohilkhand State railway for the first-half of 1897.

Item numbers of analysis.	PRINCIPAL HEADINGS.	MADRAS RAILWAY INCLUDING THE KOLAR GOLD-FIELDS RAILWAY AND THE MADRAS-ENNŪR SECTION OF THE BEZWADA-MADRAS RAILWAY.						GRAND INDIAN PENINSULA RAILWAY SYSTEM.	OUDE AND ROHIL-KHAND STATE RAILWAY.
		1st-half, 1892.	1st-half, 1893.	1st-half, 1894.	1st-half, 1895. (a)	1st-half, 1896. (b)	1st-half, 1897. (b)	1st-half, 1897.	1st-half, 1897.
...	Total gross ton-mileage . . . Ton-miles	344,212,166	366,935,373	346,657,638	372,959,303	366,236,304	392,005,636	1,284,198,449	375,233,128
MAINTENANCE OF WAY, WORKS AND STATIONS.									
...	Mean mileage maintained . . . Miles	839.30	839.22	839.22	840.22	855.26	857.68	1,401.31	846.60
...	Total miles of track, including sidings . . . Miles	1,008.71	1,011.98	1,014.58	1,030.40	1,039.82	1,047.43	2,229.82	975.05
Maintenance and renewal of permanent-way.									
...	Per mile of track, including sidings . . . Rs.	331.23	62.85	202.79	217.76	267.99	260.20	567.94	450.61
Total maintenance expenses.									
137-a	Per mean mile of line maintained . . . Rs.	801.54	486.14	601.12	715.13	735.36	745.75	1,721.48	862.53
137-b	Per mile of track, including sidings . . . Rs.	666.92	403.15	571.67	689.39	604.84	610.66	1,151.33	748.92
137-d	Per 1,000 gross ton-miles . . . Rs.	1.95	1.11	1.67	1.63	1.72	1.63	2.00	1.95
123	Per cent. on gross earnings . . . Per cent.	14.18	7.72	11.21	10.51	11.31	10.80	16.35	16.28
LOCOMOTIVE EXPENSES.									
Fuel, average price.									
...	Per ton . . . Rs.	12.85	12.35	13.57	14.16	15.46	14.54	11.61	10.64
Fuel, average quantity consumed (in terms of coal).									
...	Per train-mile . . . lbs.	47.00	48.57	46.67	46.68	51.47	52.10	42.25	41.04
...	Per 1,000 gross ton-miles . . . lbs.	170.00	172.18	172.81	169.55	178.41	172.08	163.74	127.20
Total locomotive expenses.									
145-a	Per train-mile . . . Annas	12.03	12.54	11.77	13.00	13.47	13.14	11.49	8.46
145-c	Per 1,000 gross ton-miles . . . Rs.	2.72	2.78	2.72	2.78	2.93	2.71	2.41	1.64
124	Per cent. on gross earnings . . . Per cent.	19.73	19.29	18.26	17.93	19.21	17.95	21.36	13.70
Total locomotive expenses, excluding cost of fuel.									
...	Per 1,000 gross ton-miles . . . Rs.	1.74	1.83	1.67	1.77	1.69	1.59	1.82	1.09
...	Average miles run per locomotive per diem . . . Miles	53.57	55.17	51.75	50.80	49.73	51.12	48.41	49.92
...	Percentage of locomotives constantly under repairs on the total stock on the list . . . Per cent.	25.66	27.45	26.09	22.09	22.29	18.67	25.45	16.77
CARRIAGE AND WAGON EXPENSES.									
...	Total vehicle-miles run by home vehicles . . . vehicle-miles	23,674,896	26,609,439	24,740,115	26,040,644	26,069,917	29,231,578	82,573,337	81,428,257
Total carriage and wagon expenses.									
151-b	Per 1,000 vehicle-miles run by home vehicles . . . Rs.	12.84	9.19	15.01	11.74	12.11	10.14	9.42	16.22
125	Per cent. on gross earnings . . . Per cent.	6.40	4.62	7.17	6.30	5.68	5.00	4.95	10.66
...	Percentage of 3rd or lowest class coaching vehicles constantly under repairs or the total stock on the list . . . Per cent.	6.22	5.84	7.34	6.55	(c) 9.04	(c) 7.75	(c) 12.61	(c) 10.80
...	Percentage of goods stock constantly under repairs on the total stock on the list . . . Per cent.	3.57	3.76	6.70	4.49	5.75	5.21	9.70	4.74
TRAFFIC EXPENSES.									
Station and train staff.									
153-a	Cost of station staff per total train-mile . . . Annas	2.41	2.39	2.35	2.37	2.44	2.42	2.25	2.64
154-a	Cost of train staff per total train-mile . . . Annas	0.61	0.68	0.62	0.62	0.65	0.65	1.37	0.80
Total traffic expenses.									
162-a	Per total train-mile . . . Annas	5.51	5.44	5.17	5.37	5.71	5.12	5.05	5.39
...	Per 1,000 gross ton-miles . . . Rs.	1.24	1.20	1.29	1.15	1.21	1.06	1.15	1.08
126	Percentage of traffic expenses on gross earnings (excluding steam-boat) . . . Per cent.	9.03	8.36	8.63	7.40	8.15	6.99	9.39	9.03
GENERAL CHARGES.									
173-a	Per total train-mile . . . Annas	3.48	3.72	3.57	3.66	3.70	3.60	2.30	2.57
127	Percentage of general charges on gross earnings (excluding steam-boat) . . . Per cent.	5.71	5.42	5.53	5.05	5.28	4.91	4.28	4.82
APPENDIX II OF ANALYSIS.									
...	Percentage of empty home vehicle-mileage on total home vehicle-mileage on home line . . . Per cent.	23.62	23.65	21.30	23.23	22.48	23.14	18.59	21.15

(a) Including the Kolar Gold-fields railway.
(b) Including the Kolar Gold-fields railway and the Madras-Ennūr section of the Bezwa-da-Madras railway.
(c) Excluding composites.

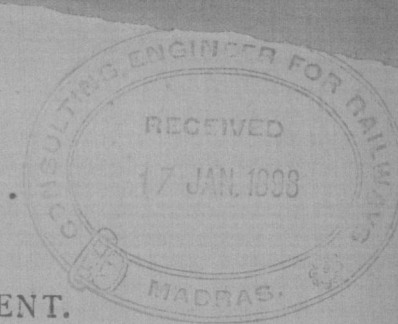
All communications should be addressed to the Secretary.

No. 25 R.Stat.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.



To

The Joint Secretary to the Government Madras,
Public Works Department, Railway Branch.

Calcutta, the 13th January 1898.

Sir,

With reference to the correspondence ending with your endorsement No. 711 R., dated the 22nd September 1897, I am directed to forward herewith twelve copies of a Review on the Capital and Revenue Accounts of the Madras Railway System for the half-year ending with the 30th June 1897.

I have the honour to be,

Sir,

Your most obedient servant,

W. M. L. L. L.

Captain, R.E.,

Offg: Under Secretary.

Documents accompanying:-

12 Copies of review
referred to.

S.A.