EAST INDIA (RAILWAYS).

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

PO À

1899-1900.



BY

F. R. UPCOTT, ESQ., C.S.I.,

ABCRETARY TO THE GOVERNMENT OF INDIA, PUBLIC WORKS DEPARTMENT, RAILWAYS.

DIAGRAM SHOWING THE REVENUE TRANSACTIONS OF THE PRINCIPAL RAILWAYS DURING 1898, CAPITAL OUTLAY UP TO THE 31 PECEMBER 1898, AND TRAIN-MILEAGE RESULTS.

East Indian.	Bengal Nagpur	Indian Midland.	North Western State, excluding military lines.	Outh & Rehilkhand State including the Countries the three gauge link	Eastern Bengal	Fast Coast State.	Great Indian Poninsula.	Bombay, Baroda & Central India.	Madras.	The Nizam's Guaranteed State.	Bengal & North Western.	Rajputana –Malwa.	Southern Mahratta.	South Indian.	Burma.	Rohilkund & Kumaon.	Bhavnagar — Gon Junagad – Porband
			ı											,			
,	2			,										Å.			
											<u> </u>						•
i i				•										ž'		,	91
			,	*		1					4		*				*
				*							2						
		-		}						,							. 1
				†			Я					<i>y</i>	į				
				i i							P	52	,				÷ .
	r.									,	7		飄			,	
	D													12345678	1 2 3 4 5 67B	9 1 2 3 4 5 6 7 8	9 1 2 3 4 5 6 7
456789	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	123456789	123456789	1 2 3 4 5 6 7 8 5	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	23456785	123456789	123456785	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 3	- E			2
							*	REFERE	NCES.		≠; + ,			,			
								Net earnings		7 Net earn	ings per train-mil			, , , , , , , , , , , , , , , , , , ,			4.
			> "					ross earnings per trai Vorking expenses per ti		8 Capital, o	of Net carnings on	Capital outlay.		20	N. Carlo	d at the Survey of India	Officer Calcutta

STANDARD GAUGE (5'6")

State lines worked by companies.

I,—BAST INDIAN.

	I,—BAST INDIAN,	
	Howrsh old chd. line to Delhi, jn. with DUK., S. P., and RM., rys. (Main line) Hhadreswar (17:46 miles from Howrsh) to the Hooghly river bank (Bhadreswar bch.) Hooghly (23:33 miles from Howrsh) to Nsihâti on the E. B. B. ry. (Hooghly bridge bch.) Ondal (116:60 miles from Howrsh) to Nsihâti on the E. B. B. ry. (Hooghly bridge bch.) 18:34 18:34 18:34 18:34 18:34 18:35 18	Miles.
	Khána jn. with the chd. line (74 % miles from Howrah) to Luckeeseral (Loop line)	1,990 52
	IL→BREGAL OBSTRAL. (a)	
	Dum-Dum (4°25 miles from Calcutta) to Khoolus (Dum-Dum sec.)	
₹	III.—STUGAL-Wigful.	
ે ન	Annael jn. with E. I. ry. (131-75 miles from Howrah) vid Bilaspur to Nagpur jn. with G. I. P. ry. 626-66 Damoedur (5-10 miles Asansol) to the Equitable Coal mines (Sanctorus Sch.) 7-03 Sini (97-50 miles from Asansol) to Kola Riverside station 135-03 Kola Riverside station to Howrah Khargpur to Barsus jn. with E. C. S. ry. 186-54 Khargpur to the right bank of the Coseye river Right hank of the lossye river to Bojudih Jharwaguda (245-23 miles from Asansol) to Sambalpur (Sambalpur Sch.) 30-23 hitspure 187-187 miles from Asansol) to Katni jn. with the E. I. and I. M. rys. (Kotal Sch.) 196-38	
	17.—IPDIAN RIDIAND.	•
	•	1 3) 7
A:	T.—BEOPAL-Mint (British section),	
	Itarsi (463 26 miles from Bombay) to the frontier of the Bhopal State	13.11
	/ t vi goderi-rutliy-viedi.	
	Godhra (318-80 miles from Bombay) to Kágdá	141-14
	Godhra (319.20 miles from Hombay) to Kagus	
	Wardha (471-25 miles from Bombay) to Warora	44 88
	VIII.—DEORD-MARMAD.	
	Dhond (105-96.miles from Bombay) to Manmad	145-44
	EX-BREWIDS EXTERSION (EVEL COVEL SEVEN) (9)	
	-,,	20'58
	Bezwada (19-00 miles from Gódávari North, B.C. S. railway) to Hyderabad S. E. frontier .	20 90
	# I.→AGRA-DELER CHORD.	4141.10
	Agra to Delhi	e) *131·16
	• Under construction or sanctioned for construction.	

[•] Under construction or sanctioned for construction,

 ⁽a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
 (b) Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Niram's Guaranteed State Railways Company.
 (c) Commencement of work not yet authorized.

STANDARD GAUGE (5'6")-(contd.) State lines worked by the State.

II.—Borte Western,

Main line and branches (Commercial).

Chéziabad (1,188'66 miles from Riámás Labore to Kiéméri, including the Napi Mecan Meer East (826'00 miles from Ki Kotri (107'95 miles from Kiéméri) to M														Miles.
m ffill miffi Kali iskultin milas from Ki	1110	Pesh	íwar	Cant	•						•		Miles. 619:84	
Kotel (107195 milas from 1714—4—4	4-4-	EN 4- 1	•	n'Ma	w		16	' z			• • •	. :	921.86	
Kotri (107 95 miles from Kiámári) to H Bahoki (13 49 miles from tildu Bandari	y deza	bad ((Bind)		. 1	Kot	ri- ji	ohri	:NOTO	: (1,84	•	(a) 2·13 • 5·30	
				* /P		. 5	cka	rd i	ine	1		•	178 93	
Wasirabed (8% 00 miles from Kiau Toba Tek Singh (1,023/93 miles fro Wasirabad (885/00 miles from Kian	ni rij	to To	ba T	ek 8j	ngh)	 	• -1-4	• • 121.	. •	•	. '	66:70 149:04	
Wasirabad (885 ° 0 miles from Kián Ráewind (797 25 miles from Kiámás	m Kid	hmár A th) to	Khan	ewal	5"	45171	0 00a	-4.40	Rom:	at De	• {	. •67·00	
Raewind (797 25 miles from Klamas	41 46	y	epor	e Can	it. (2	7e TO S	OU OF	r ata)	Cask:	mir b	cA.)	35:58 33:06	
Husaniniwala (826 25 miles from Ki	4 4		.	•	•_			•	٠.	•	:	:	2.57	
CORPOR 1000 OF CHILD BUILD BUILDING	1 10 6	in b b	n – I).		e CRI	16.	3	Brai	ick <i>e</i> s	§	•	•	(a) 8:50 1:25	
Kotri (107'95 miles from Kitmári)	to Ko	tri 8	anda	ur i	•	•	.)			ζ	:		1-14	
														1,976 8
AV 3 A 15	1	renti	er 80	cion	(K	litar	y).							
Nai-Seger reilwey														
Láis Máss (9:9 50 miles from Klámás Golfs jn. 11,011'25 miles from Klámás Rasul alding	ri) et 4	Khor	akwi	ii and	Hat	anpr	ir to	She		b.	•		343-R8	
Rasul siding Malakwal (904:50 miles from Kiami				• •		. yez n		•	•	:	:	:	70·16 9·00	
Harappur (#99 00 miles from Kiámi	iri: La	Nag	hene	rala (1	ë	15 / 2	Pasta		J- 1.	. :	•	•	10.10	
						ch.)	rug ee	,		4. ,	•	:	7·68 8·61	
Kundián (792:50 miles from Kiámá Mahmád Kot (630:26 miles from K	ri) ta	Már	1 I W	á L	-1 1				4	. :	•		86 32	
		-,			* \~	~~ .	74651			* .,	•	•	11.53	505 12
Mad-Pirkin and Muthkof-Bolan railwa						_								
Ruk (Point No. 5) etd Bibl to Bosto Base of Boston triangle loop	40 QU	1021	ejânı	п (Су		5 es f	entio:	-	•	٠	•	•	268 15	
Bosian to Chaman	•	•	•	:	:	:	:	•	:	•	•	:	0 .44 67.18	
Nort Book to Bindli (Readle bob.) Sibi to Bostán vid Harnal	•	•	•	•	•	•	•	•	•	•	•	•	13.91	
Mithri chord (on Quetta district)	:	:	:	•	:	:	:	:	•	:	•	:	107:60 0:61	
Mithri ebord (on Bukkur district)	•	•	•	•	•	•	•	•	•	•	٠	•	0.75	469-49
													_	200 2 3
Paddoer-Jenroed relivey	•	•	•	•							٠.			*12-00
Mári-Atlock railmay—														•
Campbelipur Cant. (rewetstion) to	Besi	۱ţa.	with	Kha	tálga	n b	h. of	the	M. Y	W. B.	77.		19.80	
Jand (5) to Daud Khel (mear Mári)	•	•	•	•	•	•	٠	•	•	٠	•	•	56.81	WF.01
•								٠						75.61
	•													3,029 10
				BAWAI		Dir	LLLT.							
Gide Bandar on the Indus river near H	Jdera	DEG	to 8h	adipa	ηĦ	•	•	٠	-	•	•	•		58-91
	33 3	T.—0	TDH	AND !	Bow1	LKH	LED.				٠			
Moghal Sarai (470°03 miles from Hown Benares Cant. vid Pysabad to Lucknow								•	•	•	•	•	518*1 9 199 03	
Bareilly (825 03 miles from Howrsh) eig	4													
	* / 05	Dasa	si to .	Morse	daba	d (Be	reili	y M	orad	أسلاه	loop	lise	j 70·50	
(ihágiabad to Moradabad (chord line)					daba	d (<i>B</i>	roili	٠,			loop	line	70·50 87·05	•
Oháziabad to Moradabad (chord line) Hánupali (126-75 miles from Moghi Bara lianki (191-00 miles from Mog	al Ran rhal :	al) to arai)	Ajo to B	dhya (abres	daba Gh a t ngha	d (<i>Bi</i> (<i>Aj</i> c	roili Aiya Aras	Gl	dt be L bek) .)		:	70°50 *87°05 3°23 21°62	•
Ghágiabad to Moradabad (chord (inc) Hánapali (12675 miles from Moghi Bars lianki (191°00 miles from Mog Lucknow to Cawapore with passen	a) Bar rhal e ger a	al) to arai) ppros	Ajo to B	dhys (ahren the l	daba Ghat ngha R. 1.	d (<i>Bi</i> : (<i>Aj</i> t (<i>Bi</i>	roili Aiya Aras t Car	Gli glia rppo	dt be t bek te (6	1.) .) ?awn	pore	ded.) 70°50 *87°05 3°23 21°52 45°46	•
Ghásiabad to Moradabad (chord lise) Mánupati (126:75 mites from Moghi Bara Banki (191:00 mites from Mog Zucknow to Cawapore with passen Chandausi (398:00 mites from Mogi K'ajibabad (472:03 mites from Mogi	al Bar rhal : ger s hal Sa hal Sa	al) to arai) ppros arai) arai e	to B to B to Al to Al	dhys (ahren the l igarh e choi	daba Ghat ngha R 1. jo. v	d (<i>Bi</i> t (<i>Bi</i> t (<i>Bi</i> t) t (a) t (b) t (b) t (c)	sreili sdiya shras t Car B. I. Kot	Glassia report ty.	At be t bek re (l (Alig	h.) -] ark	pore bch.)	ded.	70°50 *87°05 3°23 21°52 45°46 60°60 15°19	
Chazinbad to Moradabad (chord lise) Rhaupati (126.75 miles from Moghi Bara hanki (191.00 miles from Mog Lucknow to Cawapore with passes Chandausi (398.00 miles from Mog	al Bar rhal : ger s hal Sa hal Sa	al) to arai) ppros arai) arai e	to B to B to Al to Al	dhys (ahren the l igarh e choi	daba Ghat ngha R 1. jo. v	d (<i>Bi</i> t (<i>Bi</i> t (<i>Bi</i> t) t (a) t (b) t (b) t (c)	sreili sdiya shras t Car B. I. Kot	Glassia report ty.	At be t bek re (l (Alig	h.) -] ark	pore bch.)	ded.	70°50 *87°05 3°23 21°62 45°46 60°60	1.037 '61
Ghásiabad to Moradabad (chord lise) Mánupati (126:75 mites from Moghi Bara Banki (191:00 mites from Mog Zucknow to Cawapore with passen Chandausi (398:00 mites from Mogi K'ajibabad (472:03 mites from Mogi	al Bar rhal : ger s hal Sa hal Sa	al) to arai) ppros arai) arai es ai) to	to Bien to Alich the Hard	dhys (ahren the l igarh e choi	dabad Ghat ngha R. I. jo. v rd lin (<i>Har</i>	d (Be t (Be ty. a with ne) to	areili adiya ahran t Cas B. I. Kot bah.	Glassia report ty.	At be t bek re (l (Alig	h.) -] ark	pore bch.)	ded.	70°50 *87°05 3°23 21°52 45°46 60°60 15°19	1,037 61
Ghásiabad to Moradabad (chord lise) Mánupati (126:75 mites from Moghi Bara Banki (191:00 mites from Mog Zucknow to Cawapore with passen Chandausi (398:00 mites from Mog Kajibabad (472:03 mites from Mogi	al Bar rhal : ger s hal Sa hal Sa	al) to arai) ppros arai) arai es ai) to	Ajordo Bieh to Alice Hard	dhys dahren the l igarh e choi iwar (dabad Ghāt ngha R. J. Jo. V rd lin (<i>Har</i>	d (Ba t (Ba ty. a with ne) to dwar	areili adiya ahran t Cas B. I. Kot bah.	Glassia report ty.	At be t bek re (l (Alig	h.) -] ark	pore bch.)	ded.	70°50 *87°05 3°23 21°52 45°46 60°60 15°19	1,037 '61
Ghásiabad to Moradabad (chord lise) Mánupati (126 75 mites from Moghi Bara lianki (191 00 mites from Moghi Lucknow to Cawapore with passes Chandausi (389:00 mites from Mog Najibabad (472:02 mites from Mogha Libaksar (468:09 mites from Mogha	al Barrybal = ger sy hal So hal So l Sore	el) to erai) ppros rai) rai e ui) to EIV	A joint to Black to All the Hard (Rad)	dhya i ahren o the l igarh e choi iwar (aszum	dabad Ghāt ngha E. l. ju. v rd lin (<i>Har</i> Secti	d (Be (Aje t (Be ty. a with ne) to described.)	areili adiya ahran t Cas B. I. Kot bah.	Glassia report ty.	At be t bek re (l (Alig	h.) -] ark	pore bch.)	dch.	70°50 *87°05 3°23 21°52 45°46 60°60 15°19	1,037 '61
Ghásiabad to Moradabad (chord lim) Manupati (126.75 mites from Mogh Bara lianki (191.00 mites from Mog Lucknow to Cawapore with passen Chandausi (398.00 mites from Mog Najibabad (472.03 mites from Mogha Libaksar (498.00 mites from Mogha Calcutta (Sealdah) to ju, with the bch. Canal ju. (275 miles from Galcutta	al Barrybal :: ger aj hal Sa hal Sa l Sarr to Pa to C	al) to arai) ppros irai) irai e ii) to EIV	A joint to Bit to Ali the Hard	dhys dhys the ligarh e chor dwar (dabad Ghāt ngha E. l. Ju. v rd lin (<i>Har</i> Secti	d (Be (Aje t (Be ty. a with ne) to describe (Be.)	odiya shras t Car B. I. Kot bab.	Gh ngha vepo ry. I dwa	dt be t bek pre (t (Alig re (k	h.) Commark older	pore beh.) dra	ded.	70°50 *87°05 \$238 \$1:52 \$1:52 \$1:52 \$60°60 \$15°19 \$17°06 	1,037 '61
Ghásiabad to Moradabad (chord lise) Mánupali (126 75 mites from Morit Bara lianki (191 00 mites from Morit Eara lianki (191 00 mites from Morit Eucknow to Cawnpore with passen Chandaust (398 00 mites from Morit Majihabad (473 00 mites from Morit Ebaksar (498 00 mites from Morita Calcutta (Sealdah) to ju, with the beh. Canel jn. (375 mites from Galcutta Torádaba (102 73 mites from Calcut	al Barrybal :: ger ay hal Sa hal Sa l Sarr to Pa to C tta) to	al) to arai) ppros irai) irai e ii) to Elv incho chitpo o Gol	Ajoria Oria Oria Oria Oria	dhys is abren o the ligarh is chorus is a second construction of the light of the l	dabad Ghāt ngha R. I. Ju. v rd liu (<i>Har</i> W Di Secti ore Secti	d (Be (Aje t (Be ty. a with ne) to describe (Be.)	odiya shras t Car B. I. Kot bab.	Gh ngha vepo ry. I dwa	dt be t bek pre (t (Alig re (k	h.) Commark older	pore beh.) dra	ded.	70:50 *87:05 \$:23 \$1:52 \$1:52 \$1:52 \$1:52 \$1:519 \$17:06	1,037 '61
Ghásiabad to Moradabad (chord lim) Manupati (126.75 mites from Moghi Bara lianki (191.00 mites from Moghi Bara lianki (191.00 mites from Moghi Backnow to Cawapore with passen Chandausi (398.00 mites from Moghi Rajibabad (472.03 mites from Moghi Lhaknar (498.00 mites from Moghi Calcutta (Sealdah) to ju, with the beh. Canal ju. (3.75 mites from Calcutta Porádaha (102.73 mites from Calcutta Bajuári (144.25 mites from Calcutta Mite 145.07 to Varidpur (Rajbária)	to Particular to Particular to Cital to	al) to mrai) ppros irai) irai so ii) to Elv incho chitpe o Gol Goals pur i	Ajoria (Easterna)	dhys dahren o the ligarh e choi dwar (dabad Ghāt ngha R. I. Ju. v rd liu (<i>Har</i> W Di Secti ore Secti	d (Be (Aje t (Be ty. a with ne) to describe (Be.)	areili odiya akras t Car B. I. Kot bak. L.	Gh ngha vepo ry. dwa)	dt be t bek re (6 (Alig re (A	h.) Tawn ark olds	pore bch.) dra	dek.j	70·50 87·05 87·05 823 21·52 45·46 60·60 15·19 17·06 145·07 2:00 17·89 4·97 19·33	
Ghásiabad to Moradabad (chord lim) Mánupali (126.75 mites from Moghi Bara lianhi (191.00 mites from Moghi Eacknow to Cawapore with passes Chandausi (398.00 mites from Moghi Rajibabad (472.03 mites from Moghi Ebaksar (498.00 mites from Mogha Calentia (Realdah) to jn. with the beh. Cansi jn. (2.75 mites from Calentia Poradaha (102.75 mites from Calentia Mite 145.07 to Faridpur (Rajiberi- Belgáchhi (138.50 mites from Calentia Mite 145.07 to Faridpur (Rajiberi- Belgáchhi (138.50 mites from Calentia Bibydea in, to Borat (56.)	to Partial to Ctta) to C	ni) to mrai) ppromirai) irai en ii) to EIV inche chitpe o Gold Goald irar i	Ajoria (Easterna)	dhys dahren o the ligarh e choi dwar (dabad Ghāt ngha R. I. Ju. v rd liu (<i>Har</i> W Di Secti ore Secti	d (Be (Aje t (Be ty. a with ne) to describe (Be.)	areili odiya akras t Car B. I. Kot bak. L.	Gh ngha vepo ry. I dwa	dt be t bek pre (t (Alig re (k	h.) Joseph Jark Jorda	pore bch.) drs	ōch.	70·50 *87·05 \$'23 21·62 45·46 60·60 15·19 17·06 145·07 2·00 17·89 4·37	
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moria Bara lianki (191 00 mites from Moria Lucknow to Cawnpore with passes Chandaus (389:00 mites from Mogi Najihabad (473:03 mites from Mogi Rhaksar (498:09 mites from Mogia Liaksar (498:09 mites from Mogia Calcutta (Sealdah) to ju, with the beh. Canel jn. (3-75 mites from Calcutta Torádaha (102 72 mites from Calcutta Rajuéri (144:25 mites from Calcutta Mile 145:07 to Faridpur (Rajiéri- Belgáchhi (138:50 mites from Calcutta Bydes ju, to Borat (504.) Panchouris to the Gances (Fiziere	to Particular to Particular to Particular to Control to	ni) to mrai) ppromi irai en ii) to EIV inche Gold Goalt pur i to the	Ajoria (Karonia (Karo	dhys dahran o the ligarh e choi dwar (asturi degar (chilpe (ggar (chilpe)	dabad Ghāt ngha E. J., ju. J. rd lin (<i>Har</i> W Bi Secti ore Secti (Data)	d (Bi (dj: (dj: ty, a with the to dwar imgai and dwar h.)	odiya shras t Car B. I. Kot bah. in ata	Ghaghanpo	dt be t bek re (6 (Aligna (A	h.) James Jordan Jordan	pore bch.) dra	dek.j	70-50 *87-05 \$-23 21-62 21-62 21-62 21-62 60-60 15-19 17-06 	
Ghásiabad to Moradabad (chord lim) Mánupali (126.75 mites from Moghi Bara lianhi (191.00 mites from Moghi Eacknow to Cawapore with passes Chandausi (398.00 mites from Moghi Rajibabad (472.03 mites from Moghi Ebaksar (498.00 mites from Mogha Calentia (Realdah) to jn. with the beh. Cansi jn. (2.75 mites from Calentia Poradaha (102.75 mites from Calentia Mite 145.07 to Faridpur (Rajiberi- Belgáchhi (138.50 mites from Calentia Mite 145.07 to Faridpur (Rajiberi- Belgáchhi (138.50 mites from Calentia Bibydea in, to Borat (56.)	to Particular to Particular to Particular to Control to	ni) to mrai) ppromi irai en ii) to EIV inche Gold Goalt pur i to the	Ajoria (Karonia (Karo	dhys dahran o the ligarh e choi dwar (asturi degar (chilpe (ggar (chilpe)	dabad Ghāt ngha E. J., ju. J. rd lin (<i>Har</i> W Bi Secti ore Secti (Data)	d (Bi (dj: (dj: ty, a with the to dwar imgai and dwar h.)	odiya shras t Car B. I. Kot bah. in ata	Ghaghanpo	dt be t bek re (6 (Aligna (A	h.) James Jordan Jordan	pore bch.) dra	dek.j	70·50 *87·05 \$7:33 21·62 45·46 60·60 15·19 17·06 2:00 17:99 4:37 19:33 2:30 3·40	
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moria Bara lianki (191 00 mites from Moria Lucknow to Cawnpore with passes Chandaus (389:00 mites from Mogi Najihabad (473:03 mites from Mogi Rhaksar (498:09 mites from Mogia Liaksar (498:09 mites from Mogia Calcutta (Sealdah) to ju, with the beh. Canel jn. (3-75 mites from Calcutta Torádaha (102 72 mites from Calcutta Rajuéri (144:25 mites from Calcutta Mile 145:07 to Faridpur (Rajiéri- Belgáchhi (138:50 mites from Calcutta Bydes ju, to Borat (504.) Panchouris to the Gances (Fiziere	to Particular to Particular to Particular to Control to	al) to arai) pppromarai) arai estito bitpo Goalt foalt to the	DAJOO AJOO TO BE TO AJOO TO AJ	dhys dahran o the ligarh e choi dwar (asturi degar (chilpe (ggar (chilpe)	dabad Ghāt Mgha E. I. Jo. v rd lin (Har M BE Secti (Dād	d (Bis (Ajis tage) (Ajis tage) (Ajis tage) to with the best of the construction (Ajis tage) (Ajis tage	odiya shras t Car B. I. Kot bah. in ata	Ghaghanpo	dt be t bek re (6 (Aligna (A	h.) James Jordan Jordan	pore bch.) dra	dek.j	70-50 *87-05 \$-23 21-62 21-62 21-62 21-62 60-60 15-19 17-06 	·
Ghásiabad to Moradabad (chord line) Mánupali (126 75 mites from Moradabad (chord line) Bara lianki (191 00 mites from Moradauk (388 00 mites from Moradauk (388 00 mites from Moradabad (472 02 mites from Moradabad (472 03 mites from Moradabad (472 03 mites from Moradabad (472 03 mites from Moradabad (473 03 mites from Galeutta Torádaba (103 73 mites from Calcutta Mite 146 07 to Faridapur (Rajbária) Belgáchhi (138 50 mites from Calcutta Mite 146 07 to Faridapur (Rajbária) Belgáchhi (138 50 mites from Calcutta Mites (150 05 to Faridapur (Rajbária) Panchoria to the Gangeo (Palires Jagati ja. with the chord line (107)	al Barr ger a hal Se hal Se hal Ser to Pa to C ta to C to C to C to C to C ta to C to C to C to C to C to C to C to C	an' te an' te pprosessant irai se anche chitpe o Gol Goalt par i ites fi (ies fi	o Ajob to Ba ich to Al id the Hard (East pre (Cash prom	dhya dhya dhahan	dabas Ghāt mgha L. jo. v rd liv d Har m BE Sichi c (Dao) stan) tta) t stero	d (Bit (Ajit (Bit (Bit (Bit (Bit (Bit (Bit (Bit (B	odiya akras t Car B. I. Kot bok. in ata	Ghanghan poor ry. dwa.	dt be t bek t bek (Ling) (Ling) (Ling)	A.) Commission of the control of the	pore bch.), dra i	del.	70-50 *87-05 \$-23 21-62 21-62 21-62 21-62 60-60 15-19 17-06 	·
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moria Bara lianki (191 00 mites from Moria Lucknow to Cawapore with passes Chandaus (389:00 mites from Mori Riphabad (473:03 mites from Moria Liankaur (498:09 mites from Moria Liankaur (498:09 mites from Moria Liankaur (498:09 mites from Calcutta Torádaha (102 72 mites from Calcutta Rajuéri (144:26 mites from Calcutta Mite 145:07 to Faridpur (Rajúéri- Belgáchhi (138:50 mites from Calcutta Mite 145:07 to Faridpur (Rajúéri- Belgáchhi (138:50 mites from Calcutta Bydes ju. to Borat (504.) Panchooria to the Gangre (Fakira Jagati ju. with the chord line (107) Calcutta to Port Canning, faciliding th Sonárpur (11:00 mites from Calcut	al Barr ger a hal Se hal Se hal Ser to Pa to C ta to C to C to C to C to C ta to C to C to C to C to C to C to C to C	an' te an' te pprosessant irai se anche chitpe o Gol Goalt par i ites fi (ies fi	o Ajob to Ba ich to Al id the Hard (East pre (Cash prom	dhya dhya dhahan	dabas Ghāt mgha L. jo. v rd liv d Har m BE Sichi c (Dao) stan) tta) t stero	d (Bit (Ajit (Bit (Bit (Bit (Bit (Bit (Bit (Bit (B	odiya akras t Car B. I. Kot bok. in ata	Ghanghan poor ry. dwa.	dt be t bek t bek (Ling) (Ling) (Ling)	A.) Commission of the control of the	pore bch.), dra i	del.	70-50 87-05 87-05 87-23 21-54 45-46 60-60 15-19 17-06 145-07 2:00 17-89 4-37 19-33 2-30 3-49 4-60 3-77	·
Ghásiabad to Moradabad (chord lim) Mánupali (126.75 mites from Moghi Bara lianhi (191.00 mites from Moghi Bara lianhi (191.00 mites from Moghi Lucknow to Cawapper with passes Chandausi (388.00 mites from Moghi Rajiabad (472.03 mites from Moghi Libakaar (498.00 mites from Moghi Libakaar (498.00 mites from Moghi Calentia (Bealdah) to ju, with the beh. Cansi jn. (3.75 mites from Calentia Porádaha (103.73 mites from Calentia Rajuéri (144.25 mites from Calentia Mite 145.07 to Faridpur (Rajbéri- Belgáchhi (138.50 mites from Calentia Bhydae ju. to Borat (56.) Panchooria to the Ganges (Pakira Jagati ju. with the chord line (107. Calentia to Port Canning, including th Boukepur (11.00 mites from Calentia Boukepur (11.00 mites from Calentia	al Rarr hal = ger al hal Sa hal Sa 1 Sarr to Pa } to C tta) to (Forid) tutta) to 25 mi	al) to mraily pproperties of just to D	o Ajone to Black to Black to Alid the Hard (East over (Cashou and o Sek.) a Gamerou ((South on, with a minute))	dhyse she is a horse of the is	dabad Ghāt ngha E. l. jo. vrd liv (Har M BE Section (Dāu stern arbox	d (Bott (Bott) a with ne) to describe a with ne) to describe and the control of t	odiya alras t Car B. I. Kot bob. in ata	Ghapperson dwarfy.	dt bek tre (f Aligera (L Lao) (Lao)	h.) Commoder order	pore bch.), dra i	del.	70·50 *87·05 \$23 21·52 45·46 60·60 15·19 17·06 145·07 2·00 17·69 4·37 19·33 2·30 8·49 4·57	204-22
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moria Bara lianki (191 00 mites from Moria Lucknow to Cawapore with passes Chandaus (389:00 mites from Mori Riphabad (473:03 mites from Moria Liankaur (498:09 mites from Moria Liankaur (498:09 mites from Moria Liankaur (498:09 mites from Calcutta Torádaha (102 72 mites from Calcutta Rajuéri (144:26 mites from Calcutta Mite 145:07 to Faridpur (Rajúéri- Belgáchhi (138:50 mites from Calcutta Mite 145:07 to Faridpur (Rajúéri- Belgáchhi (138:50 mites from Calcutta Bydes ju. to Borat (504.) Panchooria to the Gangre (Fakira Jagati ju. with the chord line (107) Calcutta to Port Canning, faciliding th Sonárpur (11:00 mites from Calcut	al Rarr hal = ger al hal Sa hal Sa 1 Sarr to Pa } to C tta) to (Forid) tutta) to 25 mi	al) to mraily pproperties of just to D	o Ajone to Black to Black to Alid the Hard (East over (Cashou and o Sek.) a Gamerou ((South on, with a minute))	dhyse she is a horse of the is	dabad Ghāt ngha E. l. jo. vrd liv (Har M BE Section (Dāu stern arbox	d (Bott (Bott) a with ne) to describe a with ne) to describe and the control of t	odiya alras t Car B. I. Kot bob. in ata	Ghapperson dwarfy.	dt bek tre (f Aligera (L Lao) (Lao)	h.) Commoder order	pore bch.), dra i	del.	70-50 *87-05 \$-23 21-52 21-52 45-46 60-60 15-19 17-06 145-07 2-00 17-89 19-33 2-30 3-49 46-00 3-77	·
Ghásiabad to Moradabad (chord lim) Mánupali (126.75 mites from Moghi Bara lianhi (191.00 mites from Moghi Bara lianhi (191.00 mites from Moghi Lucknow to Cawapper with passes Chandausi (388.00 mites from Moghi Rajiabad (472.03 mites from Moghi Libakaar (498.00 mites from Moghi Libakaar (498.00 mites from Moghi Calentia (Bealdah) to ju, with the beh. Cansi jn. (3.75 mites from Calentia Porádaha (103.73 mites from Calentia Rajuéri (144.25 mites from Calentia Mite 145.07 to Faridpur (Rajbéri- Belgáchhi (138.50 mites from Calentia Bhydae ju. to Borat (56.) Panchooria to the Ganges (Pakira Jagati ju. with the chord line (107. Calentia to Port Canning, including th Boukepur (11.00 mites from Calentia Boukepur (11.00 mites from Calentia	al Rarr hal = ger al hal Sa hal Sa 1 Sarr to Pa } to C tta) to (Forid) tutta) to 25 mi	al) to mraily pproperties of just to D	o Ajone to Black to Black to Alid the Hard (East over (Cashou and o Sek.) a Gamerou ((South on, with a minute))	dhyse she is a horse of the is	dabad Ghāt ngha E. l. jo. vrd liv (Har M BE Section (Dāu stern arbox	d (Bott (Bott) a with ne) to describe a with ne) to describe and the control of t	odiya alras t Car B. I. Kot bob. in ata	Ghapperson dwarfy.	dt bek tre (f Aligera (L Lao) (Lao)	h.) Commoder order	pore bch.), dra i	del.	70-50 *87-05 \$-23 21-52 21-52 45-46 60-60 15-19 17-06 145-07 2-00 17-89 19-33 2-30 3-49 46-00 3-77	204-22
Ghásiabad to Moradabad (chord lim) Mánupali (126-75 mites from Moghi Bara lianhi (191-00 mites from Moghi Bara lianhi (191-00 mites from Moghi Lucknow to Cawappre with passen Chandausi (388-00 mites from Moghi Rajibabad (472-02 mites from Moghi Libakaar (468-09 mites from Moghi Libakaar (468-09 mites from Moghi Calentia (Realdah) to ju, with the beh. Canai jn. (3-75 mites from Calentia Pordaha (102-72 mites from Calentia Rajuéri (144-25 mites from Calentia Mite 145-07 to Faridpur (Rajbéri- Belgáchhi (138-50 mites from Calentia Bhydas ju. to Borat (56-). Panchooria to the Ganges (Paires Jagati ju. with the chord line (107- Calentia to Port Canning, including th Sonárpur (11-00 mites from Calentia (Diemond Harber Mas) Ballygunge (4-26 mites from Calentia)	al Rarr hal = ger al hal Sa hal Sa 1 Sarr to Pa } to C tta) to (Forid) tutta) to 25 mi	al) to arai) ppprosession to the state of just to D.	Ajooria to Bieh to Alich to Alich to Alich to Alich than the	dhya dahran ahran	dabad Ghāt ngha E. I. jo. v (Har Talin (Har Talin Section (Dan (Barin arbo (Ba	d (Bi (dj: t (Bi ry. a nis) to dwar (WGA: nutd nutd nutd nutd nutd nutd nutd nutd	areilli dhya ahran t Casa B. I., Kot, Kot, boh, in etc.	Glasses Grand	dt bek t bek tre (f (Alignet L (Laog t line water ensio	h.) Commoder order	pore bch.), dra i	del.	70-50 *87-05 \$-23 21-62 21-62 21-63 21-63 21-63 11-19 17-06 145-07 2:00 17-89 4-37 19-33 2:30 3-49 -6:00 3-77 28-20 27-96 13-66	204-22
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Morhi Bara lianki (191 00 mites from Morhi Bara lianki (191 00 mites from Morhi Lucknow to Cawnpore with passes Chandaus (388-00 mites from Mogle Najihabad (472-03 mites from Mogle Libaksar (498-09 mites from Mogla Calentia (Realdah) to ju, with the beh. Cansi ju, (3-75 mites from Galentia Porádaha (102 72 mites from Calentia Mite 145-07 to Varidpur (Rajibris- Helgáchof (188-50 mites from Calenti Bitle 145-07 to Varidpur (Rajibris- Helgáchof (188-50 mites from Calentia Bhydes ju, to Borat (beh.) Panchooria to the Gangre (Pakirai Jagati ja, with the chord line (107 Calentia to Port Canning, including th Sonárpur (11-00 mites from Calen (Diemord Harber Has) Ballygunge (4-26 mites from Calen	al Farrichal : Rer al Farrichal : Rev reporter :	al) to arrai) pprosesses in the second secon	Ajones Aj	dhya dahran o the la dahran da	dabad Ghāt mgha E. 1. yrd lin (Har w ws Secti (Dau Secti (Dau arbox arbox arbox	d (Bo (diction)) t (Bo	areilli adhya akran t Cara B. Kot bob. in att.	Glasses Grand	dt bek t bek tre (f (Alignet L (Laog t line water ensio	h.) Commoder order	pore bch.), dra i	del.	70-50 *87-05 \$7-23 21-545 45-46 60-60 15-19 17-06 145-07 2:00 17-89 4-37 19-33 3-49 46-00 3-77 28-20 27-96 13-86	204-22
Ghásiabad to Moradabad (chord line) Mánupali (126 75 mites from Moradabad (chord line) Bara lianki (191 00 mites from Moradauk (388 00 mites from Moradauk (388 00 mites from Moradabad (472 02 mites from Moradabad (472 03 mites from Galcutta Toradaba (103 73 mites from Calcutta Mite 146 07 to Faridapur (Rajbaradabad (103 73 mites from Calcutta Mite 146 07 to Faridapur (Rajbaradabad (103 73 mites from Calcutta Mite 146 07 to Faridapur (Rajbaradabad (103 73 mites from Calcutta Mite 146 07 to Faridapur (Rajbaradabad (103 73 mites from Calcutta Mite 146 07 to Faridapur (Rajbaradabad (103 73 mites from Calcutta to Port Canning, including the Sonárpur (11 00 mites from Calcutta to Port Canning, including the Sonárpur (11 00 mites from Calcutta dabad (11 00 mites from Calcutta f	al Farrichal : Rer al Farrichal : Rev reporter :	al) to arrai) pprosesses in the second secon	Ajones Aj	dhya dahran o the la dahran da	dabad Ghāt mgha E. 1. yrd lin (Har w ws Secti (Dau Secti (Dau arbox arbox arbox	d (Bo (diction)) t (Bo	areilli adhya akran t Cara B. Kot bob. in att.	Glasses Grand	dt bek t bek tre (f (Alignet L (Laog t line water ensio	h.) Commoder order	pore bch.), dra i	del.	70-50 *87-05 \$-23 21-62 21-62 21-63 21-63 21-63 11-19 17-06 145-07 2:00 17-89 4-37 19-33 2:30 3-49 -6:00 3-77 28-20 27-96 13-66	204-22
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Morhi Bara lianki (191 00 mites from Morhi Bara lianki (191 00 mites from Morhi Lucknow to Cawnpore with passes Chandaus (388-00 mites from Mogle Najihabad (472-03 mites from Mogle Libaksar (498-09 mites from Mogla Calentia (Realdah) to ju, with the beh. Cansi ju, (3-75 mites from Galentia Porádaha (102 72 mites from Calentia Mite 145-07 to Varidpur (Rajibris- Helgáchof (188-50 mites from Calenti Bitle 145-07 to Varidpur (Rajibris- Helgáchof (188-50 mites from Calentia Bhydes ju, to Borat (beh.) Panchooria to the Gangre (Pakirai Jagati ja, with the chord line (107 Calentia to Port Canning, including th Sonárpur (11-00 mites from Calen (Diemord Harber Has) Ballygunge (4-26 mites from Calen	al Farrichal : Rer al Farrichal : Rer al Farrichal Sanal San	al) to arrai) pprosesses in the second secon	Ajone	dhya dahran o the la dahran da	dabad Ghāt mgha E go that mgha E go	d (Bi (distry, a bi) ty, a bi) two decay two d	areilli adhya akran t Cara B. Kot bob. in att.	Glasses Grand	dt bek t bek tre (f (Alignet L (Laog t line water ensio	h.) Commoder order	pore bch.), dra i	del.	70-50 87-05 87-05 87-23 21-542 45-45 60-60 15-19 17-06 145-07 2-00 17-89 4-37 19-33 2-30 3-49 4-6-00 3-77	304-22 69-82 374-04
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moria Bara lianki (191 00 mites from Moria Lucknow to Cawnpore with passen Chabdaud (388 00 mites from Mogi Najibabad (473 00 mites from Mogi Libakaar (494 00 mites from Mogia Libakaar (494 00 mites from Mogia Calcutta (Sealdah) to ju, with the beh. Canel jn. (375 mites from Calcutta Porádaha (102 72 mites from Calcutta Mile 145 07 to Faridpur (Rajibéri- Belgáchhi (138 50 mites from Calcutta Bhydes ju. to Borat (504.) Panchooria to the Ganges (Fakira) Jagati ju. with the chord line (107 Calcutta to Port Canning, including th Souárpur (11 00 mites from Calcut (Diemord Harbert Itae) Ballygungs (4 25 mites from Calcut Coasipore wid Chandpal Ghât to Kidde Teikul uhât Boad to Bhurpara Kh	al Rarrival : Rer al Rarrival	al) to arrai) pprosent arrai) to arrai wanch chitpe filosal prosent arrai so Gold Gold Gold Gold Gold Gold Gold Gol	o Ajono o Ajono o Ajono o Ajono o Ajono o Ajono o Canta o Ajono o Canta o Cant	dhya dhya o the high range of	dabad	d (Bic (distribution) (distribution) (distribution) to discours (Weak) (on.) (areilli dhya ahras t C. I. Kot . Kot	ghavipolitical desired and the second	dt bek t bek tre ((Align the (East)) (Looj i line ensio	h.) Commoder order	pore bch.), dra i	šek.	70-50 *87-05 \$7:23 21-52 21-54 60-60 15-19 17-06 145-07 2:00 17-89 4-37 19-33 2:30 3-49 6:00 3-77 28-20 27-96 13-66	204-22 69-82 274-04
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moghi Bara lianhi (191 00 mites from Mog Lucknow to Cawnpore with passes Chandaus (388-00 mites from Mog Najihabad (472-03 mites from Mogh Libaksar (498-09 mites from Mogha Libaksar (498-09 mites from Mogha Calentia (Sealdah) to ju, with the beh. Canel jn. (3-75 mites from Galentia Fordaha (102-72 mites from Calentia Bajuéri (144-26 mites from Calentia Mite 146-07 to Varidpur (Rajiéri-Helgáchhi (188-90 mites from Calentia Biydes jn. to Borat (5ch.) Panchooria to the Gangre (Pakira Jagati ja, with the chord line (107-11) Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning, including the Sonárpur (11-00 mites from Calentia to Port Canning the Sonárpur (11-00 mit	al Rarrival : Rer al Rarrival	al) to arrai) pprosent arrai) to arrai wanch chitpe filosal prosent arrai so Gold Gold Gold Gold Gold Gold Gold Gol	o Ajono o Ajono o Ajono o Ajono o Ajono o Ajono o Canta o Ajono o Canta o Cant	dhya dhya o the high range of	dabad	d (Bic (distribution) (distribution) (distribution) to discours (Weak) (on.) (areilli dhya ahras t C. I. Kot . Kot	ghavipolitical desired and the second	dt bek t bek tre ((Align the (East)) (Looj i line ensio	h.) Commoder order	pore bch.), dra i	šek.	70-50 *87-05 \$7:23 \$1:63 \$1:66 60:60 18-19 17:06 145-07 2:00 17:99 4:37 19:33 2:30 3:49 46:00 3:77 28:20 27:96 13:66 6:22 3:31	204-22 69-83 274-04 8-63
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Morh Bara lianki (191 00 mites from Morh Bara lianki (191 00 mites from Morh Lucknow to Cawpore with passes Chardauat (388 00 mites from Morg Najihabad (472 03 mites from Morg Libaksar (498 09 mites from Calcutt Forádaha (102 72 mites from Calcutt Bille 145 07 to Varidpur (Rajiéri- Belgáchhi (188 00 mites from Calcut Bille 145 07 to Varidpur (Rajiéri- Belgáchhi (188 00 mites from Calcut Bille 145 07 to Varidpur (Rajiéri- Belgáchhi (188 00 mites from Calcut Billydes jn. to Borat (5ch.) Panchooris to the Gangre (Fakira Jagati jn. with the chord line (107 Calcutts to Port Canning, including th Sonárpur (11 00 mites from Calcu (Diemond Hariser lies) Ballygunge (4 26 mites from Calcu Cossipore wid Chandpal Ghàt to Kidde Teikuj uhāt Boad to Bhurpara Kh Kistna Canal jn. (Tadēpalit) to Ennér Washermenpet to Ennér Berwale Station (acong noints to the d	al Rarryhal : Rer al Rarryhal : Rer al Rarryhal : Rer al Rarryhal Sal I Sarryhal Sal I Sarryhal Sal I Sarryhal Sal I Sarryhal I Sarr	af) to arrai) pproper arrai) to arrai or arrai o	Ajone Ajone Ajone (Cause Ajone (Cause Ajone (Cause Ajone (Cause Ajone Aj	dhya dahran o the ligarh he chord dwar (chord dwar (chord dwar (chord dwar (chord dwar dwar dwar dwar dwar dwar dwar dw	daba. Ghāt mgha E jo. v rd lin (Har m Ba Secti Ore Section (Dan) itta) t Section (Ba mar con imar	d (Be (djek) (dj	areilli dhya alras a kata a ka	Ghaphayapting and a said a said and a said and a said a said a said and a said a said a said and a	dt be t beker	A.) Carrier of arthur of a	pore bch.), dra i	šek.	70-50 *87-05 \$7:05 \$7:05 \$7:05 \$1:63 21:63 21:64 60:60 15:19 17:06 145:07 2:00 17:89 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 2:30 3:49 4:30 4:30 4:30 4:30 4:30 4:30 4:30 4:30	204-32 69-83 274-04
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moradapali (127 75 mites from Moradapali (127 75 mites from Moradapali (127 75 mites from Calcutta Forádaba (102 77 mites from Calcutta Mite 146 77 to Faridapur (Rejérible 146 75 to Faridapur (Rejérible 146 75 75 mites from Calcutta Mite 146 77 to Faridapur (Rejérible 146 75 75 mites from Calcutta Mite 146 75 to Faridapur (Rejérible 146 75 mites from Calcutta Mites 146 75 mites from Calcutta Holadapali (127 146 146 146 146 146 146 146 146 146 146	al Rarryhal : ger al ger al ger al to Pa } to C to Pa } to C to Pa } to distribute the to pa to	af) to arrai) sprain property to a control of the c	Ajon to Bit to Ajon to But to Ajon to	dhya dahran o the ligarh o the ligarh o the ligarh dahran o the ligarh dahran d	daba. Ghāt mgha E l. Jo. vird lim rd lim rd lim rd lim secti (Das l) lim secti	d (Bot (distributed by the control of the control o	areilli dhya arrailli dhya arrailli dhya arrailli dhya arrailli Kot E. Kot bob. L. L. In atta arrailli gur ar	Ghappery.	dt bek t bek t bek t bek t bek t bek t bek	A.) Journal of the state of the	pore bch.), dra i	šek.	70-50 *87-05 \$7-05 \$1-52 \$1-52 \$1-52 \$1-52 \$1-52 \$1-52 \$1-52 \$1-706 17-99 4-37 19-33 2-30 3-49 4-6-00 3-77 28-20 27-96 13-86 6-22 27-96 13-86 6-22 27-96 13-86	204-32 69-83 274-04
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moghi Bara lianhi (191 00 mites from Mog Lucknow to Cawnpore with passes Chandaual (389:00 mites from Mogh Najihabad (472:03 mites from Mogh Libaksar (498:09 mites from Mogha Libaksar (498:09 mites from Mogha Calentia (Realdah) to ju, with the beh. Canal jn. (375 mites from Galentia Porádaha (102 73 mites from Calentia Mile 145:07 to Faridpur (Rajibri-Helgáchi (188:00 mites from Calentia Mile 145:07 to Faridpur (Rajibri-Helgáchi (188:00 mites from Calentia Highachi (188:00 mites from Calentia Hydra jn. to Borat (beh.) Panchooria to the Gangre (Fakiral Jagati ja. with the chord line (107) Calentia to Port Canning, including the Sonárpur (11:00 mites from Calentia (Diamord Harbery Has) Ballygunge (4:26 mites from Calentia to Helgachi (188:04 mites from Calentia to Hotaltia) to Hundre Vashermenpet to Ennúr Beswada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari North to Barang jn. with Berwada Station faoing points to the Goldávari Delagara (160 mites from 160 mites	al Farrichal : fer since the line tta be all sare to Profits be all sare tta b	at) to arrai) pproper in a rai) to arrai) to arrai or arrai) to a rai or arrai or ar	o Ajoo to Be to Ajo to Be to Ajo to A	dhya dahran o the i garh e chor i war (chi pe chor i war (chi pe chor i war (chi pe chor i war i chi pe chor i war i chi pe chor i chi pe c	daba. Ghāt mgha a la	d (Book (distributed by the control of the control	areilligus Akras Akras B. I. Kot bok In ets Gorio Gain Tocan Cocan Cocan	Ghawnporty.	dt be t bek	A.) Town order order in Him	pore both.)	Jeh.	70-50 *87-05 \$7:05 \$7:05 \$7:05 \$1:63 21:63 21:64 60:60 15:19 17:06 145:07 2:00 17:89 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 4:37 19:33 2:30 3:49 2:30 3:49 4:30 4:30 4:30 4:30 4:30 4:30 4:30 4:30	204-32 69-83 274-04
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Morh Bara lianki (191 00 mites from Morh Bara lianki (191 00 mites from Morh Lucknow to Cawpore with passes Chardauat (388 00 mites from Morg Najihabad (472 03 mites from Morg Liankar (498 09 mites from Calcutt Forádaha (102 72 mites from Calcutt Mite 145 07 to Varidpur (Rajiéri- Helgáchhi (188 00 mites from Calcut Bitle 145 07 to Varidpur (Rajiéri- Helgáchhi (188 00 mites from Calcut Bitle 145 07 to Varidpur (Rajiéri- Helgáchhi (188 00 mites from Calcut Bitle 145 07 to Varidpur (Rajiéri- Helgáchhi (188 00 mites from Calcut Bitle 145 07 to Varidpur (Rajiéri- Helgáchhi (188 00 mites from Calcut Bitle 145 07 to Varidpur (Falira) Jagati ja. with the chord line (107 Calcutta to Port Canning, including th Sonárpur (11 00 mites from Calcu (Diemend Harieur Itae) Ballygunge (4 26 mites from Calcut Cossipore wid Chandpal Ghàt to Kidde Teikui uhāt Boad to Bhurpara Kh Kistna Canal ju. (Tadépalit) to Ennér Berswad Station faoing points to the d Gódávari North to Barang jn. with B 4-646 vari bridge and approaches, l Samblato (34 50 mites from 36 dav Waltair (156 50 mites from Gódáva Waltair (156 50 mites from Gódáva	al Rarryhal r. Rer al hal Sa h	af) to arrai) pproper arrai) pproper arrai) prai exit to arrai to Gold (fonit pour i interest to be arrai to be ar	o Ajon to Be to Ajon t	dhya dahran o the ligarh o the light o the ligarh o the l	daba. Ghāt mgha Li. jo. vrd lin (Har m Ba Secti Ore Section (Das) """ """ """ """ """ """ """ """ """	d (Be (djet) (dj	areilli dhya areilli dhya areilli dhya areilli dhya areilli Kot E. Kot bob. L.	Ghavenada and and and and and and and and and	dt be t bek	A.) Town order order in Him	pore both.)	Jeh.	70-50 *87-05 \$7:23 21-63 21-64 60-60 15-19 17-06 145-07 2:00 17-89 4-37 19-37 19-37 2:30 3-49 46-00 3-77 27-96 13-66 6-28 2:31 (c) 9:-23 2:30 0-94 4-55	204-32 69-83 274-04
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moghi Bara lianki (191 00 mites from Moghi Eacknow to Cawnpore with passes Chandaus (389:00 mites from Moghi Libakaar (498 00 mites from Moghi Calentia (Realdah) to ju, with the beh. Canel jn. (275 mites from Galentia Porádaha (10273 mites from Calentia Mite 145 07 to Varidpur (Rajbéri- Helgáchhi (188 00 mites from Calentia Bitle 145 07 to Varidpur (Rajbéri- Helgáchhi (188 00 mites from Calentia Bitle 145 07 to Varidpur (Rajbéri- Helgáchhi (188 00 mites from Calentia Bitle 145 07 to Varidpur (Rajbéri- Helgáchhi (188 00 mites from Calentia to Port Canning, including th Sonárpur (11 00 mites from Calentia to Port Canning, including th Sonárpur (11 00 mites from Calentia to Port Canning, including th Sonárpur (11 00 mites from Calentia to Port Canning, including th Sonárpur (11 00 mites from Calentia to Port Canning, including th Sonárpur (11 00 mites from Calentia to Port Canning, including th Sonárpur (11 00 mites from Calentia to Bunár Pallygunge (4 26 mites from Calentia to the d Godávari North to Barang jn, with B «dátvari North to Barang jn, with B «dátvari horth to Barang jn, with B «Valtair (176 50 mites from Gódáva lines (Visagapatam šek) Khurda Road (384 27 mites from Gódáva	al Rarryhal rarryhal rarryhal rarryhal rarryhal rarryhal rarryhal sa rarryhal	af) to arrai) pproper arrai) pproper arrai) prai or arrai) prai or arrai) prai or arrai or ar	o Ajone o Ajon	dhya dahran o the ligarh o the light o the ligarh o the l	daba. Ghāt mgha Li. jo. vrd lin (Har m Ba Secti Ore Section (Das) """ """ """ """ """ """ """ """ """	d (Be (djet) (dj	areilli dhya areilli dhya areilli dhya areilli dhya areilli Kot E. Kot bob. L.	Ghavenada and and and and and and and and and	dt be t bek	A.) Town order order in Him	pore both.)	Jeh.	70-50 *87-05 \$7-05 \$1-59 \$1-69 \$1-69 \$1-706 145-07 \$1-706 17-99 \$1-706	204-22 69-82 274-04 8-53
Ghásiabad to Moradabad (chord lim) Mánupali (126 75 mites from Moghi Bara lianhi (191 00 mites from Mog Lucknow to Cawnpore with passes Chandauai (389:00 mites from Mog Najihabad (472:03 mites from Mogha Libaksar (498:09 mites from Mogha Calentia (Realdah) to ju, with the beh. Canai jn. (375 mites from Galentia Porádaha (102 73 mites from Calentia Rajuéri (144:25 mites from Calentia Mile 145:07 to Faridpur (Rajiéria- Helgácht) (189:00 mites from Calentia Bhydra jn. to Borat (beh.) Panchooria to the Gangre (Pakirai Jagati ja. with the chord line (107: Calentia to Port Canning, including th Bonárpur (11:00 mites from Calentia Bonárpur (11:00 mites from Calentia Coasipore wid Chandpal Ghât to Kidde Teikui that Boad to Bhurpara Kh Kistna Canai ju. (Tadépalit) to Ennúr Washermenpet to Ennúr Beswada Station faoing points to the Gódávari North to Barang jn. with 3: 4-6dévari bridge and approaches, famalhot (32:50 mites from sódávar Waltair (126:50 mites from Gódávar Waltair (126:50 mites from Gódávar	al Rarryhal rarryhal rarryhal rarryhal rarryhal rarryhal rarryhal sa rarryhal	af) to arrai) pproper arrai) pproper arrai) prai or arrai) prai or arrai) prai or arrai or ar	o Ajone o Ajon	dhya dahran o the ligarh o the light o the ligarh o the l	daba. Ghāt mgha Li. jo. vrd lin (Har m Ba Secti Ore Section (Das) """ """ """ """ """ """ """ """ """	d (Be (djet) (dj	areilli dhya areilli dhya areilli dhya areilli dhya areilli Kot E. Kot bob. L.	Ghavenada and and and and and and and and and	dt be t bek	A.) Town order order in Him	pore both.)	Jeh.	70-50 87-05 87-05 87-23 21-63 21-63 60-60 15-19 17-06 145-07 2-00 17-89 4-97 19-93 2-30 3-49 27-96 13-66 13-66 6-28 2-31 (c) 91-23 2-52-97 7 0 0 91 40-35 10-33 4-97	204-22 69-82 274-04 8-53

<sup>Under construction or sanctioned for construction.
(a) Military lines not used for ordinary public traffic.
(b) The length between Basil and Jand is a part of the open mileage of the Khuzilgarh branch of the North Western State railway.
(c) Including 3 66 miles laid on a mixed gauge and 0.33 mile on the metre gauge.</sup>

STANDARD GAUGE (5' 6'')—(contd.) as worked by guaranteed compani

Lines worked by guaranteed companies.

IVII.—GERAT LEDIAN PRHIMSULA.				
	•		Miles,	Miles,
Sombay (Victoria terminus) to Jubbulpore ju, with E. I. ry, (North-Bast line)	_	_	. 615-11	
that seaon (2:3 as miles from Bombay) to Uhulia (beh.)	:	•	34.84	
Julgaon (2009) miles from Bombay) to Dhrangson (bok.)		-	19'00	
		·	*15'29	
Bhusaval (277 27 miles from Bombay) to Nagpur jn. with B -N. ry. (Nagpur leh.)			243 25	
Gadarvada (5.55 33 miles from Bombay) to Goritoria (Mohpdul beh.)	ų.		13 54	
Kalyan (33 19 miles from Bombay) to Baichur in, with Madras ry. (South-Bast line)		•	408-86	
Palasihari (6371 miles from Bombay) to Khopoli (Khopoli bek.)		•	. 7.24	
				1,357 12
MALIN BOMBIL BURDOW THE CREATER INDIV.				•
Sombay (Colaba) to Wadhwan, Jn. with the Morvi and BGJP. rys	_	_	. 339.57	
Anand : 260 50 miles from Bombay) to Godhra, in. with JRN. ry. (Godhra Bok.)		-	49 21	
Viramgam (349 75 miles from Bombay) to Kháraghoda (Pútri bek.)	-		. 22-12	
	-	•		460-98
Zix.— Madrir			-	
Madras, in. with S. I. ry. to Calicut (South-West line)			. 413-14	
Ratations to Beach	•	•	. 0.34	
Calcut to Ballupatam	•	•	#69°71	
Vegaarpaudy (2 16 miles from Madras) to Beach (Rdg.puram bch.)	•	•	3 20	
Walaish Road to Ranipet (Banipet bch.)	•	•	4 17	
Jalarpet (132:00) miles from Madran to Bangalore City, jn. with Mysore section	(8.	. M. m	, i	
(Bungulare lch.)			86 13	
Pódas nr (50): 72 from Madras) to Méttupálaivam (Nilgéri bek.)	-		25 75	
Olavakkót (332 07 miles from Madras) to Pálghat Town (Pálghat bek.)			2 17	-
Ash duam (42 tl miles, from Madrae) to Baichur, in, with G. L. P. ry. (North-West line	:)		309 28	
				903 9E

[·] Under construction or sanctioned for construction.

STANDARD GAUGE (5' 6")-(contd.)

Assisted companies.

TI.-DALBI-UMBALLA-KALKA.

						PTI-	444	Hrt.	***								
Dolhi, Ju. with E. I.	7. (965:06	to ile	s fron	в Но	wrah) to I	Z aj ko	١.			•	÷				Miles,	Miles. 161-2
Secrephall, ja. with l	L. I. 17. ()	14:00	m!les	fron		().—: (rah)					٠	•	•	•	•	•	22-28
Luckeeserai (261-68 g	iles from	How	XXII. mb) (—eo lo G:	UYE :	, Bari	3 (Z	TOE!		PAI-G	XT).	•	•	•			78-63
	-	3	XIII.	- 601	PER B	T PU	1341	(DE	LHI	HEL	SATA)	L.					
Delhi old Bhátinda to Entrance into Delhi s Marwana to Kaiti	tation							•			-		•	:	•	600:34 *0:79 23:38	434:51
_					MAIA.	. - 24	EDW.	lb-d	BHL	L.					•		201-01
Hardwar to Debra	• •	•	•	•	•	•	•	•	•	•	•	•	•	•	•		33-05
Tankas Wheel (188) 40	- N 4	_ =				 1		VALL	T.		_						155 77
Eankra Ehari (162-00	E-1144 110	m Rd	m be y) to	THE	Der	•	•	•	•	•	•	•	•	•		108.11

^{*} Under construction or sanctioned for construction,

STANDARD GAUGE (5' 6")-(contd.)

Lines owned by native states and worked by companies.

Tivl.—Rhimglow.		970	
Jalamb, jn. with the Nágpur beh., G. L. P. ry. (331'31 miles from Bombay) to Khámgaon	2	Miles,	Miles. 7:65
Exercise in with the Microschale C. F. D. Consensus in with the Microschale C. F. D. Consensus in the Microschale C. F.			
•	ā	1	5.44
EXVIII. — Divid goowa-Baraw.	_	_	
Point of ju. with I. M. ry. 2000 miles from Bina (6:6-28 miles from Bombay) to Bárán	•	i	145.19
Point of jn. with I. M. ry. 0.21 mile from Bhopal (520.30 miles from Bombay) to Ujiain (600			
miles from Ahmedabad)	•	:	113-27
MIX BEOFAL-ITIBET - (Native state section).			
Point of jn. with the British section, Bhopal-Itarsi ry. (476:39 miles from Bombay) to Bhopal-From centre of Bhopal station to point of junction with Bhopal-Ujjain railway (bch.)	al	44 00 0 28	44-28
XXXI.—THE MINAM'S GUARANTED STATE.			
Wadi, Jn. with G. I. P. ry. (375-75 miles from Bombay) vid Secunderabad to S. E. British fro Hunnin Sagar (111-5) miles from Wadi) to Hyderabad (Hyderabad bek.) Dornakal (260-75 miles from Wadi) to Singareni voal-fields (Mineral bek.)	atle:	3.54 16.60	
	•		3 30·1 8
xxxx.—plgpl-vijaty,			
Nagda (469 63 miles from Bombay) to Ujjain jn. with BM. ry.	•	•	34.33
XXXIII.—THE GLEWAR'S PETLID.			
Anand (200-50 miles from Bombay) to Petlad	•	•	13.35
XXXIVROLLE GOLD-FIELDS.			
Bowringpet (175'46 miles from Madras) to Marikuppam	•	•	10.00
IXXV.—PETLÍD-CAMBAY.			Ann ar
Petiád to Cambay	•	•	*2075

[•] Under construction or sanctioned for construction.

STANDARD GAUGE (NO")-(coneld.). Lines owned by native states and worked by state railway agency.

Under construction or expetioned for construction.

METRE GAUGE.

State lines worked by companies.	
Trebest section.	dilan Selian
Hematinus (39 30 miles from Semeste Chairs, 571 - 0144 m	files. Milles. 46`87
Sakri [74 25 miles from semaria (that) to Bairagula (Bairagaia bek.)	99:92 60:61
	30·47 34·61
Hajeepore (199765 miles from Semaria Ghat) to Hajeepore Ghat (Hajeepore Sch.)	1°89 44°25
Thena lithour to Katthar	66·17 52·93
sensupoor axima to mongray suat (Mongley Child Sch.)	7*00
	38·60
Unully 1-8 of miles from Somenores to Kerelesni / Descional L.4)	9:34 7:34
Balimone to Rarhai	17·14 12·77
Mankapur (219'25 miles from Sonepore) Veintleant Road (Weintleant Road (No. 14. 14. 14.	89·58 88·98
Tarmet Book to Rephysically and Bond (Bakramgkat bck.)	28.02
Window (200 to the trim Sonepore) to a point near Tulstpur (Tulstpur bek.)	10:02 41:00
3 Ortipar to Beautes Cans.	42:09 82:26
Manjhi that to Haveigan Ghat	66-61 3-71
Assembly to the beaut	27·16 '33·00
	28:37
TE-ECCHOW-HARRILLY SECTION (HOMILENUED AND MUMAON).	778:00
Patenna too, as miles non stoathy to hatelilà	1,318·62 98·55
Mailint (114:00 miles from Lucknow) to Sonaripur (Dudhwa boh.) kareiliy to the city (grain siding)	30 ⁻ 87 1 -75
TLI.— RAPPUTATA MALWA.	231:17
Rajputana section. Dalhi (1999-30 miles from Bombay) to Ahmedabad, in, with the R. R. and C. T. vv	70*75
Ga-bi Hararn (34 25 miles from Delhi) to Farukhnagar (Farakhnagar salt lich.)	7.75
Phulera (235:26 miles from Delhi) to Jhowrah	9614 21:50
Bámbhar ju. (22976 miles from Delhi) to Japog 3 demonar tazzasis son. Additional salt sidings, bambhar lake	4·50 6·27
Malma section.	715.01
	192-27 14:88
Compore-Achnera section.	
Mandhasa (11-80 miles from Cawupore) to Brahmivart t Brakmigart bok.)	5.00
Nasganj (154:78 miles from Cawapore) to Soron (Soron Sok.) Muttra (216:78 miles from Cawapore) to Brindsban (Brindsbar Sek.)	9·00 7·33
Rradri-Fernance section,	260·66
	247-95 60:00
	—— 290.85
•	
TLIT FLANFUR-DERSA.	1,074 57
Palanpur on the Raj. sec., RM. sy. (496.75 miles from Deihl) to Deers	1,674 57 17-28
Palanpur on the Raj. sec., RM. 17. (49875 miles from Delhi) to Deera	1,674-57 17-28 09 97 27-99
Pálanpur on the Raj. sec., RM. sp. (498-75 miles from Delhi) to Deca XLIII.—SOUTRERN MARSAYTA. Portuguese fron., (51-00 miles from Mornugan Harbour) to U 36 mile east of Tadépaill Londa (18-75 miles from the Portuguese fron.) to Poons (Poons éd.)	1,074-57 17-28 09-97 177-99 81-90 73-98
Palanpur on the Raj. sec., RM. 17. (49875 miles from Delhi) to Deera	1,074:57 . 17:28 . 09:07 . 77:49 . 81:00 . 73:08 .
Pálanpur on the Raj. sec., RM. 17. (49675 miles from Delhi) to Deca Partuguese from., (51:00 miles from Mormuga: Harbouri to U 36 mile est of Tadépaili Londa (18:75 miles from the Portuguese from.) to Poons (Possa bek.)	1,074·57 , 17·28 , 100 07 , 17·7+9 , 81·00 , 73·08 , 1,042·04 , 119·50
Palanpur on the Raj. sec., RM. 17. (498-75 miles from Delhi) to Deera Lilly.—SOUTHERN MARRATA. Partuguese from., (51:00 miles from Mormugan Harbour) to 0.36 mile est of Tadépaili	1,074:57 . 17:28 . 09:07 . 77:49 . 81:00 . 73:08 .
Palanpur on the Raj. sec., RM. sp. (496.75 miles from Delhi) to Deers Litt.—Southern Marsayta. Parturanese from., (51.00 miles from Mormogra Harbour) to 0.36 mile east of Tadépaili Londa (18.75 miles from the Portuguese from.) to Poons (Poons del.) Hubli (74.75 miles from Portuguese from.) to Haribar (Haribar 604.) Gadag (110.75 miles from Portuguese from.) to Hote (Bijapur 844.) Lity—Gobrikal-Misore Frontier Lity—Gobrikal-Misore Frontier Lity—Mysors section (Southern Markatta). Haribar (155.75 miles from Portuguese from.) to Mysors Lity.—South Indian. Madres-Taticoria section.	1,074:57 17:28 17:28 17:28 18:00 77:799 81:00 773:08 1,042:04 119:50 295:00
Palanpur on the Raj. sec., RM. sp. (406.75 miles from Delhi) to Deera Livi.—Southern Marsayta. Partuguese from., (51.00 miles from Mormugan Harbouri to U 36 mile east of Tadépaili 56 Londa (12.75 miles from the Portuguese fron.) to Poons (Poons del.) 2 Hubli (74.75 miles from Purtuguese fron.) to Haribar (Heridar del.) 3 Gadag (110.75 miles from Portuguese fron.) to Hotei (Bijapur hel.) 3 Liv.—Gurtal.—Misore Frontier Liv.—Gurtal.—Misore Frontier Liv.—Mysore excitor (Southern Markayta). Haribar (155.75 miles from Portuguese fron.) to Mysore Livi.—South Malanta. Madras-(Park) to Tulicorin Madras (Park) to Beach Chingleput (37.25 miles from Madras) to Arkonam (Arkonam del.)	1,074-57 (17-28) 17-28 (19-20) 17-28 (19-20) 17-28 (19-20) 17-28 (19-20) 18-29 (19-20) 18-29 (19-20) 18-29 (19-20)
Pálanpur on the Raj. sec., RM. sy. (49675 miles from Delhi) to Deca Lilli.—Southern Marsayta. Portuguese from., (51:00 miles from Mormuga: Harbouri to U 36 mile est of Tadépaili Londa (18:75 miles from the Portuguese from: to Poons (Poons del.) 2 Hubli (74:75 miles from Purtuguese from: to Hotai (Haribar & del.) 3 Salag (110:75 miles from Portuguese from: to Hotai (Bijapur bel.) 1 XIV.—GUNTAKAL—MESORE FROMEIRE. Guntakal (236:25 miles from Portuguese from:) to Mysore Frontier XIV.—WEGORE SECTION (SOUTHERN MARKAYA). Haribar (155:75 miles from Portuguese from.) to Mysore XIV.—SOUTH FROMEIRE. Madres-(Park) to Tuitcorin Madras (Park) to Beach Chingleput (31:25 miles from Madras) to Arkónam (Arkónam bel.) Villapuram (90:05 miles from Madras) to the Ginger river (Poadcharry bel.)	1,074-57 (17-28) 109 07 17-79 11-00 173-08 1,042-04 119-50 295-00 143-99 2 19 39 18 16-38
Palanpur on the Raj. sec., RM. sy. (406.75 miles from Delhi) to Deera XIII.—SOUTHERN MARRAYTA. Parturness from., (51.00 miles from Mormuga) Harbouri to U 36 mile east of Tadépaili Londa (18.75 miles from the Portuguese fron.) to Poons (Poons del.) Hubbi (74.75 miles from Portuguese fron.) to Haribar (Haribar 604.) Gadag (110.75 miles from Portuguese fron.) to Hote (Bijapur hel.) XIIV—GURTARA—MESOR FRONZIER. Guntakai (234.35 miles from Portuguese fron.) to Mysore Frontier XIV.—MEGOR SECTION (SOUTHERN MARRAYTA). Haribar (155.75 miles from Portuguese fron.) to Mysore XIVI.—SOUTH INDIAN. Madras-(Park) to Tutleorin Madras-(Park) to Tutleorin Madras (12.25 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (19.03 miles from Madras) to the Ginger river (Poadicherry bek.) Cudskore wharf siding Tautose (110.25 miles from Madras) to Nagore (Nagore bek.)	1,074:57 17:28 17:28 17:28 18:00 77:799 81:00 773:08 1,042:04 119:50 295:00 143:99 2 19 39 18 16:34
Pálanpur on the Raj. sec., RM. sy. (496.75 miles from Delhi; to Deces Litt.—Southern Marsayta. Portuguese from., (51.00 miles from Mormuga: Harbour; to 35 mile est of Tadépaili Londa (10.75 miles from the Portuguese from:) to Poons (Poons del.) Hubli (74.75 miles from Purtuguese from:) to Hotai (Horikar bel.) Gadag (110.75 miles from Portuguese from:) to Hotai (Bijapur bel.) XIV—GUNTAKAL—MYRORN PROMINE. Guntakai (236.25 miles from Portuguese from:) to Mysore Frontier XIV.—WYRORN SECTION (SOUTHERN MARKAYA). Haribar (155.75 miles from Portuguese from.) to Mysore XIV.—SOUTH YNDIA. Madras-(Park) to Tutleoria Madras (Park) to Tutleoria Madras (Park) to Beach Chingleput (33.25 miles from Madras) to Arkónsm (Arkónsm bel.) Villuparam (9903 miles from Madras) to the Ginger river (Poadicherry bel.) Cudiblore wharf siding Tanjore (118.25 miles from Madras) to Nagore (Negore bel.) Trichinopoly (249.40 miles from Madras) to Erode, jn. with SW. line, Madras ry. (Erode bel.) Madura (318.50 miles from Madras) to Toul Toral	1,074-57 (17-28) 100 07 17-90 81-00 73-08 1,042-04 119-50 295-00 143-99 2:19 39-18 16-28 4-58 62-73
Pálanpur on the Raj. sec., RM. sy. (496.75 miles from Delhi; to Deces Litt.—Southern Marsayta. Portuguese from., (51.00 miles from Mormuga: Harbour; to 35 mile est of Tadépaili Londa (11.75 miles from the Portuguese from.) to Poona (Poona del.) Hubli (74.75 miles from Purtuguese from.) to Hotzi (Heinlar del.) Salay — Guntakai (110.75 miles from Portuguese from.) to Hotzi (Heinlar del.) XIV — Guntakai (155.35 miles from Portuguese from.) to Mysore Frontier XIV.—Weodr excitor (southern Marsay). Haribar (155.75 miles from Portuguese from.) to Mysore XIV.—Southern Madray Taticoria section. Madras (Park) to Tuticoria Madras (Park) to Tuticoria Madras (Park) to Tuticoria Madras (Park) to Beach Chingleput (3).25 miles from Madras) to Arkónsm (Arkónsm dek.) Villupuam (99.05 miles from Madras) to his Ginger river (Posicherry bek.) Cud-halore wharf siding Tanjore (110.36 miles from Madras) to Nagore (Negore dek.) Trichinopoly (140.40 miles from Madras) to Toni Torsi Muntanandal to Siraganga Muntanandal to Siraganga	1,074-57 (17-28) 100 07 17-79 81-00 73-08 1,042-04 119-50 296-00 143-99 2 19 39 18 16-38 62-73 8-7-18 994-00
Palanpur on the Raj. sec., RM. sp. (406.75 miles from Delhi) to Deca Partuguese from., (51.00 miles from Mormugan Harbouri to U 36 mile east of Tadépaili Londa (12.75 miles from the Portuguese fron.) to Poons (Poons del.) Hubii (74.75 miles from Portuguese fron.) to Harbouri to U 36 mile east of Tadépaili Gadag (110.75 miles from Portuguese fron.) to Harbouri (Historia del.) SLIV.—GURYARAL-MYSORN FRONZIES. Guntakai (23.25 miles from Portuguese fron.) to Mysore Frontier SLV.—MYSORN SECTION (SOUTHERN MARRATA). Haribar (155.75 miles from Portuguese fron.) to Mysore SLVI.—SOUTH YNDIAN. Madras-(Park) to Tuifcorin Madras (Park) to Tuifcorin Madras (Park) to Beach Chingleput (37.25 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (90.05 miles from Madras) to the Ginger river (Posdicherry bek.) Cudulators wharf siding Tanjore (310.36 miles from Madras) to Nagore (Nagore Sch.) Trichinopoly (240.40 miles from Madras) to Toni Torai Madras (315.50 miles from Madras) to Toni Torai Manifachi (325.50 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (440.90 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (440.90 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (440.90 miles from Madras) to Fontier of Travancore State (Tinnevelly-Quilon (Travancore) bek.)	1,074-57 (17-28) 109 07 17-99 81-00 73-08 1,042-04 119-50 295-00 143-99 2 19 39 18 16-28 4-58 4-58 4-58 94-00 18-10 44-47
Pálanpur on the Raj. sec., RM. sy. (406.75 miles from Delhi; to Deces Litt.—Southern Marsayta. Parturguese from., (51.00 miles from Mormuga: Harbour; to 35 mile est of Tadépaili Londa (11.75 miles from the Portuguese from.) to Poona (Poona del.) Hubli (74.75 miles from Purturguese from.) to Hotzi (Heinlar del.) Salay — Gunzakal—Marsay hel.) Salay — Gunzakal—Marsay hel. Guntakal (236.25 miles from Portuguese from.) to Mysore Frontier XIV.—Weody action (Southern Marsay). Haribar (155.75 miles from Portuguese from.) to Mysore XIV.—Nouth saction. Madras-(Park) to Tuticoria Madras-(Park) to Tuticoria Madras-(Park) to Tuticoria Madras-(Park) to Beach Chingleput (3V.25 miles from Madras) to Arkónsm (Arkónsm del.) Villuparam (99.05 miles from Madras) to the Ginger river (Posicherry bel.) Trichinopoly (149.40 miles from Madras) to Nagore (Negore del.) Trichinopoly (149.40 miles from Madras) to Tunevelly (Tonevelly bel.) Madura (345.50 miles from Madras) to Tunevelly (Tonevelly bel.) Jianevelly (445.60 miles from Madras) to Tunevelly (Tonevelly bel.) Jianevelly (445.60 miles from Madras) to frontier of Travancore State (Timevelly-Quilon	1,074-57 (17-28) 100 07 17-99 81-00 73-08 1,042-04 119-50 295-00 295-00 45-8 52-73 87-18 87-18 87-18 99-00 18-10 -99-00 18-10 -99-00 18-10 -99-00 18-10 -99-00 18-10 -99-00 18-10 -99-00 18-10 -99-00 18-10 -99-00 18-10 -99-00 18-10
Palanpur on the Raj. sec., RM. sp. (406.75 miles from Delhi) to Deca Lill.—Southern Marsayta. Parturguese from., (51.00 miles from Mormugan Harbouri to U 36 mile east of Tadépaili 56 Londa (12.75 miles from the Portuguese from.) to Poons (Poons beh.) 2 Hubli (74.75 miles from Portuguese from.) to Haribar (Haribar & & .) 3 miles from Portuguese from.) to Hotel (Hispans beh.) 3 miles from Portuguese from.) to Mysore Frontier SLY.—Weodrana excrime (southern Marsay). Haribar (155.75 miles from Portuguese from.) to Mysore Frontier SLY.—New Real excrime (southern Marsay). Madras (Park) to Tuilcoria 10 Mysore (Mysore Sch.) Madras (Park) to Beach Chingleput (3).25 miles from Madras) to Arkónam (Arkónam beh.) Villupuram (90.05 miles from Madras) to the Ginger river (Pondicharry beh.) Cuddalore wharf adding Tanjore (118.36 miles from Madras) to Nagore (Nagore & h.) Trichinopoly (140.10 miles from Madras) to Totai Munitanandal to Sivaganga Manijáchi (125.50 miles from Madras) to Tinnevelly (Tinnevelly beh.) Tinnevelly (44.10) miles from Madras) to Tinnevelly (Tinnevelly beh.) Tutcoria part adding Capper Quarry adding Villupuram Diagraps section.	1,074-57 17-28 009 07 177-99 81-00 73-08 2,042-04 119-50 295-00 295-00 295-00 4-58 62-73 8-18 94-00 79-00 18-10 946-47 2-027 2-034 816-90
Palanpur on the Raj. sec., RM. sp. (406.75 miles from Delhi) to Deers Partuguese from., (51.00 miles from Mormugan Harbouri to U 36 mile east of Tadépaili Londa (12.75 miles from the Portuguese fron.) to Poons (Poons del.) Hubii (74.75 miles from Portuguese fron.) to Haribar (Haribar bok.) Gadag (110.75 miles from Portuguese fron.) to Haribar (Haribar bok.) Salv.—Gerraral—Masore Frontier Suv.—Medera excriou (Southern Marray). Haribar (155.75 miles from Portuguese fron.) to Mysore Suv.—Medera excriou (Southern Marray). Haribar (155.75 miles from Portuguese fron.) to Mysore Suv.—South under. Madras-(Park) to Tuileorin Madras (Park) to Tuileorin Madras (Park) to Beach Chingleput (37.25 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (90.05 miles from Madras) to the Ginger river (Posdicherry bek.) Cudulators wharf siding Tanjore (318.36 miles from Madras) to Nagore (Nagore Sch.) Trichinopoly (249.40 miles from Madras) to Toni Torai Madras (318.50 miles from Madras) to Toni Torai Manifachi (325.30 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (444.90 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (444.90 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (444.90 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tuticorin Foreshore siding Villeparem-Diormererom section. Villeparem-Diormererom section. Villeparem-Diormererom section.	1,074-57 17-28 19-07 177-99 81 00 73 08 1,042-04 119-50 295-00 295-00 143-99 2 19 39 16 4-58 62-79 87-18 94-00 18-10 18-
Palanpur on the Raj. sec., RM. sp. (406.75 miles from Delhi) to Deers Partuguese from., (51.00 miles from Mormugan Harbouri to U 36 mile east of Tadépaili Londa (12.75 miles from the Portuguese fron.) to Poons (Poons del.) Hubii (74.75 miles from Portuguese fron.) to Haribar (Haribar bok.) Gadag (110.75 miles from Portuguese fron.) to Haribar (Haribar bok.) Salv.—Gerraral—Masore Frontier Suv.—Medera excriou (Southern Marray). Haribar (155.75 miles from Portuguese fron.) to Mysore Suv.—Medera excriou (Southern Marray). Haribar (155.75 miles from Portuguese fron.) to Mysore Suv.—South under. Madras-(Park) to Tuileorin Madras (Park) to Tuileorin Madras (Park) to Beach Chingleput (37.25 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (90.05 miles from Madras) to the Ginger river (Posdicherry bek.) Cudulators wharf siding Tanjore (318.36 miles from Madras) to Nagore (Nagore Sch.) Trichinopoly (249.40 miles from Madras) to Toni Torai Madras (318.50 miles from Madras) to Toni Torai Manifachi (325.30 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (444.90 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (444.90 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tinnevelly (444.90 miles from Madras) to Tinnevelly (Tinnevelly Sch.) Tuticorin Foreshore siding Villeparem-Diormererom section. Villeparem-Diormererom section. Villeparem-Diormererom section.	1,074-57 17-28 17-29 11-00 17-799 11-00 13-73-08 1,042-04 119-50 295-00 143-99 2-19 39-18 4-59 62-73 87-18 94-00 18-10 146-47 0-27 2-03 0-84 170-23 83-97 83-97 83-97 83-97
Pálanpur on the Raj. sec., RM. sp. (496.75 miles from Delhi; to Deces Litti.—Southern Marsayta. Portuguese from., (51.00 miles from Mormugas Harbour) to 35 mile est of Tadépaili Londs (19.75 miles from the Portuguese from) to Poons (Poons del.) Hubli (74.75 miles from Portuguese from) to Haribar (Horibar bel.) Gadag (110.75 miles from Portuguese from) to Hotri (Bijapur bel.) XIV—GUNTALL-MYSOR PROMIES. Guntakai (234.25 miles from Portuguese from) to Mysore Frontier XIV.—NUTER SECTION (SOUTHERN MARKATA). Haribar (155.75 miles from Portuguese from.) to Mysore XIV.—SOUTE YNDIAN. Madras-(Park) to Tutleoria Madras (Park) to Tutleoria Madras (Park) to Tutleoria Madras (Park) to Beach Chingleput (31.25 miles from Madras) to Arkónam (Arkónam bel.) Villuparam (PUSS miles from Madras) to Arkónam (Arkónam bel.) Villuparam (PUSS miles from Madras) to Nagore (Nagore Sel.) Trichinopoly (249.40 miles from Madras) to Toni Torai Manisandal to Sizaganga Manisandal to Sizaganga Manisach (18.50 miles from Madras) to Toni Torai Manisach (18.50 miles from Madras) to Toni Torai Manisach (18.50 miles from Madras) to Tinnevelly (Tinnevelly Sel.) Tinnevelly (441.00 miles from Madras) to Tinnevelly (Tinnevelly Sel.) Tutcorin foreshore siding Villuparam (200.03 miles from Madras) to Dharmavaram, in. with the Guntakal-Mysore fron. ry. Pakala (183.36 miles from Villupuram) to Gudur (d) (Gudar bel.)	1,074-57 17-28 19-07 177-99 81 00 73 08 1,042-04 119-50 295-00 295-00 143-99 2 19 39 16 4-58 62-79 87-18 94-00 18-10 18-
Pálanpur on the Raj. 200., RM. 17. (496.75 miles from Delhi) to Decas Portuguese from., (51.00 miles from Mormugan Harbour) to 35 mile east of Tadépaili Londa (12.75 miles from the Portuguese from) to Poons (Poons del.) Hubil (74.75 miles from Portuguese from) to Haribar (Horibar bel.) Gadag (110.75 miles from Portuguese from) to Hotal (Bijapur bel.) XIV — Guntalal—Magor Provings Guntakai (234.25 miles from Portuguese from) to Mysore Frontier XIV.—MYSORS SECTION (SOUTHERN MARKATA). Haribar (135.75 miles from Portuguese from) to Mysore XIV.—SOUTE INDIA. Madras-(Park) to Tuilcoria Madras (Park) to Tuilcoria Madras (Park) to Tuilcoria Madras (Park) to Beach Chingleput (31.25 miles from Madras) to Arkónam (Arkónam bel.) Villupuram (90.05 miles from Madras) to the Ginger inver (Posiciony bel.) Trichinopoly (439.40 miles from Madras) to Nagore (Nagors Sel.) Trichinopoly (439.40 miles from Madras) to Toni Torai Manifacht (125.50 miles from Madras) to Tionevelly (Timevelly Sel.) Tinnevelly (441.00 miles from Madras) to Tionevelly (Timevelly Sel.) Tuitcorin Foreshore siding Tuitcorin Foreshore siding Villupuram (90.03 miles from Madras) to Dharmavaram, in. with the Guntakal-Mysore fron. 17. Pakala (139.36 miles from Madras) to Dharmavaram, in. with the Guntakal-Mysore fron. 17. Pakala (139.36 miles from Madras) to Dharmavaram, in. with the Guntakal-Mysore fron. 17. Pakala (139.36 miles from Madras) to Dharmavaram, in. with the Guntakal-Mysore fron. 17. Pakala (139.36 miles from Madras) to Dharmavaram, in. with the Guntakal-Mysore fron. 17. Pakala (139.36 miles from Madras) to Dharmavaram, in. with the Guntakal-Mysore fron. 17. Pakala (139.46 miles from Madras) to Dharmavaram, in. with the Guntakal-Mysore fron. 17. Pakala (139.46 miles from Madras) to Dharmavaram, in. With the Guntakal-Mysore fron. 17. Pakala (139.46 miles from Madras) to Dharmavaram, in. With the Guntakal-Mysore fron. 19.	1,074-57 17-28 19-07 17-799 81:00 73:08 1,042:04 119-50 295:00 143:99 2:19 39:18 4-59 52:73 94:00 16:31 46:47 0:27 2:03 0:84 170:23 83:97 36:32 1,180:00 53:99
Palanpur on the Raj. 200., RM. 17. (19875 miles from Delhi) to Deers Portuguese from., (51:00 miles from Mormogan Harbour) to 35 mile east of Tadepalli Londa (18:75 miles from the Portuguese from.) to Poons (Possa bek.) Hubli (74:75 miles from Portuguese from.) to Holpi (Bijapur bek.) Gadag (110:75 miles from Portuguese from.) to Holpi (Bijapur bek.) XIV — GUNTALL-MYSOR FRONZIER. Guntakai (23:25 miles from Portuguese from.) to Miscre Frontier XLV.—MYSOR SECTION (SOUTHER MARKATA). Harihar (155:75 miles from Portuguese from.) to Mysore XLVI.—SOUTH INDIAN. Madres-(Park) to Tuilcorin Madres-(Park) to Tuilcorin Madres-(Park) to Tuilcorin Madres-(Park) to Beach Chingleput (31:25 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (19:03 miles from Madras) to Nagore (Rogors bek.) Trichinopoly (140:40 miles from Madras) to Nagore (Rogors bek.) Trichinopoly (140:40 miles from Madras) to Toni Torai Madres-(18:50 miles from Madras) to Toni Torai Manifachi (125:50 miles from Madras) to Toni Torai Manifachi (125:50 miles from Madras) to Tinnevelly (Tinnevelly bek.) Tinnevelly (141:00 miles from Madras) to Tinnevelly (Tinnevelly Chila) Tuteorin ant aiding Capper Quarry siding Tilluparem-Diormeverom section. Villuparem-Diormeverom section.	1,074-57 17-28 00 07 17-79 81-00 73-08 1,042-04 119-50 295-00 295-00 295-00 295-00 4-58 52-73 87-18 97-18 97-10 99-00 18-10 18
Pálanpur on the Baj. see., RM. sp. (408-75 miles from Deihit to Deess Portuguese from., (51-00 miles from Mormugan Harbour) to U 33 mile seast of Tadépalli Londa (10-75 miles from the Portuguese from.) to Poons (Possa &ch.) Hubit (74-75 miles from Portuguese from.) to Haribar (Haribar Boh.) Gadag (110-75 miles from Portuguese from.) to Hotgi (Bijapur &ch.) Saiv — Gobreral Massa Fronier Siv.—Myoors section (Southers Markata) Haribar (155-75 miles from Portuguese from.) to Mysors Siv.—South India. Madras (Park) to Tuileorin Madras (Park) to Beach Chingleout (3)-25 miles from Madras) to Arkónam (Arkónam &ch.) Villupuram (90-03 miles from Madras) to the Ginger river (Possicherry &ch.) Cudiblors what siding Tanjore (110-35 miles from Madras) to Nagore (Regore &ch.) Trichinopoly (249-10 miles from Madras) to Toni Torai Manifachi (125-30 miles from Madras) to Toni Torai Manifachi (125-30 miles from Madras) to Tonevelly (Tonsevelly &ch.) Tinnevelly (440-90 miles from Madras) to Tonevelly (Tonsevelly &ch.) Tuteorin Arkonam Madras) Villupuram (98-03 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore fron. sp. Pakala (138-36 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore fron. sp. Villupuram (98-03 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore fron. sp. Pakala (138-36 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore fron. sp. Pakala (138-36 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore fron. sp. Xivit.—Mixavaram-Mysores. Máyavaram (174-61 miles from Madras, Park, & I., sp.) to Munupt Xivit.—Mixavaram-Mysores. Chittagong to Dámchara, including Chittagong Port line (1-37 miles) Badarpur to Silchar (Schere boch.) Badarpur to Silchar (Schere boch.)	1,074-57 17-28 19-00 177-99 11-00 173-98 1,042-04 119-50 296-00 296-00 143-99 2 19 39 18 16-34 4-58 62-79 87-18 94-00 -9-00 18-10 46-47 2 0-9 2 0-9 2 0-9 3
Pálanpur on the Baj. see., RM. 17. (498-75 miles from Deihit to Deem Portuguese from., (51-00 miles from Mormugan Harbour) to U 33 mile seast of Tadépalli Londa (18-75 miles from the Portuguese from.) to Poons (Poons deh.) Hubit (74-75 miles from Portuguese from.) to Haribar (Haribar Boh.) Gadag (180-75 miles from Portuguese from.) to Hogi (Bijapur deh.) Silv — Gontrala-Marore Frontier XIV.—Mysors section (Southers Markatta). Haribar (185-75 miles from Portuguese from.) to Mysors XIV.—Mysors section (Southers Markatta). Haribar (185-75 miles from Portuguese from.) to Mysors XIV.—South (Southers Markatta). Madras (Park) to Tutleorin Madras (Park) to Beach Chineleput (3)-23 miles from Madras) to Arkónam (Arkónam deh.) Villuparam (99-905 miles from Madras) to the Ginger river (Posdicherry deh.) Cuddalors what siding Tanjors (180-35 miles from Madras) to Nagors (Nagors deh.) Trebinopoly (140-00 miles from Madras) to Tona Torai Maniyachi (125-30 miles from Madras) to Tona Torai Maniyachi (125-30 miles from Madras) to Tona Torai Maniyachi (125-30 miles from Madras) to Tonovelly (Tienevelly deh.) Tutcorin Foreshors siding Tutcorin anit adding Capper Quarry siding Villuparam (99-03 miles from Madras) to Dharmavaram, jn., with the Guntakal-Mysore from. ry. Pakala (130-36 miles from Madras, Park, S. I. 17) to Mutupet XIVII.—Mirayachi (1-27 miles) Máyavaram (176-61 miles from Madras, Park, S. I. 17) to Mutupet XIVII.—Assam—Bungal. Chittagong to Dámchara, including Chittagong Port line (1-37 miles) Dámchara to Makum, jn. with the Ditru-Sadiya ry. Laksám (91-61 miles from Chittagong Port) to Chândpur (Chândpur deh.) Redechara to Makum, jn. with the Ditru-Sadiya ry. Laksám (91-61 miles from Chittagong Port) to Chândpur (Chândpur deh.)	1,074-57 17-28 11-09 17-7+9 11-09 11-9-50 11-9-50 295-00 143-99 2 19 39 16 4-58 62-79 87-18 94-100 18-10 146-47 0-27 2 0-9 18-10 18-
Pálanpur on the Baj. sec., RM. sp. (496.75 miles from Deihi to Deces XLIII.—coutrains maintain to Deces All III.—coutrains maintain to Deces Londa (18.75 miles from the Portuguese from) to Poons (Powardel.) Hubil (74.75 miles from Portuguese fron.) to Horis (Horistar Horl.) Gadag (110.75 miles from Portuguese fron.) to Horis (Horistar Horl.) Salv.—General-maintain section. XLIV.—General-maintain sections. Guntakai (23.25 miles from Portuguese fron.) to Mystre Frontier XLV.—wysons excrise (coutrain maintain.) Haribar (155.75 miles from Portuguese fron.) to Mystre Frontier XLV.—wysons excrise (coutrain maintain.) Haribar (155.75 miles from Portuguese fron.) to Mystre Frontier XLV.—wysons excrise (coutrain maintain.) Madras-(Park) to Tuticoria Madras-(Park) to Tuticoria Madras-(Park) to Tuticoria Madras-(Park) to Beach Chinelegut (31.25 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (90.03 miles from Madras) to Nagore (Negore bek.) Tuticom (90.03 miles from Madras) to Nagore (Negore bek.) Trichimopoly (140.20 miles from Madras) to Toni Torai Manighati (153.30 miles from Madras) to Toni Torai Manighati (153.30 miles from Madras) to Tionevelly (Tionevelly bek.) Tinevelly (44.10) miles from Madras) to Tionevelly (Tionevelly bek.) Tinevelly (44.10) miles from Madras) to Tionevelly (Tionevelly bek.) Tinevelly (44.10) miles from Madras) to Tionevelly (Tionevelly bek.) Tinevelly (44.10) miles from Madras) to Dharmwaram, jn. with the Guntakal-Mysore fron. ry. Pakala (138.36 miles from Madras, Park, S. I., ry.) to Mutupet XLVII.—Mitavaram-muture. Mayavaram (174.61 miles from Madras, Park, S. I., ry.) to Mutupet XLVII.—Mitavaram-muture. Maintain (154.61 miles from Chittagong Port) to Chândpar (Chdadpar bek.) Badraper to Silchar (Silchar bek.) Gauhati to Lumding (Gaukali bek.)	1,074-57 17-28 19-07 17-799 11-09 11-09 12-04 119-50 296-00 143-99 2-19 39-16 16-26 45-8 4-58 62-73 89-100 16-26 16-26 16-26 18-10 1
Pélanpur on the Baj. see., RM. 17. (498-75 miles from Deihi to Deces XLIV.—SOUTHERN MARKATTA. Portuguese from., (51-00 miles from Mormuran Harbour) to U 33 mile east of Tadépalli Lunda (18-75 miles from the Portuguese from.) to House (Horna bek.) Hubbi (7-75 miles from Portuguese from.) to House (Horna bek.) LIV.—GURYALL-MYSORS PROFILES. Guntakai (235-25 miles from Portuguese from.) to Mysore Frontier XLV.—WYSORS SECTION (SOUTHERN MARKATA). Harihar (155-75 miles from Portuguese from.) to Mysore Frontier XLV.—WYSORS SECTION (SOUTHERN MARKATA). Harihar (155-75 miles from Portuguese from.) to Mysore XLV.—SOUTHERN MARKATA). Madras-(Park) to Tuticorin Madras (Park) to Beach Chineleput (33-23 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (90-05 miles from Madras) to the Ginger river (Posdicherry bek.) Cuddalore wharf siding Tanjore (318-35 miles from Madras) to Nagore (Roger bek.) Trichinopoly (248-00 miles from Madras) to Toni Torai Manifachi (18-50 miles from Madras) to Toni Torai Manifachi (18-50 miles from Madras) to Tinnevelly (Tinnevelly bek.) Tinnevelly (44-10 miles from Madras) to Finnevelly (Tinnevelly Guilon (Troussewy) bek.) Taticorin pore-hore siding Tutcorin sait aiding Capper Quarry siding Yilluparam (90-03 miles from Madras) to Dharmavaram section. Willuparam (90-03 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore from. 17. Pakala (138-36 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore from. 17. Lénam (93-03 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore from. 17. Lénam (93-03 miles from Chittagong Port line (18-75 miles) Badarpar to Silehar (Silehar bek.) SELIX.—BURMA. Rangoon to Prome (Irrawaddy line)	1,074-57 17-28 17-29 17-799 181-00 181-00 295-00 143-99 2 19 39 18 45-8 62-73 89 16-96 45-8 94-90 18-10 46-47 0-27 2-03 0-84 470-23 83-97 363-20 1,180-00 53-99 272-78 299-21 31-63 18-63 18-63 18-63 18-63 18-63 18-63
Pélanpur on the Baj. sec., RM. 17. (496-75 miles from Deihi to Deces XLIV.—SOUTHERN MARKATTA. Portuguese from., '61-00 miles from Mormuran Harbour) to U 33 mile east of Tadépalli Lunda (18-75 miles from the Portuguese from.) to House (Horna bek.) Hubbi (7-75 miles from Portuguese from.) to House (Horna bek.) LIV.—GORRIEL-MYSORS PROFILES. Guntakai (235-25 miles from Portuguese from.) to Mysore Frontier XLV.—WYSORS SECTION (SOUTHERN MARKATA). Harihar (155-75 miles from Portuguese from.) to Mysore Frontier XLV.—WYSORS SECTION (SOUTHERN MARKATA). Harihar (155-75 miles from Portuguese from.) to Mysore XLV.—SOUTHERN MARKATA). Madras-(Park) to Tuticorin Madras-(Park) to Tuticorin Madras-(Park) to Beach Chineleput (33-23 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (90-95 miles from Madras) to the Ginger river (Posdicherry bek.) Cuddalore wharf siding Tanjore (318-35 miles from Madras) to Nagore (Nagore Sek.) Trichinopoly (249-10 miles from Madras) to Toni Torai Manifachi (155-30 miles from Madras) to Toni Torai Manifachi (155-30 miles from Madras) to Tinnevelly (Tivarelly bek.) Tinnevelly (44-10 miles from Madras) to Innevelly (Tivarelly bek.) Tinnevelly (44-10 miles from Madras) to Frontier of Travancore State (Tinnevelly Quilos (Travancery) bek.) Toticorin sart adding Capper Quarry siding Villuparam (90-03 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore from. 17. Pakala (135-36 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore from. 17. Léksám (84-63 miles from Madras, Park, S. I. 17.) to Mutupet XLVII.—ANDEMA. Rangoon to Pamehara, including Chittagong Port itme (187 miles) Badarpur to Silehar (Silehar bek.) Badarpur to Silehar (Silehar bek.) Gauhati to Lumding (Gaukati bek.) XLIX.—BURMA. Rangoon to Prome (Irrawaddy lins) Rangoon to Prome (Irrawaddy lins) Rangoon to Prome (Irrawaddy lins)	1,074-57 17-28 19-00 17-79 11-00 173-08 1,042-04 119-50 295-00 295-00 295-00 295-00 1,18-10 295-00 1,18-10 295-00 1,18-10 18-10 295-00 1,18-10 1
Pélanpur on the Baj. sec., RM. sp. (498-75 miles from Deith; to Deces Litt:—Suthern market. Partuguese from., (51-00 miles from Mormugan Harbour) to 0 36 miles cent of Tadépalli Louis (18-75 miles from the Portuguese from.) to Poons (Poons beh.) Hubit (73-75 miles from Portuguese from.) to Harthar (Horskar beh.) Gadag (110-75 miles from Portuguese from.) to Hotri (Bijpur beh.) Litt:—Suthar (18-75 miles from Portuguese from.) to Mys-re Frontier XIV.—WEORE SECTION (SOUTHER MARKETA). Harihar (15-75 miles from Portuguese from.) to Mys-re Frontier XIV.—WEORE SECTION (SOUTHER MARKETA). Harihar (15-75 miles from Portuguese from.) to Mys-re Frontier XIV.—WEORE SECTION (SOUTHER MARKETA). Harinar (Park) to Tuticoria Madras-(Park) to Tuticoria Madras-(Park) to Besch Chingleput (3:25 miles from Madras) to Arkónam (Arkónom beh.) Vilupuram (90 03 miles from Madras) to the Ginger river (Posdicherry beh.) Cudialore wharf siding Tanjore (318-35 miles from Madras) to Nagore (Nagore Seh.) Trichinopoly (240-40 miles from Madras) to Brode, ja. with SW. line, Madras ty. (Erode beh.) Hadura (348-50 miles from Madras) to Tionevelly (Tivarcelly beh.) Thonevelly (440-00 miles from Madras) to Tionevelly (Tivarcelly beh.) Toticoria Foreshore siding Tuticoria Foreshore siding Tuticoria foreshore siding Tuticoria salt siding Capper Quarry siding Villupuram (93-03 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore from. Ff. Passis (130-36 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore from. Ff. Hadaron (93-03 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore from. Ff. Passis (130-36 miles from Madras) por thine (1-97 miles) Lakadam (94-61 miles from Chittarong Port) to Chándpar (Cadadpar beh.) Lakadam (94-61 miles from Chittarong Port) to Chándpar (Cadadpar beh.) Badavara to Michan jn. with the Dibru-Sadira ry. Lakadam (94-61 miles from Chittarong Port) to Chándpar (Cadadpar beh.) Rangoon to Prome (Irruwaddy line) Rangoon to Mandalay Myohaung (3-00 miles south of Mandalay) to Sòda	1,074-57 17-28 17-29 17-799 11-00 11
Pélanpur on the Baj. sec., RM. sp. (498-75 miles from Deith) to Deces Litt.—-southern manwart. Partuguese fron., (51-00 miles from Mormugan Harbour) to 0.36 mile cent of Tadépalli Louis (18-75 miles from the Portuguese fron.) to Poons Posse bel.) Hubit (73-75 miles from Portuguese fron.) to Harinar (Horizor bel.) Gadag (110-75 miles from Portuguese fron.) to Hotel (Bijpur bel.) Lity—Gobernat. Guntakai (234-25 miles from Portuguese fron.) to Mys-re Frontier Xiv.—wwoons section (southern manwart) Harinar (155-75 miles from Portuguese fron.) to Mys-re Frontier Xiv.—woons section (southern manwart) Madras-(Park) to Tuticoria Madras-(Park) to Tuticoria Madras-(Park) to Tuticoria Madras-(Park) to Beach Chineleput (33-25 miles from Madras) to Arkónam (Arkónam bek.) Villuparam (9-03 miles from Madras) to the Ginger river (Fossicherry bek.) Cuddalors wharf siding Tanjore (310-25 miles from Madras) to Nagore (Nagore & L.) Trichnopoly (240-40 miles from Madras) to Tool Torai Madras-(348-50 miles from Madras) to Tool Torai Manitannadal to Siragans Manitannadal to Siragans Manitah (145-50 miles from Madras) to Tionevelly (Ti-saccelly bek.) Zionevelly (44-00 miles from Madras) to Tionevelly (Ti-saccelly bek.) Toticoria sait siding Capper (Quarry siding Tutioria sait siding Capper Quarry siding Villuparam (90-03 miles from Madras) to Dharmavaram, in. with the Gantakal-Mysore fron. Fy. Pakala (138-35 miles from Madras) to Dharmavaram, in. with the Gantakal-Mysore fron. Fy. Pakala (138-35 miles from Madras) to Dharmavaram, in. with the Gantakal-Mysore fron. Fy. Lakasan (23-05 miles from Madras) to Chândpar (Cadadpar bek.) Badarpar to Silchar (Silchar bek.) Badarpar to Silchar (Silchar bek.) Badarpar to Silchar (Silchar bek.) Gauhati to Lumding (Gaskati bek.) XXIX.—BURMA. Bangoon to Prome (Irrawaddy line) Rangoon to Mandalay Myohaung (3-00 miles south of Mandalay) to Sòdaw Myohaung (3-00 miles south of Mandalay) to Myitkyina (Ms Falley line) Letpar discount of the Salween river Sagain	1,074-57 17-28 19-00 177-99 11-00 173-08 1,042-04 119-50 296-00 296-00 296-00 296-00 143-99 219 39-18 46-58 62:73 89-17 2-03 0-84 46-47 0-27 2-03 0-84 816-90 1,180-00 53-99 272-79 299-21 31-03 1,180-00 53-99 272-79 299-21 31-03 1,180-00 53-99 272-79 299-21 31-03 11-00 131-00
Pélanpur on the Baj. see, RM. st. (196-75 miles from Deihit to Deces XIII.—SOUTEREM MARRAYTA. Portuguese from., (51:00 miles from Mornogra Harbour) to 0 36 mile cest of Tadépalli Luds (1975 miles from Portuguese from.) to Haribar (Herizar boh.) Giadag (11073 miles from Portuguese from.) to Haribar (Herizar boh.) Giadag (11073 miles from Portuguese from.) to Hotel (Bijapar beh.) XIV.—SURTERLA-MIRON FROM FROM XIV.—SOUTEREM SOUTEREM MARRAYTA). Haribar (135-75 miles from Portuguese from.) to Mys. re Frontier XIV.—SOUTEREM MARRAYTA). Haribar (135-75 miles from Portuguese from.) to Mys. re Frontier XIV.—SOUTEREM MARRAYTA). Haribar (135-75 miles from Portuguese from.) to Mys. re Frontier XIV.—SOUTEREM MARRAYTA). Haribar (135-75 miles from Madray) to Arkónam (Arkónam beh.) Willuparam (190-05 miles from Madray) to Arkónam (Arkónam beh.) Villuparam (190-05 miles from Madray) to Arkónam (Arkónam beh.) Willuparam (190-05 miles from Madray) to Nagore (Nagore she.) Trehnopoly (140-07 miles from Madray) to Nagore (Nagore beh.) Hadura (134-50 miles from Madray) to Nagore (Nagore beh.) Hadura (134-50 miles from Madray) to Tont Toral Manifachi (125-30 miles from Madray) to Tont Toral Manifachi (125-30 miles from Madray) to Tont Toral Manifachi (125-30 miles from Madray) to Tont Tonevelly (Tonevelly beh.) Tinevelly (44-10) miles from Madray to Tonevelly (Tonevelly beh.) Tinevelly (44-10) miles from Madray to Tonevelly (Tonevelly beh.) Tottoorin Foreshore siding Tuttoorin sait aiding Capper Quarry siding Villuparam (196-05 miles from Madray to Dharmavaram, in. with the Guntakal-Mysore fron. Fy. Pakala (135-36 miles from Madray to Dharmavaram, in. with the Guntakal-Mysore fron. Fy. Pakala (135-36 miles from Madray to Dharmavaram, in. with the Guntakal-Mysore fron. Fy. Lakaém (24-26 miles from Madray) to Myttylua (14-27 miles) Dâmehara to Mandalyy Mychaura (134-06 miles from Madray) to Sòdaw Alandalay (330-00 miles from Madray) to Sòdaw Mandalay (330-00 miles from Madray) to Myttylua (Mis Falley	1,074-57 17-28 19-00 177-99 11-00 173-98 11-00 119-50 295-00 143-99 2 19 39 16 16-26 4-58 52-79 87-18 99-00 18-10
Pélanpur on the Baj. sec., RM. sp. (196-75 miles from Deihit to Decen XIII.—soutragem margan margan. Bertuguese from., (51:00 miles from Mormogan Harbout) to 0 38 mile cest of Tadépalli Londs (10:75 miles from Portuguese from.) to Haribar (Herikor boh.) Gudag (10:75 miles from Portuguese from.) to Haribar (Herikor boh.) Gudag (10:75 miles from Portuguese from.) to Haribar (Herikor boh.) Guntakal (23:25 miles from Portuguese from.) to Mys. re Frontier Tit.—structure success	1,074-57 17-28 19-07 177-99 11-00 177-99 11-00 119-50 295-00 143-99 2 19 39 16 18-10
Pélanpur on the Baj. see, RM. st. (196-75 miles from Deihit to Deces XIII.—SOUTEREM MARRAYTA. Portuguese from., (51:00 miles from Mornogra Harbour) to 0 36 mile cest of Tadépalli Luds (1975 miles from Portuguese from.) to Haribar (Herizar boh.) Giadag (11073 miles from Portuguese from.) to Haribar (Herizar boh.) Giadag (11073 miles from Portuguese from.) to Hotel (Bijapar beh.) XIV.—SURTERLA-MIRON FROM FROM XIV.—SOUTEREM SOUTEREM MARRAYTA). Haribar (135-75 miles from Portuguese from.) to Mys. re Frontier XIV.—SOUTEREM MARRAYTA). Haribar (135-75 miles from Portuguese from.) to Mys. re Frontier XIV.—SOUTEREM MARRAYTA). Haribar (135-75 miles from Portuguese from.) to Mys. re Frontier XIV.—SOUTEREM MARRAYTA). Haribar (135-75 miles from Madray) to Arkónam (Arkónam beh.) Willuparam (190-05 miles from Madray) to Arkónam (Arkónam beh.) Villuparam (190-05 miles from Madray) to Arkónam (Arkónam beh.) Willuparam (190-05 miles from Madray) to Nagore (Nagore she.) Trehnopoly (140-07 miles from Madray) to Nagore (Nagore beh.) Hadura (134-50 miles from Madray) to Nagore (Nagore beh.) Hadura (134-50 miles from Madray) to Tont Toral Manifachi (125-30 miles from Madray) to Tont Toral Manifachi (125-30 miles from Madray) to Tont Toral Manifachi (125-30 miles from Madray) to Tont Tonevelly (Tonevelly beh.) Tinevelly (44-10) miles from Madray to Tonevelly (Tonevelly beh.) Tinevelly (44-10) miles from Madray to Tonevelly (Tonevelly beh.) Tottoorin Foreshore siding Tuttoorin sait aiding Capper Quarry siding Villuparam (196-05 miles from Madray to Dharmavaram, in. with the Guntakal-Mysore fron. Fy. Pakala (135-36 miles from Madray to Dharmavaram, in. with the Guntakal-Mysore fron. Fy. Pakala (135-36 miles from Madray to Dharmavaram, in. with the Guntakal-Mysore fron. Fy. Lakaém (24-26 miles from Madray) to Myttylua (14-27 miles) Dâmehara to Mandalyy Mychaura (134-06 miles from Madray) to Sòdaw Alandalay (330-00 miles from Madray) to Sòdaw Mandalay (330-00 miles from Madray) to Myttylua (Mis Falley	1,074-57 17-28 17-29 17-799 181-00 181-00 295-00 143-99 2 19 39 18 45-8 62-73 99-00 181-10 46-47 0-27 2 03 0-84 470-23 83-97 363-20 1,160-00 53-99 272-79 99-00 1,160-00 53-99 272-79 99-00 1,118-10 13-13-53 735-76

^{*} Under construction or sanctioned for construction.

(a) Although for convenience classed amongst state railways, the Company's section of this line is the property of the itengal and North-Western Railway Company.

(b) Of this length, 3-07 miles are laid on both the standard and metre gauges, except on the Junna bridge where a mixed gauge is laid.

(c) The section of this line from Ferozepare to Kot Kapura has been converted to the standard gauge and from Kot Kapura to Ilhatinda, laid on a separate formation paralled to the metre gauge.

(d) The section between Nellore and Cudur, 23 62 miles, has been converted to the standard gauge and included with the Kast Coast State railway.

METRE GAUGE—(con/d.) State lines worked by the State. L-BAFTEE BENGAL. Workers setton.

Northern section.				
Of a Abab formanting the bar and a second				iles. Miles.
Sara Ghat (connecting with Damukdia 122:50 miles from Calcutta by forry) to Siliguri			. 19	6 00
Parbatipur (111 26 miles from Sars Ghat) to Kannin (Rungpore bek.)				4110
LOCALITY IN TO INCIDENT		•	(a) *8	H.83
Teesta bridge at Kaunia and approaches				4.87
Parbatipur (111'26 miles from Sara (that) to Dinagepore (Dinagepore bch.)			. 1	8 30
Kousia, Okosila, 9' 8" couse boosek.	-	-		290.00
Teests connecting with the Rungoore beb. at Kaupia Cto Jatranur	-		. 2	3.25
(141-50 miles from Sara Ghat, by ferry) to Mogalhat	-	-	.(8).	2.23
Routenbari extension (British section 1 (2' 0' aggs).	•	•	- (-,-	35 48
South bank of Kaljani river to Alipur Duar	_	_	_	0.64
Alipur Duar to Jainti	-	•		19.44
Dacea section.	•	•		20:08
Mariyanganj (connecting with the E. sec, at Goalando Ghat by a steamer service) to	Mem	anal	ngh	86-92
Belar section.	سار سے	- HE1	ng u	00 54
Manihari Ghat (221.75 miles from Sara Ghati to Dinagepore in. with Northern sec.			- 5	85'67
Patinas (1994) miles form Dan Child to Angle (1994) and the formation of	•	•		72-91
Ratinar (199'17 miles from Sara Ghat) to Aucharaghat (Kori de4.)	•	•		36·11
Barsoi (174.75 miles from Sara Ghat) to Kissengunge (Bdrsei-Kissengunge beb.)	•	•	•	193-69
				189.08
				628 17
				079.13
LI.—GAWEPORE-RURHWAL (METER GAUGE LINE).				£ 380.0 s
Campers (661'48 miles from Howrsh and 1,071'50 miles from Bombay) to Burhwal	•	•	•	(e)79 .6 0
Lit. — Shadipalli-Bálotha (British shotion).				(d)*69:05
Hyderabad (Sind) to the Jodhpur Frontier				

^{*}Under construction or sanctioned for construction.

(a) The section of the Kaunia-Dharila line from Tests to Moghalhat which is under conversion to the metre gauge will form pert of this line.

(b) Under conversion to the metre gauge.

(c) Excluding 3.06 miles, Aianbagh to Daliganj, of the Lucknow-Barcilly section of the Robitkund and Kamaco railway worked over.

(d) Excluding 56.08 miles of the Hyderabad-Shadipalli railway (standard gauge), between Shadipalli and Hyderabad, to be converted to the metre gauge

METRE GAUGE (confd.)		
Assisted companies.	Miles,	Miles.
Baidyanáth (200-25 miles from Howrah) to Deoghur		
		4.79
LIV BRAHMAPUTRA-RULTASPUS.		
Santahar on the E. B. S. ry. (61:50 miles from Sara (that) to Bogra	24 50	
Bugra (76 35 miles from Bara Ghat: to Kamar Jani near Kaliganj	9 95 0 0	
LV MYMERSKYGH-JAMALPUM-JAGAMTATHGAMJ.		59.50
Mymensingh on Dacca sec. E. B. S. ry. (85:92 miles from Náráyanganj Ghát) to Jagannathganj		53 37
LVI BOULLKUND AND EUMAOS (Company's section.)		
Bholeepura (852.75 miles from Howrah) to Kathgodam		53 92
LVII - SEGOWLIB-BATAUL.		
Segowlie on the Tirhoot sec. B. and NW. ry. 133:75 miles from Semaria Ghât) to Razaul		16:09
LVIII. BREGAL DOOARS.		
East bank of the Tresta (Barnes Ghat) (173 to miles from Sara Ghat) to Dam Dim	31:00	
Lutsguri (15 (4) miles from Jalpaiguri) to Ramshai (Ramshai bch.)	5 10	
Mal to Hantupara	#4 L'00	
Pam Dim to Hagrakote	9 6.76	
Baruca Chàt to Lalmonir Hát	°65 °0	
		152.96
LIX,—DIBEU-SADIYA.		102 00
Dibrogarh rid Makum to Dibing bridge	61:50	
	16 (0	
Makum to Tálap (Tálap ěck.)	10.00	77:50
		77.50
LX ENDO AND TIMAK-MARGHERITA COLLIERY.		
Dibing bridge to Ledo, including Namdang branch		7:50
LEL ARMED ABAD-PARÁNTÍJ.		
Ahmedabad (309:38 miles from Bombay) vid Parántíj to Idar Ahmednagar		54.59
LXII. — WitGISI.		
Maitaphinipam on the Nilgiri beh., Madras ry. (357'47 miles from Madras) to Cooncor		16.80

^{*} Under construction or sanctioned for construction.

METRE GAUGE - (contd.) Lines owned by native states and worked by companies. LXHL-THE GABEWAE'S MBHRÉMA.

Print - ine over an engage.	
Viramgam on the B. B. and C. I. ry. (319:80 miles from Bombay) to Knerálu	Miles, Miles, 67-94 21-62
Bicusans ju- (- 92·63
LIIV.— HYDBRADAD-GÓDÁVARI VALLEY.	
Stanmed to Salla	154'23
bailu to Secunderahad	230 93
LIV.—KOLTIPUW.	395:18
Miraj on the Poons beh., 8. M. ry. (1370) miles from Portuguese fron.) to Kolhapur Lutt Yearantpur-Mysons Frontier.	29.07
Testantpur (363-25 miles from Portuguese from) to the Mysore fron.	51.35
Mysore on the Mysore sec., S. M. ry. (452:00 miles from Fortuguese fron.) to Nanjangad town	15'80
Birur on the Mysore sec., S. M. ry. (135-25 miles from Portuguese fron.) to Shimogs LIIX THAPPE-EALOR.	39-50
Kalol (18 50 miles from Ahmedabad) to Vijapur LXX.—snorasur-countr	29.60
Shorannr (359:50 miles from Madras) to Ernaholum	*65 *00*
Point of junction with the British section, Tinnevelly branch, South Indian railway to Quilon	(a) *56 96

^{*} Under construction or sanctioned for construction.

(a) The British section of this railway forms an integral part of the South Indian railway.

METRE GAUGE—(confd.) Lines owned and worked by native states, LXIII.—JODHYUS-BIKASEL.

Jodhpur section					Wilson 1011-
Marwar ry. ja. with the BM. ry. (527-64 miles from Bombay) to Bikaner fron.	_				Hiles. Miles. 187-50
Loui jn. (44 00 miles from Marwar ry, ip.) to Pach padra (Pach podra bek.)		•			60.00
Maria Boad ju. (128:00 miles from Marway ju.) to Kuchaman Boad			•		78.00
Baloira-Jodhpur frontier extension (Nation stals section)).			•	820°50
Relatra (194 0 miles from Marwar ry. jn.) to Barmer.	•	•	•	٠.	60.00
Barmer to the Jodhpur frontier Bikaner section.	• •	•		• •	75·00 125·00
Bikaner from. (197:50 miles from Marwar ry. jn.) to Bikaner town	_	_	_		49.50
Gignaar to Palana (branch)			•		9.50
Bikaner-Suratgarh estension.	•	•	•	٠.	—— R3-00
Rikaner to Dulmera		•		•	43'00
Dulmers to Bhátinda		•		٠, •	180.00
•				,	503-00
					#10-60
LITH UDA IPUR-CEITOR,				_	710°50 87°30
Berneh (Chitorgarh) (550-75 miles from Bombay) to Udalpur	WDAT			•	710·50 67·30
Berneh (Chitorgarh) (550-75 miles from Hombay) to Udalpur LEXIV.—BHIVRAGAR-GOEDAL-JUNIGAD-FORE	A DVI	s, "			
Berneh (Chitorgarh) (550-75 miles from Hombay) to Udalpur LINIV.—BHÁTRAGAR-GORDAL-JURÍGAD-PORRI Rhávnagar Docks to Wadhwan (380-35 miles from Hombay)	YDAI	 :			87-30
Berach (Chitorgarh) (550-75 miles from Hombay) to Udalpur LIXIV.—BRITWAGAR-GOEDAL-JURIGAD-FORES Bhéwnagar Docks to Wadhwan (380-35 miles from Hombay) Dhola (32-00 miles from Bhewnagar Docks) to Porbandar Bandar	M DAI	 :	:		97·30 105·20 158·79 60·86
Berneh (Chitorgarh) (550-75 miles from Hombay) to Udalpur LINIV.—BHÁTRAGAR-GORDAL-JURÍGAD-PORRI Rhávnagar Docks to Wadhwan (380-35 miles from Hombay)	Hadai	·, ·			67·30 105·20 158·79 69·86 ————————————————————————————————————
Berach (Chitorgarh) (550-75 miles from Hombay) to Udalpur LEXIV.—BRÉWRAGAR-ROSDAK-JUNÉGAD-FORBA EXIV.—BRÉWRAGAR-ROSDAK-JUNÉGAD-FORBA Bhévnagar Docks to Wadhwan (550-25 miles from Hombay) Dhola (32:00 miles from Bhavnagar Docks) to Porbandar Bandar Jetalear (113:00 miles from Bhávnagar Docks) to Verával Docks	M DAI	·, .	•		97·30 105·20 158·79 60·86
Berach (Chitorgarh) (550-75 miles from Hombay) to Udalpur LIXIV.—Bhávnagar Docks to Wadhwán (580-25 miles from Hombay) Dhola (32-00 miles from Bhavnagar Docks) to Porbandar Bandar Jetalear (113-00 miles from Bhávnagar Docks) to Verával Docks LXXV.—FETALSAS-BIJKOZ. Jetalear (113-00 miles from Bhávnagar Docks) to Rájkot LXXV.—JETALSAS-BIJKOZ.	:	:, :	•		97·30 105·20 155·79 99·86 (a) 333·84 46·23
Berach (Chitorgarh) (550-75 miles from Bombay) to Udalpur LIVIV.—Bhávnagar Docks to Wadhwán (580-25 miles from Bombay) Dhola (32-00 miles from Bhávnagar Docks) to Porbandar Bandar Jetalear (112-00 miles from Bhávnagar Docks) to Verával Docks LXXV.—FRALBAR-RIJGOR. Jetalear (113-00 miles from Bhávnagar Docks) to Bájkot LXXV.—FRALBAR-RIJGOR. Bájkot (46-28 miles from Jetalear) ja. with BGJP. and Morricys. to Jámna	:		•		67·30 105·20 158·79 69·86 ————————————————————————————————————
Berach (Chitorgarh) (550-75 miles from Bombay) to Udalpur. LXXIV.—Bairragar-gornal-Junigan-Ponni Rhávnagar-Docks to Wadhwán (380-35 miles from Bombay) Dhola (32-00 miles from Bhávnagar-Docks) to Porbandar Bandar Jetalear (113-00 miles from Bhávnagar-Docks) to Verával Docks LXXV.—Franchiscor. Jetalear (113-00 miles from Bhávnagar-Docks) to Bájkot LXXVI.—Jámvagar Bájkot (46-28 miles from Jetalear) ja. with BGJPand Borvi rys. to Jámna LXXVI.—Bháir ájana.	:		•		67-30 106-20 158-79 60-86 (a) 333-84 46-23 (b) 54-28
Berach (Chitorgarh) (550-75 miles from Hombay) to Udalpur Exiv.—Bhávnagar Docks to Wadhwán (380-35 miles from Hombay) Dhola (32-00 miles from Bhavnagar Docks) to Porbandar Bandar Jetalear (113-00 miles from Bhávnagar Docks) to Verával Docks LXXV.—FRALSAR-BIJKOR. Jetalear (113-00 miles from Bhávnagar Docks) to Bájkot LXXVI.—Járvagar. Bajkot (46-28 miles from Jetalear) jn. with BGJP. and Morri vys. to Jámns LXXVI.—DBLÁRGADÁ. Wadhwán to Dhrángadrá	:	:			97·30 105·20 155·79 99·86 (a) 333·84 46·23
Berach (Chitorgarh) (550-75 miles from Bombay) to Udalpur. LXXIV.—Bairragar-gornal-Junigan-Ponni Rhávnagar-Docks to Wadhwán (380-35 miles from Bombay) Dhola (32-00 miles from Bhávnagar-Docks) to Porbandar Bandar Jetalear (113-00 miles from Bhávnagar-Docks) to Verával Docks LXXV.—Franchiscor. Jetalear (113-00 miles from Bhávnagar-Docks) to Bájkot LXXVI.—Jámvagar Bájkot (46-28 miles from Jetalear) ja. with BGJPand Borvi rys. to Jámna LXXVI.—Bháir ájana.	:				67-30 106-20 158-79 60-86 (a) 333-84 46-23 (b) 54-28

Under construction or sanctioned for construction.
 (a) ducluding 4-87 miles of Bhávnagar dock cetates and Junágad quarry lines.
 (b) Including 3-99 miles of dock estate lines.

12

METRE GAUGE-(concid.).

Foreign lines.

LXXIX,—WRET OF INDIA PORTUGUESE.				Miles,
Mormugeo on the West sout to the Portuguese from. jn. with main line, S. M. ry.				51.00
LIXXPOWDICHERY. Left bank of the Ginges river (115-31 miles from Madras, S. I, ry) to Pondicherry				7:90
Fersiam on the Mayavaram-Mutupet re. (184:44 miles from Madras) to Karaikkal in	Frenc	h ter	niton	14-45

SPECIAL GAUGES.

State line worked by company.

exert, pairur-deaut	48	I DB	N CH	(3 EX	GAL	BYC:	PUR)	(Y 6º	GAT.	(#B).			Miles.
Balpur (439:50 miles from Åransol) to Dhamta Abbanpur to Balim (<i>Hujim beh.</i>)	ri					•	•	•	•		•	5 45	
Abbenpur to Balim (Rajim bek.)	•	•	٠	•	•	•	•	•	•	•	•	10 28	°55.73
										_			

*Under construction or sanctioned for construction.

BPECIAL GAUGES-(contd.)

State lines worked by the State.

LEXXIII.—JOBEAT (2' 0" GAUGE).	Miles.	Miles.
Gossigson ets Chenimara jn. with Mariani heh. to Tilabar jn. with AB. ry. Alternative cold weather section to Steamer Ghat Chenimara (11 00 miles from Gossigson) to Mariani jn. with AB. ry. (Mariani šek.).	18·25 2·75 7·00	•
LEXXIV.—CHERRA-COMPANYGANI (2' 6" GAUGE) (2). Companyganj vid Jharlaghat to Komora limestone quarry		8:00 38:00
EXXXV.—FOWER BRA-DARSAY BRANCH, MORTH WESTERN STATE (2' 6" GAUGE). Mowshere (1000 50 miles from Klámári) to Dargai		*41·90

^{*} Under construction or sanctioned for construction.
(a) Constituted a railway for administrative purposes from the 7th July 1899.

SPECIAL GAUGES-(confd.)

Assisted companies.

				 04												Miles,	Miles.
Siliguri on the northern sec	. E.	B. 8	. Ty	(196	:0 m	iles (rom	Sára	Ghát) to	Darj	celini			_		51.0
													•	•	•	•	,
m:	484																
Barni Jn. on the G. I. P. ry.	[Z34	0.0	mile	from	Bor	nbay)) to (the to) HTW()[liá	r-i	•	•	•		21.59	
Barsi Ju. to l'andharpur 🍎	•	•	•	•	•	•		•	•	•	•	•	٠			*33-16	
																•	54.75
			LX	IIVI	1.—	OWE	A E ·	ALT	(5. 0	O Y	UG S,	•					
Telkul Ghat (Howenh) to A										•						27-12	
Bargachia to Jagatha	ilabj	pur	(beh.													1.57	
		٠,	LIII	(X.—	HOW	R 4 17 -	• II E •	E M 41	LA (2	' 0' a	ATA	m).					28:69
W . A A . 11 . / - 1 A . (15 1. 2 . 1												-,.					20.00
Kadamtalia (a) to Freakhal	1%	•	٠	•	•	•	•	•	•	•	٠	•	•	•	•	17-78	
Chanditals to Januar (UC#.)		•	•	•	•	•	•	•	•	•	•	•	•	•	2:37	
			XC	BÁY	4004	T-ER	LEE X	AGAE	(2'	6" GA	UGE).					19.75
Ranaghat to Krishnagar																	20:25
	•	•											•	•	•		20 20
			XC:	. -Tá	SIX	ES II M	A E-Y	MAR.	A (2	B (PAG	ZJ.					
Tárakcahwar to Magra																	31.15
				cu,-													
Tezpore Ghat to Balipara												•					20:10
162bote dure to pembers	•	•	•	•	•	•	•	•	•	•	•	٠	•	•	•		20 10
				TCI11	E	ALKA	-FIX	LA (2	0"	31 A G	E).						
Kalka (1,117 33 miles from	How	rreb) to 9	imia													*58 0
							-	-	-	-			•	•			

^{*} Under construction or sanctioned for construction,
(c) The Howrah-Kadamtala section of the Howrah-Amta railway is worked over,

SPECIAL GAUGES—(contd.) Lines owned by native states and worked by companies.

							-			PAGG	_	COL	որտո	1168.		Miles.	Miles.
Gwallor Sipri section Gwaltur-Dhind section	:	;										:	:	:	(a)	73 191 52 33	120.14
Miségán on the B., B. an Indian (2000 miles from Dabho) (2000 miles from		. FV	.274 nut 1	Tā to Viale	liet l Amit	rom	Bomi	18V)	eid S	25	i to	Bode	V 4 A-	•:	:	42 41 25 77 16 63	22013
Anklesvar on the B., B.	and C	. I, r ,	7. (1	Inti Se u	.— x mil	AJPIT EN ÉFO	СА /? Ш В	מלומי מלומי	giti y) to	an). Nám	dod					_	78·90 37·37
				XC	¥[1	-R E 19	AH (2'6"	GAUG	a).							*31-81

[•] Under construction or sanctioned for construction,

[was a substitution of the state of the st

17

BPECIAL GAUGES-(contd.)

Line owned by native state and worked by state railway agency.

entili.—coogh-behab (2' 6" gau	Miles.	Miles					
Gitaldaha to Cooch Behar Town Cooch Behar to Allpur Duar (Santrabari extension) (Native state section) Torna Bridge and approaches	:	:	:	:	:	22·22 11·40 •0·11	
		_		-	_		23-73
 Under construction or cancelloned for con 	utru	tion	•				

18

8FECIAL GAUGES - (concid.). Line owned and worked by native state.

Dide owned and Molked by Harrye state.		
XOIX.='MOBYI (\$" U" GAUGB).	Miles,	Miles.
Wath wan in, with the B., B. and C. I. ry. (389'25 iles from Bombay) oid Vankaner to Morvi .	67:21	
Vankauer (52 to miles from Wadhwan) to Rajket (77 61 miles from Wadhwan) (Rajkot bea.	25 %	
• •		93.07

Steam tramways working outside municipal limits. Powayae (2' θ'' gaugs).

	•															Miles,	Miles,
Sháhjahánpur to Mailáni	•	•	•	•				٠	•	•	•	•		•			39.20
				DAT	DOT :	COLL	IBBT	(2'0	ev.	PG#).						•	
Total mileage open .	•	•	•			•	•	•	•			•	•	•	•		6.18
		٠		TH 4	TÓM-I	DUTE	ı i e k	K (Y	6" 6	AVOI	ı).						
Thatôn to Duyinzálk .	•							·			•						7.76
					PARL.	MIN.	EDI ((2′ 6"	GAU	63).							
Naupada to Parlakimedi	•																*25 ·00
			MA	DURA	DIST	RICT	TRA	EWA:	ro (2'	0 0	LVGI	ı).					
Ammayanáyakkanár to Ke Periyakalam to Krish Thene to Karavanath	otage	id! anail	t'e t	ope 3		•	٠	•	•	•	•	•	•	•	٠	00·38* 1	
Thene to Karuvanath	•	•			Bre	nc be s	•	•	•	•	•	•	•	•	•	₹ •83·00	*93-06

^{*} Under construction or canctioned for construction.

CONTENTS.

•	Page.	Paragraph,
CHAPTER I.	ľ	
GENERAL	,	,
General summary of results—		Į Į
M.A.I I Al . B . B		
Total length of railways open and sanctioned on the 31st March 1900 compared with the previous year Mean mileage worked during 1899 compared with the previous		
Year Total capital outlay on railways open to traffic on the 31st	.	!
December 1899 compared with the previous year Gross earnings, working expenses, percentage of working expenses on gross earnings, net earnings and statistical return	1	1
on the capital expenditure during 1859 compared with the previous year		•
Classification of railways	1	2
Sanctioned mileage—	I	
Total mileage of railways sanctioned on the 31st March 1899, distributed under different gauges.)	•
Additional mileage sanctioned for constuction and details of sanctions during 1899-1900, distributed under Commercial	1-2	3
and Military lines and under different gauges. Total mileage canctioned on the 31st March 1900, distributed under different gauges.		,
Open milenge—		
Total length of railways open for traffic on the 31st March 1899, distributed under different gauges	ገ .	
Additional length of railways opened for traffic during 1899-		•
1900, distributed under different gauges	2-3	4
Total length of railways open for traffic on the 31st March 1900, distributed under different gauges		,
Mileage of steam tramways working outside municipal limits open for traffic on the Slat March 1900		
Total mileage remaining under construction or sanc-		•
tioned for construction on the 31st March 1900,	_	_
distributed under different gauges	8	5
Additions to open mileage subsequent to the close of	•	
the year 1899-1900	•	•
mportant works completed and in progress on the 31st March 1900, on the following railways:	•	
East Indian railway	,	*
Bengal-Nagpur railway	<u> </u>	' 7
North Western State railway Oudh and Rohilkhand State railway)	
WARM BUT GAMES CAMES CAMES CONTINUES OF THE PARTY OF THE	(•

•	Page	Paragraph.
CHAPTER I—contd.		
GENERAL—confd.		
Important works completed and in progress, etc.—concl	d.	
Eastern Bengal State railway	.h	
East Coast State railway.	.li	1
Great Indian Peninsula railway	:11	
Madras railway	:11	,
South-Behar (Luckeeserai-Gya) railway	-11	1
Hardwar-Dehra railway Tapti Valley railway	:11	
Biné-Goona-Bárán railway	7.11	Į
Petiád-Cambay railway	•	1
Ludhiána-Dhuri-Jakhal railway	:11	1
Rajputana-Malwa railway	-11	1
South Indian railway	•	į.
Amam-Bengal railway		1
Hyderabad-Shadipalli-Balotra railway, British section .	4-6	7
Brahmaputra-Sultanpur railway	·	1
Mymensingh-Jamaipur-Jagaueathganj railway Segowiie-Razaul railway	:11	1
Bengal Dooars railway		ł
Niigiri railway	- []	1
Hyderabad-trédávari Valley railway Birur-Shimoga railway	:11	1
Vijapur-Kálol railway	:11	1
Shoranur-Cochin railway	· !	ļ
Jodhpur-Bikaner railway	: 11	i
Jamme railway	:11	1
Bárni Light railway Gwalior Light railways Rajpipla railway Cooch Behar railway	-	ł
Gwalioz Light railways	-11	
Cooch Behar milway	:11	1
Morvi railway	را:	\$
Principal events during the official year 1899-1900— Maintenance and working of the Goona-Bárán railway l		
the Indian Midland railway	• 11	<u> </u>
Maintenance of the Bezwada-Ennur section of the Bezwad	•- ·	']
Madrae railway by the East Coast State railway. Transfer of the Powayan steam tramway to the Rohilkus	i	
and Kumaon railway	·[]	1
Working of the Segowlie-Razaul railway by the Bengal ar	nd []	
North-Western milway Bevised running powers granted to the Bengal Central mi	<u>. </u>	
way over the Eastern Bengal State railway	<u>". </u>	1 8
Transfer of the Ennúr-Washermanpet section of the Bezwad	9- } ,	ľ
Madras railway to the East Coast State railway Measures determined upon by the annual Vicerogal Cou		1
ference for the consideration of railway projects; as	id	
results of sittings of commission on the 13th Novemb	er	
1899 at Bombay, regarding the Bombay Port Trust rai way, and in December 1899 at Madras, regarding the poin	u- I	
of division of the new through line between Calcutta ar		1
Madras for purposes of management and control .	.11	
Purchase of the Great Indian Peninsula railway by Gover-	o-	
MANA	・レ	1

	Page.	Paragraph.
CHAPTER I-contd.		,
GENERAL-conid.		
Principal events during the official year 1899-1900—concid.		·
Working of the Jetalsar-Rájkot and Dhrángadrá railways by the Bhávnagár-Gondal-Junágad Porbander railway. Construction, maintenance and working of the Ludbiána-Dhuri-Jakhal railway by the North Western State railway Traffic Conterence of Railway delegates Revisel terms for continuation of working of the East Indian railway by the existing agency Reduction of rates for food grains and fodder on account of the prevailing scarcity in India; and construction of earthwork on certain projected railways for famine relief purposes Working of the Nágda-Ujjain railway by the Bombay, Baroda and Central India railway Construction of a railway from Balotra to Hyderabad and working of the British section from the Jodhpur frontier to Hyderabad by the Jodhpur-Bikaner railway Claims arbitration committees for Southern and Northern India Transfer of the Máyavaram-Mutupet railway to the Tanjore District Board. Transfer of the maintenance of the Narwana-Kaithal branch of the Southern Punjab railway to the North Western State railway Revised terms for continuation of working of the Rajputana-Malwa railway by the Bombay, Baroda and Central India railway from the 30th June 1900 to the 30th June 1906 Railways proposed to be constructed under "branch line terms"	7—9	8
Comparison between the rolling-stock on the principal English and Indian railways.	. 9	9
Capital outlay and cost per mile-		
Total capital expenditure on all railways, including unfinished lines, up to the 31st December 1899, distributed under different gauges Total capital outlay, including steam-boat service and suspense accounts, up to the 31st December 1899, on open lines, the average cost per mile of railway open, and the average cost per mile of single track, including sidings, distributed under different gauges	9—10	10
Graphic diagrams showing (1) the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1899, and (2) the revenue transactions and train-mileage results during the year 1898, and the capital outlay on the principal railways from the commencement of operations to the end of 1898	10	11
Map showing the railways constructed or sanctioned for commencement on the 31st March 1900, and the gauge of each line	10	12

•	Page.	Paregraph.
CHAPTER I-confd.		
GBFERAL-conid.	,	
Gross earnings-		
Gross earnings during 1898 and 1899, distributed under different gauges Percentage of the total gross earnings during 1899, earned by railways of different gauges. Distribution of gross earnings under the different main heads of account and under different gauges.	} 10	18
Passenger traffic—		
Number of passengers carried, passenger-miles, passenger earnings, and earnings from other outhing traffic, during 1898 and 1893, distributed under different gauges	10—11	16
Goods traffio—		
Aggregate townage of goods, material and live-stock carried, tow-mileage, and earnings, during 1×93 and 1899	11	15 ,
Approximate earnings for the first quarter of 1900— Comparison of approximate earnings for the 1st quarter of 1900 with the actuals of the corresponding periods of 1899 and 1858, distributed under different gauges	12	16
Working expenses— Total working expenses during 1899 compared with the previous year, distributed under different gauges. Percentage of expenses on gross earnings under the several departmental heads, distributed under different gauges; as also the average of all lines.	 	17
Net earnings— Total net earnings realised during 1999 compared with the previous year, distributed under different gauges:	18	18
Return on capital— Statistical return on the capital expenditure on open lines, including steam-boat service and suspense accounts for the year 1899 compared with the previous year, distributed under different gauges; as also the average of all lines.		19:
Financial results— Estimated financial results to the State of working the Indian railways for the financial year 1899-1900 compared with actuals of the previous year General remarks relating to interest charges and contribution to sinking fund	13-14	20
Statements.		
Financial results to the State of working guaranteed railways for the official year 1898-99 (Statement No. 1)	14	20

		
CHAPTER I-concld.	Page.	Paragraph.
GENERAL—concld.		
Statement-contd.		
Financial results to the State of working Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of		
State for the official year 1898-99 (Statement No. 2). Financial results to the State of working State railways (Commercial) for the official year 1898-99	15	20
(Statement No. 3) Financial results to the State of working State railways (Military) for the official year 1898-99 (State-	16	20
ment No. 3-A) Financial results to the State of working lines con-	17	20
by companies for the official year 1898-99 (Statement No. 4)	17	20
Direct annual gain or loss to the State from railway outlay from 1858-59 up to 1876-77 and during each financial year from 1877-78 to 1898-99, and the estimated outlay for 1899-1900 (Statement No. 5)	1819	. 20
CHAPTER II.		
Works completed and in progress.		
Brief particulars of the chief works completed and in progress during the official year ending with the 31st March 1900 on the—		
East Indian railway— Open line		
Pandra branch and Sitarampur-Domohani extension Moghal Serai-Gya extension Bárun-Daltonganj extension	20	2
South Behar (Luckeeserai-Gya) railway Bengal Central railway	20 20	3 4
Bengal-Nágpur railway— Open line Calcutta-Cuttack extensions	20—21	5
Khargpur-Midnapore brauch Raipur-Dhamtari branch) 21	
Indian Midland ruilway Bhopal-Itársi railway Bína-Goona-Bárán railway—	21	6 7
Goons-Bárán extension. Gwalior Light railways	21 21	8 9
North Western State railway— Open line		
Mári-Attock railway Lyallour-Khánewal extension		
Nowshera-Dargai railway	21—22	10
Indus bridge, Kotri Hyderabad-Rahoki section Peshawar-Jumrood railway]	-
Ludhiána-Dhuri-Jakhal railway Oudh and Robilkhand State railway—	22	• 11
Open line Ghaziabad-Moradabad railway	\$ 22	12
Hardwar-Dehra railway	23	13

.

	Page,	Paragraph
OHADED II		•
CHAPTER II—contd.		
Works completed and in progress—coald.		
rief particulars of the chief works completed, etc.—contd.	3.	
Eastern Bengal State railway system-	h	
Open line	23	
Teesta bridge		14
Mogalhat-Dhubr extension		1
Brahmaputra-Sultanpur railway	. 23	15
Mymensingh-Jamaipur-Jagannathganj milway	. 23	16
Cooch Behar railway-	n	
Torsa bridge	1 24	17
Santrabari extension ,	.K	1
Open line	.11	
Nangada-Government Salt paus branch	.]} 24	18
Gódávari-bridge	.)	
Great Indian Peninsula railway system-	1)	1
Open line	- 5 24	1 19
Amaluer-Jalgace branch	•11	
Chálisgaon-Dhulia branch	.K	1
Open line		
Doubling the main line between Bombay (Colaba) ar	d 24-25	20
Baruda	.)	
Tápti Valley railway	. 25	21
Petlád-Cambay railway	. 25	22
Rajputana Malwa railway—	-	
Open line Bhátinda-Ferozepore standard gauge connection	25	28
Vijapur-Kálol railway	25—26	24
Rajpipla rajlway	. 26	25
Madras railway, including the Kolar Gold-fields railway-	i)	
Open line	. 5 26	26
Walajah Road-Ranipet branch	• 11	
Calicut-Baliapatam branch Nilgiri railway	: 20	27
Shoraunr-Cochin milway	26	28
The Nizam's Guaranteed State railway	. 26	29
Hyderabad-Gólávari Valley railway . "	. 26	30
Bengal and North-Western railway system-	n	1
Company's section— Ganges-Gogra Doab lines	27—28	81
Tirhoot section—	-1-**].
Hajeepore-Katihar extension	.11	
Segowlie-Raxaul railway	. 28	, 38
Southern Mahratta railway system-	1)	
Open line	. }	88
Mysore section	28	34
Birur-Shimoga railway	'h **	
Open line	.11	1
Negapatam-Nagpore extension	28-29	85
Short extensions		1
Tionevelly-Quilon (Travancore branch)	•11	Į.
Pamban branch	.K	1:
Assam-Bengal railway— Section I—Chittagong to Badarpur with branche	na H	ľ
Section II—Badarpur to Lumding	29-30	36
Section III-Lumding to Tinsukia and Lumding		1
Gauháti branch	- 11	1

		
	Page.	Paragraph.
CHAPTER II—coneld.		
Works completed and in progress—concld.		
Brief particulars of the chief works completed, etc.		
Burma railways—		
Open line		r
Mogaung-Myitkyina section of the Mu Valley extension		ĺ.
Sagaing-Alon branch Meiktila-Myingvan branch.	30	37
Mandalay-Kunlông extension		<u>[</u> :
Bengal Dooars railway—		
Western extension— Dam Dim to Bagrakote		
Eastern extension—		,
Mal Junction to Madarihat	30 .	38
Southern extension—	-	
Barnes Ghát Junction to Lalmanirhat Dibru-Sadiya railway		
Jodhpur-Bikaner railway system—	30	39
Dulmera (Kheri)-Bhatinda section, Bikaner-Bhatinda	j	
extension	30-31	40
Shadipalli-Bálotra railway, native state section Palana coal-siding	1	•
Hyderabad-Shadipalli-Balotra railway, British section	31	. 49
Udaipur-Chitor railway	31	41 4 2
Jaipur railway	31 [43
Cherra-Companyganj State railway Darjeeling-Himalayan railway	31	44
Darjeeling-Himalayan railway Bársi Light railway	31 31-32	45
Tezpore-Bálipárá railway	32	46 47
Morvi railway	32	48
Parlakimedi Light railway	32	49
· ·		•
CHAPTER III	i	
. Lines under survey or projected.		
De divided and and and and and and and and and an		
Particulars regarding the surveys carried out or projects put forward during the official year ending with the 31st March 1900:		•
East Indian railway—	.]	
Burdwan-Howrah chord		
Barun-Daltonganj railway extension survey	33	. 2
Gya-Kátrásgarh survey	1.	_
Southal railway—	Į f	
Bhagalpur-Baidyanáth and Bhagalpur-Adjai surveys	33	8
oid Hasdia		_
Bengal Central railway— Bongong-Kotchandpur railway survey]	
Muxoodpore-Majeegati railway survey	33 .	4
Madhyamgram (Chandipore)-Taki railway survey		
Bengal-Nagpur railway-	•	
Midnapore-Jherriah survey Satpura railway survey	34	5
Ranchi Plateau survey		J
Indian Midland railway— Ait-Kunch-Jalaon-Jamna river railway survey		6
Dholpur-Bari railway survey	34	
		-

	Page,	Paragraph,
CHAPTER III—contd.		
Lines under survey or projected—conld.		
Particulars regarding the surveys carried out, etc.	_	
contd.		
North Western State railway-		
Kohat-Bannu railway survey	·)	
Jech Doab railway survey	34-35	7
Larkhana-Shahdadpur railway survey	::1\	
Ondh and Robitkhand State railway-	15	
Bareilly City extension survey	. } 35	8
Allahabad-Fyzabad and Allahabad-Jaunpur railway surv	^{९५} 85	9
Eastern Bengal State railway system—		1
Quadrupling Naibátí to Scaldah		,
Ranaghat-Ganges-Katihar milway survey	35—36	10
Dacca-Mymensingh railway extension surveys	. {	
Kaunia-Bonarpara reconnaissance survey	-{}	ì
East Coast State railway-	36] 11
Berhampore-Russelkonda survey	• 1)	i
Amráoti-Eilichpur Light railway survey	37	19
Bombay, Baroda and Central India railway—	``	1
Sabarmati-Dholka railway survey	. 3	Ī
Nadiád-Kapadvanj railway survey	·	
Nadiád-Petlád railway survey	·	
Miyagam-Sinor railway survey	- } 37	14
Bahadurpur-Songir railway survey Nandod temporary station to Nandod town railway surv		j
Kócambá-Velacha-Zankavao railway survey.	```. }	
Madras railway-	1	
Baliapatam-Mangalare railway survey	·h	
Salem-Atur railway survey	•	15
Morappur-Dharmapuri railway survey	37	15
Tiruppattúr-Krishnagiri railway survey Yerragudipád-Jammalamadugu railway survey .	: 	
Dehra-Musscorie Light railway survey	. 37	16
Bengal and North-Western railway-		
Aunribar-Jaunpur railway survey	· 17	
Ghazipur-Ballia extension survey	·	
Azamgerh-Shahganj extension Mansi-Bháptiáhi, Bettiah-Bagaha and Shikarpur-Bairag	,,,ia \$8	17
SUITE'S	·"]	
Sakri-Jainagar railway		
Baran-Ajmer and Marwar railway sur vey	. 88	18
Southern Mahratta railway —)	19
Bagalkot-Hungund railway survey Feeder lines	· } 38	1
Mysore and West Coast railway survey	. 38	20
Railway extensions in Mysore territory	. 39	21
South Indian railway-	Ļ	
Nanjangúd-Erode railway survey	· []	
Pamban branch	•	
Tinnevelley-Quilon (Travancore) branch Marina Loop survey	1 89	29
Trichinopoly-Tirukkoyilur chord line survey		Ì
Kalikiri-Rayachoti railway survey	را.	
Mayavaram-Mutupet railway— Mutupet-Avadayarkovil railway survey	40	25
Assam-Bengal railway—	1	
Tilegaon-Sylhet branch	.h	1
Akhaura-Bhairab Bazar branch	. } 40	24
Hájiganj-Shatnol branch	13	I

	1	
•	Page.	Paragraph.
•		
CHAPTER III—concld.		
Lines under survey or projected—concld.	.} .	
Particulars regarding the surveys carried out, etc.—	·	<u>-</u>
Burma railways—		
Shwebo-Letkobin-Thabeitkyin survey	1	
Bassein-Henzada-Tharawaddy railway and extension surveys	16 40 43	
Salween extension Sagaing bridge	40-41 .	25
Rohilkund and Kumaon railway, company's section-	K	l
Aichus-Kashipur extension	41	- 26
Dudhwa-Mohan river survey)	
Hyderabad-Gódávari Valley railway— Purna-Basim railway survey	} 41	27
Shoranur-Cochin railway	41-42	28
Jámnagar railway—	} 42	29
Jámuagar-Salnya extension	ί.	20
Dbrangadrá-Halvad extension	42	30 -
Howrah-Amta Light railway-	3 42	31 -
Jagatbullabpur-Champadanga extension reconnaissance . Ránaghat-Krishnagar Light railway—	ξ] "
Krishnagar-Saroopganj (Nawadip) reconnaissance	42	32
Kalka-Simla railway	42	33
Morvi railway— Wadhwan-Dolia new alignment survey	} . 42	34
Waddwad-Dona flew angument out vey	,	•
Railways surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised (Statement No. 6).	4 2— 4 8	35
CHAPTER IV.	İ	
Collieries and oil wells.		,
Particulars regarding pits and inclines at the end of 1899, and output and number of persons employed, capital outlay and total receipts, and number of accidents that have occurred during 1899 compared with previous year on the following collieries: Kurburbaree and Serampore collieries worked by the East		
Indian railway Warora colliery worked by Government Umaria colliery worked by Government	49—50 50—51 51—52	1 2 3
Coal-fields at Telanpali near the Eeb river worked by the Bengal-Nagpur railway.	52—53	4
Dandot colliery worked by the North Western State rail-	53—54	5
Baghanwala colliery worked by the North Western State		
Khost colliery worked by the North Western State railway Sharigh colliery worked by the North Western State	54 55—56	. 6 7
railway Baluchistan coal mines	56 56	8 9 -
		•
Quantity, in tons, of coal produced in the several provinces, during the five years 1880-1884, and for each year from 1885 to 1899 (Statement No. 7)	56 57	10
		

•	Page.	Paragraph.
CHAPTER V.		
Stores.		,
Total expenditure on State railway stores contracted for in England through the Agency of the India Office, during 1899	58	1
Local purchases of stores by the Port Storekeeper, State railway Department, Calcutta, and the Marine Storekeeper, Bombay, during 1899	58	
Cost to State railways of the establishments maintained at Calcutta and Bombay, during 1899	. 84	8
Number of ships employed in bringing State milway stores, including stores procured for native state lines, during 1899	58	4
Credits to Civil Department during the year 1899-1900 on account of the charge of one-half per cent. for insurance	58 ′	5
Losses of English stores during the year 1899-1900 .	58	6
Statement. •		
Capital locked up in stores on the standard and metre gauge railways on the 31st December 1899 (Statement No. 8) CHAPTER VI.	58—60	7
ROLLING-STOCE (CAPITAL).		
Diagram and statement comparing the locomotives and rolling-stock on the principal Indian railways with those on English railways	61	1
Automatic vacuum brakes— Progress made on the following railways in the fitting of stock with automatic vacuum brakes:		
East Indian railway Bengal-Nágpur railway Indian Midland railway North Western State railway Oudh and Rohilkhand State railway Eastern Bengal State railway East Coast State railway	r: :	
Great Indian Peninsula railway Bombay, Baroda and Central India railway Madras railway Nizam's Guaranteed State railway	61—62	•
South Indian railway Assam-Bengal railway Burma railways Dibru-Sadiya raliway)	
Couplings—		
Progress made on the following railways in the fitting of stock with couplings: East Indian railway Bengal-Nagpur railway	62	5
Eastern Bengal State railway	J.	

	7	
CHAPTER VI-contd.	Page.	Paragraph.
ROLLING-STOCK (CAPITAL)-contd.		}
Couplings—concld.		
Progress made, etc.—concld.		
East Coast State railway	.lh	
Great Indian Peninsula railway	11	1.
Bombay, Baroda and Central India railway Southern Mahratta railway		
South Indian railway	62	5
Assam-Bengal railway		
Dibru-Sadiya railway	11	,
Morvi railway	}	
Lighting of railway carriages with gas on Pintsch's		
system— Progress made on the falls—in the same of the falls—in the same of the		
Progress made on the following railways in the fitting of carriages with gas lights on Pintsch's system: East Indian railway		
Bengal-Nágpur railway	1 1	
North Western State railway		!
Oudh and Robilkhand State railway	 	
Eastern Bengal State railway Great Indian Peninsula railway	62-63	6
Bombay, Baroda and Central India railway		•
Madras railway	11	
Southern Mahratta railway		
Assam-Bengal railway	ן	·
Statement comparing the leasurations and well and a	•	
Statement comparing the locomotives and rolling-stock		
on the principal standard gauge railways in India with those on English railways.	سم ا	
Number of locomotives and vehicles on the standard	65	1
and metre gauge railways on the 31st December		
1899 (Statement No. 9)	66—69	,
Value of locomotives and vehicles on the standard and	00 <u>—</u> 0#	2
metre gauge railways on the 31st December 1899		
(Statement No. 10)	70—73	2
Number of vehicles on the standard and metre gauge		~
railways adapted for military purposes as existing	•	
on the 31st December 1899 (Statement No. 11)	7477	· 8
Number of locomotives and vehicles on the standard		;
and metre gauge railways fitted with automatic		•
vacuum brakes on the 31st December 1899 (State-	ľ	
ment No. 12)	78—79	4
Number of carriages fitted with retiring accommoda-		
tion for females on the 31st December 1899 in accord-		
ance with section 64 of Act IX of 1890 (Statement)	•	_
No. 13)	80	7
CHAPTER VII.).	
Capital.	·	
Allocation of the total capital outlay on Indian rail-	·	
ways up to the 31st December 1899, including lines	í	
under construction and survey, etc., adopted for		
administrative purposes	81	1
Explanatory remarks regarding total capital outlay on		_
Indian railways adopted for statistical purposes	8182	1
	1	

• ·	Page.	Paragraph.
CHAPTER VII—contd.		
CAPITAL—confd.		
Statements.		
Amount of sterling capital raised by the various guaranteed railway companies and state lines leased to companies up to the 31st December 1899 (Statements Nos. 14 and 15)	82—83	
Details of debenture loans by guaranteed railways and state lines leased to companies on the 31st December		. 2
1899 (Statement No. 16) Expenditure in England and in India on State and native state railways appropriated to the various undertakings to the 31st December 1899 (Statement	8 4 —85	3
No. 17) Capital authorized to be raised for guaranteed railways and state lines leased to companies, as now sanctioned, the amount raised, and the amount withdrawn to	66—93	8
the 31st December 1899 (Statement No. 18)	9495	8
the year ended the 31st December 1899 (Statement No. 19) Withdrawals by guaranteed railways out of capital for	96—97	3
expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1900 (Statement No. 20)	98	8
Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal, and the Burma railways, during each financial year from the	•	
commencement to the 31st March 1900 (Statement No. 21) Capital outlay on open lines of railway on the 31st	99	. 8
December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction (Statement No. 22)	100—103	3
		·
CHAPTER VIII.		·
Main results of working and revenue statistics.	•	
Mean mileage worked— Total mean length of all railways worked during 1899 compared with the previous year]	
Capital outlay— Total capital outlay, including steam-boat service and suspense accounts, on the mileage open to the 31st December 1899 compared with the previous year	104	2

	Page.	Paragraph.
CHAPTER VIII—contd.		
MAIN BESULTS OF WORKING AND REVENUE STATISTICS—contd.		
Gross earnings from all sources during 1899 compared with the previous year Coaching earnings, goods earnings, and the earnings from steam-boat service and miscellaneous sources during 1899 compared with the previous year Gross earnings per mean mile worked per week, excluding steam-boat, during 1899 compared with the previous year	104	3
Coaching traffic—		
Total number of passengers booked, passenger earnings, and passenger unit-mileage during 1899 compared with the previous year. Number of passengers carried one mile per mean mile worked during 1899 compared with the previous year. Percentage of the total number of passengers carried as contributed by each class, vis., lower classes, second and first classes. Average distances travelled by, and average fares charged to, first, second and lower class passengers during 1899 compared with the previous year. Earnings from other coaching traffic during 1899 compared with the previous year. Explanatory remarks relating to the increase under coaching traffic.	104	4
Goods traffic— Total tonnage of goods lifted, total ton-mileage, goods earnings, number of tons of goods carried one mile per mean mile worked during 1899 compared with the previous year. Explanatory remarks regarding increase in the goods traffic.	}	5
Working expenses— Working expenses during 1899 compared with the previous year Percentage of total working expenses on gross earnings during 1899 compared with the previous year Explanatory remarks regarding increase in working expenses.	104	6
Net earnings Net earnings derived from all railways during 1899 compared with the previous year Statistical return on capital— Percentage of net earnings on the total capital outlay on open lines, stated in rupees, during 1899, compared with the previous year	104	7
Average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the years 1896 to 1899 (State- ment No. 23)	105	8-
Net earnings of "State lines worked by companies," "State lines worked by the State" "Guaranteed lines," "Assisted companies" and "Native state lines" of both standard and metre gauges, in groups, and their percentages on total capital outlay during 1899	106	9

	Paga.	Paragraph,
CHAPTER VIII—concid.		
Main results of working and revenue statistics—concid.		
Net earnings of the principal railways and their percentages on the capital expenditure on open lines, including steam-boat service and suspense accounts, during the last five years 1805 to 1809 (Statement No. 24)	107	10
Explanatory note on the above results from a statistical point of view Results of working the guaranteed railways up to the]	
end of 1899	* 109	, 11
Western State railway which were constructed for military purposes only) for 1898 and 1899 Capital outlay and revenue transactions for the com- mercial and military sections of the North Western	108	12
State railway proper for 1898 and 1899	109	· 18
penditure on suspense accounts Satisfical results of working the principal standard and metre gauge railways during 1899	110 110—111	14
Bialemente	110—111	15
Main results of working of all railways for the years ending with 31st December 1898 and the 31st December 1899 (Statement No. 25). General results of working the principal standard and metre gauge railways during the year ending with	112—113	1
the 31st December 1899 (Statement No. 26) Total amount advanced on account of guaranteed interest to the 31st December 1809, the net revenue of guaranteed railways to the 30th June 1809 appro-		15
priated towards the repayment of that amount, and the balance (Statement No. 27) Amounts of total surplus profits earned on guaranteed railways as calculated under the contracts for distribu-	118	n
tion between Government and railway companies to the end of 1880 and for each half-year from June 1881 to the 31st December 1899 inclusive (Statement	•	,
No. 28) Capital expended to the 31st March 1900, not revenue for the year ended the 31st December 1899, guaranteed interest for the year ended the 31st December	119	11
1899, interest in excess of revenue, and revenue in excess of interest, of guaranteed railways from the year 1870 to 1899 (Statement No. 29) Results of working the guaranteed railways and lines leased to or purchased from companies and worked	120	11
by companies for the year ended 31st December 1899 (Statement No. 30)	121	11

	Page.	Paragraph.
CHAPTER IX.		
DETAILS OF REVENUE BARNINGS AND EXPENDITURE.		
Public traffic—	. ;	•
Explanatory remarks on the principal commodities carried		
during 1899	122	1
Grain and seeds traffic—	,	
Tonnage of grain and seeds carried during 1899 compared	Ţ	
with the previous year	122	2
Wheat traffic—	· ·	
Toncage and earnings from wheat traffic during 1899 com-	1	
pared with the previous year	1	
Quantities of wheat carried by the Great Indian Peninsula, Bombay, Baroda and Central India, East Indian and North		
Western State railways during the past seven years 1893		
Exports of wheat from Bombay, Calcutta and Kurrachee	122—123	3
during the past seven years 1893 to 1899; estimated out-		J
turn during the seven financial years, 1892-93 to 1898-99		
and percentage of exports on the estimated outturn for the same periods		
Explanatory remarks regarding above		
Principal features in the working of the following		•
standard and metre gauge railways during 1899 compared with the previous year:		•
East Indian railway system	123	. 5
Bengal Central railway	123—124	6
Bengal-Nágpur railway Indian Midland railway system	124 124—125	7
Godhra-Rutlam-Nágdá railway	125	9
North Western State railway system	125—126 126—127	10
Eastern Bengal State railway system	120—127	11 12
Calcutta Port Commissioners' railway	127—128	13
East Coast State railway system	128 1 28	14 15
Bombay, Baroda and Central India railway.	128—129	16
Madras railway system	129	. 37
Tápti Valley railway The Nizam's Guaranteed State railway system	129 130	.18 .19
Nágdà-Ujjain railway	130	20
Gaekwar's Petlid railway Bengal and North-Western railway system	130 130—131	21 22
Rajputana-Malwa railway	131	23
Pálanpur-Deesa railway	131	24
Southern Mahratta railway system	131—132 132	25 -26
Assam-Bengal railway	132—133	27
Burma railways	133 133	28 29
Deoghur railway Rohilkund and Kumaon railway system	184	30
Segowlie-Raxaul railway	134	31
Bengal Dooars railway Dibru-Sadiya railway	134 134—135	32 33
Ahmedahad-Parántíj railway	135	34
Nílgiri railway	135 135	35 ე3 6
Gaekwar's Mehsána railway Hyderabad Gódávari Valley railway	135	ີ37
Jodhpur-Bikaner railway	135136	38
Udaipur-Chitor railway	136 136	39 40

	Page.	Paragraph.
CHAPTER IX—concid.		
Details of revenue earnings and expenditure—concid.		
Principal features in the working, etc.—concid.		
Statements.		·
Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways during the year 1899, compared with the previous year (Statement No. 31)	187	4
Mileage of all railways open for traffic on the 31st December 1899 and the mean mileage worked during the year (Statement No. 32)	138—141	
Passenger traffic on the standard and metre gauge railways during the year ending with the 31st December 1899 (Statement No. 83)	142—145	
Goods traffic on the standard and metre gauge railways during the year ending with the 81st December 1899 (Statement No. 34)	146—149	
Unit mileages of passengers and goods carried on the standard and metre gauge railways during the year ending with the 31st December 1899 (Statement No. 35)	150—153	
Gross earnings, working expenses, net earnings and results per train-mile and per cent. of gross earnings, also the gross earnings per mile worked per week, and percentage of net earnings on capital outlay on open lines on the standard and metre gauge railways during the year ending with the 31st December 1839 (Statement No. 36)	154—157	
Working expenses in detail on the standard and metre gauge railways during the year ending with the 31st December 1899 (Statement No. 37)	158—161	
Statistics of working of the special gauge railways during the year ending with the 31st December 1899 (Statement No. 37-A.)	162—168	41
General results of working the special gauge railways during the past five years 1895 to 1899 (Statement No. 87-B.)	164165	41
CHAPTER X.		
RATES AND PARES.		
Reduced rates for the carriage of food grains, &c., on account of the famine	186	1
Ordinary passenger fares and goods rates	166	ء ا

-	Page.	
I.	<u> </u>	Paragraph.
CHAPTER X-concld.		
RATES AND PARES—concld.		
Particulars of the chief alterations made in coaching fares and goods rates during 1899 on the following railways:	•	
Coaching fares—		
East Indian railway system Bengal Central railway Bengal Nágpur railway Indian Midland railway system North Western State railway system Oudh and Rohilkhand State railway Eastern Bengal State railway system East Coast State railway Great Indian Peninsula railway system Bengal and North-Western railway system Burma railways Segowlie-Raxual railway Udaipur-Chitor railway Bhávnagar-Gondal-Junágad-Porbandar railway system	166 166 166 167 167 167 167 167 167 168 168	4 5 6 7 8 9 10 11 12 13 14 15 16 17
Goods rates—		
North Western State railway system Oudh and Rohilkhand State railway Eastern Bengal State railway system East Coast State railway Great Indian Peninsula railway system	168 168 168 168—169 169 169 170 170 170—171 171 171 171	18 19 20 21 22 23 24 25 26 27 28 29 30
Passenger fares per mile and goods rates per ton per mile and per maund per mile (in pies) on the Indian railways on the 31st December 1899 (Statement No. 38) CHAPTER XI.	172—177	2
FUEL CONSUMPTION,		
Total quantity of English and Indian coal and coke,		
patent fuel and wood consumed on the standard and metre gauge railways during 1899 compared with the previous year	178	1
Percentages of the total consumption of English and Indian coal and coke, patent fuel and wood on the standard and metre gauge railways during 1899 compared with the previous year	178	2

	Page,	Paragraph.
CHAPTER XI—soneld,		
FUEL CONSUMPTION—concld.	•	
Equivalents generally employed for converting the various descriptions of fuel into terms of Bengal coal, one ton of Giridih (Kurhurbaree) best steam coal being taken as the standard	178	. 4
Particulars regarding the descriptions of fuel in use on the following principal lines during 1809:		
East Indian railway system Bengal Central railway Bengal-Nágpur railway Indian Midland railway system North Western State railway system Oudh and Rohilkhand State railway Fastern Bengal State railway system East Coast State railway system Great Indian Peninsula railway system Bombay, Baroda and Central India railway system Madras railway system The Nizam's Guaranteed State railway system Bengal and North-Western railway system Bengal and North-Western railway system Southern Mahratta railway system South Indian railway system Assam-Bengal railway Burma railways Rohilkund and Kumaon railway system Jodhpur-Bikaner railway Bhavanagar-Gondal-Junágad-Porbandar railway system	179 179 179 179—180 180 181 181 181 181 182 182 183 183 183 183 184 184 184 184 184	6 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Description of fuel used on the principal railways during 1899, average cost per ton, details of consumption, and average lead from source of supply (Statement No. 39) Equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways during 1899 CHAPTER XII. Presons employed.	18 6 187	
Summary of the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1899 compared with the previous year Percentages of increases or decreases of the different classes of servants employed on the standard and metre gauge railways open to traffic. Percentages of the number of Europeans, East Indians and Natives employed on the total number employed, on the standard and metre gauge railways open to traffic during 1899 compared with the previous year	188—189	1

	Page,	Paragraph.
CHAPTER XII—concld.		
Persons employed—concid.		
Statements.		
Numercial return of servants of all races employed on the standard and metre gauge railways (open lines only) on the 31st December 1899 compared with the previous year (Statement No. 40)	190—193	1
Number of depositors in the State Railway Provident Fund Institutions and the sums at `their credits on the 31st December 1899 (Statement No. 41)	194	2
Enrolled strength and the number of efficients in the several Kailway. Volunteer Corps on the 31st March 1900 (Statement No. 42)	195—197	3
Strength and cost of the police force on the standard and metre gauge railways (open lines) and the amount of compensation payments due to thefts for the year 1899 (Statement No. 43).	198—199	4
CHAPTER XIII.		•
Rolling-stock (Revenue).		•
Statemensts.		
Average number of locomotives in use on the principal railways and the work obtained from each during the year 1899 (Statement No. 44)	200—201	
Number of miles travelled by trains and vehicles on the standard and metre gauge railways during the year ending with the 31st December 1899 (Statement	202 207	
No. 45)	202-205	2
CHAPTER XIV.		
FLOOD DAMAGES.		
General remarks	206	1
Particulars of the principal floods and the damages to the following railways:		
East Indian railway system Indian Midland railway system Eastern Bengal State railway system East Coast State railway system	206 206 206 206—207	2 3 4 5
The Nizam's Guaranteed State railway system	207	6
Bengal and North-Western railway system	20 7 20 7	7 8
South Indian railway system	207	9
Assam-Bengal railway Burma railways Jorhát State railway	207 207—208	10 11
Jorhat State railway	208	12
Darjeeling-Himalayan railway Cherra-Companyganj railway	208 208	13 14
Cuerra-Companygan i anway	200	19

•	Page.	Paragraph
CHAPTER XV. Accordance. Total number of persons killed and injured in connection with railway working during 1899—for each gauge separately—compared with the previous year (Statement No. 46). Particulars of the principal accidents which occurred during the year on the following railways: East Indian railway system Bengal Central railway Bengal-Nágpur railway Indian Midland railway system North Western State railway system Oudh and Rohilkhand State railway Fastern Bengal State railway system Bombay, Baroda and Central India railway system Nixam's Guaranteed State railway system Rengal and North-Western railway system	209 209—210 210 210 210—211 211 211 211 211—212 218	1 2 3 4 5 6 7 8 9
Bengal and North-Western railway system Rajputana-Malwa railway system Southern Mahratta railway system South Indian railway Assam-Bengal railway Burma-railways Bengal-Dooars railway Jodhpur-Bikaner railway Cooch Behar railway Smmary of the statistical results for the year 1898,	212 213 213 213 213 213 214 214 214	11 13 13 14 15 16 17 18
showing the proportion of passengers killed or injured by accidents to trains, etc., compared with the previous year. Statement.	21 4— 215	20
Total number of accidents to trains, rolling-stock, permanent-way, etc., during 1899 on railways of each gauge open for traffic, and the casualties resulting therefrom compared with the previous year (Statement No. 47)	216—217	20

APPENDICES.

PAGE

ii to xi	ned and	sanctic	line	hs of	lengt	d the 1900	ys ar arch	of railwa 31st M	assification raffic on the	Gauge and open for	(A)
xii	899 to	April	lst A	the	from	tioned	sanc	railways	sections of [arch 1900	Railways of the 31st	(B)
xiv and x	1 1899	1st Ap	the	fron	traffic •	ed for	open		sections of March 19	Railways o	(C)
xvi to x					e in t	mad	gres	d the pro	railways op 99-1900, an official yea	Length of 95 and 1 during t	(D)
xxi to xxv	s 1894 ing the	lar yea ıya du	alend railwa	the of	nd of ening	the e	io at de in	gress ma	always oper and the pre- ears 1895 t		(E)
xxvi to xxviii	or cons-	ioned :	sanct	n or	ructio	const	under 100	ailways Aarch 19	ections of a the Slst l	Railways or truction	(F)
xxix to xxxi	h 1900 98 and	st Mar ls of l	ne 31a period	to thing	spond	lst Jar ocre	the of th	ngs from actuals	imate earni	Total appr as comps 1899	(G)
xxxii to xlix	andard us year	n the e previ	om or	ierefr d wit	ngs tl mpare	earni 39 9 c o	d the	arried an ays durii	mmodities o gauge rails	Principal of and meta	(H)

xxii

List of tabular statements contained in the Administration report on the railways in India for 1899-1900, Part I.

·		
Page.	Statement No.	Particulara.
		CHAPTER I.
. 14	1	Financial results to the State of working guaranteed railways for the official year 1898-99.
15	8	Financial results to the State of working Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State for the official year 1898-99.
16	8	Financial results to the State of working State railways (Commercial) to the official year 1898-99.
17	8-A	Financial results to the State of working State milways (Military) for the official year 1898-99.
. 17	•	Financial results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1898-99.
18-19	5	Direct annual gain or loss to the State from railway outlay from 1858-56 to 1876-77 and during each financial year from 1877-78 to 1898-99 and the estimated outlay for 1899-1900.
		CHAPTER III.
43-48	. 6	Schedule of railways which have been surveyed, reconneited or proposes and sanctioned projects on which no progress has been reported or or which the commencement of work has not yet been authorised.
		CHAPTER IV.
57	7	Quantity, in tons, of coal produced in India for the five years 1880 to 188 and for each year from 1885 to 1899.
		CHAPTER V.
59—60	8	Capital locked up in stores on the standard and metre gauge railways of the 31st December 1899 compared with the previous year.
		CHAPTER VI.
65	•••	Statement comparing the locomotives and rolling-stock on principal standar gauge railways in India with those in England.
6669	9	Number of locomotives and vehicles on the standard and metre gauge railways on the 81st December 1809.
70—73	10	Value of locomotives and vehicles on the standard and metre gauge rai ways on the 81st December 1899.
7477	11	Number of vehicles on the standard and metre gauge railways adapted for military purposes, as existing on the 31st December 1899.
7899	12	Number of locomotives and vehicles on the standrad and metre gauge raways fitted with automatic vacuum brakes on the 31st December 1999.
80	13	Number of carriages fitted with retiring accommodation for females the 31st December 1899, in accordance with section 64 of Act IX, 189
	1	

List of tabular statements contained in the Administration report on the railways in India for 1899-1900, Part I—contd.

	····	
Page.	Statement No.	Particulars.
		CHAPTER VII.
82—83	14 & 15	Amount of sterling capital raised by the various guaranteed railway companies and State lines leased to companies up to the 31st December 1899.
84—85	16	Details of debenture loans by guaranteed railways and State lines leased to companies on the 31st December 1899.
86—98	17	Expenditure in England and in India on State and native state railways appropriated to the various undertakings to the 31st December 1899.
94—95	18	C-pital authorised to be raised for guaranteed railways and State lines leased to companies as now sanctioned, the amount raised and the amount withdrawn to the 31st December 1899.
96—97	19	Amount received from, and withdrawn by, guaranteed railways and State lines leased to companies during the year ended the 31st December 1899.
98	20	Withdrawals by guaranteed railways out of capital for expenditure showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1900.
99	21	Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal, and the Burma railways during each financial year from the commencement to the Slst March 1900.
100103	85	Capital outlay on open lines of railway on the 31st December 1899, and the average cost per mile, excluding branches and extensions of the open system still under construction.
•		CHAPTER VIII,
105	23	Average gross earnings of the principal railways per mean mile worked per week, excluding steam-boat earnings, in five-yearly periods, commencing from January 1856 and for the years 1896 to 1899.
107	24	Net earnings of the principal railways and their percentages on the capital expenditure on open lines, including steam-boat service and suspense accounts, during the last five years.
108	•••	Financial results of working State lines, by State agency (excluding the Pishin section, the Mari-Attock, the Sind-Sagar and Khusalgarh branches of the North Western State railway which were constructed for military purposes only) for 1298 and 1899.
109		Capital outaly and revenue transactions for the commercial and military sections of the North Western State railway proper for 1898 and 1899.
110		Capital expenditure and general results of working of all railways during 1899.

List of tabular statements contained in the Administration report on the railways in India for 1899-1900, Part I—contd.

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
Page.	Statement No	Particulars,
		CHAPTER VIII—ontd.
112113	25	Main results of working of all railways for the years ending with the 31st December 1598 and 31st December 1599.
114117	26	General results of working the principal standard and metre gauge railways during the year ending with the 31st December 1599.
118	27 •	Total amount advanced on account of guaranteed interest to 31st December 1999, the net revenue of guaranteed railways to the 30th June 1899, appropriated towards repayment of that amount, and the balance.
117	28	Amounts of total surplus profits earned on guaranteed railways as calculated under the contracts for distribution between Government and milway companies to the end of 1880, and for each half-year from June 1681 to the 81st December 1899, inclusive.
120	29	Capital expended to the 31st March, not revenue for the year ended the 31st December, guaranteed interest for the year ended the 31st December, interest in excess of revenue and revenue in excess of interest d guaranteed railways from the years 1870 to 1899.
121	80	Results of working the guaranteed railways and lines leased to, or purchased from, companies, and worked by companies for the year ended 31s December 1899.
	,	CHAPTER IX.
187	81	Summary of the principal commodities carried and the earnings therefrom on the standard and metre gauge railways during the year 1881 compared with the previous year.
138—141	32	Mileage of all railways open for traffic on the 81st December 1899, as the mean mileage worked during the year.
142—145	83	Passenger traffic on the standard and metre gauge railways during the year ending with the S1st December 1899.
146—159	84	Goods traffic on the standard and metre gauge railways during the real ending with the 31st December 1899.
150—153	85	Unit mileages of passengers and goods carried on the standard and metric gauge railways during the year ending with the 31st December 1899.
15 <b>4—</b> 157	36	Gross earnings, working expenses and net earnings, and results per trainmile, and per cent. of gross earnings; also gross earnings per mean mile worked per week and percentage of net earnings on capital outlay on open lines on the standard and metre gauge railways during the year ending with the 31st December 1899.
158-161	· 87	Working expenses in detail on the standard and metre gauge railways ing the year ending with the 31st December 1899.

List of tabular statements contained in the Administration report on the railways in India for 1899-1900, Part I—contd.

Paga.	Statement No.	Particulars.
		· CHAPTER IX—contd.
162—163	37-A.	Statistics of working of the special gauge railways during the year ending with the 81st December 1899.
164165	87-B.	General results of working the special gauge railways during the past five years 1895 to 1899.
		CHAPTER X.
172—177	38	Passenger fares per mile and goods rates per ton per mile and per maund per mile (in pies) on the Indian railways on the 31st December 1899.
		CHAPTER XI.
178	***	Total quantity of English, Indian and Japanese coal and coke, patent and liquid fuel and wood consumed on the standard and metre gauge railways during 1899 compared with the previous year.
186	89	Description of fuel used on the principal railways during 1899, average cost per ton, details of consumption, and average lead from source of supply.
187	***	Equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.
		CHAPTER XII.
188		Summary of the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1899 compared with the previous year.
190—193	40	Numerical return of servants of all races employed on the standard and metre gauge railways (open lines only) on the 31st December 1899, compared with the previous year.
194	41	Number of depositors in the State Railway Provident Fund Institutions and the sums at their credit on the 31st December 1899.
195—197	42	Enrolled strength and the number of efficients in the several Railway Volunteer Crops on S1st March 1900.
198—199	43	Strength and cost of the police force on the standard and metre gauge railways (open lines), and the amount of compensation payments due to thefts for the year 1899.
•		CHAPTER XIII.
200—201	44	Average number of locomotives in use on the principal railways and the work obtained from each during the year 1899.
202—205	45	Number of miles travelled by trains and vehicles on the standard and metre gauge railways during the year ending with the 31st December 1899.
•		

List of tabular statements contained in the Administration report on the railways in India for 1899-1900, Part I—conold.

<b>Table 1</b>		•
Page	Statement No.	Particulare.
		CHAPTER XV.
209	46	Total number of persons killed and injured in connection with railway working during 1899 for each gauge separately compared with the previous year.
\$14		Summary of the statistical results for the year 1899 showing the proportion of passengers killed or injured by accidents to trains, etc., compared with the previous year.
216—217	47	Total number of accidents to trains, rolling-stock, permanent-way, etc., during 1829 on railways of each gauge open for traffic and the casualties resulting therefrom compared with the previous year.
·		APPENDICES.
<b>ii—</b> xii	A	Gauge and classification of railways and the lengths of line-sanctioned and open for traffic on the 31st March 1900.
2111	В	Railways or sections of railways sanctioned from the 1st April 1899 to the 81st March 1900.
riv—xv	C	Railways or sections of railways opened for traffic from the 1st April 1899 to the 31st March 1900.
zvi—zx	D	Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and the progress made in the opening of railways during the official years 1895-96 to 1899-1900.
22 <b>i—</b> 227	E	Length of railways open for traffic at the end of the calendar years 1894 and 1899, and the progress made in the opening of railways during the calendar years 1895 to 1899.
xzvi—zzviil	<b>.</b>	Railways or sections of railways under construction or sanctioned for construction on the 31st March 1900.
rriz—xxxi	G	Total approximate earnings from the 1st January to the 81st March 1900 as compared with the actuals of the corresponding periods of 1898 and 1899.
xxxii—xlix	H	Principal commodities carried and the earnings therefrom on the standard and metre gauge railways during 1899 compared with the previous year.