

Despatch
Public Works (1899.) Department.

RAILWAY BRANCH.

G.O., No. 84 *Rey*

DATED 20th April 1899.

Proof $\frac{120}{3}$
 $\frac{20}{60}$

[Despatch Abstract.]

Capital and Revenue Accounts, Madras Ry.

Ordered that copies of the ——— for the half-year ended 31st December 1898, together with a brief note thereon by the Com. Engrs. for Ryos, Madras, be forwarded to the Govt of India & to the Secretary of State.

Forwarding copy of Proceedings embodying the ——— for the half-year ended 31st Dec 1898 with a brief note thereon by the Com. Engrs for Ryos, Madras.

[illegible]

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

Government (1899) of Madras.
PUBLIC WORKS.

Spare copies

APRIL.

Forwarding copies of the — for the half-year ended the 31st December 1898, together with a 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 1898.

Brief Note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1898.

Gross earnings are much below the average of the preceding nine half-years. Working expenses, though considerably higher than last half-year, stand at about the same figure as for the previous four or five half-years.

Gross earnings come to Rs. 4 per train mile and are the lowest since the first-half of 1894.

Passenger traffic is far below the average both in numbers and receipts. Most of the decrease is accounted for by the receipts from third-class passengers having fallen from an average of Rs. 16,80,000 to Rs. 12,37,000. This result must be attributed to the effects of plague restrictions. The weight of goods lifted and the ton mileage are somewhat below the average of previous half-years, and receipts too have still further declined. Such a decline was of course to be expected to occur in sympathy with the falling off in passenger traffic.

Capital outlay to end of the half-year under review stood as shown in the books at Rs. 12,18,96,766 and is less by Rs. 2,45,848 than in the previous half-year. The decrease appears solely under Store Accounts.

2. The details of the half-year's earnings were as follows:—

Passengers	...	...	...	...	Rs.	14,19,108
Other items of Coaching Traffic	...	...	...	...	"	3,47,967
Merchandise—General	...	...	...	...	"	26,84,124
Other items of Goods Traffic	...	...	...	...	"	5,31,684
Electric Telegraph and Sundries	...	...	...	...	"	99,864
Total	...	...	...	...	Rs.	50,85,747

The first item "Passengers" has already been commented on.

"Other items of Coaching Traffic" amounts to Rs. 3,47,967, or Rs. 70,781 less than that of the preceding half-year. The decrease appears in "troops and police," "passengers' luggage" and "military baggage."

"Merchandise—General" shows the lowest figure on record since first-half of 1894. The amount of "rice not in the husk" carried, has fallen over 60 per cent; "grain and pulse," "hides of cattle," "skins of sheep" and "metals" also show serious decreases.

Other items of goods traffic show an increase. This occurs chiefly under "coal for the public" and "revenue stores."

3. The details of the half-year's expenditure were as follows:—

Maintenance	...	...	...	...	...	Rs.	7,03,741
Locomotive	...	...	...	...	...	"	10,55,342
Carriage and Wagon	...	...	...	...	...	"	2,35,058
Traffic	...	...	...	...	...	"	4,29,915
General Charges	...	...	...	...	...	"	2,72,281
Special and Miscellaneous	...	...	...	...	...	"	44,394
Total	...	...	...	...	...	Rs.	27,40,731

"Maintenance" is about a lakh, or fully 15 per cent., above the average of recent half-years, being, in fact, the highest on record. The principal excesses appear under "maintenance and renewal of permanent-way," "repairs of stations and buildings" and "loss by exchange." During the half-year 47 miles of rails were renewed against 17 miles in the preceding half-year. Flat-topped bull-headed rails of the State Railway Section had been used in the preceding year for renewals on the 1st District; but in consequence of excessive oscillation due to the rail table not fitting the tyre section of the vehicles, it was found necessary to close the work of renewing old rails on this district during the first-half of 1898, pending the receipt of 30-foot bull-headed rails of a more suitable section. These latter did not arrive till the end of July, consequently heavy renewals were necessary in the half-year under review. The rails which gave such unsatisfactory results were removed and are now being used only in parts of the line where, owing to heavy gradients, high speeds are unlikely to be attained.

"Locomotive expenses" are larger than those of the preceding half-year. The increase is due to additional outlay under "fuel" and "maintenance and renewals of locomotive engines." The increased consumption of fuel is explained by damage done to coal stacked at Raichur by a fire. Only the value of the coal completely destroyed was charged off to the Fire Insurance fund, but subsequent experience appears to show that a further amount of about 1,800 tons had been damaged to such an extent that it had deteriorated about 30 per cent. The increase under "maintenance and renewals of locomotive engines" was due to the issue from stores of a larger quantity of material than usual.

The expenditure under other heads has not fluctuated to any considerable extent.

4. The net revenue for the half-year under review amounts to Rs. 23,45,016, which, when converted into sterling at 1s. 10d., gives a return of 3.84 per cent. per annum on the capital outlay.

5. The results of the working of the line since June 1894 are shown in detail in the accompanying statements.

ENCLOSURES.
TABLE A.
MADRAS RAILWAY.

No. 448 Ry., 20th APRIL 1899.

Statistics.	1894.		1895.		1896.		1897.		1898.	
	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.
Main mileage worked ..	No. 839	839	839	839	839	839	839	839	839	839
Train miles ..	1,286,953	1,251,910	1,258,565	1,278,450	1,237,502	1,213,215	1,262,217	1,315,652	1,255,284	1,270,584
Gross earnings ..	51,73,332	51,47,680	57,07,036	55,01,371	64,68,400	64,11,951	57,89,562	66,75,752	64,31,737	60,85,747
Working expenses ..	26,91,594	26,81,553	26,82,135	26,47,541	27,44,016	27,30,916	26,99,826	27,63,201	24,77,847	27,40,731
Net earnings ..	24,81,738	24,66,127	30,24,901	28,53,830	37,24,384	36,81,035	30,89,736	39,12,551	39,53,890	33,45,016
Percentage of expenses to receipts ..	51.83	52.29	47.00	48.13	50.18	50.63	46.63	48.68	43.97	43.89
Gross earnings per train mile ..	4.020	4.111	4.534	4.393	4.119	4.353	4.537	4.304	4.153	4.001
Gross earnings per mile per week ..	237.18	235.95	261.62	252.19	259.63	248.09	265.40	269.19	258.31	253.14
Passenger receipts—										
First class ..	77,940	84,450	93,811	1,05,752	99,559	90,149	1,01,266	89,897	97,522	87,813
Second ..	83,583	92,411	98,563	1,02,809	1,06,259	93,622	1,01,789	93,659	1,03,639	93,974
Third ..	15,07,179	15,76,437	18,37,076	17,34,441	17,84,206	16,97,505	17,15,803	16,37,093	16,28,088	12,37,331
Total ..	16,69,002	17,53,198	20,19,550	19,43,002	19,87,324	18,97,277	19,20,848	18,31,679	18,27,218	14,19,108
Goods receipts ..	27,36,439	27,10,443	29,06,370	27,23,008	27,40,171	27,12,849	30,38,012	29,10,464	28,67,453	26,84,126
Number of passengers—										
First class ..	7,356	8,617	8,553	9,817	9,793	9,712	10,429	8,719	9,595	9,419
Second ..	25,077	28,536	30,257	32,394	31,301	32,151	31,574	31,413	31,773	30,558
Third ..	4,770,631	4,891,548	4,313,190	4,166,214	4,630,591	4,542,739	4,875,197	4,619,033	4,373,942	3,880,562
Total ..	4,803,064	4,929,761	4,352,045	4,298,425	4,673,395	4,581,602	4,911,439	4,632,225	4,436,313	3,923,978
Tons lifted ..	372,553	369,677	385,516	378,572	383,128	401,155	440,228	412,363	402,559	371,348
Ton mileage ..	57,559,123	58,992,122	62,626,523	59,666,868	58,708,672	65,738,863	62,112,492	60,350,749	63,405,113	58,105,113
Capital expenditure ..	12,04,14,353	12,07,42,408	12,69,22,619	12,66,52,495	12,11,21,629	12,14,48,029	12,15,10,171	12,21,42,614	12,18,96,756	12,18,96,756
Dividend, per cent., per annum ..	4.14	4.08	5.02	4.72	4.52	4.40	5.12	4.80	5.16	5.14

• Excluding troops, police and season tickets.

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

TABLE B.
Details of Earnings.

Head of Revenue Account.	1894.		1895.		1896.		1897.		1898.	
	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. 16,69,002	Rs. 17,53,198	Rs. 20,19,550	Rs. 19,43,002	Rs. 19,87,324	Rs. 18,97,277	Rs. 19,20,848	Rs. 18,31,679	Rs. 18,27,318	Rs. 14,19,108
Other items of Coaching Traffic ..	3,50,163	3,46,004	3,54,210	4,27,760	3,57,421	3,50,083	3,68,847	4,16,144	4,18,748	3,47,967
Merchandise—General ..	27,36,439	27,10,428	29,06,370	27,28,008	27,40,171	27,13,819	30,38,042	29,10,464	28,67,403	26,84,124
Other items of Goods Traffic ..	2,72,738	2,65,476	3,31,793	3,15,473	2,81,979	2,40,373	3,67,684	3,89,973	4,06,003	5,34,684
Electric Telegraph and Sundries ..	1,45,540	71,974	94,813	87,128	1,01,605	1,14,269	1,04,141	1,34,492	1,16,205	99,864
Total ..	51,73,932	51,47,080	57,07,036	55,01,371	64,68,400	64,11,951	67,89,562	66,75,752	66,34,737	60,85,747

Details of Working Expenses.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Maintenance ..	6,80,000	6,89,190	5,99,458	5,83,099	6,09,640	6,45,543	6,20,106	6,27,504	5,41,516	7,03,741
Locomotive ..	9,44,557	9,68,520	10,22,264	10,29,076	10,50,269	10,51,453	10,38,798	10,79,084	9,57,248	10,55,342
Carriage and Wagon ..	3,71,242	3,41,076	3,01,883	2,91,120	3,10,430	3,05,538	2,89,436	3,11,388	2,30,042	2,35,058
Traffic ..	4,46,487	4,23,468	4,22,115	4,09,760	4,45,373	4,16,455	4,04,684	4,21,155	4,19,992	4,29,915
General charges ..	2,86,094	2,79,363	2,88,154	2,85,229	2,88,769	2,86,821	2,84,635	2,82,841	2,86,478	2,72,281
Special and Miscellaneous ..	53,214	89,938	48,261	49,257	39,554	45,106	62,267	41,229	42,583	44,394
Total ..	26,81,594	26,91,555	26,82,135	26,47,541	27,44,045	27,50,916	26,99,926	27,63,201	24,77,847	27,40,731

No. 448 Ry., 20th APRIL 1899.

6

No. 448 Ry., 20TH APRIL 1899.

ORDER—No. 448 Ry., dated 20th April 1899.

Ordered that four copies of the Capital and Revenue Accounts of the Madras Railway for the half-year ended 31st December 1898, 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. 449 Ry., dated 20th April 1899.]

(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. 449 Ry., dated 20th April 1899.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

Ed. T. K. Narayana Aiyangar.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. ⁷
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RAILWAY.
Government {1899} of Madras.
PUBLIC WORKS.

<i>Recd.</i>	} 1899.	<i>Enclosures</i>
<i>Regd.</i>		<i>Spare copies</i>

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Gross earnings come to Rs. 4 per train mile and are the lowest since the first-half of 1894.

Passenger traffic is far below the average both in numbers and receipts. Most of the decrease is accounted for by the receipts from third-class passengers having fallen from an average of Rs. 16,80,000 to Rs. 12,37,000. This result must be attributed to the effects of plague restrictions. The weight of goods lifted and the ton mileage are somewhat below the average of previous half-years, and receipts too have still further declined. Such a decline was of course to be expected to occur in sympathy with the falling off in passenger traffic.

Capital outlay to end of the half-year under review stood as shown in the books at Rs. 12,18,96,766 and is less by Rs. 2,45,818 than in the previous half-year. The decrease appears solely under Store Accounts.

2. The details of the half-year's earnings were as follows:—

Passengers	...	...	...	...	Rs. 14,12,108
Other items of Coaching Traffic	...	...	...	...	3,47,967
Merchandise—General	...	...	...	...	26,84,124
Other items of Goods Traffic	...	...	...	...	5,31,684
Electric Telegraph and Sundries	...	...	...	...	92,861
Total	...	...	...	...	Rs. 50,85,747

The first item "Passengers" has already been commented on.

"Other items of Coaching Traffic" amounts to Rs. 3,47,967, or Rs. 70,781 less than that of the preceding half-year. The decrease appears in "troops and police," "passengers' luggage" and "military baggage."

"Merchandise—General" shows the lowest figure on record since first-half of 1894. The amount of "rice not in the husk" carried, has fallen over 50 per cent; "grain and pulse," "hides of cattle," "skins of sheep" and "metals" also show serious decreases.

Other items of goods traffic show an increase. This occurs chiefly under "coal for the public" and "revenue stores."

3. The details of the half-year's expenditure were as follows:—

Maintenance	...	...	...	...	...	Rs. 7,03,741
Locomotive	...	...	...	...	...	10,55,342
Carriage and Wagon	...	...	...	...	...	2,35,058
Traffic	...	...	...	...	...	4,29,915
General Charges	...	...	...	...	...	2,72,281
Special and Miscellaneous	...	...	...	...	...	44,394
Total	...	...	...	...	...	Rs. 27,40,731

"Maintenance" is about a lakh, or fully 15 per cent., above the average of recent half-years, being, in fact, the highest on record. The principal excesses appear under "maintenance and renewal of permanent-way," "repairs of stations and buildings" and "loss by exchange." During the half-year 47 miles of rails were renewed against 17 miles in the preceding half-year. Flat-topped bull-headed rails of the State Railway Section had been used in the preceding year for renewals on the 1st District; but in consequence of excessive oscillation due to the rail table not fitting the tyre section of the vehicles, it was found necessary to close the work of renewing old rails on this district during the first-half of 1898, pending the receipt of 30-foot bull-headed rails of a more suitable section. These latter did not arrive till the end of July, consequently heavy renewals were necessary in the half-year under review. The rails which gave such unsatisfactory results were removed and are now being used only in parts of the line where, owing to heavy gradients, high speeds are unlikely to be attained.

"Locomotive expenses" are larger than those of the preceding half-year. The increase is due to additional outlay under "fuel" and "maintenance and renewals of locomotive engines." The increased consumption of fuel is explained by damage done to coal stacked at Raichur by a fire. Only the value of the coal completely destroyed was charged off to the Fire Insurance fund, but subsequent experience appears to show that a further amount of about 1,800 tons had been damaged to such an extent that it had deteriorated about 30 per cent. The increase under "maintenance and renewals of locomotive engines" was due to the issue from stores of a larger quantity of material than usual.

The expenditure under other heads has not fluctuated to any considerable extent.

4. The net revenue for the half-year under review amounts to Rs. 23,45,016, which, when converted into sterling at 1s. 10d., gives a return of 3.84 per cent. per annum on the capital outlay.

5. The results of the working of the line since June 1894 are shown in detail in the accompanying statements.

ENCLOSURES.
TABLE A.
MADRAS RAILWAY.

Statistics.	1894.		1895.		1896.		1897.		1898.	
	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	1,286,953	1,251,910	1,258,565	1,278,459	1,237,502	1,243,216	1,262,217	1,318,652	1,265,284	1,270,984
Gross earnings	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752	56,34,737	56,85,747
Working expenses	26,91,594	26,81,555	26,82,135	26,47,541	27,44,015	27,50,916	26,99,926	27,63,201	24,77,847	27,40,731
Net earnings	24,82,338	24,65,525	30,24,901	28,53,830	27,24,385	26,60,935	30,89,636	29,12,551	31,56,890	23,45,010
Percentage of expenses to receipts	51.83	52.29	47.00	48.13	50.18	50.83	46.63	48.68	43.97	53.89
Gross earnings per train mile	4.020	4.111	4.534	4.303	4.419	4.353	4.587	4.304	4.453	4.001
Gross earnings per mile per week	237.18	235.95	261.62	252.19	250.68	248.09	265.40	260.18	258.31	233.14
• Passenger receipts—										
First class	77,940	84,450	93,811	1,05,752	96,859	90,149	1,01,256	80,687	97,692	87,813
Second "	83,883	92,411	98,263	1,02,809	1,06,259	99,622	1,03,789	93,699	1,03,639	93,964
Third "	15,07,179	15,76,337	18,27,076	17,34,441	17,84,206	16,87,406	17,15,803	16,57,093	16,26,088	12,87,331
Total	16,89,002	17,53,198	20,19,850	19,43,002	19,87,972	18,87,277	19,20,848	18,31,679	18,27,318	14,19,108
† Goods receipts	27,36,439	27,10,438	29,06,370	27,28,008	27,40,171	27,13,849	30,28,042	29,10,464	28,67,463	26,84,124
• Number of passengers—										
First class	7,356	8,617	8,558	9,817	9,703	9,712	10,429	8,749	9,595	9,419
Second "	25,077	28,596	30,257	32,394	33,301	32,151	33,564	31,443	32,776	30,288
Third "	4,770,631	4,894,648	4,313,190	4,166,214	4,630,391	4,542,739	4,857,497	4,619,033	4,393,942	3,386,262
Total	4,803,064	4,929,761	4,352,005	4,208,425	4,673,395	4,584,602	4,911,490	4,659,255	4,436,313	3,425,968
Tons lifted	372,543	369,677	385,556	378,532	383,126	402,156	440,628	442,393	409,569	371,348
Ton mileage	57,689,123	56,992,123	62,626,323	58,655,358	58,708,672	57,638,656	65,738,805	62,142,492	60,350,740	53,405,119
Capital expenditure	12,04,14,553	12,07,42,408	12,00,29,619	12,06,62,495	12,11,22,620	12,14,48,020	12,15,11,171	12,21,42,614	12,19,96,766	
Dividend, per cent., For annum	4.14	4.03	5.03	4.72	4.52	4.40	5.12	4.80	5.16	3.84

• Excluding troops, police and season tickets.

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

TABLE B.
Details of Earnings.

Heads of Revenue Account.	1894.		1895.		1896.		1897.		1898.	
	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)	16,69,002	17,53,198	20,19,850	19,43,002	19,87,972	18,87,277	19,20,848	18,31,679	18,27,318	14,19,108
Other items of Coaching Traffic	3,50,163	3,46,004	3,54,210	4,27,760	3,57,421	3,50,053	3,88,817	4,16,144	4,18,748	3,47,967
Merchandise—General	27,36,489	27,10,438	29,06,370	27,28,008	27,40,171	27,13,849	30,28,042	29,10,464	28,67,463	26,84,124
Other items of Goods Traffic	2,72,738	2,65,476	3,31,793	3,16,473	2,91,979	3,40,373	3,67,684	3,82,973	4,05,003	5,34,684
Electric Telegraph and Sandrine	1,45,540	71,974	94,813	87,138	1,01,505	1,11,269	1,01,141	1,31,492	1,16,205	99,864
Total	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752	56,34,737	50,65,747

Details of Working Expenses.

	1894.	1895.	1896.	1897.	1898.
Maintenance	5,80,000	5,89,190	5,99,468	6,83,009	6,45,543
Locomotive	9,44,557	9,68,520	10,22,264	10,29,076	10,51,453
Carriage and Wagon	3,71,242	3,41,076	3,01,883	2,91,120	3,05,538
Traffic	4,46,487	4,23,468	4,22,115	4,09,760	4,16,455
General charges	2,80,094	2,79,363	2,85,164	2,85,229	2,86,821
Special and Miscellaneous	53,214	89,938	48,561	49,267	45,106
Total	26,81,594	26,91,555	26,82,135	26,47,541	27,50,916
					27,63,201
					26,99,926
					24,77,847
					27,40,731

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

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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. 448 Ry., dated 20th April 1899, embodying the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1898, with a brief note thereon by the Consulting Engineer for Railways.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.
(") A. T. ARUNDEL.
(") H. M. WINTERBOTHAM.

OOTACAMUND,
20th April 1899.

Encl. T. K. Narayana Aiyangar.

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Eng: for Rep.

D 27/4/89.

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