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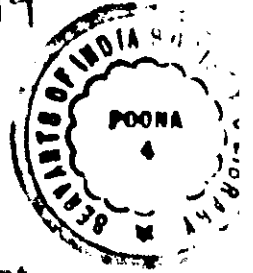
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No. 85, Statistical.

DIRECTOR GENERAL OF RAILWAYS.

STATISTICAL.



To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

SIR,

Simla, May 29, 1888.

I HAVE the honour to submit herewith Part I. of the Annual Report relating to the Administration of Railways in India during the year 1887-88, prepared in India for presentation to the Houses of Parliament.

The net receipts for the year 1887 show a decrease as compared with those for 1886 of Rs. 38,78,758, and the percentage on the capital expended on open lines, excluding, as is usually done in these reports, the expenditure on steamboat services, suspense items, and other indirect charges, amounts to 5.33 against 5.90 of the previous year.

These figures include the transactions of lines belonging to Native States and of lines belonging to Companies which receive little or no assistance from the State. The results affecting the finances of the Indian Government are somewhat different, owing to the liabilities connected with Guaranteed Companies having been incurred principally in sterling. The true effect of the Indian Railways upon the finances of the Government was in 1886-87, as nearly as may be calculated, as follows:—

*Guaranteed Companies.*

	Rs.
Amount required to meet the guarantee of interest	- 3,72,18,640
Less.—Received from Companies, i.e., the net receipts less the Companies' share of surplus profits	- 3,11,25,181
Loss	- 60,93,459

*State Lines.*

	Rs.
Interest on Capital Account	- 2,42,34,490
Interest on debentures of Companies whose lines were purchased	- 71,29,040
Annuities issued in cancellation of Companies' Capital	- 7,56,490
	3,21,20,020
Less.—Net traffic receipts	- 2,55,74,599
Loss	- 65,45,421

*State Lines leased to Companies.*

	Rs.
Interest on Capital	- 47,15,900
Less.—Net receipts of the Lines	- 6,62,381
Loss	- 40,53,519

*East Indian Railway.*

	Rs.
Charges for annuities and interest on deferred annuities and Capital Account	- 2,29,89,930
Less.—Net traffic receipts, deducting Company's share of surplus profits	- 2,98,54,402
Profit	- 68,64,472

( It will thus be seen that there was a net loss to Government on account of railways of Rs. 98,27,927 in 1886-87 ; but it should be borne in mind that all the capital sunk on unopened sections is still unproductive, and that a great deal of the capital shown under State Railways has been expended on military lines which were politically necessary apart from any question of their commercial value. Also that under the head "annuities" there is included a contribution for a sinking fund which is really meant to reproduce the capital at the expiry of the period for which the annuity is to run. )

The decrease in the traffic and in the net receipts during 1887 was most marked on the North-Western, the Bombay, Baroda, and Central India, and the Rajputana-Malwa Railways, and is principally attributable to the depressed state of the grain trade. On the North-Western Railway there was also a considerable falling off in the carriage of railway material ; but, on the other hand, there was a satisfactory development of traffic on the Eastern Bengal and the Southern Mahratta Railways.

The summary of merchandise carried shows that the total tonnage has increased by 1,110,345 tons, and that on 21 out of the 33 items tabulated the weight carried increased.

A comparison of the earnings for the corresponding periods of 1886 and 1887 with the approximate returns for 1888 shows some improvement :—

		Receipts.		
		Rs.		
1886	- - -	5,06,34,504	1st	3rd April
1887	- - -	5,00,95,679	" "	" 2nd "
1888	- - -	5,18,78,623	" "	" 31st March.

No new lengths have been added to the open mileage since the 31st March 1888.

A graphic diagram is published with this Report showing the increases in the open mileage, capital outlay,\* gross receipts, gross expenses, and net receipts, from the commencement of railway construction in India to the end of 1887.

I have the honour to be,

Sir,

Your most obedient Servant,

L. CONWAY-GORDON, Lieut.-Col., R.E.,  
Director-General of Railways.

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\* In the diagram the capital outlay includes the expenditure on sections under construction of lines partly opened for traffic.

STATEMENT showing the TOTAL RECEIPTS from 1st January to 31st March 1888, as compared with the corresponding periods of 1886 and 1887.

Railway.	1st January to 3rd April 1886.	1st January to 2nd April 1887.*	1st January to 31st March 1888.
<b>STATE IMPERIAL.</b>			
	Rs.	Rs.	Rs.
East Indian - - - - -	1,28,25,742	1,30,03,818	1,30,26,153
Rajputana-Malwa (a) - - - - -	48,66,014	47,05,925	50,01,959
Sindia - - - - -	1,10,299	1,24,128	1,06,608
Patna-Gya - - - - -	1,40,517	1,52,029	1,11,131
Bengal-Nágpur - - - - -	5,64,485	4,50,874	4,21,819
Dildárnagar-Gházipur - - - - -	12,735	13,071	12,545
Mysore - - - - -	1,07,836	1,29,477	1,28,408
Southern Mahratta (b) - - - - -	3,19,714	5,81,899	8,35,124
Indian Midland - - - - -	(g) 670	57,691	1,73,080
Cuddapah-Nellore - - - - -	—	—	49,778
North-western (c) - - - - -	74,01,312	53,22,810	62,37,794
Wardhá Coal (d) - - - - -	2,36,967	2,62,038	2,57,613
Bengal Central - - - - -	1,39,247	1,46,661	1,72,014
Katni-Umaria - - - - -	—	21,592	25,460
<b>Total - - - - -</b>	<b>2,67,25,598</b>	<b>2,49,72,682</b>	<b>2,65,92,186</b>
<b>STATE PROVINCIAL.</b>			
Bareilly-Pilibheet - - - - -	27,338	28,238	21,558
Lucknow-Sitapur-Sihrámau - - - - -	—	44,202	67,514
Eastern Bengal Railways (e) - - - - -	20,26,048	21,21,246	22,72,594
Nalháti - - - - -	22,287	26,058	29,081
Tirhoot - - - - -	8,56,309	4,51,732	5,55,621
Burma - - - - -	9,62,367	12,14,537	11,50,836
Jorhát - - - - -	7,568	8,410	8,165
Cherra-Companyganj - - - - -	—	695	1,817
<b>Total - - - - -</b>	<b>34,01,917</b>	<b>38,95,113</b>	<b>41,10,219</b>
<b>GUARANTEED COMPANIES.</b>			
Madras - - - - -	19,89,950	20,79,032	21,11,875
South Indian - - - - -	11,48,463	12,85,696	12,22,231
Great Indian Peninsula (f) - - - - -	1,09,20,292	1,12,68,757	1,06,72,059
Bombay, Baroda, and Central India - - - - -	35,32,792	33,51,454	34,42,193
Oudh and Rohilkhand - - - - -	16,87,548	18,00,948	19,97,030
<b>Total - - - - -</b>	<b>1,92,79,045</b>	<b>1,97,85,887</b>	<b>1,94,45,388</b>
<b>ASSISTED COMPANIES.</b>			
Bengal and North-Western - - - - -	4,28,052	4,61,359	5,35,293
Tárakeshwar - - - - -	77,261	71,972	75,692
Rohilkhand-Kumaun - - - - -	63,081	66,606	62,731
Dibru-Sadiya - - - - -	87,918	95,708	97,811
<b>Total - - - - -</b>	<b>6,56,312</b>	<b>6,95,645</b>	<b>7,71,557</b>
<b>NATIVE STATES.</b>			
The Nizam's (Guaranteed Company) - - - - -	2,76,614	3,59,998	4,31,824
The Gaekwar's - - - - -	— (h)	39,510	41,826
The Gaekwar's Mehsána-Vadnagar - - - - -	—	(i) 651	12,059
Bhávnagar-Gondal - - - - -	2,39,111	2,56,745	3,35,138
Morvi - - - - -	1,622	25,654	35,330
Jodhpore - - - - -	54,285	63,794	1,02,787
<b>Total - - - - -</b>	<b>5,71,632</b>	<b>7,46,352</b>	<b>9,58,973</b>
<b>Grand Total - - - - -</b>	<b>5,06,34,504</b>	<b>5,00,95,679</b>	<b>5,18,78,623</b>

\* Corrected by audited figures.

(a) Includes Rewari-Ferozepore and Cawnpore-Achnera State Railways.

(b) Includes Bellary-Kistna State Railway.

(c) Includes Amritsar-Pathámkot and Rájputana-Patná State Railways.

(d) Includes colliery.

(e) Includes Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Bihar State Railways.

(f) Includes Dhond-Maumád, Khámgaon, Amráoti, and Bhopal-Itánsi.

(g) Receipts for first three days of April 1886.

(h) Information not available.

(i) Receipts for 13 days from 21st March to 2nd April 1887.

## CONTENTS.

	Paragraph.	Page.
<b>CHAPTER I.</b>		
<b>LINES OPEN AND UNDER CONSTRUCTION.</b>		
Open mileage	1	11
Extensions of line	2	11
Additions to open mileage from 1st April 1887 to 31st March 1888	3	11-12
Lengths of lines sanctioned and open for traffic on 31st March 1888	—	13-15
 <b>CHAPTER II.</b>		
<b>WORKS IN PROGRESS.</b>		
Leading events	1	16
East Indian	3	16
Dildárnagar-Gházipur	4	17
Sindia	5	17
Rajputana-Malwa	6	17
Bengal-Nagpur	7	17
Southern Mahratta	8	18
Indian Midland	9	19
Cuddapah-Nellore	10	20
North-Western	11	20
Wardha Coal	12	24
Bengal Central	13	24
Katui-Umaria	14	24
Bareilly-Pilibheet	15	24
Lucknow-Sitapur-Sihrámau	16	24
Eastern Bengal	17	24
Tirhoot	18	26
Burma	19	26
Jorhát	20	28
Cherra-Companyganj	21	28
Madras	22	29
South Indian	23	29
Great Indian Peninsula	24	30
Bombay, Baroda, and Central India	25	30
Oudh and Rohilkhand	26	30
Bengal and North-Western	27	31
Rohilkhand-Kumaun	28	31
Thatón-Duyinzák	29	32
The Nizam's (Guaranteed)	30	32
The Gaekwar's Mehsána-Vadnagar	31	32
Kolhapur-Miraj	32	32
Bhopal-Itárai	33	33
Kathiawar,—Bhávnagar-Gondal-Junagarh-Porbandar, Morvi	34	33
Jodhpore	35	33
 <b>LINES UNDER SURVEY OR PROJECTED.</b>		
Bengal-Assam Surveys	36	33
Bannu Railway Survey	37	33
Benares-Púri	38	34
Godhra-Rutlam	39	34
Kanara Survey	40	34
Jammu and Cashmir	41	34
Kalka-Simla	42	34
Dehra Dúu	43	34
Patiala-Bhatinda	44	34
Bhatinda-Bhawalpur	45	35
State Railway Surveys in Madras	46	35
Statement showing annual progress made in the length of railways open for public traffic in India since their commencement	—	36-39

	Paragraph.	Page.
<b>CHAPTER III.</b>		
<b>FUEL CONSUMPTION AND SUPPLY.</b>		
Fuel consumption	1	40
Source and description of fuel used, average cost per ton, and consumption per train-mile	2	40-41
East Indian Railway Collieries	3	41
Bengal-Nagpur	4	41
Cherra-Companyganj	5	41
Makum (Assam) coal	6	41
Upper Burma	7	41
Warora Colliery	8	41
Umaria Colliery	9	42
Dandot Colliery	10	42
Khost Coal Explorations	11	43
Singareni	12	43
Petroleum Wells at Khatun	13	48
Mohpani	14	44
<b>CHAPTER IV.</b>		
<b>STORES, ROLLING STOCK.</b>		
Expenditure in England	1	45
Ditto in India	2	45
Cost of establishment at Ports	3	45
Ships employed	4	45
Insurance	5	46
Reserve stores	6	46
Table showing the number of locomotives and vehicles on the various lines	—	47
Table showing the number of engines and vehicles used in conveying traffic and the number of miles travelled by trains	—	48-49
Table showing the average number of locomotives employed on the principal railways and the work obtained from each	7	50
<b>CHAPTER V.</b>		
<b>CAPITAL.</b>		
Total capital expenditure on Indian railways up to 31st December 1887, including lines under construction	1	51
Total capital raised by Guaranteed Companies and by State Lines leased to companies up to 31st December 1887	2	51
Capital not bearing interest	3	52
Capital transactions of State and Guaranteed Railways	4	52
Statement of debenture loans on 31st December 1887	—	53
Ditto of expenditure in England and India on Indian State Railways, appropriated to the various undertakings to 31st December 1887	—	54-57
Ditto showing amount of capital authorised to be raised for Guaranteed and Subsidised Railways and State Lines leased to Companies as now sanctioned, the amount raised and amount withdrawn to 31st December 1887	—	58
Ditto showing the amount received from and withdrawn by each of the Guaranteed and Subsidised Railways, and State Railways leased to Companies during the year ended 31st December 1887	—	59
Ditto of withdrawals out of capital for expenditure by all Guaranteed Railway Companies during each financial year from commencement to 31st March 1888	—	60
Ditto of capital withdrawals by the Bengal Central Railway, Southern Mahratta (including Mysore), the Bengal-Nagpur and the Indian Midland Railway Companies during each financial year from the commencement to the 31st March 1888	—	61
Ditto of withdrawals of capital expenditure by the Rohilkhand-Kumaun Subsidised Railway Company during each financial year from the commencement to 31st March 1887	—	61

	Paragraph.	Page.
<b>CHAPTER VI.</b>		
<b>LINES OPEN FOR TRAFFIC.</b>		
<i>Persons employed.</i>		
Numbers employed	1	62
Casualties	2	62
Numerical return of servants of all races employed on open lines of railway in India on the 31st December 1887	—	64-65
Numerical return of casualties, whether by death, resignation, and discharge or dismissal, amongst the European and East Indian employes on the railways open for traffic in India during the year ending 31st December 1887	—	66-67
Native drivers and shunters	3	68
Provident institutions	4	69
Railway Volunteer Corps	5	70
Statement showing the strength and cost of police on the open lines of railway in India, and the amount of compensation payments due to thefts, &c., for the year 1887	—	71
<i>Flood damages.</i>		
North-Western	6	72
Bengal-Nagpur	7	72
Eastern Bengal	8	72
South Indian	9	72
Cuddapah-Nellore	10	73
Cherra-Companyganj	11	73
<i>Accidents.</i>		
Abstract of Accidents to trains during 1887	12-13	73-74
<b>CHAPTER VII.</b>		
<b>LINES OPEN FOR TRAFFIC.</b>		
<i>Traffic working.</i>		
Bengal-Nagpur	1	75
Indian Midland	2	75
Bellary-Kistna	3	75
Cuddapah-Nellore	4	75
North-Western	5	75
Bareilly-Pilibhoet	6	75
Lucknow-Sitapur-Sihramau	7	75
Eastern Bengal Railways	8	75
Bengal Central	9	77
Assam-Bihar	10	77
Burma	11	77
Jorhát	12	77
Madras	13	77
Great Indian Peninsula	14	78
Bombay, Baroda, and Central India and Rajputana-Malwa	15	78
Oudh and Rohilkhand	16	78
Bengal and North-Western	17	78
Rohilkhand-Kumaun	18	78
The Nizam's Guaranteed Company	19	78
Jodhpore	20	78
Grain and seeds traffic	21	78
Wheat traffic	22	79
Passengers and goods traffic } Unit mileage, 1887	23	79
<i>Fares and Rates.</i>		
Coaching fares { Tirhoot	25	79
Mysore	26	79
North-Western	27	79
Goods rates { Darjeeling-Himalayan	28	80
Tirhoot	29	80
Oudh and Rohilkhand	30	80
Bengal and North-Western	31	80
Table showing ordinary passenger fares and goods rates in pies on the principal Indian railways on the 31st December 1887	—	82-83
Statement showing the passenger traffic on the several railways during the year ending 31st December 1887	—	84-85
Statement showing the goods traffic on the several railways during the year ending 31st December 1887	—	86-87
Statement showing the unit mileages of passenger and goods traffic on the several railways during the year ending 31st December 1887	—	88-89

	Paragraph.	Page.
<b>CHAPTER VIII.</b>		
<b>REVENUE AND TRAFFIC RESULTS.</b>		
Revenue	2-11	90-91
Statement showing the total cost of each railway on 31st December 1887, and the average cost per mile	—	92
Statement showing the net earnings and their per-centage on capital expenditure finally charged off (excluding suspense accounts) for the principal railways during the years 1883 to 1887	—	93
Statement showing the direct annual gain or loss to the State from railway outlay since 1858	—	94-95
Statement showing total amount of guaranteed interest advanced to 31st December 1887	—	96
Statement showing approximately the amounts advanced on account of guaranteed interest to 30th June 1887	—	96
Statement showing the amount of surplus profits earned by Guaranteed Railways to 31st December 1887	—	96
Statement showing the capital expenditure, net revenue, guaranteed interest, interest in excess of revenue and revenue in excess of interest on Guaranteed Railways from 1870 to 1887	—	97
Statement showing results of working the Guaranteed Railways for the year ending 31st December 1887	—	97
Traffic results	12	98
Passenger traffic	13	98
Goods traffic	14	98
Gross receipts	15	99
Working expenses	16	99
General results of working of the principal Indian railways during the year ending 31st December 1887	—	100-101
Statement showing the total receipts and expenses, and the net receipts per train-mile on the several railways during the year ending 31st December 1887	—	102-103
Table showing expenditure on revenue account on the several railways during the year ending 31st December 1887	—	104-105
Summary of principal commodities carried in 1887 as compared with 1886	—	106
General summary	—	107
<b>APPENDIX.</b>		
Details of the principal commodities carried, and the receipts therefrom, on the several railways during the year 1887, as compared with the previous year	—	108-122