

192

Administration Report

ON THE

RAILWAYS IN INDIA,

FOR

1881-82.

BY

COLONEL F. S. STANTON, R.E.,

DIRECTOR GENERAL OF RAILWAYS.



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P R E F A C E.

In this Report, which is the third of its kind, a more methodical arrangement of the different parts has been attempted; and the difficulty of finding any particular information, so frequently experienced in references to the former Administration Reports, is now obviated by the addition of a copious index.

Administration Reports are intended to place on record for future reference the work done during the year under review; and although they are only compiled at the cost of considerable time and labor, they frequently only serve to increase the amount of books lying on the office shelf. But in the Annual Report showing progress on Railways, so many subjects can be reviewed, and so much valuable information can be given, both to the Railway Administrations and to the public, that the Report should form a valuable standard book of reference.

The annual publication in India of a Railway Progress Report must necessarily interfere somewhat with the Annual Report hitherto prepared in the India Office, London, for presentation to the Houses of Parliament; and as the Indian volume is much fuller of detailed information, and moreover contains the actual figures showing traffic results, whereas the India Office Report could only show approximate traffic results—information having to be obtained from India before the Revenue Accounts of many of the larger lines of Railway can be closed—it was considered whether the publication of both should be continued. But as Local Governments cannot submit the Railway Chapter of their Administration Reports much before the 1st of August, the full Railway Report cannot well be got out before the following November or December; this is considered too late for presentation to the Houses of Parliament, and, consequently, it has been decided to prepare in India by the 1st June each year a Preliminary Report, which shall take the place of that hitherto known as Mr. Juland Danver's Report, and which will be afterwards incorporated in the General Annual Report. This arrangement will commence next year; the duty of compiling the Preliminary Report having been placed by the Government of India in the hands of the Director General of Railways.

In the present Report, Chapter I. contains a short general review of the work done during the year, particular references being made to the more salient matters discussed or arranged for during the year.

Chapter II. has been compiled entirely from the Administration Reports submitted to the Government of India by the Local Governments, and contains details showing the working of the traffic on all State lines during the calendar year 1881. It also shows the progress made in the consolidation and maintenance of the several State lines open to traffic, as well as the progress in the construction of small branches and extensions of the main lines.

Chapter III. is compiled from the same sources, and relates in the same manner the progress and advancement made during the year on the Guaranteed and Subsidized Railways.

Chapter IV. records the progress made on lines of Railway under construction and which in themselves are new and separate projects, although after construction they may be allied with some of the existing lines for purposes of economical working.

Chapter V. contains a more or less lengthy record of all the Railway Projects which have been submitted to the Government of India during the last few years. This is an interesting Chapter, as it gives a short outline of all the lines now being pressed upon the Secretary of State by rival promoters and Companies for immediate construction. A few words as to the advancement of the negotiations and of the projects up to date may not be uninteresting, and will be taken in order according to their entry in the table of contents at the head of the Chapter.

As regards the Madras Presidency, it is understood that all the preliminaries for floating the Nilgiri Railway Company are settled, and that work either has, or is to be, started at once. The project for a branch from Shoranur to Cochin has fallen through for the present, as the Secretary of State is not disposed to concede as much as the promoters consider necessary to induce the requisite Capital to be subscribed. The reconnaissance surveys of the country between Vizagapatam and Raipur in the Central Provinces have been submitted to the Government of India, and show that line *via* Jaipur and Raigarh is only feasible at great expense and by using very severe gradients, while a line can be carried round the east and north of the Nawagarh range of hills, with a ruling gradient of about 1 in 100, and not at any inordinate expense. The length of this line is about 370 miles.

The Mysore Durbar has been authorized to put in hand the Railway from Bangalore to Tumkur, and work has commenced. Surveys for protective lines of Railway from Cuddapa to Nellore, and from Adoni to Kurnool and on to Guntoor in the Kistna delta are to be at once undertaken.

In the Bombay Presidency, the Western Deccan Railway surveys are being rapidly pushed on, and the Southern Mahratta Railway Company is most anxious to construct the line as an integral part of its system. On the Marmagao Railway and on the Southern Mahratta system, the work of construction is being pushed forward with vigor. Negotiations for a line of Railway from Bhopal to Jhansi, Gwalior and Cawnpore, under the auspices of the Board of Directors, Great Indian Peninsula Railway Company, are started, and have been favorably received.

The bridge over the Hooghly, to bring the East Indian Railway into Calcutta has been commenced, and the material required from England is under provision. The Bengal Central Railway Company has asked to be allowed to add the line from Ranaghat to Santipur and Bhagwangola to its present venture, and the matter is now before the Secretary of State. Construction work has commenced on the Narainganj-Dacca-Mymensingh line; the line between Daudkandi, Comillah, and Chittagong has been ordered to be located and proper estimates made; and a reconnaissance from near Comillah northwards into Cachar, and possibly into Assam, will be at once undertaken. The reconnaissance made last year across the Garo hills between Mymensingh and Gauhati shows that the difficulties of such a line have been much under-estimated, although the height to be crossed is much lower than at first thought.

The Secretary of State has refused to enter into negotiations with any promoters regarding the through line of railway between Bengal and the Central Provinces

until he has received more detailed information as to the routes, prospects, &c. This information has been given, and orders have issued for the line of railway to be located along the southern route, and proper estimates framed.

In the North-Western Provinces, the Farukhabad-Hathras Extension has been sanctioned by the Secretary of State, and work is about to commence. A permanent survey of the Jhansi-Bargarh line as a famine protection work has been ordered to be put in hand at once; and the reconnaissance surveys between Gwalior and Jhansi and between Cawnpore and Jhansi give very satisfactory results. The Company to make the line of Railway between Bareilly and Ranibagh has just been floated, so work will soon commence; and in anticipation of the result the North-Western Provinces Government has for some time past been actively preparing for its part of the agreement.

The Patna-Bahraich Railway has been sanctioned by the Secretary of State, and construction ordered to be commenced this cold season. The land for it is now under acquisition. A Company, called "the Bengal and North-Western Railway Company," has just been formed to take this line over from Government; and it seems probable that they will be allowed to extend the present sanctioned system by a branch southwards from Gorakhpur to Benares and Ghazipur.

In the Punjab, a revised scheme for a branch Railway from Umballa to near Kalka has lately been submitted, and is under consideration. A reliable estimate of the cost of constructing a branch from Wazirabad to Sialkot is also being prepared, and the survey of the line from Rawalpindi to Murree is almost complete. A local Company is being formed to construct this latter line, if they can obtain certain concessions; the matter is now before the Secretary of State. The construction of the branch from Raiwind to the Sutlej, opposite Ferozepore, has been again revised by the Sind, Punjab and Delhi Railway Company. The line can be made very cheaply, and will utilize a very large quantity of second-hand permanent way material, at present practically useless. It can be opened for traffic within six months, and as it will afford incalculable benefit both to the Sind, Punjab and Delhi and Indus Valley Railways, it is trusted that the Secretary of State will admit its construction as an integral portion of the Sind, Punjab and Delhi Railway system. The Secretary of State has also been asked to sanction the construction of the Hissat-Ferozepore line as a famine protection work.

The high floods down the Indus this year, and the resulting scour through the channel between Sukkur and Rohri, have led to a re-investigation of the best site for a bridge across the Indus at Sukkur; and now, owing to the extreme scour observed this year, it has been deemed preferable to have one large span across the main channel than an ordinary girder bridge of moderate spans situated lower down the river. The span over the Rohri channel will probably be not less than 850 feet.

In the Central Provinces, a survey from the Kutni station, East Indian Railway, to the Rewah Coal-field has just been commenced, and the survey will be continued in a south and easterly direction to Bilaspur, or to some convenient point on the Bengal-Nagpur projected Railway. Application has also been made for concessions to construct a line to join the Wardah Coal Railway with the Nizam's Railway; the matter of railway extension in the Nizam's dominions is at present under discussion in England.

In Chapter VI. will be found the question of locomotive fuel fully discussed. The data have been obtained from the several Railway Administrations, but it may be that in estimating distances, length of sections, and rates for the carriage of Revenue stores, the absolute cost price of fuel on the different sections has not been correctly stated; it is, however, believed that the figures are fairly accurate, and sufficiently so to give a comparative view of the actual cost of fuel throughout the Railways in India. It is trusted also that the information now collected will be of great use to the heads of Railway Administrations, and cause their attention to be more firmly fixed on the necessity of reducing fuel expenses as much as possible.

Chapter VII. contains a short review of Railway Stores, with some remarks on the accumulations by Railways of surplus stores.

Amongst the Appendices, besides the usual statistical tables and the analysis of the results of the working of all the Railways, will be found some most useful information. The Working Agreements between the different Railways for the interchange of traffic and management of joint stations have been as far as possible collected together, and will doubtless be frequently referred to. The contracts with Southern Mahratta Railway Company and with the Assam Light Railways and Trading Company are given *in extenso*. The schedule showing the rates in use on the different Railways for the carriage of Revenue stores is also interesting. These rates are supposed to be fixed at such a figure as will prevent the line carrying the stores at a loss, and still not sufficiently high to bring to the line any appreciable profit. The rates, therefore, should be a reflex of what the Agents, Managers, and Traffic Officers of the different lines believe to be their present limit of profitable carrying rates.

I was desirous of adding a Chapter on the effects of alterations in passenger fares as deduced from the records of the Public Works Department, and also another Chapter on the progress made in the classification of goods, but time has not permitted of these Chapters being written; I hope they will be ready for next year's Report.

I was also in hopes of having this Report ready for submission to Government by the 1st November, but unfortunately there has been considerable delay in the receipts by the Government of India of some of the Local Reports; I trust, however, it will be ready by the 31st December at latest, an advance of fully 4 months in the time of production over last year.

SIMLA,
3th November, 1892. }

F. S. STANTON.

TABLE OF CONTENTS.

| | PAGE |
|---|------|
| PREFACE, | iii |
| CHAPTER I.—General Review, | 1 |
| Open mileage, and work done—Financial results—Additions to open mileage—Progress from commencement—Traffic—Wheat Traffic—Persons employed—Native Drivers—Abolition of Pensions—Provident Institution—Government Railway Police—Railway Schools—Railway Act—Accidents—Railway Conference—Messrs Cook and Son's tourist arrangements—Statistics. | |
| CHAPTER II.—Principal Events and Remarks on the Working of the East Indian Railway and of the several State Railways during the year, | 21 |
| East Indian Railway—Indus Valley and Kandahar—Punjab Northern—Dhond and Mamad—Patna and Gya—The Nizam's—Calcutta and South-Eastern—Khamgaon—Amraoti—Wardha Coal—Sindia—Ghazipur and Dildarnagar—Rajputana—Holkar and Sindia—Neemuch—Nagpur and Chhatisgarh—Rangoon and Irrawaddy Valley—Northern Bengal—Tirhoot—Cawnpore and Farukhabad—Muttra—Achnera—Bhavnagar—Gondal—Muttra and Hathras—Mysore—Nalhati—Gaekwar of Baroda's—Kanna, Dhurla and Mogal Hat. | |
| CHAPTER III.—Principal Events and Remarks on the Working of the several Guaranteed Railways during the year, | 139 |
| Great Indian Peninsula—Sind, Punjab and Delhi—Madras—Bombay, Baroda and Central India—Eastern Bengal—Oudh and Rohilkhand—South Indian Railways. | |
| CHAPTER IV.—Lines under Construction, | 209 |
| Marmagao Railway—Southern Mahratta Railway—Bengal Central Railway—Deoghur—Baichyanath Railway—Assam [Dibrugarh—Sadiya] Railway—Jorhaut Railway—Amritsar—Pathankot Railway—Rewari—Hissar Railway—Jodhpore Railway—Bhopal Railway. | |
| CHAPTER V.—Railway Projects, | 226 |
| <i>Madras including Mysore</i> —Nilgiri Railway—Beyypore—Calicut—Shoranur—Cochin—Beyypore Mysore—Tinnevely—Trivandrum—Quilon—Mayaveram—Tranquebar—Vizagapatam—Jaipur—Raipur (Central Provinces)—Madura—Paumben—Cuddapa—Nellore—Adoni—Kurnool—Palghat—Dindigul—Mysore Extensions. | |
| <i>Bombay</i> —Western Deccan Railway—Karwar—Hubli—Barsi Road station (Great Indian Peninsula Railway)—Pandharpur—Miraj—Barsi Road station—Barsi town—Itarsi—Bhopal—Jhansi—Cawnpore—Surat—Bardoli—Songad—Nandurbar—Broach—Jambusar—Anand—Pitland—Piplod—Godhra—Rutlam—Cawnpore—Pahlanpur—Deesa—Mehsana station (Rajputana Railway)—Fattan—Kheralu—Wadhwan—Mehsana—Railway to connect Bombay with Sind. | |
| <i>Bengal including Assam</i> —Hooghly Bridge, East Indian Railway—System of Railway lines through Central Bengal—Memari—Ranaghat—Santipur—Bhagwangola—Dinagapore towards Furneah and Sahibganj—Burdwan—Kutwah—Kissengunge—Kotechandpur—Mowzufferpore—Hajipur—Behar Railway—Cuttack Railway—Tarakeshwar Railway—Sonthal Railway—Bengal—Nagpur Railway—Gya—Lohardugga or Ranchi—Palamow—Barun—Aircha—Dacca—Mymensingh—Daudkandi—Comillah—Chittagong—Railway routes into Assam. | |
| <i>North-West Provinces and Oudh</i> —General scheme for Light Railways throughout the Provinces—Jhansi—Cawnpore—Jhansi—Gwalior—Jhansi—Bargarh—Jumna Bridge at Muttra—Farukhabad—Hathras—Bareilly—Pilibhit—Bareilly—Ranibagh—Lucknow—Sitapur and Lucknow—Rai Bareilly—Patna—Bahrach—Akhbarpur—Buxar—Moradabad—Ramanagar—Railway into the Dehra Dun—Godhra—Gwalior—Cawnpore. | |
| <i>Punjab including Sind</i> —Indus Bridge at Sukkur—Rawind—Ferozepore—Ludhiana—Hissar—Ferozepore—Delhi—Rohtak—Wazirabad—Sialkot—Umballa—Kalka—Sumla—Rawalpindi—Murree—Bhera—Shahpur—Railway to Quetta and Kandahar—Project to connect Sind system of Railways with Bombay system. | |
| <i>Rajputana and Central India</i> —Ujjain—Bhopal—Godhra—Rutlam—Cawnpore—Jhansi—Bhopal—Kutni—Rewah Coal-field—A line from Kutni or Sutna towards Gwalior. | |
| <i>Central Provinces, Hyderabad and the Berars</i> —Saugor—Chhindwarra Station (Great Indian Peninsula Railway)—Saugor—Damoh—Jubbulpore—Jubbulpore—Pindrai—Balaghat—Gondia—Chhindwarra Station (Great Indian Peninsula Railway)—Dhooma—Nidhani—Pindrai—Gondia—Jubbulpore—Baraula—Seoni—Nagpur—Umarwara—Kharakbel—Narsinghpur—Warrora—Chanda—Nizam's Railway Extensions. | |

| | |
|---|--------------|
| CHAPTER VI.—Supply and use of Coal on Indian Railways, .. | PAGE. 299 |
|---|--------------|

General information showing where different kinds of fuel are used on Indian Railways—Actual cost of fuel on different sections of railways—Extreme difference in cost—Wood being given up as locomotive fuel—Distribution of coal throughout India—Trans-Indus coal—Salt Range coal—Coal near Attock—Coal near Sharagh—Coal in the Rewah State—Coal in the Madras Presidency—Coal in the Nizam's dominions—Coal in Assam—Coal in the Khasia and Garo hills—Large freight charges on coal burnt in Upper India—Economy to be effected by reduction of freight rates—Pre-eminence of Bengal coal—Mohpami coal—Warora coal—Economy of burning Warora coal—Value of English coal—Values of country coals—Cost of handling and storing coal—Relative values of different kinds of fuel—Wood as a fuel—Coal and wood equivalents—Economy of using English coal—Probable use of Rewah coal—Probable use of Singareni coal.

| | |
|--------------------------------------|-----|
| CHAPTER VII.—Railway Stores, | 311 |
|--------------------------------------|-----|

Stores arrangements now controlled by the Director General—the accumulation of stores—surplus stores—difficulty of utilizing old permanent way material—statement of stores balances on the principal railways—surplus stores of the East Indian Railway Company taken over by Government at termination of their original contract—reserve depôts at the ports, Calcutta, Bombay and Karachi—gradual abolition of reserve depôts at ports—statements showing principal stores operations during year—ships employed and number lost—additions to rolling stock during year—statement of rolling stock on all lines—utilization of indigenous products and local manufacture.

APPENDICES.

| | |
|---|---------|
| APPENDIX A.—Government Administration and Heads of Departments during the year 1881, | i |
| „ B.—Numerical Return of all Races employed on open lines of Railway on 30th September, 1881, | vi |
| „ C.—Education of Children of Railway employés, | x |
| „ D.—Proposed Bill to amend the Railway Act [Act IV. of 1879], | xviii |
| „ E.—Contract with the Southern Mahratta Railway Company, Limited, | xx |
| „ F.—Contract with the Assam Light Railways and Trading Company, for working the Dibrugarh-Sadiya Railway, | xxxi |
| „ G.—Working Agreement between the East Indian and Eastern Bengal Railways, | xxxvi |
| „ H.— „ „ „ East Indian and Sind, Punjab and Delhi Railways, | xxxviii |
| „ J.— „ „ „ East Indian and Great Indian Peninsula Railways, | xliii |
| „ K.— „ „ „ East Indian and Oudh and Rohilkhand Railways, | xlvi |
| „ L.—Revised Agreement in lieu of clause 29 of the Working Agreement between the East Indian and Sind, Punjab and Delhi Railways, | liii |
| „ M.—Draft of proposed terms for working the Sindia State Railway by the East Indian Railway Company, | lvi |
| „ N.—Working Agreement between East Indian and Nalhati Railways, | lxi |
| „ O.— „ „ „ Bombay, Baroda and Central India and Bhavnagar-Gondal Railways, | lxiii |

| | PAGE. |
|--|---------|
| APPENDIX P.—Working Agreement between Sind, Punjab and Delhi and Indus Valley Railways, .. | lxvi |
| „ Q.— „ „ „ „ Sind, Punjab and Delhi and Indus Valley Railways, for working joint stations at Mooltan and Kotri, | lxvii |
| „ R.—Agreement for working and maintaining the Poradaha section of the Northern Bengal Railway, by the Eastern Bengal Railway Company, | lxxv |
| „ S.—Agreement with Great Indian Peninsula Railway Company for interchange of traffic with the Wardha Coal Railway, .. | lxxvi |
| „ T.—Agreement for interchange of traffic between Great Indian Peninsula and Nagpur-Chhattisgarh Railways, .. | lxxxiii |
| „ U.—Agreement between Great Indian Peninsula and Nizam's Railways, | lxxxvii |
| „ V.—Agreement with Great Indian Peninsula Railway Company for working the Berars branch lines, .. | xciii |
| „ W.— Do. do. do. Dhond-Manmad Railway, .. | xciv |
| „ X.—Agreement for interchange of traffic between Bombay, Baroda and Central India and Rajputana-Malwa Railways, .. | xcvii |
| „ Y.—Agreement for interchange of traffic between Great Indian Peninsula and Holkar-Sindia-Neemuch Railways, .. | ci |
| „ Z.—Agreement between Sind, Punjab and Delhi and Punjab Northern Railways, | civ |
| „ AA.—Public Works Department Circular No. XIX of 1881. Conditions of service in the Locomotive and Traffic Departments of State Railways, | cvii |
| „ BB.—Public Works Department Circular No. 18 of 1881. Abolition of Pension on State Railways, | cviii |
| „ CC.—Employment of Natives as Engine Drivers on Railways, .. | cix |
| „ DD.—Municipal Warehouses near Railway Stations, .. | cxix |
| „ EE.—Rates for the Carriage of Revenue Stores, | cxxi |
| „ FF.—Statistics of Indian Railways, | cxxv |
| „ GG.—Length of Railways in the United Kingdom, .. | ccxxxiv |
| MAPS AND PLANS.—1.—Map of India, showing lines constructed and proposed. | |
| 2.—Design for the Bridge over the Hooghly (East Indian Railway). | |
| 3.—Map showing the River Indus at Sukkur, and the several proposed bridge crossings. | |
| 4.—Diagrams showing sections of the River Indus at the several bridge sites. | |
| 5.—Map showing the several proposed lines of Railway through Central India and the Central Provinces. | |
| 6.—Map showing use of Fuel on Indian Railways. | |
| INDEX.—At end of Volume. | |

APPENDICES.

| | PAGE. |
|--|---------|
| APPENDIX A.—Government Administration, Heads of Departments, and the mileage of the several lines, | i |
| „ B.—Numerical Return of employés on open lines and casualties, | vi |
| „ C.—Education of Children of Railway employés, | x |
| „ D.—Proposed Bill to amend the Indian Railway Act, | xviii |
| „ E.—Southern Mahratta Railway Contract, | xx |
| „ F.—Concessions to Assam Light Railways and Trading Company, | xxxi |
| „ G.—Working Agreement between the East Indian and Eastern Bengal Railways, | xxxvi |
| „ H.—Revised Working Agreement between East Indian and Sind, Punjab and Delhi Railways, | xxxviii |
| „ J.—Working Agreement between East Indian and Great Indian Peninsula Railways, | xlii |
| „ K.—Working Agreement between East Indian and Oudh and Rohilkhand Railways, | xlvi |
| „ L.—Revised Agreement in lieu of clause 29 of Working Agreement between East Indian and Sind, Punjab and Delhi Railways, | lii |
| „ M.—Draft of proposed terms for working the Sindia State Railway by the East Indian Railway Company, | lvi |
| „ N.—Working Agreement between East Indian and Nalhati State Railways, | lxi |
| „ O.—Agreement between Bhavnagar-Gondal and Bombay, Baroda and Central India Railways, for working the Wadhwan Junction Station, | lxix |
| „ P.—Agreement between Sind, Punjab and Delhi and Indus Valley State Railways, | lxvi |
| „ Q.—Agreement between Sind, Punjab and Delhi and Indus Valley State Railway for working joint Stations at Mooltan and Kotri, | lxxii |
| „ R.—Agreement for working and maintaining the Poradaha section of the Northern Bengal State Railway by the Eastern Bengal Railway Company, | lxxv |
| „ S.—Agreement with Great Indian Peninsula Railway for interchange of traffic &c., with Wardha Coal Railway, | lxxvi |
| „ T.—Agreement with Great Indian Peninsula Railway for interchange of traffic with Nagpur and Chhattisgarh State Railway, | lxxxiii |
| „ U.—Agreement between Great Indian Peninsula Railway and Nizam's State Railway, | lxxxvii |
| „ V.—Agreement for working Berar Lines by Great Indian Peninsula Railway Company, | xciii |
| „ W.—Agreement for working Dhond and Manmad Railway by Great Indian Peninsula Railway Company, | xciv |
| „ X.—Agreement between Bombay, Baroda and Central India and Rajputana-Malwa Railway for interchange of traffic at Ahmedabad and Sabarmati, | xcvii |
| „ Y.—Agreement between Great Indian Peninsula and Holkar and Sindia-Neemuch State Railways for interchange of traffic at Khandwa, | ci |
| „ Z.—Agreement between Sind, Punjab and Delhi and Punjab Northern State Railways, | civ |

| | PAGE. |
|--|---------|
| APPENDIX AA.—Circular No. XIX of 1881, Conditions of service in the Locomotive and Traffic Departments of State Railways, | cvii |
| ” BB.—Circular No. 18 of 1881, Abolition of Pension, | cviii |
| ” CC.—Employment of Natives as Engine Drivers, | cix |
| ” DD.—Municipal Warehouses near Railway Stations, | cxix |
| ” EE.—Rates for the Carriage of Revenue Stores, | cxxi |
| ” FF.—Statistics of Indian Railways, | cxxxv |
| ” GG.—Extract from Return of Board of Trade relative to the system or systems upon which Lines of Railway in the United Kingdom were worked on the 31st December, 1881, | ccxxxiv |

APPENDIX A.

GOVERNMENT ADMINISTRATION AND HEADS OF DEPARTMENTS

during the year 1881.

| Designation of Appointment. | Name of Officer. |
|---|--|
| Member of the Governor General's Council, Public Works Department. | The Hon'ble J. Gibbs, C.S.I., C.I.E. |
| <i>Government of India.</i> | |
| Secretary, Public Works Department, | Major General A. Fraser, C.B., R.E. |
| Deputy Secretary, Railway Branch, | { Major General J. S. Trevor, C.S.I., R.E., (retired on 24th March, 1881). Colonel W. S. Trevor, V.C., R.E. |
| Under Secretary, Railway Branch, | Major F. Firebrace, R.E. |
| Consulting Engineer for State Railways, | Guilford L. Molesworth, C.I.E., M. Inst. C.E. |
| Director General of Railways, | { Major General J. S. Trevor, C.S.I., R.E., (retired on 24th March, 1881). Colonel W. S. Trevor, V.C., R.E. |
| Director for Construction, | Colonel F. S. Stanton, R.E. |
| Accountant General for Railways, | Lieut.-Colonel A. J. Filgate, R.E. |
| Director of State Railway Stores, | R. T. Mallet, M. Inst. C.E. Appointment not filled up after Mr. Mallet's transfer to the Rewari-Ferozepore Railway on 12th November, 1881. |
| Assistants to Director General of Railways, | { Major R. A. Sargeant, R.E. W. Harvey, M. Inst. C.E. Captain M. C. Brackenbury, R.E. |
| Consulting Engineer for Guaranteed Railways, Calcutta, | Colonel R. deBourbel, R.E. |
| Deputy ditto ditto ditto, | { Captain W. H. Johnstone, R.E., (deceased on 21st June, 1881). Major K. A. Jopp, R.E., (Acting). |
| Consulting Engineer for Guaranteed Railways, Lahore, | Colonel J. G. Medley, R.E. |
| Deputy ditto ditto ditto, | Major H. Doveton, R.E. |
| Consulting Engineer for Guaranteed Railways, Lucknow, | Lieut.-Colonel R. C. B. Pemberton, R.E. |
| Deputy ditto ditto ditto, | Lieut. R. C. Maxwell, R.E., (Acting). |
| <i>Government of Madras.</i> | |
| Joint Secretary, Railway Branch, and Consulting Engineer for Railways, | { Colonel J. Shaw-Stewart, R.E. Captain W. H. Coaker officiated during Col. Shaw-Stewart's absence on privilege leave. |
| Deputy Consulting Engineers, | { Major C. J. Smith, R.E. Captain W. H. Coaker, R.E. Lieut. Hamilton acted for Major C. J. Smith, R.E., absent on furlough, till 13th August, 1881, and Lieut. L. Langley, R.E., from 14th August, 1881, till 25th October 1881. |

| Designation of Appointment. | Name of Officer. |
|--|--|
| <i>Government of Bombay.</i> | |
| Joint Secretary, Railway Branch, and Consulting Engineer for Railways, | } Colonel H. F. Hancock, R.E. |
| Under Secretary, Railway Branch, and Deputy Consulting Engineer for Railways, | { Major G. W. Oldham, R.E. Major W. J. Engledue, R.E., acted from 20th April to 19th July, 1881. Major T. F. Dowden, R.E., acted from 1st December, 1881. |
| Deputy Consulting Engineers, | { Major W. H. Clarke, R.E., (on leave). Lieut. C. L. Young, R.E., (on field service). Resigned appointment in Public Works Department on 8th November, 1881. Captain H. Pilkington, R.E., Acting Deputy Consulting Engineer, was confirmed on 8th November, 1881. Lieut. H. O. Selby, R.E., acted from 20th May, 1881, to 19th July, 1881. Lieut. Burn-Murdoch, R.E., acted from 1st December, 1881. |
| <i>Government of Bengal.</i> | |
| Chief Engineer and Secretary, Railway Branch, ... | H. C. Levinge, M. Inst. C.E. |
| Assistant Secretary ditto, ... | H. W. Warden. |
| <i>Government of N.-W. Provinces and Oudh.</i> | |
| Chief Engineer and Secretary, Public Works Department, | { Colonel L. Russell, R.E., to 22nd April, 1881. Lieut.-Colonel J. G. Forbes, R.E. |
| <i>Government of the Punjab,</i> | |
| Secretary, Public Works Department, | Major General C. Pollard, R.E. |
| <i>Central Provinces.</i> | |
| Chief Engineer and Secretary, Public Works Department, | } Colonel J. O. Mayne, R.E. |
| <i>British Burma.</i> | |
| Chief Engineer and Secretary, Public Works Department, | { W. C. Furnivall, M. Inst. C.E. to 26th May, 1881. Major C. C. S. Moncrieff, C.S.I., R.E. |
| <i>Assam.</i> | |
| Chief Engineer and Secretary, Public Works Department, | } Major J. M. McNeile, R.E. |
| <i>Hyderabad.</i> | |
| Chief Engineer and Secretary, Public Works Department, | { Major J. G. Forbes, R.E., to 13th April, 1881. Lieut.-Colonel J. G. Lindsay, R.E., to 19th December, 1881. Lieut.-Colonel B. G. Smyth, R.E. |
| <i>Central India.</i> | |
| * Chief Engineer and Secretary, Public Works Department, | } Colonel C. S. Thomason, R.E. |

Statement showing the lengths of all the Railways in India constructed, in progress, and under survey on the 31st December, 1881, together with the names of Heads of Departments during the year 1881.

| Gauge | Railway | Total length open on 31st December, 1881 | Under construction | Under survey or not yet commenced | HEADS OF DEPARTMENTS | | | | | Remarks |
|-----------------|---------------------------------------|--|--------------------|-----------------------------------|---|--|---|--|---|--|
| | | | | | Agent or Manager | Engineering Department | Traffic Department | Locomotive Department | Audit and Accounts | |
| 5 6 | East Indian, .. | 1,506½ | (a) 3½ | .. | Bradford Leslie. D.W. Campbell (b). | Bradford Leslie. C. H. Denham (c) | N. St. L. Carter. | D W Campbell. Mr Stokes (acting) (d). W Pearce Carriage and Wagon Supdt. | R C S. Mackenzie. St Gore Browne (acting) (e) | (a) Hooghly Bridge. (b, c) Vice Bradford Leslie on duty in England from March to December. (d) Vice D. W. Campbell acting as Agent. (e) Vice R. C. S. Mackenzie on leave from July to December |
| | (Guaranteed). | | | | | | | | | |
| 5 6 | Great Indian Peninsula, .. | 1,288 | .. | .. | G.A. Barnett. | Wilson Bell Mr Abbott (acting) (f) | H. Conder. | S Jackson | E V. Jordan | (f) Vice Wilson Bell on leave |
| 5 6 | Sind, Punjab and Delhi, .. | 663½ | .. | .. | R. Becquet, C.I.E. | C. Stone. L. H. Mitchell (g). | D. Ross, C. L. E. | C Sandiford | J. Lightfoot | (g) Vice Stone on leave |
| 5 6 | Madras, .. | 858 | (h) 2½ | .. | A. M. Saunders. | W.R. Robinson. | H E Church | F H Trevathick. | F. Church | (h) Bangalore Cantonment to City. |
| 5 6 | Bombay, Baroda and Central India, .. | 421½ | .. | .. | F. Mathew. | F. Mathew | J. R. Duxbury. | E E. Carroll | J O Connell. | |
| 5 6 | Eastern Bengal, .. | 158½ | .. | .. | F. Prestage. | W. Nicholson. | T. Brander | T. H. Hand-marsh. | G. L. Calder. | |
| 5 6 | Ondh and Rohilkhand, .. | 546½ | (i) 5½ | (j) 181 | Col J H Jenkins. | H. B. Hederstedt. | S. Hartwell. | J. G. Cook, (k). H. H. Buckland. | G. O. Smith. | (i) Benares Bridge. (j) Moradabad to Ramnugger 47 Moradabad to Saharanpur 115. Roorkee to Hardwar 19 (k) Deceased on 14th April, 1881. |
| 3 3½ | South Indian, .. | 665 | .. | .. | W. S. Betts | D. Logan. | A. Stanton. | E. G. Sheward. | J. Smith. | |
| | Subsided or under modified guarantee. | | | | | | | | | |
| 2 0 | Darjeeling-Himalayan, .. | 49 | .. | .. | Gillanders Arbuthnot and Co | | | | | |
| 5 6 | Bengal Central, .. | .. | 129 | 136 | W. C. Furnivall | W. C. Furnivall | | | | |
| 3 3½ | Assam, .. | .. | 75 | .. | Shaw, Finlayson and Co. | | | | | |
| 3 3½ | West of India (Portuguese), .. | .. | 49½ | .. | E. E. Sawyer | E. E. Sawyer | | | | |
| 3 3½ | Nilgiri, .. | .. | .. | 12 | Messrs. Stanes & Co | | | | | |
| | (State). Broad gauge. | | | | | | | | | |
| 5 6 } 3 3½ } | Punjab Northern, .. | { 301 (l) 55½ | 47 (l) 10 | .. (l) 12 | Major E. L. Marryatt. | Major E. L. Marryatt. | C. J. Keene to March 1881, then P. D. Barclay | A. B. Thomson to August 1881, then H. T. Ferguson. | Major A. G. Begbie. | (l) Salt Branch and extensions. |
| 5 6 | Indus Valley and Kandahar, .. | 658 | .. | (m) 1½ | Major T. B. B. Savi to April 1881, then Major L. C. Gordon (acting) | J. Ramsay to October 1881, then H. F. Storey | G. F. Mathew. | G. E. Thomas to April 1881, then E. W. M. Hughes | R. K. Williams Lt. C. R. Hoskyns acted from August '81 to Nov 1881. | (m) Bridge over Indus at Sukkur. |
| 5 6 | Dhond-Manmad, .. | 145½ | .. | .. | .. | .. | .. | .. | .. | Worked by G. I. P. Ry Co |

| Gauge | Railway | Total length open on 31st December, 1881 | Under construction | Under survey or not yet commenced | HEADS OF DEPARTMENTS | | | | | Remarks |
|---------------------|-------------------------------|--|--------------------|-----------------------------------|---|---|--------------------|---|--|--|
| | | | | | Agent or Manager | Engineering Department | Traffic Department | Locomotive Department | Audit and Accounts | |
| ft. 12. 5 6. | Patna Gya, .. | 57 | .. | (n) 90 | V. Rigny. | V. Rigny. | A. W. U. Pope. | A. W. Rendell. | J. Douglas to April 1881 then H. Stuart. | (n) Gyato Lohardugga. |
| 5 6 | Calcutta and South-Eastern, | 28 | (o) 15 | (p) 13½ | R. G. Mookerjee. | Chief Engr. Bengal. | R. G. Mookerjee. | A. W. Rendell. | F. P. Quinlan. | (o) Sonarpur to Mugra Hât. (p) Mugra Hât to Hara Fort. |
| 5 6 | Wardha Coal, .. | 46½ | .. | .. | J. Y. Davidson. | J. Y. Davidson. | J. W. Hartley. | G. B. Reynolds. | F. L. Brown. | |
| 5 6 | Sindia, .. | 74½ | .. | .. | .. | .. | .. | .. | .. | Worked by E. I. Ry. Co. |
| 5 6 | Dildarnagar-Ghazipur, .. | 12 | .. | .. | .. | .. | .. | .. | .. | Worked by E. I. Ry. Co. |
| 5 6 | Amritsar-Pathankote, .. | .. | 65 | .. | .. | T. E. Ivens. | .. | .. | R. G. Macdonald. | |
| 5 6 | Patri, .. | 22½ | .. | .. | .. | .. | .. | .. | .. | Worked by B. B. and C. I. Ry. Co. |
| 5 6 | Nizam's, .. | 121 | .. | .. | Capt. G. F. O. Boughey. | Capt. G. F. O. Boughey. | W. Sandford | .. | F. Morrison to May '81 then J. E. Braddon. | |
| 5 6 | Kamgaon, .. | 8 | .. | .. | .. | .. | .. | .. | .. | Worked by G.I.P. Ry. Co. |
| 5 6 | Amraoti, .. | 6 | .. | .. | .. | .. | .. | .. | .. | Worked by G.I.P. Ry. Co. |
| 5 6 | Bhopal, .. | .. | 62 | .. | .. | H. T. Geoghegan. | .. | .. | Capt. C. H. F. Christie to March 1881 then Capt. H. R. LeM. Carey. | |
| <i>Metre gauge.</i> | | | | | | | | | | |
| 3 3½ 5 6 | Rajputana-Malwa | { 1,114½ (q) 1½ | .. | .. | Major W. S. Bisset. | B. W. Blood. | J. O'Callaghan. | F. N. Gutersloh. W. R. S. Jones, Carriage and Wagon Supdt. | Lt.-Col. C. M. Moberly. | (q) Agra Fort Station to East Indian Railway Station. |
| 3 3½ | Nagpur-Chhattisgarh, | (r) 98 | 51 | 114½ | J. Y. Davidson. | J. Y. Davidson. | J. W. Hartley. | C. E. Cardew. | F. L. Brown. | (r) Nagpur to Amgaon. |
| 3 3½ | Rangoon and Irrawaddy Valley | 161 | .. | (s) 42 | H. M. Matthews. | H. M. Matthews. | A. E. Adie. | C. H. Mackie acting till Aug. 1881, then G. E. Thomas. | B. M. Johnson to March '81 then J. S. Hubbard. | (s) Prom to Allanmyo. |
| 3 3½ | Rangoon and Sitang Valley, .. | .. | 163½ | .. | .. | H. M. Matthews. | .. | .. | Do. | |
| 5 6 3 3½ 2 6 | Northern Bengal, | { (t) 13 233 (u) 21 | .. | .. | Major W. A. J. Wallace to June '81 then F. P. Quinlan to November 1881. | Major W. A. J. Wallace. J. A. Anderson during Major Wallace's absence on leave. | G. M. Drury. | A. W. Rendell. | F. P. Quinlan. | (t) Foradaha Branch worked by the E. B. Ry. Co. (u) Kaunia to Dhurua. (v) Farbatapur to Dinapur. (w) Kaunia to Mogul Hât. |
| 3 3½ 5 6 | Tirhoot, .. | { 82½ (x) 2½ | 101 | 91½ | V. Rigny. | V. Rigny. | A. W. U. Pope. | A. W. Rendell. | J. Douglas to April '81 then H. Stuart. | Mozufferpore to Bettiah 76½. Durbungah to Pura Ghat 24½. (x) Ghat Branch. |
| 3 3½ | Cawnpore-Farakhabad, .. | 86 | .. | 110 | C. W. E. Henslowe. | C. W. E. Henslowe. | C. J. Keene. | W. C. Gibbens (deceased Aug 1881) then A. B. Thomson. | H. Marten. | |
| 3 3½ | Muttra-Hathras, | 29 | .. | .. | .. | .. | .. | .. | .. | |
| 3 3½ | Muttra-Achnera, | 22½ | .. | (y) 1 | .. | .. | .. | .. | .. | Worked by the Rajputana-Malwa Railway. (y) Bridge over Jumna. |

ADMINISTRATION.

V

| Gauge | Railway | Total length open on 31st December, 1881 | Under construction | Under survey or not yet commenced | HEADS OF DEPARTMENTS | | | | | Remarks |
|-----------------|-------------------------|--|--------------------|-----------------------------------|----------------------|----------------------------|--------------------|-----------------------|--|--|
| | | | | | Agent or Manager | Engineering Department | Traffic Department | Locomotive Department | Audit and Accounts | |
| ft. in. 4 0 | Nalhati, .. | 27½ | .. | .. | R. G. Moorjee. | Chief Engr. Bengal. | R. G. Moorjee. | A. W. Rendell. | J. Douglas to April 1881 then H. Stuart. | |
| 3 3½ | Rewari-Ferozepore, .. | .. | (a) 88½ | (a) 204 | .. | R. T. Mallet. | .. | .. | Lt. Col. C. M. Moberly. | (a) Rewari to Hissar. (a) Hissar to Ferozepore and branches |
| 3 3 | Bareilly-Ranibagh, .. | .. | .. | 60 | .. | J. R. Bell. | .. | .. | .. | |
| 3 3½ | Dacca-Mymensingh, .. | .. | .. | 128 | .. | H. Bell. | .. | .. | F. P. Quinlan. | |
| 3 3½ | Southern-Mahratta, .. | .. | 382 | .. | .. | Lieut.-Col. J. G. Lindsay. | .. | .. | Col G. J. Melliss. | |
| 3 3½ | Western-Deccan, .. | .. | .. | 258½ | .. | E. H. Hallum. | .. | .. | .. | |
| 2 6 | Rawalpindi-Murree, .. | .. | .. | 46 | .. | M. S. Dooley | .. | .. | R. G. Macdonald | |
| 2 0 | Jarhaut, .. | .. | 6½ | .. | .. | .. | .. | .. | .. | |
| 3 3½ | Bhavnagar-Gondal, .. | 192½ | .. | .. | H. Dangerfield. | H. Dangerfield. | C. E. Vining. | J. Rhind. | D. W. McPherson. | |
| 3 3½ } 5 6 } | Mysore, .. | { (b) 58 } 8 } | 27½ | .. | .. | Lt.-Col. A. Le Mesurier. | .. | .. | A. R. Becher. | (b) Bangalore to Mandya. |
| 2 6 | Gaekwar of Baroda's, .. | 60½ | .. | .. | .. | .. | .. | .. | .. | Worked by B. E. and C. I. Ry. Co. |
| 3 3½ | Jodhpur, .. | .. | (c) 17 | (d) 42 | .. | .. | .. | .. | .. | (c) Karchi to Pali. (d) Pali to Jodhpur. |

Numerical Return of all Races employed on Open Lines of Railway and on their River Steamer Services on the 30th September, 1881.

| RAILWAYS | GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNT, PAYMASTERS, STORES, MEDICAL BARRACK, PRINTING, STATIONERY AND POLICE ESTABLISHMENTS | | | | TRAFFIC AND TELEGRAPH DEPARTMENTS | | | | ENGINEERS' DEPARTMENT | | | | LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM-BOAT ESTABLISHMENT | | | | TOTAL | | | | Number of miles open | Number of stations | REMARKS | | | |
|-----------------------------------|---|--------------|---------|--------|-----------------------------------|--------------|---------|--------|-----------------------|--------------|---------|-----------|---|--------------|---------|--------|-----------|--------------|---------|---------|----------------------|--------------------|---------|---|--------------------------|--|
| | Europeans | East Indians | Natives | Total | Europeans | East Indians | Natives | Total | Europeans | East Indians | Natives | Total | Europeans | East Indians | Natives | Total | Europeans | East Indians | Natives | Total | | | | | | |
| GOVERNMENT OF INDIA | East India (including the State lines worked by the Company) | 74 | 41 | 3,571 | 3,686 | 315 | 234 | 10,081 | 10,630 | 82 | 27 | 15,795 | 15,904 | 468 | 247 | 11,308 | 12,023 | 939 | 549 | 40,755 | 42,243 | 1,591½ | 169 | | | |
| | Eastern Bengal (including Damukdia Branch) .. | 12 | .. | 460 | 472 | 61 | 37 | 2,521 | (a) 2,619 | 9 | (b) 5 | (c) 1,501 | 1,515 | 73 | 38 | 1,965 | 2,076 | 155 | 80 | 6,447 | 6,632 | 172½ | 36 | (a) Including 1 European, 3 East Indians and 179 Natives of the landing and shipping establishment. | | |
| | Oudh and Rohilkhand .. | 25 | 22 | 719 | 766 | 46 | 18 | 1,250 | 1,314 | 19 | 7 | 4,246 | 4,272 | 53 | 51 | 3,621 | 3,725 | 143 | 98 | 9,836 | 10,077 | 546½ | 80 | (b) Two men are contractors. (c) 163 men are extra. | | |
| GOVERNMENT OF MADRAS | Sind, Punjab and Delhi (including Indus Steam Flotilla) | 62 | 27 | 1,012 | 1,101 | 125 | 62 | 2,891 | 3,078 | 39 | 17 | 5,478 | 5,534 | 188 | 71 | 4,633 | 4,892 | 414 | 177 | 14,014 | 14,605 | 676 | 86 | | | |
| | Madras | 18 | 50 | 543 | 611 | 50 | 375 | 2,132 | 2,557 | 31 | 89 | 4,099 | 4,219 | 94 | 407 | 2,847 | 3,348 | 193 | 921 | 9,621 | 10,735 | 858 | 109 | | | |
| | South Indian | 10 | 23 | 285 | 318 | 21 | 67 | 1,628 | 1,716 | 10 | 30 | 2,819 | 2,859 | 43 | 236 | 2,131 | 2,410 | 84 | 356 | 6,863 | 7,303 | 662½ | 102 | | | |
| GOVERNMENT OF BOMBAY | Great Indian Peninsula (including Dhond-Manmad and Berar State Railways) | 36 | 29 | 1,134 | 1,199 | 307 | 206 | 4,770 | 5,283 | 58 | 20 | 16,177 | 16,255 | 391 | 197 | 9,221 | 9,809 | 792 | 452 | 31,302 | 32,546 | 1,439½ | 179 | | | |
| | Bombay, Baroda and Central India (including Patri Branch) | 15 | 23 | 741 | 784 | 14 | 26 | 2,486 | 2,526 | 16 | 4 | 2,540 | 2,560 | 65 | 163 | 1,723 | 1,951 | 110 | 221 | 7,490 | 7,821 | 444 | 77 | | | |
| | Rajputana | 29 | (d) 28 | 721 | 778 | 35 | 58 | 1,442 | 1,535 | 40 | 9 | 7,589 | 7,638 | (e) 133 | (f) 159 | 3,359 | 3,651 | 237 | 254 | 13,111 | 13,602 | 726½ | 92 | (d) Includes 1 Jew. (e) Includes 5 West Indians and Africans. (f) Includes 3 Parsees. | | |
| | Western Rajputana .. | | | 778 | 835 | 49 | 67 | 1,521 | 1,598 | 49 | 18 | 7,688 | 7,737 | 133 | 159 | 3,651 | 3,810 | 237 | 254 | 13,111 | 13,602 | 726½ | 92 | (g) Includes Mortakka and Patal Pan Stations. | | |
| | Holkar and Sindia-Nemuch | 10 | 7 | 297 | 314 | 24 | 48 | 551 | 623 | 9 | 4 | 1,231 | 1,244 | 40 | 13 | 284 | 337 | 83 | 72 | 2,363 | 2,518 | 289 | (g) 36 | | | |
| | Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | Bhavnagar-Gondal .. | 5 | 3 | 92 | 100 | 4 | 9 | 176 | 189 | 10 | 2 | 35 | 47 | 18 | .. | 120 | 138 | 37 | 14 | 423 | 474 | 119½ | 14 | | | |
| Gaekwar's | .. | .. | 14 | 14 | .. | .. | 38 | 38 | 1 | 1 | 30 | 32 | .. | .. | 12 | 12 | 1 | 1 | 144 | 146 | 59½ | 9 | | | | |
| GOVERNMENT OF BENGAL | Calcutta and South-Eastern | .. | .. | 21 | 21 | .. | .. | 66 | 66 | .. | 1 | 96 | 97 | .. | 2 | 49 | 51 | .. | 3 | 232 | 235 | 28 | 8 | (h) This is the Locomotive Foreman who is also in charge of the Engineering Department. | | |
| | Nalhati | .. | .. | 17 | 17 | .. | 1 | 24 | 25 | (k) 1 | .. | 69 | 70 | 2 | .. | 41 | 43 | 3 | 1 | 151 | 155 | 27½ | 7 | | | |
| | Northern Bengal (including Steam Ferry) .. | 6 | 2 | 172 | 180 | 6 | 15 | 627 | 648 | 7 | 2 | 1,434 | 1,443 | 21 | 18 | 595 | 634 | 40 | 37 | 2,828 | 2,905 | 233 | 28 | (j) This is on both the Tirhoot and Patna-Gya State Railways. | | |
| GOVERNMENT OF THE N.W.P. AND OUDH | Tirhoot (including Steam Boat) | (j) 4 | .. | 75 | 79 | (k) 7 | 6 | 173 | 186 | 2 | .. | 277 | 279 | (l) 7 | 12 | 325 | 344 | 20 | 18 | 850 | 888 | 82 | 12 | (k) One out of this is employed on both the Tirhoot and Patna-Gya State Railways. | | |
| | Patna-Gya | .. | .. | 60 | 60 | 4 | 5 | 82 | 91 | 2 | .. | 270 | 272 | 3 | 5 | 129 | 137 | 9 | 10 | 541 | 560 | 57 | 8 | | | |
| | Muttra-Hathras | .. | .. | 3 | 3 | 1 | .. | 36 | 37 | .. | 1 | 59 | 60 | 1 | .. | 64 | 65 | 2 | 1 | 162 | 165 | 29 | 6 | | | |
| | Cawnpore-Farukhabad .. | 5 | 5 | 54 | 64 | 2 | 3 | 134 | 139 | 4 | .. | 234 | 238 | 4 | 5 | 115 | 124 | 15 | 13 | 537 | 565 | 86 | 22 | (l) One out of this is employed on both the Tirhoot and Patna-Gya State Railways. | | |
| | Dildarnagar-Ghazipur .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| CENTRAL PROVINCES | Wardha Coal | 6 | 5 | 46 | 57 | .. | 3 | 78 | 81 | .. | .. | 200 | 200 | 2 | 4 | 43 | 54 | 8 | 12 | 372 | 392 | 45 | 4 | | | |
| | Nagpur and Chhattasgarh .. | 1 | 3 | 31 | 35 | 3 | 13 | 92 | 108 | 2 | 4 | 343 | 349 | 22 | 19 | 479 | 520 | 28 | 39 | 945 | 1,012 | 56½ | 9 | | | |
| BRITISH BURMA | Rangoon and Irrawaddy Valley | 8 | 14 | 56 | (m) 78 | 13 | 86 | 234 | 333 | 4 | 13 | 864 | 881 | 22 | 33 | 326 | 381 | 47 | 146 | 1,480 | 1,673 | 161 | 25 | (m) Not including Police, which is under the control of the Inspector General of Police, British Burma. | | |
| | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| RESIDENT AT HYDERABAD | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| | Nizam's | 4 | 10 | 140 | 154 | 4 | 22 | 195 | 221 | 3 | 1 | 517 | 521 | 8 | 21 | 229 | 258 | 19 | 54 | 1,081 | 1,154 | 121 | 13 | | | |
| RESIDENT AT MYSORE | Mysore (n) | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (n) Return not received. | |
| | Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| DIRECTOR GENERAL OF RAILWAYS | Punjab Northern | 13 | 8 | 168 | 189 | 45 | 62 | 1,324 | 1,431 | 22 | 6 | 509 | 537 | 94 | 31 | 1,335 | 1,460 | 174 | 107 | 3,336 | 3,617 | 367½ | 57 | | | |
| | Indus Valley and Kandahar | 30 | 15 | 340 | 385 | 48 | 83 | 1,286 | 1,417 | 46 | 16 | 3,279 | 3,341 | 86 | 21 | 2,254 | 2,361 | 210 | 135 | 7,159 | 7,504 | 641 | 64 | | | |
| Total Indian Railways .. | | 373 | 320 | 10,772 | 11,465 | 1,135 | 1,439 | 34,317 | 36,891 | 417 | 259 | 69,741 | 70,417 | 1,838 | 1,753 | 47,213 | 50,804 | 3,763 | 3,771 | 162,043 | 169,577 | 9,518½ | 1,252 | | | |

APPENDIX B.

Statement showing the number of servants employed in the Traffic and Telegraph Departments of all Railways open for traffic in India, and the casualties amongst them, whether by Death, Resignation and Discharge or Dismissal during the year ending 30th September, 1881, distinguishing those engaged in England and in India.

| RAILWAYS | ENGAGED IN ENGLAND | | | | | | | | ENGAGED IN INDIA | | | | | | | | TOTAL | | | | | | | | REMARKS | | | | | | | | | | | | | | | | | | | |
|---|---|-------------------------|---------------------------|-----------|-------------------------|-------------------------|-------|---------------------------|---|-------------------------|-------|-------|-------------------------|---------------------------|-----------|-------|-------------------------|-------------------------|---------------------------|-----------|-------------------------|-------------------------|-------|---------------------------|---------|-----------|-------|-------|--------|----|----|----|--------|----------|----|-----|----|--------------------------|----------|----|-----|-----|-----|--|
| | STATION MASTERS, GUARDS, ASSISTANT GUARDS AND ALL ENGAGED IN WORKING TRAINS | | | | OTHERS | | | | STATION MASTERS, GUARDS, ASSISTANT GUARDS AND ALL ENGAGED IN WORKING TRAINS | | | | OTHERS | | | | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Europeans | | | | Europeans | | | | Europeans | | | | East Indians | | | | Europeans | | | | East Indians | | | | | | | | | | | | | | | | | | | | | | | |
| | Average number employed | Number of casualties by | | | Average number employed | Number of casualties by | | | Average number employed | Number of casualties by | | | Average number employed | Number of casualties by | | | Average number employed | Number of casualties by | | | Average number employed | Number of casualties by | | | | | | | | | | | | | | | | | | | | | | |
| | | Death | Resignation and discharge | Dismissal | | Total | Death | Resignation and discharge | | Dismissal | Total | Death | | Resignation and discharge | Dismissal | Total | | Death | Resignation and discharge | Dismissal | | Total | Death | Resignation and discharge | | Dismissal | Total | | | | | | | | | | | | | | | | | |
| East Indian (including the State lines worked by the Company) | .. | .. | .. | .. | 2 | .. | .. | .. | 237 | 3 | 23 | 4 | 30 | 142 | .. | 6 | 5 | 11 | 68 | 1 | 14 | 1 | 16 | 92 | 4 | 31 | 11 | 46 | 307 | 4 | 37 | 5 | 46 | 234 | 4 | 37 | 16 | 57 | | | | | | |
| Eastern Bengal (including Damukdia Branch) | .. | .. | .. | .. | 1-50 | 1 | .. | .. | 41 | 1 | 13 | 5 | 19 | 12 50 | .. | 4 | 3 | 7 | 12 | .. | 3 | 1 | 4 | 15 25 | 1 | 12 | 3 | 16 | 54 50 | 2 | 16 | 6 | 24 | 27-75 | 1 | 16 | 6 | 23 | | | | | | |
| Oudh and Rohilkhand | .. | .. | .. | .. | .. | .. | .. | .. | 39 50 | 2 | 6 | 4 | 12 | 10 96 | .. | 1 | 1 | 1 | 8 58 | .. | 1 | .. | 1 | 4 91 | .. | .. | .. | .. | 48-08 | 2 | 7 | 4 | 13 | 15-87 | .. | .. | 1 | 1 | | | | | | |
| Sind, Punjab and Delhi | .. | .. | .. | .. | 3 | .. | .. | .. | 101 | 1 | 15 | 31 | 47 | 29 | 1 | 5 | 10 | 16 | 25 | 1 | 7 | 7 | 15 | 27 | 1 | 4 | 5 | 10 | 133 | 2 | 23 | 38 | 62 | 56 | 2 | 9 | 15 | 26 | | | | | | |
| Madras | .. | .. | .. | .. | 8 | .. | .. | .. | 6 92 | .. | 3 | 2 | 5 | 155 50 | 1 | 8 | 1 | 10 | 35 | 1 | 2 | 1 | 4 | 230 92 | 1 | 13 | 4 | 18 | 49 92 | 1 | 5 | 3 | 9 | 386-42 | 2 | 21 | 5 | 23 | | | | | | |
| South Indian | .. | .. | .. | .. | .. | .. | .. | .. | 14 | .. | .. | .. | .. | 64-10 | .. | 6 | 15 | 21 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 | .. | 1 | .. | 1 | 64-10 | .. | 6 | 15 | 21 | | | | | | |
| Great Indian Peninsula (including Dhond-Manmad and Berar State Railways Bombay, Baroda and Central India (including Patna Branch) | .. | .. | .. | .. | 6 | .. | .. | .. | 214 | 3 | 28 | .. | 31 | 139 | 2 | 14 | 6 | 22 | 68 | 1 | 8 | 5 | 14 | 81 | .. | 15 | .. | 15 | 294 | 4 | 36 | 5 | 45 | 220 | 2 | 29 | 6 | 37 | | | | | | |
| Rajputana | .. | .. | .. | .. | 4 | .. | .. | .. | 4 | .. | .. | .. | 8 | .. | 2 | .. | 2 | 6 | .. | .. | .. | .. | 20 | .. | 4 | .. | 4 | 14 | .. | .. | .. | .. | 28 | .. | 6 | .. | 6 | | | | | | | |
| Western Rajputana | .. | .. | .. | .. | .. | .. | .. | .. | 36 | 1 | 4 | 2 | 7 | 49 | .. | 9 | 12 | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 36 | 1 | 4 | 2 | 7 | 49 | .. | 9 | 12 | 21 | | | | | | |
| Holkar and Sindia-Neemuch | .. | .. | .. | .. | .. | .. | .. | .. | 16 | .. | 2 | 1 | 3 | 47 | .. | 10 | 4 | 14 | 6 | .. | 1 | 1 | 3 | .. | .. | .. | .. | .. | 22 | .. | 3 | 1 | 4 | 50 | .. | 10 | 4 | 14 | | | | | | |
| Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Bhavnagar-Gondal | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | 2 | .. | 2 | 9 | .. | 5 | 4 | 9 | 3 | .. | 1 | 1 | 1 | .. | .. | .. | .. | .. | 5 | .. | 3 | .. | 3 | 10 | .. | 5 | 4 | 9 | | | | | | |
| Gaekwar's | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Calcutta and South-Eastern | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Nalhati | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Northern Bengal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Tirhoot | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Patna-Gya | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Muttra-Hathras | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Cawnpore-Farukhabad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Dildarnagar-Ghazipur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Wardha Coal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Nagpur and Chhattisgarh | .. | .. | .. | .. | .. | .. | .. | .. | 1 92 | .. | 2 | .. | 2 | 8-92 | .. | 2 | .. | 2 | 1 | .. | .. | .. | 1 83 | .. | .. | .. | .. | .. | 2 92 | .. | 2 | .. | 2 | 10 75 | .. | 2 | .. | 2 | | | | | | |
| Rangoon and Irrawaddy Valley | .. | .. | .. | .. | .. | .. | .. | .. | 18 | 1 | 8 | 3 | 12 | 79 | .. | 12 | 11 | 23 | 4 | .. | .. | .. | 21 | .. | 3 | 5 | 8 | 22 | 100 | 1 | 8 | 3 | 12 | 150 | .. | 15 | 16 | 31 | | | | | | |
| Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Nizam's | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. | .. | .. | 18 | .. | 4 | 4 | 1 | .. | .. | .. | .. | 4 | .. | 1 | .. | .. | 4 | 22 | .. | .. | .. | .. | 5 | .. | 5 | 5 | 5 | | | | | | |
| Mysore (c) | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (c) Return not received. | | | | | | |
| Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | |
| Punjab Northern | .. | .. | .. | .. | .. | .. | .. | .. | 50 | 4 | 18 | 12 | 34 | 65 | 6 | 32 | 29 | 67 | .. | .. | .. | .. | 3 | .. | .. | .. | .. | 50 | 68 | 4 | 18 | 12 | 34 | 68 | 6 | 32 | 29 | 67 | | | | | | |
| Indus Valley and Kandahar | .. | .. | .. | .. | .. | .. | .. | .. | 46 60 | 3 | 12 | 8 | 23 | 92-59 | 3 | 21 | 9 | 33 | 12 83 | .. | .. | .. | 8 | .. | 2 | .. | 2 | 59 43 | 8 | 12 | 8 | 23 | 100 59 | 3 | 23 | 9 | 35 | | | | | | | |
| Total Indian Railways | .. | .. | .. | .. | 13 | .. | 1 | 1 | 24 50 | 1 | .. | .. | 1 | 845-64 | 19 | 136 | 72 | 227 | 953-77 | 13 | 143 | 119 | 275 | 254-41 | 4 | 37 | 15 | 56 | 518 91 | 7 | 86 | 29 | 122 | 1,137 55 | 24 | 174 | 87 | 285 | 1,472 68 | 20 | 229 | 148 | 397 | |

APPENDIX B—concluded.

(a) Guards resigned.
 (b) Station Master dismissed.
 (c) Return not received.

APPENDIX C.

EDUCATION.

Extract from the Proceedings of the Government of India in the Home Department (Education),—No. 8, dated Simla, the 8th October, 1881.

RESOLUTION.

THE Government of India in its Resolution of the 22nd November, 1879, referred to the consideration of the various Local Governments the important subject of the education of European and Eurasian children in India, as treated in a Minute by His Excellency the (late) Viceroy, dated the 25th March, 1879, and in a Memorandum drawn up by the Venerable Archdeacon Baly on behalf of a Committee which had been appointed to report upon the question. On the 8th June, 1880, Lord Lytton's Government forwarded to the Secretary of State a series of reports on European education furnished at different times by Archdeacon Baly, and submitted for approval various proposals, generally based upon the Archdeacon's recommendations. To that communication no reply has yet been received from Her Majesty's Government, the Secretary of State having intimated his wish to await a further expression of the views of the Government of India after the reports of the Local Governments had been received.

2. These reports have now been for some time before the Government of India, and have been fully and carefully considered by the Governor General in Council. His Excellency in Council has also had the opportunity of perusing a further paper by Archdeacon Baly (explaining, and in some degree modifying, his original suggestions), as well as various memorials and representations from societies and individuals interested in the subject. The Government of India finds itself, therefore, in a position to review generally the whole question, and to state the conclusions to which it has come, and the measures in furtherance of European and Eurasian education which it is prepared to sanction or support.

3. From the enquiries made by Archdeacon Baly and the returns of the Local Governments, it would appear that in the interior of the Bengal* Presidency the total number of European and Eurasian children of school-going years among the classes who might be expected to use Indian schools is, as nearly as can be ascertained, 8,567. Of these, 4,530 children are on school-rolls, of whom 445 are on the average absent daily, while 4,037 receive no education of any kind. In Calcutta among the same classes about 4,000 children are on school-rolls, about 400 being daily absent, while about 1,000 are without instruction. There are thus in the whole Presidency upwards of 5,000 European and Eurasian children growing up in absolute ignorance.

4. There are, it further appears, 128 stations in the interior, with an aggregate of 608 children of European extraction of school-going years, in which no school can be established on account of the small number of children at each station. For places of this class boarding schools at a distance offer the only available means of education. There are 45 stations with an aggregate of 1,826 children, and a sufficient number in each station to support a school, in which nevertheless no schools exist. From these stations 808 children go to boarding schools elsewhere, but 1,033 receive no instruction. There are also 45 stations, possessing each a school, in which 2,044 children go to no school. In many, however, of these places the school is little better than a dame-school, and is quite unsuited for the education of boys above ten years of age.

5. The Governor General in Council agrees in the conclusion come to by former Governments, that the state of things revealed in the foregoing figures is from every point of view lamentable, and one which, if allowed to continue, will certainly become in the end (to use the words of Lord Canning) "a glaring reproach to the Government." It has been rightly said that one very special reason why Government cannot afford to ignore the growing up in India of an uneducated European population is, that in the case of the European his capacity for self-maintenance depends entirely upon the education he receives. He cannot support himself in this country by working as a day-labourer, or by adopting the avocation of the Native peasant. An uneducated European almost necessarily becomes an idle and profitless, and often a dangerous, member of the community. On the other hand, it must be remembered that he (or his English ancestor) was brought out to India originally to do work that could only be done by a European—a fact which in itself gives him some claim to consideration. The climate is uncongenial to him,—the cost of living is necessarily disproportionate to his means,—and he is deprived at the same time of those educational opportunities which are now available at home even to the poorest of the working class. In all these respects the European parent is placed at a disadvantage, and it thus becomes necessary for the Government to come to his assistance. For the same reasons the Government cannot, in rendering its aid, confine itself to subsidising and directing merely the primary education of Europeans, but must, contrary to the practice at home, assist also the schools designed for the middle, and even to some extent those for the higher education of this class of its subjects. (It is, however, to be remembered that the standard of education in Government-aided Primary Schools in England is at least as high as the standard in Middle Schools in this country).

6. It has been not unfrequently suggested in the papers now before Government that there is no

* In the following paragraphs of this Resolution the term "European" is used to signify all persons of European origin or descent, however remote, whether of whole or half blood, who hold to European habits and modes of life

good reason why European* parents should not make use of the schools already provided for the Native population; or why there should be any special and separate organisation for the education of poor European children. Why, it is asked, should they not attend the ordinary district and town schools of their neighbourhood, and be brought up side by side with the other children of the country? There is at first sight undoubtedly a good deal to be said in favour of such a system. It would furnish an apparently simple solution of the difficulty under consideration. It would involve no special outlay of money. It might perhaps tend to make Native and European understand each other better, and diminish race-prejudices and race-antagonism

Admitting the force of all this, the Governor General in Council is, nevertheless, of opinion that the adoption of a system of common education for European and Native youths is impossible. It is not merely that, if the Government were to attempt to compel European parents to send their children to Native schools, it would be met by an amount of prejudice, which, however unreasonable in many ways, it would be very difficult to overcome, but it would have to encounter objections on the part of many parents of a much higher kind—objections, namely, to placing their children in schools where they would receive no religious instruction, and where the whole atmosphere of the place would be non-Christian. It appears to the Governor General in Council that, as a simple matter of respect for conscience, such scruples ought to be treated with the utmost consideration, while practically, he has no doubt they would prove strong enough to render abortive any scheme which sought to disregard them. Again, there being in most stations no such thing as a Native girls' school, there would, on the plan suggested, be no provision for the education of European girls, while the distance frequently lying between the European and Native quarters would in itself, in the climate of India, be an insuperable obstacle to the use by young European children of the Native School of the place. For all these reasons, the Government of India is forced to admit the necessity of separate schools for European children during the age when their habits and principles are in process of formation.

7. Taking it, then, to be beyond doubt that further and special provision must be made for the education of the large numbers of European children of tender age now growing up in ignorance throughout the towns and stations of the Bengal Presidency, the Governor General in Council has carefully considered the proposal, that the necessary funds should be raised by means of an educational rate assessed upon the European population. The weight of opinion among those consulted is decidedly opposed to the levy of any such rate, and the Governor General in Council has himself no doubt that the arguments brought forward against it are valid and sufficient. It would, it seems to him, be a form of class taxation of the most indefensible kind, inasmuch as it would be paid mainly by persons who would themselves get no advantage from it. Where a tax is assessed upon the community at large for general purposes, the fact that an individual tax-payer derives no direct or personal benefit from the expenditure of the proceeds is politically a matter of no moment. But the case is different when a tax is levied on a very limited class for a special object. In the case of the particular tax proposed, it is also to be observed that the classes who would most largely contribute are precisely those upon whom educational charges fall already most heavily, and who frequently pay for the education of the children actually dependent on them sums quite out of proportion to their income. To tax these further for the education of the children of parents less provident, or even less well-to-do, would be in many instances to inflict great and unreasonable hardship. Further, the imposition of an educational cess, if it were devoted mainly (as in fact it would be) to subsidising denominational schools, would at once raise up religious difficulties. Besides all this, there are serious practical difficulties in the way of the levy of a rate, which it is not necessary to describe in detail. The Governor General in Council has no doubt that, unless a general educational rate were levied upon all classes of the community, the assessment of any such rate upon any one particular class is not for a moment to be contemplated.

8. The proposal to make the education of European children compulsory upon their parents is also one which, in the opinion of the Governor General in Council, it would be premature to adopt. It falls to the ground in fact along with the proposal for an educational rate, for it would be impossible to punish a parent for failing to send his child to school, unless a school were in each case provided within reasonable distance of his home, and funds for this are certainly not forthcoming at present.

9. In the absence, then, of any special provision of funds, it remains for the Government to determine the amount of assistance which it is prepared to give from the general revenues to meet the educational wants of the class under consideration. In order to arrive at a conclusion upon this point, it is necessary to enquire more particularly to what extent the existing school accommodation stands in need of extension, and the existing grant-in-aid system of development.

10. A large proportion of the children now without education belong distinctly to the indigent class, being either orphans, or deserted by their fathers, or illegitimate, or the children of men out of work or otherwise unable to support their families. These must, as far as possible, be provided for in free schools and orphanages, towards which the benevolent public and the Government may jointly contribute. The existing institutions of this kind are unable to meet the demands now made upon them for accommodation. Even in Calcutta, where they are largest and most numerous, the applications for admissions are greatly in excess of the number of vacancies, being frequently in the proportion of seven or eight to one. Great difficulty is found in maintaining at the existing level the private contributions on which these institutions largely depend, and it is hopeless to expect that they can be extended without the receipt of substantial aid from some special source. Fortunately the munificent legacy of the late Misses Bruce, amounting to £80,000 (at the present rate of exchange equivalent to nearly ten lakhs of rupees) will enable the Local Government to do nearly all that Lower Bengal requires without incurring any further expenditure. This money is, under the will of the donors, to be devoted, without any religious restrictions or limitations, to

the maintenance and education of "half-caste or Eurasian female children, whether legitimate or otherwise, and in particular orphans and those deserted by their parents" If a scheme can be devised for relieving the existing free schools of their girls, bringing all these upon the Bruce foundation, the accommodation and the funds thus set free will provide all that is necessary for boys. With an improved system of grants-in-aid, to be noticed below, the wants of Bengal in this respect will then be fully met.

11. In the North-Western Provinces and Oudh the demand for free school accommodation is equally urgent, while the present provision is still less adequate. The only Protestant free school in the province for orphans and indigent children is a day school at Allahabad, with a daily average attendance of 90; while there are in the five towns of Allahabad, Agra, Lucknow, Cawnpore, and Benares alone 836 children, most of them very poor, attending at present no school. There can be no doubt that Archdeacon Baly's proposal to expand the present local school at Allahabad into a central free boarding school for the whole of the North-Western Provinces and Oudh is deserving of Government support. The school should ultimately be extended so as to accommodate at least 300 children. The Government of India is prepared to contribute from Imperial funds a maximum sum of one-and-a-half lakhs of rupees to enable the Local Government so to extend it. It is probable, however, that the whole amount of accommodation need not be provided at once. The Local Government must determine the limit of the works to be immediately undertaken; and the plans and estimates (which it is understood have been already drawn up) should be submitted for the approval of the Government of India in the Public Works Department, as it is important to avoid unnecessary outlay, and to arrive, if possible, at some uniform standard of accommodation for such institutions when built or subsidised from Government funds. It will also be for the Local Government to provide for the new school an adequate organisation and establishment.

12. For the Punjab, Archdeacon Baly recommended the expansion of the Lahore Free School, which at present has 24 day scholars and 41 boarders, into a large free school for 200 children to meet the wants of the Punjab and Sind. There does not, however, appear to be any such pressing need for a large orphanage and free school in the Punjab as would warrant the Government at present in making any special grant towards its establishment. It will suffice if the existing railway schools are adequately assisted and developed, and if the Mayo Orphanage and School at Jmla and the existing Free School at Lahore receive more liberal support from grants-in-aid and private contributions. The Government of India will, however, be prepared to consider any application which the Lieutenant Governor of the Punjab may feel called upon to make, should the need of new buildings at Lahore become hereafter manifest.

13. As regards free schools and orphanages, the foregoing arrangements seem to provide all that is immediately required in the way of building accommodation. For their more efficient maintenance, reliance must be placed upon the contributions of private charity and upon the Government grants-in-aid, the latter being so regulated as to give equally proportioned assistance to all classes of institutions, in accordance with the amount of educational work done by each, and without any reference to denominational distinctions. Railway Companies and all other employers of European labour may very properly be called upon to aid in the support of institutions of this class.

14. To meet the case of Europeans above the indigent class, but whose means are still inadequate to meet the whole cost of giving their children a suitable education, what appears to be mainly required, is (1), the provision of increased facilities for sending their children to boarding schools, either in the hills or on the plains as they may themselves prefer; (2), the improvement of the instruction given in existing station schools, and (3), the establishment of schools in all stations now destitute of such institutions where the permanent European population is sufficiently numerous to warrant this.

15. As regards hill schools, the Governor General in Council is himself disposed to attach great value to the effect of a hill residence on growing youths of European descent; but he does not think that the Government of India ought at present either itself to provide additional school accommodation in the hills, or to specially subsidise Hill as opposed to Plains schools. There are many vacancies in the existing hill schools of Lower Bengal, Assam, and the North-Western Provinces, and when these are filled up the extension of existing institutions will always be better and cheaper than the establishment of new schools. In most cases the managers may be expected themselves to undertake such extensions. The Railway Companies have also done a good deal, and are prepared to do more in the way of providing schools in the hills for the children of their European employés. It is only in the Central Provinces and the Punjab that new hill schools seem to be at present somewhat urgently required. In the former province the want will probably be met by the establishment of a railway school at Pachmahli, and if this is made generally available to the European public, the Governor General in Council will favourably consider the question of assisting it by a building grant. In the Punjab what is required is an extension of the Lawrence Asylum at Murree to receive the children of men employed on the Punjab Northern State Railway, the Sind, Punjab and Delhi Railway, and the Indus Valley Railway,—of subordinates in the public service, and of other European parents who must use Indian schools. This matter should receive early attention from the Government of the Punjab. Apart from these special cases, the Government of India believes that the existing provision of hill schools is sufficient for all immediate wants.

16. Increased facilities for making use of these schools will be given by the revised system of Government grants-in-aid and scholarships, to be described hereafter, and also by the introduction on both the State and Guaranteed Railways of a system of free passes for children going to and returning from school when the parent stands in need of this aid. The Public Works Department will be requested to arrange the details of such a system. The Governor General in Council has no doubt that the Railway Administrations will gladly consent to meet the wishes of Government in this respect, as they have already shown themselves fully alive to the importance of placing the means of education within the reach of the poorer classes of Europeans in this country.

17. Though not prepared to build new schools at present in the hills, the Government may very properly aid in the establishment of new schools, or even, in the absence of private effort, itself build

schools at those stations in the plains where there is a permanent European population sufficiently large to justify such a provision. It must rest entirely with the Local Governments to select the stations at which new schools are required, and to settle the number of those which it can cause to be established year by year. But the Governor General in Council desires that European schools may eventually be opened in every station where an average daily attendance of 12 children can be got together. In developing this scheme of European schools, the Local Government should begin with those stations where the permanent European population is largest, and which are most distant from available and suitable schools in other stations; and a further preference should be given to stations where the residents are willing to aid by voluntary contributions and to undertake the management of the local school, receiving only a grant-in-aid from Government. In such cases as those last referred to a building grant might also be often very suitably made.

In considering this matter it should not be forgotten that where the bulk of the European population consists of Railway servants, the Railway Administrations may very properly be moved to establish a school, the Government giving aid in proportion to the number of outsiders likely to benefit by it.

In some stations again regimental schools may, with the consent of the military authorities, be extended and made available for a certain number of pupils from the civil population.

18 Having thus explained the views of Government in the matter of the provision of additional school accommodation, it remains to state the manner in which it is proposed to facilitate the education of European children at schools of all classes. The Governor General in Council considers that this can best be done by following a system of strict religious neutrality or independence, freely using and aiding all schools, denominational or other, so long as they fulfil the condition of giving a sufficient and suitable secular education. The subsidy of Government will, therefore, be given to every school that chooses to submit to the terms of the Government grant-in-aid. These terms will only be such as may be found necessary to give effect to a reasonable system of payment-by-results. The Government will not interfere in any way in the management of any aided school. It will not insist on any particular form of management, or the adoption of any particular text-books or mode of communicating instruction. It will be glad to see a more practical direction given to the instruction in the middle and higher schools, and will specially favour attempts to give a sound commercial or mechanical education to the elder boys. But in general terms it may be assumed that the grant-in-aid will be given with reference to the attendance and individual proficiency of the scholars, and the completeness of the educational appliances and discipline of the institution aided. Every aided institution must, of course, be freely open to the inspection of the Government educational officers, and submit to the tests and standards that may be prescribed for the regulation of the grants-in-aid.

19. The Governor General in Council has no doubt that it is only by the adoption of such a system that the anomalies and inequalities of the present grant-in-aid system as applied to European schools can be rectified, or an adequate stimulus applied to the further development of European education in this country. At present there is no security that the money given by Government is spent in the most economical and profitable manner. Grants are calculated solely with reference to the supposed needs of the schools, and not with any reference to their efficiency, and no inducement is held out to the managers to improve their arrangements, or to the scholars to show increased diligence. No doubt some difficulty may arise in applying the system of payment-by-results from the great want at present of properly trained teachers in many schools, and in introducing the change due allowance must be made for this, and the utmost care taken that no avoidable harm is done to existing schools. The system must be introduced gradually, and with such temporary modifications and adaptations as will enable all really sound institutions to bear the change without injury. As time goes on and the standard of education rises, the conditions of the grants may be modified and made more stringent, but at the outset the chief object to be kept in view is the provision of greater facilities for the education of the poorer classes of European children. In determining the amount of the Government grants, however, due advertance must be had to the fact that in respect of some children the Railway Companies are prepared to contribute. In such cases the payment may be divided between Government and the Companies in such proportions as may be agreed upon. This point of detail will not affect the general principle above laid down.

20. The Governor General in Council is also in favour of the establishment of a system of Government scholarships, by the aid of which boys of ability may be able to rise from the lower schools to the higher, and to pass through the whole course of education up to the universities. He does not share the objection put forward by some authorities to the intermixture of social classes in middle and higher schools. So long as the boys introduced from lower schools are lads of well-tested merit and good character, no evil results can ensue from their admission. But His Excellency in Council is quite of opinion that the Government scholarships must be gained entirely by competition, and that no eleemosynary element should be allowed to enter into their grant. Provision for charitable scholarships must be left to voluntary agencies, only such aid being given by Government as may serve to stimulate and encourage these. The Governor General in Council does not propose that the Government scholarships should be specially attached to hill schools. Though convinced that a hill residence will be found most useful to growing lads, he would leave it entirely optional with the parents to select the school to which their children shall be sent, whether in the hills or in the plains. It will perhaps be desirable that a certain number of scholarships in middle and high schools should be reserved for lads desirous of receiving instruction in any technical schools or colleges that may now exist or be hereafter established. It is doubtful whether ordinary and industrial education can with advantage be combined in the regular schools in the earlier stages of education. Experience seems to show that industrial training can best follow upon a certain amount of general education, though it is quite possible to arrange for continuing and extending the latter as a matter supplementary to the special industrial training of any set of youths. This being so, some provision in the way of scholarships or bursaries for lads desirous of learning trades might very usefully be made. It does not appear necessary to provide any Government scholarships for girls.

21. It is hoped that under arrangements such as are above described it will be unnecessary for Government in many instances itself to undertake the establishment and maintenance of station schools. But where this has to be done, the principle of religious neutrality must be strictly observed in the ordinary course of instruction. Every facility should, however, be given by the manager of the school for the religious instruction of the children at suitable hours by approved ministers of religion, each parent being left free to decide by what minister, if any, his children shall be taught. This method is now successfully followed in regimental schools. It is desirable also that in Government schools the principle of payment-by-results should be applied as far as possible by making the salaries of the teachers depend in part upon the attendance of scholars, their progress, and the general discipline of the school, judged by the same standards as may be applied to aided schools.

22. In carrying into effect the principles laid down in the foregoing paragraphs, it is necessary that the Local Governments should be guided by some uniform rule, and that the managers of schools should know the terms upon which they may hope for Government aid and the amount of assistance they may be able to secure. The Governor General in Council has, therefore, determined to appoint a Committee to draft a Code for regulating the conduct of European education in the Bengal Presidency, so far as this is dependent upon Government support. The general conditions upon which the Government aid shall be given, the mode in which the system of payment-by-results shall be introduced and worked, the standard of education to be required in the different classes of schools, the scales of remuneration suited to each class, the manner in which the Government scholarships should be distributed and awarded—these are all matters which the Committee may usefully consider, and as to which they should advise. It is not desirable that the Committee should be a large one, but at the same time it should be, as far as practicable, representative. The Governor General in Council has, therefore, after careful consideration decided that it shall be constituted as follows:—

President :

A. W. Croft, Esq., Director of Public Instruction, Bengal.

Members :

The Venerable Archdeacon Baly.

The Very Reverend Father Van Impe, Rector of St. Xavier's College, Calcutta.

The Reverend J. Robertson, Principal of the Free Church College, Calcutta, and late Principal of the Doveton Institution.

The Committee will meet in Calcutta as soon as possible after the 1st November, and will endeavour to submit their report and draft Code to Government before the close of the present cold season, so that the new system may come into force from the commencement of the next financial year.

23. In making their proposals, the Committee, while giving due regard to the main object of their appointment, and providing for the early extension of European education in the manner already set forth, must not overlook the fact that Government has, even in its most benevolent designs, to study economy in the expenditure of public funds. From enquiries made it appears that the amount annually spent at present by Government on European and Eurasian education in the provinces more directly under the Supreme Government amounts to Rs 2,01,200, distributed thus—

| | | | | | | | Rs |
|-----------------------------------|----|----|----|----|----|----|----------|
| Bengal, | .. | .. | .. | .. | .. | .. | 72,000 |
| North-Western Provinces and Oudh, | .. | .. | .. | .. | .. | .. | 53,600 |
| Punjab, | .. | .. | .. | .. | .. | .. | 46,200 |
| Central Provinces, | .. | .. | .. | .. | .. | .. | 12,600 |
| British Burma, | .. | .. | .. | .. | .. | .. | 11,000 |
| Assam, | .. | .. | .. | .. | .. | .. | 4,000 |
| Ajmere, | .. | .. | .. | .. | .. | .. | 1,200 |
| Beear, | .. | .. | .. | .. | .. | .. | 600 |
| Total, .. | | | | | | | 2,01,200 |

It is believed that after taking into account the proceeds of the Bruce Legacy for Calcutta, a further Government expenditure of Rs 1,00,000 per annum would amply meet all the eventual requirements of the case, including the small building grants necessary for the establishment of new schools in outlying stations. Distributed over the Local Governments and Administrations concerned, this sum can probably be easily met from Provincial resources, and the Governor General in Council does not at present propose to make any extra grant from Imperial funds. It will, however, be part of the duty of the Committee to frame as well as they can, on the information which will be laid before them, an estimate for each province of the cost of any scheme put forward by them. The Government of India will then be able to determine, in communication with the Local Governments, whether any special grant from Imperial funds is likely to be required. In framing their proposals, the Committee will bear in mind the wish of the Government of India to limit the whole annual expenditure on European education in the Bengal Presidency to three lakhs of rupees. (That sum should be looked upon as representing the ultimate maximum. During the next few years the schools will only be gradually working up to the full amount of their possible grants-in-aid, and the actual immediate increase of expenditure may probably be very small.)

24. The Governor General in Council has considered the propriety of establishing a training college for teachers—a matter in regard to which very conflicting opinions are to be found in the papers before Government. On the whole, the Government of India has come to the conclusion that the establishment of such a college would at present be premature. The students of a training college should be young men who have already been trained as pupil teachers for at least four or five years. As yet, however, there is no such class in India, and what is immediately required is the introduction in the larger ele-

mentary schools of all denominations of an efficient pupil-teacher system; and this is a subject to which the Committee appointed above will be required to devote very special attention. Grants-in-aid to denominational training colleges may hereafter be made on the necessity being shown, and on compliance with any conditions that it may be deemed proper to lay down in the Code.

25. These are the measures which the Government of India considers it proper to take in order to meet the evils referred to in the opening paragraphs of this Resolution. It cannot hope to remove these all at once, or to see the whole European population of the towns and stations of Upper India brought within the operation of its educational system. But the Governor General in Council requests that each Local Government and Administration will actively and perseveringly give effect to the principles and policy above laid down. The subject must be prominently noticed in the annual educational reports, each of which should show year by year the ascertained European population of all towns and stations where 12 or more children of school-going age are to be found, the total number of such children, and the number under instruction there or elsewhere. In this way the Government of India will be able to judge of the progress made in carrying out its orders.

26. In this Resolution the Governor General in Council has been dealing only with the provinces of the Bengal Presidency. It is believed that in Bombay and Madras sufficient provision for the educational wants of the European population is already made. This belief is not, however, based upon the result of such detailed enquiries as have been made in Bengal. It would be well, therefore, if the Governments of the other Presidencies reviewed the question in the light of the foregoing remarks and orders; and the Governor General in Council would be glad eventually to be informed of the conclusions arrived at by each of them. The attention of the Chief Commissioner of British Burma is also requested to the subject.

27. Two very important matters to which attention is drawn in Archdeacon Baly's reports is the establishment of technical schools, and the provision of employment for European youths when their education is completed. Both of these are matters which urgently call for further consideration. The Governor General in Council is aware that a good deal has already been done both by the Government of Bengal and by the Railway Companies towards the establishment of technical schools, but the Public Works Department of the Government of India will now be requested (in communication, where necessary, with the Military Department) to consider thoroughly the whole question of the opening of such schools in connection with Government factories and railway workshops, and also the introduction of a regular system of apprenticeship. Upon these subjects the information and suggestions set out at pages 20-28 of Archdeacon Baly's report of the 15th May, 1880, should not be overlooked. The Public Works and Military Departments will also consider how far it is possible for Government to employ the European youths of the country when their school years are over. The Governor General in Council believes that there will always be employment for educated European workmen brought up in India, whose knowledge of the country and of the language will give them a great advantage over men coming direct from home. But, nevertheless, it is proper to enquire to what extent Government can hold out direct prospects of engagement to lads of this class. Local Governments will also be invited to report how far a system of competition might be applied to the admission to clerkships in Government offices. Openings might in this way be found for well educated young men of the class under consideration. The Governor General in Council would not propose to reserve any certain proportion of Government appointments of this kind for European youths domiciled in India, but he considers that they might fairly be allowed to compete with educated Natives upon equal terms, if such a system could be adopted without detriment to the public interests.

28. In conclusion, the Governor General in Council desires to express his strong sense of obligation to Archdeacon Baly for the very able and complete reports which he has submitted to Government on this important subject of European education. The work has been to him no doubt a labour of love, but this in no degree detracts from his claim to receive the best thanks of the Government for the assistance which he has rendered to them. The Governor General in Council desires especially to recognise the fair and impartial spirit by which Archdeacon Baly has throughout been actuated, and the liberal breadth of view which has always characterised his proposals.

ORDER.—Ordered, that a copy of this Resolution, with copy of the second report by the Venerable the Archdeacon, be forwarded to all Local Governments and Administrations for information and guidance; to the Public Works Department with reference to paragraphs 11, 16, and 27, to the Military Department with reference to paragraph 27, to the Foreign Department for information and communication to the Chief Commissioner of Ajmere and the Agent, Governor General, Central India, to the Right Reverend the Lord Bishop of Calcutta, to the Senior Chaplain of the Church of Scotland, Calcutta, and to the Secretary to the Eurasian and Anglo-Indian Association for information.

ORDERED also, that this Resolution be communicated to the President and Members of the Committee appointed under paragraph 22, and that it be published in the Supplement to the *Gazette of India*.

EDUCATION OF THE CHILDREN OF EUROPEANS AND EURASIANS IN INDIA.

Summary of replies received from Railway Administrations.

No objection to the conveyance of the children of any Railway servant, free of charge over the line when proceeding to or from a school in India, whether such school be a Railway school or otherwise. With regard to children other than those of Railway servants, the East Indian Railway Company would be prepared to concede a reduction of rates, and carry them in the second class at intermediate class fares, or in the intermediate class at third class fares, with an allowance of free luggage in accordance with the class in which they travel, the concession to include the persons who may be travelling in charge of them, and to apply only when four travel together.

There have always been paid apprentices, both European and Eurasian, in the Locomotive and Carriage and Wagon Departments on this Railway, and the system of apprenticeship has been found to work satisfactorily.

Hopes of employment by this Company in the capacity of paid apprentices cannot be held out to the sons of outsiders, as the sons of the employés of this Railway who have a prior claim to employment, &c., are more than enough to fill any vacancies that may occur in the staff of such apprentices.

The children of Railway employés attending hill schools may be allowed to travel second class at third class fares, but the issue of free passes to these children as proposed by the Government of India, or the concession recommended by the Agent of allowing parents in needy condition to visit the schools twice a year at single fare on each journey, have not been approved by the Board of Directors. The Board are, however, willing to consider a proposal for a further concession, such as reduced fares to the children of necessitous parents. The question of granting a further concession to the school children was discussed with the Northern Bengal Railway authorities, and it was resolved to convey them to and from the hills at half the fare (irrespective of age), and the teachers in charge of children at full fare of the class next below that in which they respectively travel. These further concessions have also been agreed to by the Darjeeling Railway Company, and have been submitted to the Board of Directors for sanction.

As regards the employment of paid apprentices in the Company's workshops, this Railway is prepared to further the views of the Government of India in this respect, so far as the limited resources of the line will admit.

This Railway already grants free passages to and from school to children whose parents are in its employ, or in that of other railways, but this concession cannot be extended to children unconnected with this Railway service.

As regards the employment of paid apprentices, it is regretted that in many cases, especially when lads join direct from their homes, it is found that they dislike the manual labour. Apprentices of lower grade of 15 years of age and upwards are paid in accordance with the following scale.—

| | Rs. |
|------------------|-----|
| 1st Year, | 20 |
| 2nd ,, | 30 |
| 3rd ,, | 40 |
| 4th ,, | 45 |
| 5th ,, | 50 |

This Railway has always been in the habit of giving free passes to children going to and returning from the Mussoorie School.

Sind, Punjab and Delhi Railway, General No. 13571 R.E. As regards the employment of paid apprentices, the Locomotive Superintendent states that he "does not think that 3 per cent. of the youths who start work finish the regular term of six years, and that as a class they are unsatisfactory, and do not pay; the best of them is not equal to a good native, and usually they are taken out of charity." It is evident from this that some improvement is wanted in the present system, and the Consulting Engineer would propose to effect that improvement by framing certain rules.

As regards the question of extending the "Lawrence Asylum at Murree" for the accommodation of the children of employés on the Punjab Railways, Colonel Medley promises a report after communication with the Punjab Government and the Manager, Punjab Northern State Railway.

As regards the arrangements required for the establishment of schools in the plains, the Consulting Engineer says that the Lahore school is not doing its full work at present, probably from the absence of competent teachers. He would propose that for 50 pupils at least three teachers would be required, say at Rs 200 (average), Rs. 100, and Rs. 50 each, and adding Rs. 100 for servants and contingencies, the total cost of the Lahore school would amount to Rs 450 per month. He also says that if the Saharanpur school be set down at Rs 300, and the schools at Phillour, Ghaziabad, and Kotri (Karachi) at Rs. 200 each, to which adding Rs. 500 for the hill school at Mussoorie, the whole cost would amount to Rs. 1,850, or say £2,000 per annum, for which education should be provided for 90 children in the hills, 50 at Lahore, 30 at Saharanpur, 30 at Phillour, Ghaziabad, and Kotri, or 230 in all. In regard to this line the Consulting Engineer makes the following recommendations:—

- 1st. That Government and the Railway Company should recognise the principle and enforce the duty of free and compulsory education in the case of all employés.

- 2nd. That the Agent's proposal be accepted of charging the cost of the Mussoorie hill school, Rs. 20,000, to capital, on condition that Rs. 10,000 be given from the Fine Fund for its enlargement.
- 3rd. That a sum at present not exceeding Rs 500 per month be granted from revenue in partial liquidation of the working expenses of this school.
- 4th. That a sum not exceeding Rs. 2,000 per mensem be granted (half by Government and half from Revenue) for the maintenance and efficiency of the Railway schools at the places above noted.
- 5th. That every encouragement should be given by the Railway Company to inducing the sons of its employes to enter its service, and that the system of apprenticeship should be fairly tried at the workshops.
- 6th. That the schools should be under the general supervision of the Educational Department, and specially controlled by a Committee, consisting of the Agent, the Government Consulting Engineer, and such other persons as those two officers may mutually agree to select.
- 7th. That the accounts shall be regularly audited by the Railway Auditor, and copies furnished to Government and the Board.

Colonel Medley promises a further report on the whole subject.

The Managers of State Railways in Bengal have been directed to grant free passes to European and Eurasian children proceeding to or from the schools to which they belong on the certificate of the Principal, the Head Master, or the Inspector of Schools of the Circle.

Calcutta and South-Eastern, Nalhati, Northern Bengal, Tirhoot and Patna-Gya Railways, General No. 1931 R.E.

Muttra-Hathras, Cawnpore and Furakhabad Railways, General Nos. 1734 R.E.

The Manager says there is no likelihood of using the Mussoorie school, but possibly the Pachmari school may be found convenient and useful to families towards the lower end of the Holkar Railway. He also supposes that the Abu school when further developed will suffice for the requirements of this line. Nothing is said about the proposed East Indian Railway school.

Passes are granted to children from Sind, Punjab and Delhi and Indus Valley State Railways, who wish to attend the schools at Murree. The Manager says that if it is intended that these free passes be extended to the children of all persons of European descent, when the parents stand in need of this aid, various difficulties will arise. If, however, they are to be granted, he would propose that they should be granted on application from the master of the school at which the children are being educated, and suggests that it will be necessary for Government to lay down—What schools are entitled to this privilege? What limit of income entitles parents to such aid? How often in the year such passes are to be granted to any one child? The class of accommodation they are entitled to, &c.

The Manager says that he views any extension of free passes with great suspicion, and considers it would be far simpler for the masters of the schools to pay the fares at once, when necessary, as a debt to the Educational Department. The amount paid would be received by Government in the Railway Department, so that no actual expense to Government be incurred. Greater check would then, in his opinion, be kept on the expenditure, and masters would be more careful in buying tickets than in asking for free passes at the expense of another department.

As regards this line, the Manager also says the concession is really scarcely required, Lahore being probably the only place from which children for Murree would be sent. The third class fare (in a compartment reserved for Europeans) from Lahore to Rawalpindi is Rs 2-4, or for children under 12 years, Rs. 1-2. Probably before this scheme is started it will be Rs. 1-13 and 15 annas. The Manager does not think the payment of these sums would act as an obstacle to parents above the indigent class to sending their children to school.

Nothing is said about the extension of the Lawrence Asylum at Murree for the accommodation of the children of the employes on this Railway, or the Sind, Punjab and Delhi Railway School at Mussoorie, and the arrangements required for the establishment of schools on the plains. Neither does the Manager state whether he communicated his views to the Consulting Engineer at Lahore as to how far the new shops at Rawalpindi are capable of assisting in the development of technical and industrial education amongst children employed in the workshops as apprentices.

This Railway grants at present free passes to children attending schools in the hills on application from their parents.

Indus Valley and Kandahar Railway, General No. 8362 R.E.

As regards the enlargement of the Lawrence Asylum at Murree, to admit say 20 boys and 10 girls of this line on moderate terms would, as the Manager thinks, be a boon to its employes.

Nothing is said about increasing the Sind, Punjab and Delhi Railway School at Mussoorie, so as to admit some of the children of men employed on this line.

As regards the establishment of schools on the plains, the Manager says that as Khanpur is likely to become a large locomotive station, the establishment of a school there seems a necessity, and he hopes to have one opened very shortly. The Manager has not stated what establishments would be required for the purpose.

As regards the new shops at Sukkur being capable of assisting in the development of technical and industrial education amongst children employed in the workshops as apprentices, the Manager is of opinion that when the workshops at Sukkur are in working order, a few lads might be trained there as apprentices.

APPENDIX D.

PROPOSED AMENDMENT OF THE INDIAN RAILWAY ACT.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Bill was introduced into the Council of the Governor General of India for the purpose of making Laws and Regulations on the 16th February, 1882, and was referred to a Select Committee :—

No. 4 OF 1882.

A Bill to amend the Indian Railway Act, 1879.

WHEREAS it is expedient to amend the Indian Railway Act 1879, in manner hereinafter appearing ;
It is hereby enacted as follows :—

1. This Act may be called "The Indian Railway Act, 1882 ;"

Short title. and it shall come into force at once.

Commencement.
 2. For section five of the said Act the following sections shall be substituted, namely :—

" 5. No Railway, or portion or extension of, or addition to, a Railway, shall be opened for the public conveyance of passengers until the Railway Administration has given to the Governor General in Council notice in writing of the intention of opening the same, and until the Governor General in Council has by an order in writing sanctioned the opening of the same.

" No such sanction shall be given until an officer, appointed by the Governor General in Council to inspect such Railway, portion, extension or addition, has, after inspection thereof, reported in writing to the Governor General in Council that in his opinion the opening of the same would not be attended with danger to the public using the same.

" Notwithstanding anything hereinbefore contained, the Governor General in Council may, in any particular case, by a special order in writing, confer on any officer so appointed power to sanction the opening of such Railway, portion, extension or addition, if in such officer's opinion the opening of the same will not be attended with danger to the public using the same.

" In such case it shall not be necessary to make the report required by the second paragraph of this section.

" 5A. The Governor General in Council may at any time cause any Railway which has been opened for the public conveyance of passengers, or any portion thereof, to be inspected by an officer appointed by him to make such inspection.

" 5B. Every officer so appointed shall, for the

purpose of such inspection, and subject to the control of the Governor General in Council, have the following powers, namely :—
 Powers of inspecting officer.

" (a) he may enter on and inspect the Railway or portion thereof which he has been appointed to inspect ;

" (b) he may by summons under his hand require the attendance of any Railway-servant whom he thinks fit to call before him and examine for the said purpose, and may require such servant to answer, or furnish returns regarding, such inquiries for the said purpose as he thinks fit to make ;

" (c) he may require and enforce the production of all books, papers and documents belonging to or in the possession of any Railway Administration which in his opinion are necessary for the said purpose.

" 5C. Whenever any officer so appointed to inspect any Railway or portion thereof reports in writing to the Governor General in Council that in his opinion the use of such Railway or portion will be attended with danger to the public using the same, the Governor General in Council may, by an order in writing, direct such Railway or portion thereof to be closed for the public conveyance of passengers.

" 5D. No Railway or portion thereof which has been closed under section 5C shall be re-opened for the public conveyance of passengers unless and until such Railway or portion has been inspected, and the opening thereof sanctioned, in accordance with the provisions of section five."

" 5D. No Railway or portion thereof which has been closed under section 5C shall be re-opened for the public conveyance of passengers unless and until such Railway or portion has been inspected, and the opening thereof sanctioned, in accordance with the provisions of section five."

3. In section eight of the said Act, in clause (d), the word "and" shall be omitted, and after clause (d) the following clause shall be, and be deemed to have always been, inserted :—

" (dd) for regulating the conduct of the Railway-servants, and "

4. For section twenty-one of the said Act the following section shall be substituted :—

" 21. Any Railway Administration opening, in contravention of section five, any Railway, or any portion or extension of, or addition to, a Railway, or re-opening in contravention of section 5D any Railway or portion thereof, or keeping any Railway or portion thereof open in contravention of an order of the Governor General in Council under section 5C, shall forfeit to Government the sum of one thousand rupees for every day during which the same remains open in contravention of such section or of such order of the Governor General in Council as the case may be."

43 & 35
Via. C., 78, 4

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to make one or two amendments of the Indian Railway Act, 1879, which the experience of the last three years has shown to be desirable.

Section 5 of the Act, as it stands at present, does not show as clearly as it should that the sanction of the Governor General in Council is necessary before any railway or portion or extension of, or addition to, a railway is opened for the public conveyance of passengers. To remedy this defect, the section has been recast by the Bill, which makes it clear that the Government Inspector has of himself authority only to inspect and report on the lines for the orders of the Governor General in Council. In order, however, to prevent inconvenience in special cases, an addition has been made to the section enabling the Governor General in Council to delegate to the inspecting officer in special cases the powers of sanctioning the opening of a railway conferred on the Governor General in Council by the section.

The Act does not now empower the Governor General in Council to inspect a line after it has once been opened for the public conveyance of passengers. At present, the absence of such a power is not of much importance, as the Government has full right under its contracts with the various Railway Companies to make what inspections it likes, but, if private enterprise hereafter starts railways independent of Government it may be seriously inconvenient to be unable to inspect such lines and ascertain whether they are being maintained in a safe and efficient state. Certain provisions have, therefore, been inserted after section 5 of the Act which empower Government to cause a line to be inspected by an officer to be appointed for the purpose, define his powers for the purpose of such inspection, authorise the Government to close any line reported not to be in a safe state for the public conveyance of passengers, and provide for the re-opening of such line only after its opening has been declared to be possible without danger to the public. An addition has also been made to section 21 imposing a penalty on any Railway Administration which does not close a railway in compliance with an order by Government to that effect, or reopens a railway which has been closed without the sanction of Government.

Lastly, the Act, as it stands at present, does not empower Railway Administrations to impose fines by their bye-laws on their servants who may be guilty of breach of duty. This power is essential for the enforcement and maintenance of discipline on railways, and the Bill (here following the English Companies Clauses Act, 1845, sections 124, 125) confers the requisite authority.

The 11th February, 1882.

WHITLEY STOKES.

R. J. CROSTHWAITE,
Offg. Secy. to the Govt. of India.

APPENDIX E.

CONTRACT as to Construction, Maintenance, Management and Working, by the Southern Mahratta Railway Company, Limited, of a Railway intended to be called THE SOUTHERN MAHRATTA RAILWAY.

THIS INDENTURE made the 1st day of June 1882 between THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part and THE SOUTHERN MAHRATTA RAILWAY COMPANY LIMITED of the other part:

WITNESSETH and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract

The expression "The Secretary of State" means the Secretary of State in Council of India :

The expression "The Company" means the Southern Mahratta Railway Company Limited :

The expression "The projected railway" means and includes the four several lines of railway mentioned in the 3rd Section of this Contract and any such of the lines of railway particularized in the 48th Section of this Contract as the Secretary of State may hereafter under the powers conferred on him by that Section require the Company to construct.

Duration of Contract.

2. This contract shall continue in force until the 30th day of June 1932 subject to the provisions hereinafter contained for determining the same.

Constructions of Lines.

3. The Company shall with due diligence and expedition and in accordance in all respects with the directions of the Secretary of State construct on routes to be selected and determined by the Secretary of State and on land to be provided by him as hereinafter stipulated the four several lines of railway hereinafter mentioned (that is to say):—

- (1). A line from the terminus of the West of India Portuguese Guaranteed Railway on the British Frontier *via* Gadak to Bellary.
- (2). A line from Gadak to Sholapur.
- (3). A Branch to Bankapur.
- (4). A branch to Belgaum.

Together with all such stations station yards offices warehouses houses for employés machinery conveniences and works as in the opinion of the Secretary of State shall be necessary or proper for the purposes of the said lines of railway respectively either as regards the due working of the same or as regards the permanence of the same and the protection of the same from destruction or injury by inundation tempest or otherwise. The railways to be constructed by the Company under this section shall be of the metre gauge and shall in general structural character conform in all respects with the now established standard of railways in India on that gauge. Designs and estimates in relation to the construction or execution of all or any of the lines of railway stations and other works to be constructed and executed under this section shall if required be furnished by the Company to the Secretary of State and be subjected to his approval or the Secretary of State may furnish designs to the Company and the Company shall in that case be bound to follow them. It is intended that the lines of railway mentioned in this section shall be called "The Southern Mahratta Railway."

Notification to Company of route of Railways.

4. The Secretary of State shall from time to time notify to the Company the route of the projected railway so far as such route shall from time to time have been determined by him.

Situation of Stations, &c.

5. The Secretary of State shall have power to determine the situation and dimensions of all stations station yard offices warehouses houses for employés conveniences and works to be constructed in connection with or as part of the projected railway.

As to certain existing Surveys, &c.

6. The Secretary of State having caused various surveys and plans to be made and works to be ex-

ected with the view of facilitating and expediting the construction of the projected railway or some part or parts thereof will allow the Company to have the benefit of the same surveys plans and works but the Company shall discharge all the now existing obligations and liabilities of the Secretary of State under contracts for the execution of works relating to the construction of the projected railway or any part or parts thereof.

Land, &c.

7. The Secretary of State shall from time to time provide the land which he shall consider requisite for the construction of the projected railway and for the stations station yards offices warehouses houses for employes conveniences and works necessary or proper for the purposes of the same railway and shall allow the Company to have possession of land so provided. The Company shall from time to time with the sanction of the Secretary of State as soon as practicable go out of possession of and relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this section, as shall for the time being have become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this section or of which possession shall have been allowed or delivered to the Company under any other provision in this Contract the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate or so soon thereafter as may be the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto and if so the grounds of its objection. If no objection is stated by the Company or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient the Company shall upon the requisition of the Secretary of State go out of possession of the land in question and the Secretary of State shall be exclusively entitled to possession thereof.

Equipment with Rolling Stock, &c

8. The company shall with all due speed equip the projected railway and every part thereof with rolling stock plant and machinery to the satisfaction of the Secretary of State and if the Secretary of State shall be of opinion that the Company shall at any time have failed duly to perform its obligations under this section he may himself from time to time equip or complete the equipment of the projected railway or any part thereof with the particulars or any of the particulars specified in this section.

Opening of the Lines for Traffic.

9. The Company shall from time to time when and as often as an inspecting officer acting on behalf of the Secretary of State shall have certified that any part of the projected railway is fit for the conveyance of passengers and goods is properly equipped with rolling stock plant and machinery forthwith open the same part for public traffic.

Telegraphs.

10 The Secretary of State may from time to time construct such electric telegraphs and telegraphic appliances as he shall think fit along or upon the projected railway or any part or parts thereof or any land or works belonging thereto and may maintain and work the same electric telegraph appliances as he shall think fit and it shall be lawful for him for such purposes or any of them (in addition to the general powers which it is hereby declared that he shall all times have of entering by agent or otherwise upon all or any land of which he shall pursuant to this contract have allowed the Company to have possession) to enter at all times by his agents workmen or others on any part or parts of the projected railway or the lands or works belonging thereto and to erect maintain make do and execute thereon all such building machinery acts and things as the Secretary of State shall consider necessary or proper in relation to the construction maintenance use and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings machinery works and appliances erected or brought by him under the powers conferred on him by this section on the projected railway or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the projected railway or any parts thereof as he shall require for persons employed by him in or about or in connection with the construction maintenance working or inspection of the electric telegraphs and telegraphic appliances mentioned in this section or any buildings or works appertaining thereto.

11 The Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the projected railway or any part or parts thereof. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which he shall for the time being allow the Company the use under this section.

12. The Company if so directed by the Secretary of State shall in working any electric telegraphs or telegraphic appliances to the use of which it shall for the time being be entitled under the section last hereinbefore contained observe the rules for the time being in force in the case of State Railway Telegraphs or such of the said rules as the Secretary of State may from time to time prescribe to be observed by the Company.

As to the Maintenance and Management of the Projected Railway.

13. The Company shall keep the projected railway and the stations and other works belonging thereto in good repair in good working condition and fully supplied with rolling stock plant machinery and

stores to the satisfaction of the Secretary of State and whenever the Secretary of State shall be of opinion that the Company is in any default as to any of the matters before mentioned in this section he may in writing notify the fact to the Company specifying in such writing the general nature of the defect and unless the defect be remedied by the Company within one calendar month after the notification thereof by him to the Company may himself remedy it.

14. The Company shall keep the rolling stock machinery and plant for the time being belonging to the projected railway and to every part thereof in good repair and in good working condition to the satisfaction of the Secretary of State.

15. The Company shall maintain a sufficient staff to the satisfaction of the Secretary of State for the purposes of so much of the projected railway as shall for the time being have been opened for public traffic.

16. The Secretary of State may from time to time by notice in writing require the Company to carry out any alteration improvement or addition that may in his opinion be necessary for the safety of passengers or of the public or for the effectual working of the railway to be made in or to any part of the projected railway or any of the stations or works belonging thereto. Such notice shall specify the alteration improvement or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same. On receiving any such notice the Company shall with all reasonable speed execute the works described therein. The Secretary of State allowing the Company possession of any land that may be requisite for the purposes of such works. If in any case the Company shall neglect to proceed with the works prescribed any such notice as specified in this section or fail to complete the same to the satisfaction of the Secretary of State the Secretary of State may execute the works in respect of which the Company is in default.

17. The Secretary of State may from time to time prohibit the Company from using any engine carriage waggon vehicle machine or appliance of description whatsoever of which the use shall be declared by a duly authorized inspecting officer acting on behalf of the Secretary of State to be attended with danger to passengers or to the public and the Secretary of State may by taking possession of such engine carriage waggon vehicle machine or appliance or by such other means as he shall think fit to employ prevent the Company from using the same.

Police.

18. The Secretary of State shall provide and maintain for the purposes of so much of the projected railway as shall for the time being have been opened for public traffic such a force of police as the Company with the approval of the Secretary of State shall from time to time require with the qualification that in case of difference between the Secretary of State and the Company as to the force of police required for the preservation of law and order the determination of the question shall rest with the Secretary of State. The cost of providing and maintaining the force of police provided and maintained under this section shall as to three-tenths be borne by the Secretary of State as part of the general expenditure of the Government of India and as to the remaining seven-tenths be treated as part of the working expenses of the projected railway or of the part or parts thereof for the time being opened for public traffic.

As to the use and working of the Projected Railway and the Conveyance of Traffic.

19. The Company shall from and after the opening for public traffic of any part of the projected railway cause to be run so many trains at such times at such rates of speed between such places and with such conveniences and accommodations as the Secretary of State shall from time to time require.

20. The Company shall charge such rates and fares for the carriage of goods and passengers as may from time to time be fixed by the Company with the approval of the Secretary of State. Provided that the Secretary of State may require the charges for the conveyance of salt and coal and food grains to be reduced to any rate not below one-fifth of a pie per maund per mile for full waggon loads and may also require passengers to be conveyed at any rate not below two pies per mile in closed carriages provided with seats.

21. The Secretary of State may from time to time if he shall think any alteration or improvement in the working of the projected railway or of any part thereof necessary for the safety of passengers or of the public or for the effectual working of the railway require the Company to effect such alteration or improvement.

22. All services which the Secretary of State may require the Company to perform for the Post Office the Military Department the Police Department or any other Department of State or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India the conveyance of troops and sailors military and naval establishments horses and other animals used for military purposes guns military stores and equipments the conveyance of police prisoners and paupers the conveyance of telegraph stores instruments officers and workmen and of any public stores whatever) shall be performed by the Company on the same general conditions as may for the time being be in force on State railways of the metre gauge and at such rates as may be approved by the Secretary of State. Provided that nothing in this section contained shall be construed to override the provisions contained in section 10 respecting the grant of free passes.

23. The Company shall convey gold and silver bullion and coin and copper coin belonging to the Secretary of State and the persons in charge thereof at special rates to be from time to time approved by the Secretary of State.

24. The Company shall from time to time if so required give precedence to the demands of the Secretary of State whether for freight or passenger accommodation over all ordinary traffic.

25. All stores intended to be used for any purposes of the projected railway or any part thereof (including stores intended to be used in or about the construction of any part of the projected railway of any works or adjuncts of or pertaining to the same) shall be conveyed by the Company over the projected railway so far as opened for public traffic at rates to be approved by the Secretary of State such rates to be not less than the actual cost of conveyance.

Payment by Company to Government carrying interest at fixed rates.

26. The Company shall within such period and by such instalments as the Secretary of State shall prescribe pay into the Bank of England to the credit of the Secretary of State an aggregate sum of £3,000,000. Provided that the Company may discharge itself in part of its obligations to pay the said aggregate sum of £3,000,000 by paying with the approbation of the Secretary of State any sum or sums of money into any Government Treasury in India approved for the purpose by the Secretary of State and any sum or sums so paid shall be accepted by the Secretary of State as the equivalent of sterling money at the rate of 12 rupees to the pound sterling the Company shall be at liberty from time to time when and as there shall for the time being be any amount carrying interest under the provisions hereinafter contained in favor of the Secretary of State to pay out of its own proper moneys into the Bank of England to the credit of the Secretary of State the equivalent in sterling money (one pound sterling being for this purpose to be treated as the equivalent of 12 rupees) of the whole or any part of such amount. All payments made by the Company under this section shall be made out of the proper moneys of the Company not paid or payable by it under any section of this Contract other than the present section into the Bank of England to the credit of the Secretary of State or into any Government Treasury in India. All moneys paid by the Company under this section shall belong absolutely to the Secretary of State who shall not be deemed a debtor to the Company in respect thereof.

Payment of interest to Company.

27. The Secretary of State will during the continuance of this Contract out of the revenues of India pay to the Company in India half-yearly on the 1st day of June and 1st day of December the equivalent in rupees at the market rate of the day for bills drawn on London payable on demand of interest at the rate of $3\frac{1}{2}$ per cent. per annum on the amount which shall for the time being have been paid by the Company pursuant to this Contract in respect of the aforesaid sum of £3,000,000 and also half-yearly on the 1st day of June and 1st day of December up to and inclusive of the 1st day of June 1887 (if this Contract shall so long continue) the equivalent in rupees at the market rate previously mentioned in this section of further interest at the rate of $\frac{1}{2}$ per cent. per annum on the amount previously mentioned in this section. The Secretary of State shall also during the continuance of this Contract out of the revenues of India pay to the Company in India half-yearly on the 1st day of June and 1st day of December the equivalent in rupees at the market rate previously mentioned in this section of interest at the rate of three per cent. per annum on any amount which for the time being shall under the powers conferred on the Company by the 1st preceding section have been paid by it into the Bank of England to the credit of the Secretary of State in excess of the sum of £3,000,000.

Payments to Government under special agreement.

28. The Company may from time to time with the approbation of the Secretary of State out of its own proper moneys not paid or payable by the Company into the Bank of England to the credit of the Secretary of State or into any Government Treasury in India under any section of this Contract other than the present section pay into the Bank of England to the credit of the Secretary of State any sum or sums of money. All moneys which the Company shall pay to the credit of the Secretary of State under this section shall belong absolutely to the Secretary of State and he shall not be deemed a debtor to the Company in respect thereof but he shall during the continuance of this Contract out of the revenues of India pay to the Company in India an equivalent for interest on all moneys paid by the Company under this section. The rate of the interest for which the equivalent is to be paid under this section and the times at which such equivalent is to be paid shall be agreed between the Secretary of State and the Company and if not otherwise specially agreed the rate shall not in any case exceed $3\frac{1}{2}$ per cent. per annum.

Supply of money by Government.

29. All moneys which the Company shall with the sanction of the Secretary of State require for the purposes of the projected railway whether as regards construction or working shall be supplied to the Company by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company. Provided that the Secretary of State shall as and when from time to time the balance standing to the debit of the Capital Account hereinafter mentioned is (inclusive of any balance for the time being standing to the debit of the Stores Account also hereinafter mentioned) not less in amount than the aggregate amount of the moneys which shall for the time being have been paid by the Company under the provisions hereinbefore contained into the Bank of England to the credit of the Secretary of State converted into rupees at the rate of twelve rupees to the pound sterling and of the moneys (if any) which shall pursuant to the 26th section of this Contract for the time being have been paid by the Company into any Government Treasury or Government Treasury in India in part discharge of the aforesaid sum of £3,000,000 have an absolute right of declining to supply money to the Company to defray expenditure chargeable to Capital Account.

Secretary of State's right to interest.

30. On every occasion on which on the making up of the Capital Account hereinafter mentioned the balance standing to the debit of that account (inclusive of any balance for the time being standing to the

debit of the Stores Account also hereinafter mentioned) exceeds the aggregate amount of the moneys which shall for the time being have been paid by the Company under the provisions hereinbefore contained into the Bank of England to the credit of the Secretary of State converted into rupees at the rate of twelve rupees to the pound sterling and of the moneys (if any) which shall pursuant to the 26th section of this Contract for the time being have been paid by the Company into any Government Treasury or Government Treasuries in India in part discharge of the aforesaid sum £3,000,000 the excess shall carry interest in favor of the Secretary of State at the rate of $4\frac{1}{2}$ per cent. per annum to be computed from the time of the ascertainment of the excess until the Capital Account shall be then next made up.

Receipts of Company.

31. All moneys whatsoever which shall during the continuance of this Contract be received by or on behalf of the Company either in England or in India and whether on its own account or as agent of the Secretary of State or otherwise (excepting the moneys which shall be paid to the Company by the Secretary of State pursuant to this Contract excepting also the moneys which shall be paid by holders of shares in the capital of the Company in respect of their liability to contribute to the assets of the Company in regard to such shares and excepting also the moneys if any which shall be borrowed by the Company with the sanction of the Secretary of State) shall at such times and in such manner as the Secretary of State may from time to time direct be paid without deduction as to moneys received in England by or on behalf of the Company into the Bank of England to the credit of the Secretary of State and as to moneys received in India by or on behalf of the Company into Government Treasury to be from time to time approved for the purpose by the Secretary of State.

32. Of the moneys mentioned in the last preceding section and not the subject of any exception therein contained such as shall be received by or on behalf of the Company prior to the opening for public traffic of any part of the projected railway shall be treated as received on account of capital such as shall arise from the sale of any property on any occasion other than the replacement of the property sold by other property of the same or a similar character shall be treated as received on account of capital the residue shall be treated as received on account of revenue.

Accounts.

33. The Company shall keep the following accounts :—

- (1). A Capital Account.
- (2). A Revenue Account.
- (3). A Stores Account.

And all such other accounts relating to the projected railway and also all such accounts as between the Company and the Secretary of State as the Secretary of State shall from time to time require and if the Secretary of State shall so require separate accounts shall be kept by the Company in respect of different sections of the projected railway. The said accounts shall be kept in such form and under such heads or divisions and with such details as the Secretary of State shall from time to time prescribe. The said accounts so far as the same are kept in India shall be kept in rupees of the Government of India and so far as they are kept in England shall be kept in sterling money. Such of the said accounts as are kept in England shall from time to time be transmitted by the Secretary of State to the Government in India and incorporated in the accounts of the Company in India each account transmitted being for the purpose of such incorporation converted into rupees at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half-year immediately preceding that in which the incorporation is to be effected or if the Secretary of State shall not have drawn bills on India for so much as three months out of the half-year immediately preceding then at the average rate obtained during the half-year immediately preceding that in which the incorporation is to be effected for the best commercial bills payable on demand drawn in London on India such average rate to be decided by the Comptroller General at Calcutta.

34. In the Capital Account the following particulars shall be entered to debit and credit respectively that is to say. To debit :—

- (a). All expenditure by the Company in relation to this Contract which ought as between the Secretary of State and the Company to be treated as on account of capital including such sum as the Secretary of State may allow to be charged in respect of the expenses of and incident to the formation incorporation and management of the Company.
- (b). The cost to the Secretary of State as certified by him of all land of which he shall allow the Company to have possession for any purposes of this Contract.
- (c). The cost to the Secretary of State as certified by him of the said surveys and plans mentioned in the 6th section of this Contract and of any such designs and estimates as the Secretary of State may furnish to the Company under section 3 of this Contract including in the cost of the said surveys and plans all costs incurred by the Secretary of State with a view to procuring the same to be made. Also the fair present value as estimated by the Secretary of State of works mentioned in the 6th section of this Contract.
- (d). The charges of the Government Telegraph Department for rent maintenance and inspection of such electric telegraphs and telegraphic appliances (if any) as the Secretary of State may allow the Company to use in relation to the construction of the projected railway or any part thereof.
- (e). So much as ought pursuant to this Contract from time to time to be charged to capital in

- * respect of the half-yearly amount to be charged by the Secretary of State under his power in that behalf hereinafter mentioned for his supervision and control of the Company.
- (f). Any amount which the Secretary of State may from time to time require to be entered in the Capital Account in respect of the cost to him of such of his legal expenses incurred in relation to this contract or to matters arising out of this contract as he shall determine to be chargeable to capital.
- (g). The cost to the Secretary of State as certified by him of all works acts and things which shall be executed or done by him under any of the provisions of this Contract provided that the cost thereof if executed or done by the Company would have been expenditure on account of capital.

And to credit:—

- (h). The value (to be determined by the Secretary of State) of any land of which possession shall have been allowed by the Secretary of State to the Company for the purposes of this contract and which shall subsequently be relinquished to the Secretary of State under section 7 hereinbefore contained.
- (i). All such of the moneys to be received by or on behalf of the Company as are herein provided to be treated as received on account of capital.

35. The Capital Account shall from time to time as the Secretary of State shall require be made up and the balance thereon ascertained and stated therein. The Secretary of State may from time to time audit the Capital Account and correct errors therein as he shall see fit.

36. The Revenue Account shall contain an account of all such of the moneys to be received by or on behalf of the Company as are herein provided to be treated as received on account of revenue and of all expenditure which ought conformably with this Contract to be treated as on account of revenue. The Revenue Account shall be made up half-yearly to the 30th June and the 31st of December in each year or to such other days as the Secretary of State may from time to time prescribe and shall be regularly submitted by the Company to the Secretary of State who may audit the same either concurrently with or after expenditure or in both ways as he may think fit and may in case of error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every Revenue Account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Secretary of State but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next Revenue Account or in any subsequent Revenue Account or Accounts as the Secretary of State may determine.

37. As soon as possible after the 30th of June and 31st of December in each year or the respective half-yearly days which the Secretary of State may from time to time prescribe for the making up of the Revenue Account the Company shall make up and deliver to the Secretary of State an account of all stores in hand on the half-yearly day immediately preceding the making up of the account now being directed and of all stores which the Company shall for the purposes of fulfilling this Contract have used since as regards the first occasion of making up an account of stores the date of this Contract and since as regards each other occasion of making up an account of stores the date to which the Stores Account was last previously made up showing the purposes for which such stores have been used. As often as any of the stores in hand shall be used by the Company for the purposes of fulfilling this Contract the value of the stores so used as entered in the books of the Company shall be entered in the Capital Account or in the Revenue Account as may be proper. The Stores Account shall besides being made up periodically as above mentioned be made up and balanced from time to time upon the requisition of the Secretary of State.

38. The stores in hand shall be valued at such time or times as the Secretary of State shall direct and in such manner as shall from time to time be agreed upon by the Secretary of State and the Company, and the value of the stores in hand as entered in the books of the Company shall be corrected in accordance with such valuation and all necessary adjustments shall be thereupon made by making entries to debit or credit in the Revenue Account as may be proper.

Appropriation of Expenditure.

59. In any case where any question may or might arise as to whether any expenditure incurred in relation to the projected railway or otherwise is to be treated in the whole or in part as a charge on Capital Account or how the same is to be dealt with the question shall be determined on the general principle that capital is to bear the cost of new works of additional rolling stock plant and machinery and of improvements of and additions to old works rolling stock plant and machinery including the cost of any temporary new work the construction of which is requisite for the construction of a work properly chargeable to capital and that the cost of repairs restorations renewals replacements and substitutions is to be borne by revenue except in cases where repairs restorations renewals replacements or substitutions are effected prior to the opening for public traffic of the portion of the projected railway upon or in respect of which the same are effected in which case the cost thereof is to be chargeable to capital. Provided always that any item of expenditure incurred in respect to any part which shall have been opened for public traffic of the projected railway (although under the terms in this section before contained in strictness chargeable to capital) shall from time to time if not exceeding the sum of 1,000 rupees and may from time to time at the absolute discretion of the Secretary of State if exceeding 1,000 rupees but not exceeding 2,000 rupees (but so that the aggregate expenditure charged to revenue on account of such last mentioned items shall not exceed 15,000 rupees in any half-year) be charged to revenue. Provided also that after the opening

throughout for public traffic of all the four several lines of railway specified in the 3rd section of this Contract no portion of the salaries or allowances of any of the Company's permanent supervising staff although for the time being employed partly or wholly in directing or superintending work the expenditure on which is properly chargeable to capital shall except with the express sanction of the Secretary of State be treated as chargeable to capital and also that after the opening throughout for public traffic of the whole of the four several lines of railway last aforesaid no expenses connected with the engagement from England or with the passage from or to England of any person in the Company's service shall be treated as chargeable to capital unless such person shall be specially engaged to carry out work the cost of which is expenditure so chargeable and shall be actually employed upon such work. Nevertheless the cost of construction of any of the lines mentioned in the 48th section of this Contract shall be borne by capital to the same extent and in the same manner as if the proviso last hereinbefore contained had not been inserted in this Contract.

40. If any difference shall arise between the Secretary of State and the Company as to whether expenditure shall in any particular case be charged to capital or charged to revenue the matter in difference shall unless according to the terms of the section last hereinbefore contained to be solely decided or determined by the Secretary of State be referred to the decision of the Joint Auditor if the Secretary of State and the Company shall have appointed such an officer but in case a Joint Auditor shall not have been appointed then the matter in difference shall be referred for final decision to the Company's Auditor or some other person to be named by the Company and a Government Examiner of Railway Accounts or some other person to be named by the Secretary of State or to an umpire to be named by the referees acting on behalf of the Company and the Secretary of State respectively in case of difference between such referees. The costs of any reference under this section shall unless the Secretary of State shall otherwise direct be treated as working expenses.

Working Expenses.

41. All costs and expenses incurred by the Company with the sanction of the Secretary of State in or about or in connection with the maintenance management and working of the projected railway so as the expenditure be not incurred prior to the opening of some part thereof for public traffic shall be deemed working expenses. All working expenses shall be chargeable to revenue.

In the working expenses there shall be included .—

- (1). Such sum or sums of money as shall from time to time be agreed upon between the Secretary of State and the Company as proper to be allowed in respect of the rent of the Company's office in London office expenses Directors' fees and salaries of clerks and servants except so much (if any) of the sum or sums mentioned in this sub-section as the Secretary of State shall especially determine to be chargeable to capital.
- (2). The costs of and incidental to the preparation of the returns and statistics mentioned in the 58th section of this Contract.
- (3). So much of the cost of providing and maintaining a police force agreeably to this Contract as is not under the terms of this Contract to be borne by the Secretary of State as part of the general expenditure of the Government of India.
- (4). All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State in keeping so much of the projected railway as shall have been opened for public traffic and the stations and other works belonging thereto in good repair and in good working condition and supplied with rolling stock machinery and plant except such part if any of the expenditure mentioned in this sub-section as shall be properly treated as chargeable to capital.
- (5). All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State in keeping the rolling stock machinery and plant belonging to so much of the projected railway as shall have been opened for public traffic in good repair and in good working condition.
- (6). All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State in the execution of any works of which the cost shall be chargeable to revenue.
- (7). So much as ought pursuant to this Contract from time to time to be charged to Revenue in respect of the half-yearly amounts to be charged by the Secretary of State under his power in that behalf hereinafter mentioned for his supervision and control of the Company.
- (8). The charges of the Government Telegraph Department for rent maintenance and inspection of the telegraphs and telegraphic appliances from time to time provided under the 11th section of this Contract for the use of the Company.
- (9). All reasonable legal expenses whether incurred by the Secretary of State or by the Company and all such other expenses as the Secretary of State shall require or allow to be treated as working expenses.

As to the Application of Receipts.

42. Of the moneys to be received by or on behalf of the Company in each half-year during the continuance of this Contract such as are pursuant to this Contract to be treated as received on account of

revenue shall be applied in the first place in or towards the discharge of expenditure attributable to revenue as follows (that is to say) :—

- (1). Primarily in or towards the discharge of expenditure attributable to the half-year to which the receipts relate and
- (2). Secondly in or towards the discharge of expenditure attributable to any previous half-year or half-years and not already discharged out of receipts on account of revenue and
- (3). In the next place in payment to the Secretary of State so far as the same will extend of the interest accrued in his favour under the provisions hereinbefore contained and not previously paid to him and
- (4). In the next place in payment of such sum as shall from time to time be payable by the Company to or for the purposes of any provident institution which shall be established by the Company in connection with the projected railway and
- (5). The surplus if any shall be dealt with as follows (that is to say) up to the 30th day of June 1887 shall belong absolutely to the Secretary of State and as from that day shall be divided between the Secretary of State and the Company in proportion of three-fourths to the former and one-fourth to the latter and the one-fourth belonging to the Company shall be paid over to the Company in India.

Provided that if one equal fourth part of the surplus attributable to any half-year prior to or ending with the 30th day of June 1887 shall exceed one-eighth part of the aggregate equivalent of interest paid under the provisions hereinbefore contained by the Secretary of State to the Company in the same half-year in respect of so much of the aforesaid sum of £3,000,000 as shall then have been paid by the Company pursuant to this Contract then and so often as the same shall happen the Company shall be entitled to the amount of the excess and the Secretary of State shall pay the same amount to the Company in India.

As to Running Powers and other Provisions for Accommodation of other Railway Companies and State Railways.

43. The Secretary of State may from time to time require the Company to allow the use of the projected railway or any part or parts thereof for the passage of engines and trains belonging to other Railways upon the payment of reasonable conditions and restrictions.

44. The Secretary of State may from time to time require the Company to supply other Railway Companies or State Railways upon reasonable terms and conditions with any of the rolling stock appropriated or belonging to the projected railway or any part or parts thereof provided such rolling stock shall not for the time being be required for the purposes of any part of the projected railway.

45. The Secretary of State may from time to time require the Company to execute work in its workshops in respect of rolling stock and machinery belonging to State Railways at such reasonable prices and upon such terms as shall be agreed upon between the Secretary of State and the Company but so nevertheless as not to impede or unduly interfere with the ordinary operations of the Company as carried on therein.

46. The Secretary of State may from time to time require the Company to make reasonable arrangements for the interchange of traffic and rolling stock with railways belonging to other Companies or to the State.

47. The Secretary of State may from time to time require the Company to allow the use of any of the stations belonging to the projected railway for the accommodation of the traffic of any other Railway Company or State Railway upon the payment of reasonable tolls and under reasonable conditions and restrictions and may also require the Company to make such alterations and additions as may in the opinion of the Secretary of State be necessary or convenient for the purposes of such accommodation upon such terms as may be agreed upon between the Secretary of State and the Company.

As to the Construction of Extensions.

48. The Secretary of State may at any time or times during the continuance of this Contract unless and until he shall under the provisions hereinafter contained had given notice to the Company of the determination by him of this Contract require the Company to construct all or any of the following lines of railway that is to say

- (1). An extension from Belgaum to join the Great Indian Peninsula Railway at or east of Poona.
- (2). A branch to Karwar.
- (3). A branch to Hurrihar.

And as from the time when and as often as the Secretary of State shall under this section have required the Company to construct any of the lines of railway last aforesaid the Company shall in addition to its other obligations and liabilities be under all such obligations and liabilities as it would have been subject to under this Contract if the line or lines of railway under this section required to be constructed had by the 3rd section of this Contract been provided to be constructed in addition to the lines of Railway in such section specified. And all the provisions of the 3rd section of this Contract shall apply *mutatis mutandis* in respect of any line or lines of railway which shall under this section be required to be constructed. Provided that if the Secretary of State shall require the Company to construct a branch to Karwar the Company shall have the benefit of an existing survey made on behalf of the Secretary of State of a line or railway from

Karwar to Hubli. Provided also that if and as often as the Secretary of State shall at the time when he shall require the Company to construct any extension or branch mentioned in this section have caused any surveys or plans to be made (other than the surveys before mentioned in this section) or works to be executed with the view of facilitating or expediting the construction of the same extension or branch he shall allow the Company to have the benefit of the same surveys plans and works respectively and upon the Company becoming entitled under this section to the benefit of the existing survey in this section mentioned or of any other surveys or any plans or works the cost to the Secretary of State (as certified by him) of the survey or surveys plans or works to the benefit whereof the Company shall from time to time become entitled under the provisions of this section (including as regards all surveys and plans the cost to the Secretary of State of procuring the same to be made) shall be entered to debit in the Capital Account.

Construction Acquisition and Working of Auxiliary or Branch Railways.

49. The Secretary of State may require the Company on such terms and conditions as shall be agreed upon between himself and the Company in each case to construct or acquire either absolutely or on lease for a term of years or otherwise any railway on the metre gauge convenient to be worked as auxiliary to or in connection with the projected railway or any part of it and to work on such terms and conditions as may in each case be agreed upon between the Secretary of State and the Company any railway so constructed or acquired as mentioned in this section or any other railway on the metre gauge convenient to be worked as auxiliary to or in connection with the projected railway or any part of it.

The Company to comply with the requirements of the Secretary of State.

50. The Company shall with all reasonable speed ^{comply} with all such requirements as the Secretary of State shall from time to time make in accordance with any with the ^{act.} ^{pointment of a Government Director.} ^{part ther}

51. In all matters not herein especially provided for relating to the fulfilment and performance by the Company of this Contract so far as to be fulfilled or performed by the Company the Company shall be subject to the supervision and control of the Secretary of State. The Secretary of State shall be entitled to make a charge half-yearly for his supervision and control of the Company. The said half-yearly charge shall be a mileage rate of 40 rupees for every mile of the projected railway so far as the time being either constructed or under construction. The half-yearly charge to be made by the Secretary of State under this section shall be charged to capital so far as made prior to the opening for public traffic of any part of the projected railway and as from the time when any part of the projected railway shall have been opened for public traffic until the whole thereof shall have been so opened the half-yearly charge under this section shall from time to time be apportioned between revenue and capital in such manner as that so much of the half-yearly charge as bears the same proportion to the entirety thereof as the length of railway opened for public traffic at the time when the half-yearly charge is made bears to the whole length of railway on which the same charge is to be calculated shall be charged to revenue and that the residue thereof shall be charged to capital. As from the time when the whole of the projected railway shall have been opened for public traffic the half-yearly charge to be made by the Secretary of State under this section shall be charged to revenue exclusively.

52. For the purpose of inspecting the railways and works to be executed by the Company under this Contract either whilst under construction or subsequently and of inspecting the projected railway and the stations and other works rolling stock plant machinery and stores to belong thereto and the electric telegraphs and telegraphic appliances for the time being provided under this Contract for the use of the Company and for the purpose of auditing the accounts of the Company or otherwise exercising such supervision and control as are intended to be reserved to the Secretary of State by this Contract the Secretary of State may from time to time appoint such person or persons as he may think proper with such powers as he may consider necessary or expedient and the Company shall afford every person so appointed all reasonable facilities for the purpose of enabling him to perform the duties entrusted to him by the Secretary of State.

53. The Company shall record and keep in proper books full and particular accounts of all its transactions and proceedings including full and true minutes of all its meetings of Directors communications with India and correspondence so as at all times to exhibit fully and truly the state of its affairs and the Secretary of State or any person or persons appointed by him in that behalf shall at all reasonable times have free access to all the books accounts papers and documents of the Company with power to call for and make copies of or extracts from the same.

54. The Secretary of State may from time to time appoint any one person to be a Director of the Company. The Government Director shall be ex-officio a member of all Committees appointed by the Board of Directors of the Company or by the Company in relation to the projected railway or any matter connected therewith and he may moreover exercise at his direction an absolute veto in all proceedings whatever at the Board of Directors. The Government Director shall not be removeable except by the Secretary of State. The Secretary of State may from time to time as often as occasion shall require appoint a person to represent the Government Director at any meeting of the Board of Directors or at any Committee meeting at which the Government Director may not be present and the person so appointed shall have all such rights and may exercise all such powers as the Government Director if present would have had or might have exercised.

Miscellaneous Provisions.

55. The Company shall not during the continuance of this Contract without the sanction of the

Secretary of State in writing first obtained engage in or carry on any business other than the business provided by this Contract to be carried on by the Company or borrow any money or increase or reduce its capital.

56. The Company shall not during the continuance of this Contract alter vary or add to its Articles of Association without the sanction of the Secretary of State.

57. The Company shall not during the continuance of this Contract without the sanction of the Secretary of State in writing first obtained acquire any property in India. If the Company shall in contravention of this section acquire any property such property shall not be disposed of by the Company without the sanction in writing of the Secretary of State and the Secretary of State may at any time during the continuance of this Contract or within one calendar month after the determination thereof purchase such property from the Company at the price actually paid by the Company for the same and if the purchase money shall be paid to the Company during the continuance of this Contract the expenditure shall be carried to Capital Account.

58. The Company shall from time to time make such returns and furnish such statistics in such form and under such heads and divisions and with such details as the Secretary of State may from time to time require. The cost of preparing such returns and statistics and incidental thereto shall be treated as part of the working expenses of the projected railway.

59. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

60. No claim shall be made upon the Secretary of State by the Company for compensation in respect of any act of the Indian Legislature of general applicability by reason of its prejudicially affecting the projected railway or the profits thereof.

61. The Company may if it shall think it expedient and shall if required by the Secretary of State at any time after the opening for public traffic of any part of the projected railway maintain and manage a Provident Institution and a Savings Bank for the benefit of the servants of the Company upon such terms and under such rules and regulations as shall from time to time be approved by the Secretary of State.

62. The Secretary of State may at any time after the whole of the four several lines of railway specified in the 3rd section of this Contract shall have been opened throughout for public traffic require the Company to establish and maintain out of contributions from revenue and on terms to be agreed upon between the Secretary of State and the Company Reserve Funds for the purposes of insuring property whether appropriated to the projected railway or in the custody of the Company as common carriers or in any other capacity against damage by fire and of making good deteriorations of permanent-way and rolling stock.

63. Any notice determination decision direction requirement requisition appointment certificate or expression of opinion approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract or any of the powers or provisions herein contained shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under-Secretaries or by a Secretary of the Government of Bombay or by any other officer or servant authorized to act on behalf of the Secretary of State in respect of the matters to which the same shall relate and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this section.

64. The Company shall at all times during the continuance of this Contract keep an office established at some place in India to be determined from time to time by the Secretary of State and shall keep at the said office an authorized Agent or Committee of Agency with whom the Secretary of State and the Government of India or other officer or officers deputed in that behalf may communicate on affairs concerning this Contract and the duties and liabilities of the parties hereto under this Contract and all drafts drawn and receipts given by the said Agent or Committee of Agency or under his or their authority on behalf of the Company in relation to this Contract or any of the duties or liabilities of the Company under this Contract shall be binding on the Company and every notice to be given to the Company (save any notice with respect to the determination of this Contract as hereinafter provided) shall be sufficiently given if left at the said office or personally served on the said Agent or any member of the said Committee of Agency.

As to the Termination and Expiration of the Contract and Repayments to Company.

65. The Secretary of State may determine this Contract either on the 30th of June 1907 the 30th of June 1917 or the 30th of June 1927 on giving to the Company in London not less than twelve calendar months' previous notice in writing of such determination. The Secretary of State may also if default shall be made by the Company in duly paying the aforesaid sum of £3,000,000 or any instalment thereof pursuant to this Contract or in the construction and completion in conformity with this Contract of the projected railway or any part thereof and the stations and other works thereof or in the due equipment pursuant to this Contract of the projected railway or any part thereof with rolling stock machinery or plant or in case there shall be any breach on the part of the Company of any of the provisions of this Contract or in case at any time after the whole of the four lines of railway specified in the 3rd section of this Contract shall have been opened throughout for public traffic the projected railway or any part thereof shall in the opinion of the Secretary of State be in course of gross mismanagement by the Company or be worked at a loss and have been so worked for not less than three half-years continuously up to the time of the exercise by the Secretary of State of the powers now being conferred on him determine this Contract by giving to the Company in London six calendar months' previous notice in writing of such determination. The Company may determine this Contract on the 30th of June 1888 or on the 30th of June in any

subsequent year on giving to the Secretary of State not less than twelve calendar months' previous notice in writing. Upon the day on which this Contract shall expire by efflux of time or terminate under any notice given by the Secretary of State or by the Company under this section the Company shall deliver to the Secretary of State possession of all land of which he shall have allowed the Company possession under or for the purposes of this Contract (except only such lands as may previously have been already re-delivered to him or sold with his sanction) together with the stations station yards offices warehouses for employes conveniences rails machinery fixtures and plant then erected or being on the land to be delivered up under this section or anywise belonging to the projected railway or any part thereof and also deliver to the Secretary of State possession of any office in England of the Company and deliver to the Secretary of State all rolling stock moveable machinery and plant belonging or appropriated either as regards purposes of construction or working or otherwise to the projected railway or any part thereof or any of the works or adjuncts thereof and all stores in hand or in course of delivery on that day and all plans books surveys sections printings writings and documents whatsoever in anywise connected with or with the construction of projected railway or any part thereof or any of the works or adjuncts thereof and any electric telegraphs telegraphic appliances and other property belonging to the Secretary of State and then in the possession of the Company in reference to this Contract including all furniture and tenants' fixtures appropriated to the office in England of the Company. The Company will also on the day on which this Contract shall so expire or terminate as last above mentioned refund to the Secretary of State any money belonging to the Secretary of State which shall then be under the control or in the hands of the Company or any of its officials or agents and the Secretary of State shall be bound to indemnify the Company its property and effects against all such then existing debts and liabilities (if any) incurred by the Company with the sanction of the Secretary of State in relation to this Contract as would but for the expiration or termination of this Contract to be fulfilled or discharged by the Company at cost which would under this Contract have been properly charged to capital or revenue. The Company if required by the Secretary of State shall at any time after possession of any office in London of the Company shall have been under this section delivered to the Secretary of State execute at the cost of the Secretary of State to any person nominated in that behalf by him a proper assignment or assurance of the office last aforesaid.

66. The termination of this Contract under the section last hereinbefore contained whether the notice under which the same shall terminate shall have been given by the Secretary of State or by the Company shall be without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been broken previously to the termination of this Contract.

67. All land of which the Secretary of State shall allow the Company to have possession for any of the purposes of this Contract and everything to be constructed thereon and all rails plant machinery rolling stock stores fixtures and implements of every description acquired by the Company for the purpose of constructing maintaining equipping keeping up the equipment of or working the projected railway or any part thereof or any stations station-yards offices warehouses for employes or works upon any land of which the Secretary of State shall so allow the Company to have possession as aforesaid or for any other purposes of the projected railway are hereby declared to be respectively the property of the Secretary of State. The Company shall not be entitled to any remuneration from the Secretary of State in respect of its services under this Contract.

68. At the expiration of this Contract by efflux of time unless this Contract shall have previously been determined under the provisions herein contained or if this Contract shall be so previously determined then upon the day appointed for termination of this Contract by the notice which shall determine the same the Secretary of State shall at his option out of the revenues of India either pay to the Company in London an amount equal to the amount which shall then have been paid by the Company conformably with this Contract in respect of the said sum of £3,000,000 and also an amount equal to the aggregate of any such sum or sums of money (other than in respect of the said sum of £3,000,000 or any part or parts thereof) as shall have been paid by the Company into the Bank of England to the credit of the Secretary of State under the 26th and 28th sections of this Contract or under either of such sections or out of the Revenues aforesaid pay to the Company in India the equivalent in rupees at the market rate of the day for bills drawn on London payable on demand of the aggregate of the amounts which if the Secretary of State had exercised his option under this section of making payment in London would under this section have been payable by him to the Company in London.

Arbitration.

69. If any dispute question or controversy shall at any time arise between the Secretary of State and the Company touching this Contract or any clause or thing herein contained or the construction hereof or any matter connected with this Contract or the operation of the same or the rights duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall be referred to two Arbitrators or their Umpire pursuant to and so as with regard to the mode and consequences of the reference and in all other respects to conform to the provisions in that behalf contained in the Common Law Procedure Act 1854 or any subsisting statutory modification thereof and upon every such reference the Arbitrators and Umpire shall respectively have power to examine witnesses upon oath or affirmation and either to fix settle and determine the amount of costs of the reference and award respectively or incidental thereto to be paid by both parties or by either party or to direct the same to be taxed either as between solicitor and client or otherwise and to direct and award where and by and to whom such costs shall be paid and every or any such reference may be made a rule of Her Majesty's High Court of Justice or of the High Court of Judicature at Bombay on the application of the Secretary of State or of the Company and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

In witness whereof Lieutenant-General Richard Stachey Companion of the most Exalted Order of the Star of India and Andrew Cassels Esquire being two Members of the Council of India have hereunto set their hands and seals and the Southern Mahratta Railway Company Limited have hereunto caused their common seal to be affixed the day and year first above written.

APPENDIX F.

ASSAM LIGHT RAILWAYS AND TRADING COMPANY.

Concessions granted to above Company for the construction of a line of Railway from Dibrugarh to Sadya with branch to Makum.

This indenture made the twenty-sixth day of May one thousand eight hundred and eighty between the Secretary of State for India in Council for himself and his successors in Office and Assigns hereinafter called "the said Secretary of State" (in which term shall moreover be included all servants and officers of Government to whom any powers shall expressly or by virtue of their appointment be given to act in any matter or thing relating to this agreement) of the one part and David Thomas Shaw, Francis Finlayson, Evan Alexander Jack, John Horne, and Patrick Playfair, who carry on business in co-partnership at Calcutta as merchants and agents under the style or firm of Shaw Finlayson and Company (hereinafter called "the said firm") acting in the premises for and on behalf of a Company already incorporated or intended to be shortly incorporated to be called "The Assam Railway Company Limited" of the other part *Whereby* it is agreed as follows.—

1. The said Company (in which term shall be included when the context shall admit of such interpretation all servants and officers of the Company) shall construct and equip to the satisfaction of the said Secretary of State and in conformity with the specification hereto annexed and such schedules drawings plans and estimates as have been or may from time to time be submitted to and approved of by the Secretary of State (a) within twenty-four months from the first day of December one thousand eight hundred and eighty a railway extending from the terminus of the steamer lines on the banks of the Brahmaputra River near Dibrugarh along the Government road towards Sadiya to the fifty-first mile and (b) within thirty months from the said first day of December one thousand eight hundred and eighty a branch line of twenty-four miles from Doom-Dooma to opposite the petroleum godown on the Dehing River about three miles from Makum and (c) at such time or times as may be agreed upon such other branch line or lines as may be sanctioned from time to time by the said Secretary of State (and especially a branch line from Dibrugarh to Nagaghoor) and another branch from Pantollah to Hopewell on the Rungagora Road) and the word "railway" used in this agreement shall include all branches as well as the main line;

2. The said Company shall at all times keep up and provide all rolling stock necessary for the purposes of the said railway and shall maintain the said railway and also the portion of the roads on which the rails are laid and all rolling stock and other equipment thereof respectively in good order to the satisfaction of the said Secretary of State and shall carry on the work of common carriers thereupon at rates and fares to be from time to time approved by the said Secretary of State.

3. The said Company shall accept the position of common carriers and shall be subject to all Acts Regulations and Rules for the time being in force in India with regard to railways and shall if deemed necessary by the said Secretary of State become the subject of a special Act of the Legislative Council for India for the purpose of fixing the relations between the Secretary of State and the said Company and otherwise providing for its constitution liabilities and powers.

4. The said Company shall for the first six miles for the terminus near Dibrugarh reserve along the road which may be given over to them under Clause eleven hereof a strip of land not less than twelve feet wide for use as a common cart-road and running continuously along one side of the railway and shall also reserve upon the rest of the said road and every other road or part of a road which may be given over to them under Clause eleven hereof a strip of land not less than six feet wide for use as a bridle path for horses cattle and foot passengers and running continuously along one side of the railway. Provided always that in the event of the exigencies of the said Company making it necessary to use a greater breadth of the roads than will admit of a strip of twelve and six feet respectively being reserved as aforesaid the said Company shall before using the extra breadth required by them widen or reconstruct the road so as to give and ensure the preservation of the prescribed width.

5. The said Company shall carry goods parcels luggage passengers live stock minerals stores and all other articles for which conveyance may be required at rates and fares to be from time to time approved by the said Secretary of State and shall also carry to the mail troops and stores of Government at rates to be agreed upon from time to time but not exceeding those now paid for their conveyance in the district concerned and shall when required give precedence to the demands of the said Secretary of State whether for freight or passenger accommodation.

6. The said Company shall from time to time run such trains between such places and at such times periods and speed as may from time to time be sufficient to carry the mails goods and passengers and other traffic of the said railway and they shall run at least one train each way daily over the whole length of the railway.

7. If and whenever from any cause whatsoever the traffic of the railway shall be interrupted or its equipment be injured or out of order the said Company shall pending the resumption of traffic or restoration of equipment as the case may be carry by animal or other power all such passengers goods mails

and other things as they may be under engagement to carry. Provided always that if the interruption be caused by no act negligence or default on the part of the said Company the said Secretary of State shall notwithstanding the provisions of Clause fifteen allow a reasonable time for the restoration of the said railway or equipment or road for the carriage of such passengers goods mails and other things as aforesaid.

8. The said Company shall be entitled to fell and use without payment of royalty on such Government land as may be assigned for the purpose any timber required for the purpose of the railway either in the original construction or subsequent maintenance of the line and for the fuel but not for sale or export. Provided always that no timber felled under this clause shall be burnt where it falls but must be stacked and stored for fuel or must be utilised for the other requirements of the said Company. Provided also that nothing in the preceding proviso contained shall be held to prevent the said Company burning scrub and underwood (when it shall be necessary so to do for clearance purposes) in the manner usual in the district. Provided also that the right conferred upon the said Company in this clause shall be limited to a period of five years from the date on which the line is opened (under the Government subsidy) to traffic and shall be exercised strictly subject to the following conditions:—

1st.—That the localities where the timber is cut on Government land by the said Company shall be only those selected defined and assigned by the Forest Department.

2nd.—That no trees be cut by the said Company on Government land except such as are marked for the purpose by officers of the Forest Department.

3rd.—That all cut timber not removed on to the premises of the said Company before the expiry of the said period of five years shall become the property of Government.

9. The accounts of the said Company shall be submitted in such form as the said Secretary of State shall from time to time approve and shall be subject to audit by the Government account officers and all particulars of every nature or kind and specially all statistics of traffic required or asked for by the said Secretary of State shall be furnished by the said Company with all possible despatch.

10. The said Company shall pay all money received by the said Company for the carriage of goods passengers live stock minerals stores and all other articles and for mails troops and Government stores or otherwise from the use of the railway into the Government Treasury at Dibrugarh on or before the fifteenth day of each month for the month preceding and shall not withdraw any such moneys nor give or enter into any contracts or orders or directions bearing on the revenue receipts or expenditure or the working of the Railway without the consent either of the Government Directors hereinafter mentioned or should no Government Directors be appointed of the Chief or Superintending Engineer of Assam.

11. The said Secretary of State shall subject to the provisions of these presents allow to the said Company the use free of costs of such portions of the Sidiya Jaipur Rungagora and Sibsagar roads as may be required for the main line and also such portions of Government lands or roads as may be required for the construction of the aforesaid branch lines or of any other lines that may be approved by the said Secretary of State and also the use of all roadside land now the property of Government which may be required by the said Company for the purpose of building stations sidings, &c., it being expressly understood that it shall be entirely in the option of Government of what lands they shall allow the use under this Clause.

12. The said Secretary of State shall at all times hereafter at his own expense uphold and maintain the cart-road and bridle-paths to be reserved by the said Company under Clause four of these presents with all bridges embankments walls fences culverts and other works now or hereafter to be constructed for the protection upkeep and maintenance thereof. Provided always that the said Company shall have the option of contracting under a separate agreement for the maintenance of the same road and bridle-paths respectively.

13. When the main line has been completed with the equipments thereof to the satisfaction of the said Secretary of State and has been opened throughout its whole length for public traffic the said Secretary of State shall at the expiration of twelve months from the date of opening and at the expiration of each succeeding period of twelve months until the end of twenty years from the date of opening the said main line give to the said Company an annual subsidy to be reckoned from the time when the said main line shall be opened of such amount (but not exceeding in any one year the sum of rupees eighty thousand) as together with the net earnings of the said Company on the said main line shall yield five per cent. on the paid-up capital of the said Company independent or exclusive of the cost of the Makum branch. Provided always and it is hereby expressly agreed and declared that until the said main line shall have been completed and opened throughout its whole length for public traffic as aforesaid the said Secretary of State shall upon any section or part or sections or parts thereof being completed with the equipment thereof to his satisfaction and opened for public traffic give to the said Company in respect of each such section or part a portion of the aforesaid subsidy proportioned to the length of the section opened *et. gr.* upon one-fifth of the said line being opened one-fifth of the said subsidy shall be payable on the same terms as those upon which the whole subsidy is payable on the opening of the whole line and the amount of the subsidy payable for any section or part shall be payable until the completion and opening of the whole main line. Provided also that if the net earnings for any year shall themselves be sufficient to give the required dividend of five per cent. no part of the said subsidy shall be payable and in no case shall the amount of subsidy paid exceed rupees eighty thousand and provided also that such subsidy shall at all times be subject to deduction under Clause fifteen hereof.

14. When in addition to the main line the Makum branch shall have also been completed with its equipment to the satisfaction of the said Secretary of State and the main line and the said branch shall have been open throughout their respective length for public traffic the said Secretary of State shall at the expiration of twelve months from the date of the opening of the said Makum branch and at the expiration

of each succeeding period of twelve months until the end of twenty years from the date of such opening give to the said Company an annual subsidy of such amount (but not exceeding in any one year the sum of rupees twenty thousand) as together with the whole net earnings of the said Company on the Makum branch shall yield five per cent. on the cost of making the Makum branch. Provided always and it is hereby expressly agreed and declared that until the said branch shall have been completed and open throughout its whole length for public traffic as aforesaid the said Secretary of State shall upon any section or part or sections or parts thereof being completed with the equipment thereof to his satisfaction and open for public traffic give to the said Company in respect of each such section or part a portion of the aforesaid subsidy proportioned to the length of the section opened, *ex. gr.* upon one-fifth of the said branch being opened one-fifth of the said subsidy shall be payable on the same terms as those upon which the whole subsidy is payable on the opening of the whole branch and the amount of the subsidy payable for any section or part shall be payable until the completion and opening of the whole branch. Provided always that if such net earnings either alone or together with the surplus net earnings over five per cent. of the said main line and any other branches which may be constructed for any year shall be sufficient to give the required dividend of five per cent. under this clause no part of the said subsidy shall be payable and in no case shall the amount of subsidy paid under this clause exceed rupees twenty thousand. Provided also that such subsidy shall at all times be subject to deduction under Clause sixteen hereof.

15. If the Company do not complete the works and equip the Railway according to these presents within the period specified in Clause one or if they shall for the space of thirty days after notice in writing in that behalf by the said Secretary of State fail or neglect to maintain the said Railway roads rolling stock and other equipment in good order as provided in Clause two it shall be lawful for the said Secretary of State to enter upon the premises of the said Company and take possession thereof and of the rolling stock and other equipment as aforesaid and execute all such repairs and works which may be necessary for the efficient working of the said Railway.

16. If the said company shall fail to perform any of the terms of Clause two for any time extending over fourteen days in any one year the said Secretary of State shall be at liberty to deduct from the subsidy (if any) payable under Clause thirteen or fourteen as the case may be for that year a sum not exceeding rupees two hundred and ten if the provision of Clauses thirteen shall be in operation or rupees two hundred and sixty-two if the provisions of Clauses thirteen and fourteen together shall be in operation for each day that the said Company may be in default and in case the default shall extend over six months the said Secretary of State shall be freed and discharged from all liabilities or obligations imposed on him by this agreement and he shall be at liberty to call on the said Company forthwith to remove their rails sleepers and plant and all other their property and to deliver up to him the possession of the lands roads and other property made over to the said Company under this agreement and the said Company shall bear and pay all the expenses which may be incurred in restoring the said lands and all roads to their original condition for which expenses the said Secretary of State shall have a first lien on all the property of the said Company.

17. It shall be lawful for the said Secretary of State during the aforesaid period of twenty years from the opening of the main line to appoint two Directors who shall have the right to regulate rates fares and tolls to examine all accounts letters and papers connected with the administration and working of the railway and the revenue earnings and expenditure thereof and to disallow all charges not in their opinion legitimately debitable to revenue according to the system or principle that may at the time be in force on State Railways in regard to the distribution of expenditure between capital and revenue. In the event of the office of either Director or of both Directors being at any time vacant the Chief or Superintending Engineer of Assam shall exercise the powers of a Director or of both Directors as the case may be.

18. If after the expiration of five years from the date of opening the main line the net profits of the said Company shall amount to a sum exceeding twelve per cent. of their paid-up capital the said Secretary of State shall be at liberty to require the said Company to make and the said Company shall thereupon make such reduction in the tariff and rates as he may think necessary. Provided that such reduction shall not lead to a diminution of net profits below twelve per cent.

19. The said Secretary of State shall have the option of purchasing the Railway and its rolling stock and other equipments and property of the said Company at the expiration of the first five years from the date of opening the main line and at subsequent intervals of five years by paying the said Company twenty per cent. in excess of the value (to be determined in case of difference by arbitration) of their property as a dividend-paying investment. Provided always that twelve months' notice at the least of the intention to exercise this option of purchase shall be given to the said Company.

20. In case any dispute doubt or difference shall arise between the said Secretary of State and the said Company upon any thing herein contained or in anywise relating to this Agreement the same shall upon the request in writing of either party be referred to the arbitration of two indifferent persons one to be chosen by each party in difference within thirty days after such request shall have been received and in case either of the parties in difference shall neglect or refuse to nominate an arbitrator then the other party shall nominate another arbitrator and the two arbitrators so to be appointed shall before proceeding in the reference nominate another indifferent person to be umpire and the said arbitrators shall make their award in writing within three months after such reference shall be made or in case the arbitrators shall not agree to make their award within that time then the matters in difference shall be referred to the umpire who shall make his award in writing within two months next after the same shall have been so referred to him and such arbitrators and umpire shall have all the powers and authorities given by any law made in that behalf and the award of the two arbitrators or of the umpire (as the case may be) shall be final and conclusive between the parties and to that end it is agreed that any submission or reference to arbitration under or by virtue of this Clause may be made a rule of any court of competent jurisdiction pursuant to the Act for the time being in force in India relating to Civil Procedure.

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21. This agreement shall not take effect and no liability shall be incurred under it on the part of either of the parties hereto unless a Company shall be formed and registered within twelve calendar months from the date hereof and the said firm shall in no case incur any personal liability by reason of their being parties to this agreement. *In witness* whereof the said parties to these presents have hereunto set their respective hands and seals the day and year first above written.

This Indenture made the twenty-fifth day of July one thousand eight hundred and eighty one between the Secretary of State for India in Council for himself and his successors in Office and assigns hereinafter called the said Secretary of State of the one part and David Thomas Shaw, Francis Finlayson, Evan Alexander Jack, John Horne and Patrick Playfair who carry on business in Copartnership at Calcutta as Merchants and Agents under the style or firm of Shaw Finlayson and Company hereafter called "the said firm" acting in the premises for and on behalf of a Company intended to be shortly incorporated to be called "The Assam Railways Company Limited" of the other part *Whereby* it is agreed that a certain indenture of agreement dated the twenty-sixth day of May one thousand eight hundred and eighty and made between the said parties hereto shall be altered and modified as follows:—

1. The time for constructing the respective Railways authorized by the said indenture shall be extended as follows —(a) for the Railway along the Government road towards Sadiya until twenty-four months from the fifteenth of May one thousand eight hundred and eighty-one and (b) for the Branch Line from Doom-Dooma until thirty-six months from the fifteenth day of May one thousand eight hundred and eighty-one and in case the said Company shall be prevented by force majeure or by any cause not within their control from completing the said Railway and Branch Line within the said times then due allowance shall be made for such force majeure or other causes and the respective times for completion shall be proportionately extended. The construction of any Branch Line or lines other than that from Doom-Dooma aforesaid shall not be obligatory upon the said Company.

2. The said Secretary of State in determining whether the said Railway and Branch Line are constructed and equipped to his satisfaction shall pay due regard to the limited quantity and special character of the traffic that is to be expected in this as yet undeveloped and sparsely peopled district.

3. Clause 3 of the said Indenture dated twenty-sixth May one thousand eight hundred and eighty shall be altered and as altered shall stand as follows:—

The said Company shall accept the position of common carriers and shall be subject to all Acts regulations and rules for the time being in force in India with regard to Railways and shall if deemed necessary by the said Secretary of State become the subject of a special Act of the Legislative Council for India for the purpose of giving effect to the stipulations of this agreement between the said Secretary of State and the said Company and otherwise providing for its constitution liabilities and powers.

4. The said Company after opening for traffic the Railway or Branch Line or any section thereof respectively shall be entitled to have an open credit with the Government Treasury at Dibrugarh for such amount as the said Company may from time to time require for its working expenses not exceeding the amount of its actual payments into the said Treasury up to which limit the said Company are to be entitled at any time or times to draw money from the said Government Treasury.

5. The said Secretary of State shall from time to time when thereunto required exercise all such powers as Government may possess for a compulsory purchase (when necessary and provided the said Secretary of State shall concur in such necessity) of all such lands as the said Company may require for the purpose of its Railways Branch Lines Stations and Works.

6. In case the said Secretary of State shall at any time or times decide to authorise the construction of any other line or lines of Railway or Tramway in the District of Luckimpore the said Company shall have the preferential option of undertaking the contract with Government for the construction and working of any such Railways or Tramways as may affect directly or indirectly the traffic of the respective districts in which the Railways and Branch Lines of the said Company are or may be situate.

In witness whereof the said parties to these presents have hereunto set their respective hands and seals the day and year first above written.

General Specification referred to in the foregoing Agreement.

1. The railway is to be laid on a gauge of one metre.
2. Before commencing work, the Company to submit a working plan and section, with drawings and estimates of all works, for the approval of the Superintending Engineer, Assam.
3. The width of the railway formation is to be not less than 9 feet exclusive of the width for the road as specified in the agreement. The railway formation is to have side slopes of 1 in 2 in embankment and 1 in 1½ in small cuttings from the road. Side drains in cuttings are to be provided sufficient to keep the formation dry and their width to be extra of formation.
4. The formation surface of banks and cuttings must be carefully formed so that water cannot remain upon it.
5. *Bridging.*—The bridges of the existing road must be altered (where required) to the full width of formation. They must also be strengthened (where required) so as to bear without undue strain the greatest load that can possibly be brought upon them by the rolling stock used. On girder bridges the

sleepers are to be securely fixed to the girders and protected between the rails from fire. A sufficient bed of timbers is to be provided under the girders and a sufficient cushion of earth over all arches to prevent the masonry suffering from the vibration of the trains.

6. Level crossings to be provided for all existing roads crossing or meeting the railway and at such other places as the local authorities may require. They are to be provided with guard rails, and the surface of the crossing road is to be made up to the level of the rails, which should be kept as near as possible to the level of the Dibrugarh and Sadiya Road at the place.

7. Sleepers to be not less than 6 feet long 8 inches wide and 4 inches deep. There are to be 2,400 to the mile.

8. The rails, crossings and switches are to be of steel. The rails are to weigh not less than 30 lbs. per yard. They are to be fished with 2 fish-plates and 4 bolts to each joint and fastened to the joint sleepers with fang-bolts and to the other sleepers with dog-spikes, 4 to each sleeper.

9. Sidings are to be provided at such places as the Superintending Engineer, Assam, may require.

10. Rolling stock is to be provided sufficient in the opinion of the Superintending Engineer, Assam, for the efficient and regular conduct of the traffic without undue wear and tear to the stock. Drawings of the rolling stock to be submitted for approval by the Superintending Engineer of Assam.

11. All permanent-way materials, rolling stock and other material obtained in England to be subject to the approval of the Superintending Engineer, Assam, who may subject them to the tests, mechanical and chemical, specified for similar material provided by contract for State Railways, and reject such as fail to comply with these tests.

12. All materials obtained or manufactured in India and used in the line or its equipment to be subject to the approval of the Superintending Engineer, Assam, or his Deputy, and to be liable to be tested as he may see fit.

13. All work executed in India on the line or its equipments to be subject to the approval of the Superintending Engineer, Assam, or his Deputy, and executed to his satisfaction. Before being opened to public traffic, the line must be passed by an officer who will be nominated by the Government of India for the purpose.

- Claims.** **CLAUSE 9.**—That claims for goods or parcels be settled by the Railway in whose custody the loss or damage occurred, that when this cannot be ascertained with certainty, the claim be paid in mileage proportion, but in such cases the consent of both Railways shall be obtained before settlement is made.
- The week.** **CLAUSE 10.**—That the week shall in all cases end at 12 o'clock on Saturday night—, when the 30th June or 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.
- Returns.**
- Extension of agree-
ment to connected
line** **CLAUSE 11.**—That the principle of this agreement be extended by each Railway to any other Railway working in connection with it, the two Railways, parties to the agreement, being responsible to each other for all through traffic so forwarded.
- Construction of a-
greement. Settlement
by arbitration.** **CLAUSE 12.**—All questions which may arise in carrying out these arrangements upon which the Traffic Managers of the two Railways cannot agree, shall be referred to the Agents of the respective Railways, and in case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Company to call for an arbitration to be conducted in the ordinary way.
- Duration of agree-
ment.** **CLAUSE 13.**—This Agreement shall come into force on and from 1st February, 1881, and terminate on the expiration of two months' notice from either party desiring to withdraw from it.
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- Receiving Railway to supply wagons for back loading. **CLAUSE 10.—I.** The Railway on which through traffic originates shall provide wagons for such traffic. But when the through traffic offering is more than the wagon stock of the sending Railway can cope with, it may call on the receiving Railway to place a certain daily average capacity of wagon stock at its disposal at the junction for traffic to and *via* the receiving line; and in the event of failure to comply within one week, the sending line shall be entitled to charge two pies per ton-mile on all traffic to the extent of the wagon stock short supplied which it may send through in its own stock: provided that the receiving Railway shall not be required to supply more wagons than sufficient to maintain an equal interchange of stock based on the carrying capacity. Open wagons shall be accepted if supplied with proper sheets and ropes.
- II. The sending Railway shall pay mileage at the rate specified in clause 17 on all through traffic, with which such wagons are returned to the owning line.
- Trans-shipment at Junction. **CLAUSE 11.—I.** When the contents of any wagon aggregate less than 81 maunds of through traffic, such contents shall be trans-shipped at Gazeabad.
- II. The Traffic Managers of the two Companies shall be at liberty to make exceptions by mutual agreement as to the amount to be trans-shipped in cases of consignments, which from their bulk or weight fully occupy a wagon or require exceptional care, such as furniture, glassware, stationery, millinery, pictures, musical instruments, &c., &c.
- Division sheets. **CLAUSE 12.—I.** The Audit offices of the two Companies shall exchange weekly division sheets: each Company to have in division its local rates and fares except in the case of minimum charges common to both lines which shall be divided by mileage, and to account for all inwards through traffic within six weeks from the date the invoices pass Gazeabad Junction. A monthly settlement of accounts based on division sheets, bills and statements *as rendered* shall be made by transfer certificate on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Company.
- Responsibility regarding rolling stock. **CLAUSE 13.—I.** So soon as the rolling stock of either Company passes into the custody or possession of the other Company, such other Company shall be responsible for all and every contingency that may arise from the use of such stock while it remains in their possession. Except that, when the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle, or any other consequent damage, shall be effected at the expense of the owning Company.
- II. The cost of repairs arising from ordinary wear and tear shall be always borne by the owning Company, but cases of palpable damage (such as dropping heavy weights into wagons, and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects), and all cases of accidents or collisions shall be borne by the Company in whose custody or possession the stock may be at the time the damage occurs.
- Liability as regards cost of repairs to stock. **III.—**When stock is damaged in such a way as to admit of its running to the owning line for repairs, this course shall be adopted. If the damage is slight, but still of such a nature as to prevent the wagon from running (*e.g.*, a broken buffer) the repairs may be effected by the foreign Railway, and for such material as may be sent by the owning Railway for the necessary repairs no freight shall be charged for any line over which it may be carried, but when the damage is very serious the vehicle shall be loaded up for transport to the owning line.
- Sending home damaged stock. **IV.** Six additional days shall be allowed in case of damage to the stock of either Railway on the line of another Railway for the repairs of such stock, and no demurrage shall be charged for those six days. But if the damage is such as will require longer than six days to complete the repair, the stock shall be returned to the owning Railway. If not sent within the six additional days, whether repaired or not, demurrage shall be charged after the expiration of the six days unless specially exempted by the Traffic Manager of the owning Railway.
- Stock unable to run home. **V.** Notice shall be sent within two months to the owning Railway in all cases how and when the damage took place and the nature of it, and if not so sent, any time free of demurrage shall not be claimed.
- Free time allowed for damaged stock. **VI.** Unless the claim for the cost of repairs of damaged stock be sent to the Company which is responsible for the payment of such claim within three months of the time at which the repairs are completed, the claim shall be forfeited.
- Notice of damage to stock. **VII.** If the cost of repairs to, or replacement of, damaged stock be not paid within three months from the date of submission of claim, interest thereon shall be chargeable at the rate of 5 per cent. per annum from the date of submission of claim.
- Forfeiture of cost of repairs. **CLAUSE 14.—I.** No goods damageable by fire or water, or goods sheeted, shall be allowed to leave the line of the owning Company in open wagons, except under special arrangement and except as provided in clause 10.
- Interest chargeable on cost of repairs. **II.** But when open trucks laden with damageable goods are accepted, the receiving Company shall become liable for subsequent damage, provided the goods are handed over under a description implying that they are damageable by fire, water, or atmospheric causes.
- Damageable goods in open trucks.

APPENDIX H—continued.

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| Handing over stock at Junction. | <p>CLAUSE 15.—I. All stock shall be considered as handed over when entered in the number-taker's book at the Junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose.</p> | | | | | | | | | |
| Number-takers. | <p>II. The number-taker or takers to be joint servants of both Companies, and work under instructions approved by the Traffic Managers of both Companies.</p> | | | | | | | | | |
| Definition of coaching and merchandise stock. | <p>CLAUSE 16.—Passenger carriages, horse boxes, carriage trucks, mail vans, brake-vans, passenger road or luggage vans, shall be in all cases reckoned as coaching vehicles, whether they run upon passenger or goods trains. All other kinds of vehicles shall be reckoned as goods vehicles.</p> | | | | | | | | | |
| Mileage charges. | <p>CLAUSE 17.—I. A mileage charge of seven pies shall be made for coaching vehicles, both on the outwards journey and in returning, double horse boxes when containing more than three horses to be counted as two vehicles, but no mileage shall be charged on vehicles of the following descriptions when returning empty to the owning Company's line :—</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Horse boxes.</td> <td style="border-left: 1px solid black; padding-left: 5px;"></td> <td>Hospital carriages.</td> </tr> <tr> <td>Carriage trucks.</td> <td style="border-left: 1px solid black; padding-left: 5px;"></td> <td>Prison vans.</td> </tr> <tr> <td colspan="3" style="text-align: center;">Special carriages not used for ordinary traffic.</td> </tr> </table> <p>II. Mileage shall be paid to the sending Railway for goods vehicles of all descriptions at the rate of two-thirds ($\frac{2}{3}$ds) of a pie per ton, or fraction of a ton of goods conveyed in either direction in such vehicles, in respect of every mile a goods vehicle of one Railway may carry goods on the line of the other Railway or any Railway connected therewith.</p> <p>III. Mileage shall be paid on the weight entered in invoice for charges.</p> | Horse boxes. | | Hospital carriages. | Carriage trucks. | | Prison vans. | Special carriages not used for ordinary traffic. | | |
| Horse boxes. | | Hospital carriages. | | | | | | | | |
| Carriage trucks. | | Prison vans. | | | | | | | | |
| Special carriages not used for ordinary traffic. | | | | | | | | | | |
| Time allowed free of demurrage. Coaching vehicles. | <p>CLAUSE 18.—Mileage shall not be charged on merchandise vehicles when running empty.</p> <p>CLAUSE 19.—Coaching vehicles sent through from one Railway to the other or any line beyond shall be allowed one hour for every $12\frac{1}{2}$ miles or portion of $12\frac{1}{2}$ miles run in going and returning, and 24 hours extra at destination free of demurrage.</p> | | | | | | | | | |
| Time allowed free of demurrage. Goods vehicles. | <p>CLAUSE 20.—I. No demurrage shall be charged on the wagons from either Company sent through to the line of the other Company or any line beyond provided they are returned within the time arrived at by allowing one hour for every $6\frac{1}{2}$ miles or portion of $6\frac{1}{2}$ miles run in going and returning; mileage to be reckoned on the total distance run foreign in each direction separately. 24 hours shall be allowed at destination for unloading and 24 hours for reloading, and 12 hours shall be allowed at intermediate stations for each of these operations.</p> <p>II. But no allowance shall be made for detention at Junctions.</p> | | | | | | | | | |
| Demurrage charges. | <p>CLAUSE 21.—On vehicles detained beyond the time named in clauses 13, 19 and 20, demurrage shall be charged as follows :—</p> <p><i>Coaching vehicles</i>—At the rate of eight annas per hour.</p> <p><i>Merchandise vehicles</i>—At the rate of one anna per ton of carrying capacity per hour.</p> | | | | | | | | | |
| Loading vehicle short of owning lines. | <p>CLAUSE 22.—In case any merchandise vehicles are loaded on the homeward journey to any station short of or not beyond the junction with the owning Railway, the Audit offices of the respective Companies shall duly and correctly account for the same in their mileage returns to each other, and the mileage charges due under clause 17 shall be allowed to the owning Railway for the distance the vehicles are run loaded. When in such cases the distance run loaded is over two or more Railways, each line shall pay its proper share of the mileage charges.</p> | | | | | | | | | |
| Penalty for mis-sending. | <p>CLAUSE 23 —I. No return vehicle shall be run, whether loaded or empty, unless otherwise mutually arranged, on any other than the exact route to its own line by which it was received, under a penalty of rupees twenty-two per diem from the time it was mis-sent, until it returns to a station on the route by which it was received.</p> | | | | | | | | | |
| Calculation of penalty. | <p>II. In calculating penalty the date on which the vehicle is wrongly sent shall be included, and the date on which it returns to a station on the route by which it was received shall be omitted.</p> <p>III. Vehicles may be loaded on their return journey to any station on the owning line or beyond.</p> | | | | | | | | | |
| Diverting vehicles to branches. | <p>IV. But either Company may divert a vehicle of the other Company to any short branches of its own (to wit the Singharron, Burrakur or Kurhurballee branches on the East Indian Railway) for a load to the line of the owning line, but not beyond.</p> | | | | | | | | | |
| E. I. Ry. to divert P. N. S. Ry. vehicles. | <p>V. The East Indian Railway may divert wagons of the Punjab Northern State Railway to branches for a load of coal to the Punjab Northern State Railway.</p> <p>VI. Penalty is to be paid in every instance when a vehicle is mis-sent, even if it should reach the owning Railway within the time allowed under clauses 19 and 20.</p> | | | | | | | | | |

- Liability of line originating mis-sending. VII. For the wrong running of a vehicle on the Railway which mis-sends it, penalty shall be levied as provided in the first paragraph of this clause, but for the wrong running on a Railway other than the Railway which originates the mis-sending, the time on which to calculate the penalty recoverable from the Railway originating the mis-sending shall be determined in the case of merchandise vehicles at the rate of one hour for every $6\frac{1}{2}$ miles or portion of $6\frac{1}{2}$ miles wrongly run by the vehicle, together with 24 hours for unloading at destination, and in the case of coaching vehicles at the rate of one hour for every $12\frac{1}{2}$ miles or portion of $12\frac{1}{2}$ miles, and 24 hours extra, any detention in excess of this time to be charged against the detaining Railway at the demurrage rate provided in clause 21. The penalty of Rs. 22 shall be leviable for 24 hours, or part thereof.
- Trans-shipment to prevent wrong running. VIII. Penalty paying vehicles shall also be subject to the provisions of clauses 17 and 24.
- Owning line to receive mileage and penalty dues. IX. If a vehicle be loaded with goods for a station, the running to which would take the vehicle out of its exact route homewards, and the load be trans-shipped at some point before the vehicle runs out of its proper route, the vehicle then running home by the proper route, then no penalty shall be due on the vehicle, but only mileage for the distance it ran loaded.
- Inspection of accounts. X. The Auditors of the respective Companies shall specially advise each other whenever a vehicle has been mis-sent.
- Definition of through traffic. CLAUSE 24.—Whatever amount is paid for mileage and penalty for wrong sending by any Railway for the use of vehicles of other Railway, shall in all cases belong to, and be paid over to, the owning Railway.
- Goods claims. CLAUSE 25.—The accounts referring to any mileage or demurrage question in which any sending Railway is concerned shall be open to the inspection of such Railway.
- Statements as to through wagon loads. CLAUSE 26.—Through traffic is to be understood in all cases to mean coaching and merchandise traffic which may be booked or invoiced in accordance with the terms of this Agreement, through from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.
- Trans-shipped goods and parcels. CLAUSE 27.—I. Goods claims shall be settled by the Company in whose custody the loss or damage occurred; when this cannot be ascertained with certainty the claim shall be paid in mileage proportion but in such cases the consent of both Companies shall be obtained before settlement is made.
- The week Returns. II. Each Company shall accept the statements of the other Company with respect to the loads of wagons, unless the number-takers at the Junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint station, failing which the sending Company's statement shall be accepted.
- The day. CLAUSE 28.—All trans-shipped goods and parcels shall be checked by the receiving Company, and receipt duly given in the agreed form, the work being arranged for by the East Indian Railway Company, the Sind, Punjab and Delhi Railway Company paying half the cost.
- Dies non. CLAUSE 29.—Cancelled by subsequent agreement, see Appendix L, page liii
- Extension of Agreement to connected line. CLAUSE 30 —1. The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the first Saturday of that month.
- Agreement relating to Ghaziabad Junction Station. II. The day shall in all cases be reckoned as 24 hours, commencing at 12 o'clock at night, part of a day being reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas day, and Good Friday shall be treated as ordinary working days and no dies non shall be allowed.
- CLAUSE 31.—The principle of this Agreement shall be extended by each Company to any other Railway working in connection with it, the two Companies, parties to this Agreement, being responsible to each other for all through traffic so forwarded.
- CLAUSE 32.—The following clauses extracted from the Agreement between the East Indian Railway Company and the Sind, Punjab and Delhi Railway Company made 16th September, 1868, show the arrangements agreed to in respect of Gazeabad Junction:—
- "17. The East Indian Company shall and will construct and maintain the said buildings and conveniences at the Gazeabad station, in accordance with the plans or drawings hereinbefore mentioned, for the accommodation of the traffic of the Scinde Company, but such buildings and conveniences shall form part of the said station, and shall be under the absolute control of the East Indian Company.
- "18. The Scinde Company shall, for the use of such buildings and other accommodation so to be provided as aforesaid by the East Indian Company, pay to them interest at the rate of five per cent. per annum on the cost of such buildings and conveniences, which shall have been incurred with the sanction of the Government, and a further payment of

APPENDIX H—*concluded.*

five per cent. on such cost, to cover the expense of maintaining the said buildings and conveniences.

"19. When the said buildings and conveniences so provided as aforesaid shall cease to be required for the purpose of the traffic of the Scinde Company, the value thereof, certified as aforesaid, shall be paid to the East Indian Company by the Scinde Company."

Arbitration.

CLAUSE 33.—All questions which may arise in carrying out these arrangements upon which the Traffic Managers of the two Companies cannot agree, shall be referred to the Agents of the respective Companies, and in cases of any difference of opinion between the two Companies as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Company to call for an arbitration to be conducted in the ordinary way.

APPENDIX J.

WORKING AGREEMENT BETWEEN THE EAST INDIAN AND GREAT INDIAN PENINSULA RAILWAY COMPANIES.

*Extract from the Minutes of East Indian Railway Official Meeting No. 46, held at Calcutta on 18th
September, 1879, Resolution No. 1166.*

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| Duration of Agree- ment. | CLAUSE 1.—I. This Agreement shall come into force on and from the 1st September, 1879, in supersession of previous working Agreements, and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Company desiring to revise or cancel it, except as regards any clauses in respect of which a shorter term of notice is specially fixed. |
| Rates, fares, &c, relating to through traffic. | II. All rates, fares, classification, rules, conditions and general arrangements relating to through traffic between the East Indian and Great Indian Peninsula Railways, as in force on the 1st September, 1879, shall remain in force until cancelled or modified on one month's notice as provided in clause 4 of this Agreement. |
| Extent of through booking. | CLAUSE 2.—Coaching and merchandise traffic of all kinds shall be booked through between all stations of both Railways, at which those respective descriptions of traffic are booked from time to time. No coaching traffic, parcels only excepted, shall be booked to Calcutta. |
| Through rates and fares. | CLAUSE 3.—I. The through rates and fares shall be the sum of the through rates and fares of each Railway respectively, between Jubbulpore and the stations concerned. No terminal shall be charged upon through traffic at Jubbulpore by either Company. The through rates and fares shall be supplied by each Railway to the other from time to time. |
| Minimum charges. | II. In the case of through minimum charges, which are common to both Railways, the two lines shall be treated as one, and the minimum amount actually paid shall be divided upon mileage. |
| Local rules and conditions to apply to through traffic. | III. The rules and conditions in force upon each Railway in respect of local traffic shall apply to through traffic, but shall be subject to alteration on one month's notice as provided in clause 4. |
| One month's notice required of tariff al- terations relating to through traffic. | CLAUSE 4.—No alteration of rate, fare, classification, rules or conditions relating to through traffic shall be made by either Company without one month's previous notice to the other. |
| Responsibility for collection of charges. | CLAUSE 5.—I. Each Railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding Railway shall be responsible. <ol style="list-style-type: none">(1). Charges on live stock of every description.(2). Charges on all perishable articles booked either as goods or parcels.(3). Charges on Commissariat and Ordnance stores booked as prepaid.(4). All errors under Rs. 20 either way in freight paid by credit note or ledger account.(5). Undercharges in fares of passenger tickets, freight on passengers' luggage, and in charges for insurance.(6). Charges on all articles booked and carried with owner. II. The receiving Railway shall not reduce below the charge mentioned in the invoice or through way bill without consent of the forwarding Company, except in the case of overcharges, the evident result of errors in classification, or computation of freight. |
| Distances from Junction. | CLAUSE 6.—I. The distances between Jubbulpore and the stations of each Railway respectively, shall be supplied by each Railway to the other from time to time. |
| Rates to be fur- nished in lump sums. | II. But the actual amounts to be charged by each Company upon through traffic shall be furnished by the other Company, in the form of station to station rates in lump sums, in order to avoid any calculation of charges according to distance by stations. |
| Telegrams. | CLAUSE 7.—Telegrams on the joint business of the two Companies shall be inter- changed free. |

- Through mail service.** **CLAUSE 8.**—As far as can be arranged from time to time, a daily through mail service shall be maintained between Howrah and Bombay. The stock necessary for this purpose shall run through upon the usual mileage terms as defined in clause 20, but as far as possible the Traffic Managers of the two Railways shall arrange to adjust the mileage account so that the payments by each Company to the other may be equalized.
- Exchange of goods stock.** **CLAUSE 9.**—The interchange of goods stock between the two Railways shall extend to the whole of the lines of either Company and to branches that may be worked by them, as well as to all other Railways with which there is through Railway communication.
- Exchange of coaching stock.** **CLAUSE 10.**—The exchange of coaching stock to be subject in extent to mutual agreement between the respective Railways.
- Trans-shipment.** **CLAUSE 11.**—I. The contents of any wagon which do not aggregate 81 maunds of through traffic shall be trans-shipped at Jubbulpore.
II. The Traffic Managers shall be at liberty to make exceptions by mutual agreement as to the amount to be trans-shipped in case of consignments which from their bulk or weight fully occupy a wagon, or require exceptional care, such as furniture, glass-ware, stationery, millinery, pictures, musical instruments, &c., &c.
- Division sheets.** **CLAUSE 12.**—The Audit offices of the two Companies shall exchange weekly division sheets: each Company to have in division its own rates and fares as quoted for through traffic in accordance with clause 3, except in the case of minimum charges common to both lines which shall be divided by mileage, and to account for all inwards through traffic within six weeks from the date the invoices pass Jubbulpore Junction. A monthly settlement of accounts based on division sheets, bills and statements as rendered, shall be made by transfer certificate on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Company.
- Oiling and greasing vehicles.** **CLAUSE 13.**—I. Each Company shall make its own arrangements for oiling and greasing vehicles leaving Jubbulpore Junction.
II. Arrangements for oiling, &c., of engines, to be made by the Locomotive Superintendents of the two Companies.
- Responsibility regarding rolling stock.** **CLAUSE 14.**—I. So soon as the rolling stock of either Company passes into the custody or possession of the other Company, such other Company shall be responsible for all and every contingency that may arise from the use of such stock, while it remains in their possession. Except that when the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle, or any other consequent damage, shall be at the expense of the owning Company.
II. The cost of repairs arising from ordinary wear and tear shall be always borne by the owning Company; but cases of palpable damage (such as dropping heavy weights into wagons and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects), and all cases of accidents or collision, shall be borne by the Company in whose custody or possession the stock may be at the time the damage occurs.
III. When stock is damaged in such a way as to admit of its running to the owning line for repairs, this course shall be adopted. If the damage is slight, but still of such a nature as to prevent the wagon from running (*e. g.*, a broken buffer), the repairs may be effected by the foreign Railway, and for such material as may be sent by the owning Company for the necessary repairs no freight shall be charged for any line over which it may be carried; but when the damage is very serious, the vehicle shall be loaded up for transport to the owning line.
- Liability as regards cost of repairs to stock.** **IV.** Six additional days shall be allowed in case of damage to the stock of either Railway on the line of another Railway for the repairs of such stock, and no demurrage shall be charged for those six days. But if the damage is such as will require longer than six days to complete the repair, the stock shall be returned to the owning Railway. If not sent within the six additional days, whether repaired or not, demurrage shall be charged after the expiration of the six days unless specially exempted by the Traffic Manager of the owning Railway.
- Sending home damaged stock unable to run home.** **V.** Unless the claim for the cost of repairs of damaged stock be sent to the Company responsible for the payment of it, within three months of the time at which the repairs are completed, the claim shall be forfeited.
- Free time allowed for damaged stock.** **VI.** If the cost of repairs to, or replacement of, damaged stock be not paid within three months from the date of submission of claim, interest thereon shall be chargeable at the rate of 5 per cent. per annum, from the date of submission of claim.
- Forfeiture of cost of repairs.** **VII.** Notice shall be sent within two months by each Railway to the other in all cases how and when the damage took place and the nature of it, and if not so sent, any time free of demurrage shall not be claimed.
- Interest chargeable on cost of repairs.** **CLAUSE 15.**—I. No goods damageable by fire, or goods sheeted, shall be allowed to the owning Company in open wagons except under special arrangement, provided in clause 34.
- Notice of damage**
Damage in open wag.

II. But when open trucks laden with damageable goods are accepted, the receiving Company shall become liable for subsequent damage, provided the goods are handed over under a description implying that they are damageable by fire, water or atmospheric causes.

Limits of E. I. Ry. jurisdiction at Jubbulpore.

CLAUSE 16.—The East Indian Railway Company shall take charge of the Railway from the distant signal on the Bombay side of the Jubbulpore station, and for the purpose of these arrangements their liability shall commence at that point in accordance with the spirit of the Agreement made between the Boards of Directors referred to in clause 17.

Agreement relating to Jubbulpore Junction.

CLAUSE 17.—The staff of the joint station at Jubbulpore shall deal with all through and local traffic of both Railways in terms of the arrangement made by the Boards of Directors of the two Companies, and specified in the following paras I to VI, except that instead of each Company paying one-half of the entire cost of station staff as is provided in para. II, the cost of the joint station working, including all the station staff, shall be apportioned in proportion to the number of passengers and the weight of goods traffic, local and through, using the station. The division of expenses of maintenance and renewal of such parts of the station premises, sidings, &c., as are used in common by both Railways, shall be divided equally between the two Companies as provided in para. II.

I. The Great Indian Peninsula Railway Company to pay an annual rental calculated at the rate of seven and a half ($7\frac{1}{2}$) per cent. upon half the expenditure agreed upon between the Chief Engineers of the two Companies, as the necessary expenditure on the station for working the traffic of the two lines.

II. Each Company to pay one-half of the entire cost of the station staff, and of maintenance and renewal of such parts of station works as are used in common by both Companies.

III. Each Company to have equal rights in respect of the occupation of the station and of the use of the station staff.

IV. The Company which appoints the Station Master and staff, shall be responsible for accidents or injury to rolling stock or traffic within the station or any limits within which the said staff takes charge of the same arising from any default of that staff, and for any loss from undue delay or obstructions to traffic caused by any acts, whether of commission or omission, of the station staff.

V. The station staff to be appointed by the Agent of the East Indian Railway Company.

VI. The trains of the Great Indian Peninsula Railway to be under the orders of the station staff at a signal to be placed one mile on the Bombay side from the Junction.

Handing over stock at Junction.

CLAUSE 18.—I. All stock shall be considered as handed over when entered in the number-taker's book at the Junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose. No charge shall be made for demurrage on East Indian and Great Indian Peninsula Railway wagons at Jubbulpore unless they contain through loads, in which case the time free of demurrage as provided in clause 22 shall commence from the time of entry in the number-taker's books.

Number-takers.

II. The number-taker or takers shall be included in the joint staff, and work under instructions approved by the Traffic Managers of both Companies.

Definition of coaching and merchandise vehicles.

CLAUSE 19.—Passenger carriages, horse boxes, carriage trucks, brake-vans, passenger road or luggage vans, shall be in all cases reckoned as coaching vehicles, whether they run upon passenger or goods trains. All other kinds of vehicles shall be reckoned as goods vehicles.

Mileage charges.

CLAUSE 20.—I. A mileage charge of seven pies shall be fixed for coaching vehicles, both on the outwards journey and in returning, double horse boxes when containing more than three horses counting as two vehicles, but no mileage shall be charged on vehicles of the following description when returning empty to the owning Company's line.—

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| Horse boxes. | } | Hospital carriages. |
| Carriage trucks. | | Prison vans. |
| Special carriages not used for ordinary traffic. | | |

II. Mileage shall be paid to the sending Railway for goods vehicles of all descriptions at the rate of two-thirds ($\frac{2}{3}$) of a pie per ton, or fraction of a ton of goods conveyed in either direction in such vehicles, in respect of every mile a goods vehicle of one Railway may carry goods on the line of the other Railway or any Railway connected therewith.

III. Mileage shall be paid on the weight entered in invoice for charges.

IV. Mileage shall not be charged on merchandise vehicles when running empty.

Time allowed free of demurrage. Coaching vehicles.

CLAUSE 21.—Coaching vehicles sent through from one Railway to the other or any line beyond shall be allowed one hour for every $12\frac{1}{2}$ miles or portion of $12\frac{1}{2}$ miles run going and returning, and 24 hours extra at destination, free of demurrage.

Time allowed free of demurrage.

CLAUSE 22.—I. No demurrage shall be charged on the wagons from either Company sent through to the line of the other Company of any line beyond, provided they are

- Merchandise vehicles, returned within the time arrived at by allowing one hour for every $6\frac{1}{2}$ miles or portion of $6\frac{1}{2}$ miles run in going and returning; mileage to be reckoned on the total distance run foreign in each direction separately. 24 hours shall be allowed at destination for unloading and 24 hours for re-loading, and 12 hours shall be allowed at intermediate stations for each of these operations.
- II. But no allowance shall be made for detention at junctions.
- Demurrage charges. **CLAUSE 23.**—On vehicles detained beyond the time named in clauses 14, 21 and 22 demurrage shall be charged as follows:—
Coaching Vehicles—At the rate of eight annas per hour.
Merchandise Vehicles—At the rate of one anna per ton of carrying capacity per hour.
- Loading vehicles short of owning line. **CLAUSE 24.**—In case any merchandise vehicles are loaded on the homeward journey to any station short of or not beyond the Junction with the owning Railway, the Audit offices of the respective Companies shall duly and correctly account for the same in their mileage returns to each other, and the mileage charges due under clause 20 shall be allowed to the owning Railway for the distance the vehicles are run loaded.
- Penalty for mis-sending. **CLAUSE 25**—I. No return vehicle shall be run, whether loaded or empty, unless otherwise mutually arranged, on any other than the exact route to its own line by which it was received, under a penalty of rupees twenty-two per diem from the time it was mis-sent, until it returns to a station on the route by which it was received.
- Calculation of penalty. II. In calculating penalty the date on which the vehicle is wrongly sent shall be included, and the date on which it returns to station on the route by which it was received shall be omitted.
- III. Vehicles may be loaded on their return journey to any station on the owning line or beyond.
- IV. Penalty shall be paid in every instance when a vehicle is mis-sent even if it should reach the owning line within the time allowed under clauses 21 and 22.
- Liability of line originating mis-sending. V. For the wrong running of a vehicle on the Railway which mis-sends it, penalty shall be levied as provided in the first paragraph of this clause, but for the wrong running on a Railway other than the Railway which originates the mis-sending, the time on which to calculate the penalty recoverable from the Railway originating the mis-sending shall be determined in the case of merchandise vehicles at the rate of one hour for every $6\frac{1}{2}$ miles or portion of $6\frac{1}{2}$ miles wrongly run by the vehicle, together with 24 hours at destination for unloading, and in the case of coaching vehicles at the rate of one hour for every $12\frac{1}{2}$ miles or portion of $12\frac{1}{2}$ miles, and 24 hours extra, any detention in excess of this time to be charged against the detaining Railway at the demurrage rate provided in clause 23. The penalty of Rs. 22 shall be leviable for 24 hours or part thereof.
- VI. Penalty paying vehicles shall also be subject to the provisions of clauses 20 and 26.
- Trans-shipment to prevent wrong running. VII. If a vehicle be loaded with goods for a station the running to which would take the vehicle out of its exact route homeward, and the load be trans-shipped at some point before the vehicle runs out of its proper route, the vehicle then running home by the proper route, then no penalty shall be due on the vehicle, but only mileage for the distance it ran loaded.
- VIII. The Auditors of the respective Companies shall specially advise each other whenever a vehicle has been mis-sent.
- Owning line to receive mileage and penalty dues. **CLAUSE 26.**—Whatever amount is paid for mileage and penalty for wrong sending by any Railway for the use of vehicles of other Railways, shall in all cases belong to and be paid over to the owning Railway.
- Inspection of accounts. **CLAUSE 27.**—The accounts referring to any mileage or demurrage question in which any sending Railway is concerned shall be open to the inspection of such Railway.
- Definition of through traffic. **CLAUSE 28.**—I. Through traffic shall be understood in all cases to mean coaching and merchandise traffic which may be booked or invoiced in accordance with the terms of this Agreement through from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.
- II. Traffic booked or invoiced by either of the two Railways to or from Jubbulpore, is not to be considered as through traffic, although dealt with by the joint staff.
- Jubbulpore station books. **CLAUSE 29.**—The Jubbulpore station books shall be kept by the joint staff, but all such books and all through goods shall be at all times open to inspection by an authorized officer of either Company.
- Goods claims. **CLAUSE 30**—I. Goods claims shall be settled by the Company in whose custody the loss or damage occurred, and when this cannot be ascertained with certainty, the claim shall be paid in mileage proportion, but in such cases the consent of both Companies shall be obtained before settlement is made.

- Statements as to through wagon loads. II. Each Company shall accept the statements of the other Company with respect to the loads of wagons, unless the number-takers at the Junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint staff, failing which the sending Company's statement shall be accepted.
- Trans-shipments at Jubbulpore. CLAUSE 31.—All trans-shipments at Jubbulpore shall be performed by the joint staff, or under arrangements to be made by the two Traffic Managers, the cost to be divided in the same way as other joint station expenses.
- The week. CLAUSE 32.—I. The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the first Saturday of that month.
- Returns. II. The day shall in all cases be reckoned as 24 hours commencing at 12 o'clock at night, part of a day being reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas day and Good Friday shall be treated as ordinary working days, and no *dies non* shall be allowed.
- The day. CLAUSE 33.—The receiving Railway may call upon the forwarding Railway to accept empty wagons for back loading with a view to equalize the ton-mileage.
- Dies non*. CLAUSE 34.—I. The Railway on which through traffic originates shall provide wagons for such traffic. But when the through traffic offering is more than the wagon stock of the sending Railway can cope with, it may call on the receiving Railway to place a certain daily average capacity of wagon stock at its disposal at the Junction for traffic to, and *via* the receiving line; and in the event of failure to comply within one week, the sending line shall be entitled to charge two pies per ton-mile on all traffic to the extent of the wagon stock short supplied, which it may send through in its own stock; provided that the receiving Railway shall not be required to supply more wagons than sufficient to maintain an equal interchange of stock based on the carrying capacity. Open wagons shall be accepted if supplied with proper sheets and ropes.
- Forwarding Railway to accept wagons for back loading. II. The sending Railway shall pay mileage at the rate specified in clause 20 on all through traffic with which such wagons are returned to the owning line.
- Receiving Railway to supply wagons for back loading. CLAUSE 35.—The principle of this Agreement shall be extended by each Company to any other Company working in connection with it, the two Companies, parties to the Agreement, being responsible to each other for all through traffic so forwarded.
- Extension of Agreement to connected lines. CLAUSE 36.—All questions which may arise in carrying out these arrangements upon which the Traffic Managers of the two Companies cannot agree, shall be referred to the Agents of the respective Companies, and in case of any difference of opinion between the two Companies as to the construction of any part of this Agreement or as to its application to any particular case, it shall be open to either Company to call for an arbitration to be conducted in the ordinary way.
- Construction of Agreement. Settlement by arbitration.
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APPENDIX K.

WORKING AGREEMENT BETWEEN THE EAST INDIAN AND OUDH AND ROHILKHAND RAILWAYS.

Extract from Minutes of East Indian Railway Official Meeting No. 46 held at Calcutta on the 18th September, 1879; Resolution No. 1166.

- Duration of Agreement. This Agreement shall come into force, on and from the 1st September, 1879, and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Company desiring to revise or cancel it, except as regards any clause in respect of which a shorter term of notice is specially fixed.
- Extent of through booking. **CLAUSE 1.—I.** All descriptions of coaching and merchandise traffic shall be booked unrestrictedly between stations on each line, save and except such small stations as may from time to time be specially exempted by either Company.
- II. No passengers, horses, dogs, or carriages shall be booked through *via* the Benares route.
- III. No coaching traffic, parcels only excepted, shall be booked to Calcutta.
- Charges and regulations affecting through traffic. **CLAUSE 2.—I.** The through rates, fares and charges shall be the sum of the local rates, fares and charges of the two Companies as published from time to time in the printed tariff of each Company.
- II. The rules and conditions in force in respect of local traffic on either Railway shall apply to through traffic.
- III. No exception to this clause, and no alteration in the published rates, fares, charges, rules and conditions affecting through traffic shall be made unless one month's notice shall have previously been given to the Traffic Management of the other Railway by the Traffic Management of the Railway intending to make any such exception or alteration.
- One month's notice required of tariff alterations affecting through traffic.
- Minimum charges. **IV.** In all cases of minimum charges on through consignments, the East Indian Railway and Oudh and Rohilkhand Railway shall be taken as one line.
- Responsibility regarding collection of charges. **CLAUSE 3.—I.** Each Railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding Railway shall be responsible :—
- (1). Charges on live stock of every description.
 - (2). Charges on all perishable articles booked either as goods or parcels.
 - (3). Charges on all articles booked and carried with owner.
 - (4). Charges on Commissariat and Ordnance stores booked as prepaid.
 - (5). For errors under Rs. 20 either way in freight paid by credit note or a ledger account.
 - (6). Undercharges in fares of passenger tickets, freight on passengers' luggage and in charges for insurance.
- II. The receiving Railway shall not reduce below the charge mentioned in the invoice or through way bill without the consent of the forwarding Railway, except in the case of overcharges, the evident result of error in classification or computation of freight.
- Telegrams. **CLAUSE 4.—**Telegrams on the joint business of the two Companies shall be interchanged free.
- Distances for calculating freight charges. **CLAUSE 5.—I.** The distance between East Indian Railway stations and Oudh and Rohilkhand Railway stations for computing charges shall be those given in the published tariff of the respective Companies.
- II. But the rates and fares to be charged by either Company shall be furnished in lump sums, in the form of station to station rates and not at mileage rates for subsequent computation by stations.
- Rates and fares to be furnished in lump sums.
- Working of Allyghur Junction. **CLAUSE 6.—**The Allyghur Junction station shall be worked by the East Indian Railway Company, who shall appoint a joint staff to deal with all through and local traffic of both Companies, coaching and merchandise, and the cost of the joint station working including staff shall be apportioned in proportion to the number of passengers and the weight of goods using the station in local and through traffic between the two lines.
- Working of Cawnpore Junction. **CLAUSE 7.—I.** The Cawnpore Junction shall be worked by a joint staff to be appointed by the East Indian Railway: the cost of that staff and of stores supplied for their use, and also the cost of shunting to be apportioned between the through and local traffic

in proportion to the weight of goods and number of passengers: the East Indian Railway to bear the whole of the amount apportioned to local traffic, the amount apportioned to through traffic to be divided equally between the two Companies.

Payment in respect of Junction accommodation.

II. That in respect of accommodation, &c., at Cawnpore and Allyghur Junctions, the Oudh and Rohilkhand Railway shall pay to the East Indian Railway such rent as may be agreed upon from time to time between the two Companies.

Limit of jurisdiction at Junctions.

CLAUSE 8.—The East Indian Railway shall take charge of the Allyghur Junction station from and including the Oudh and Rohilkhand Railway auxiliary signal, and all shunting and train working done within the limits of the East Indian Railway yard shall be done by East Indian Railway Locomotives, payment for such work being arranged under clause 35 of this Agreement. But this is not to prevent the Oudh and Rohilkhand Railway Company's engines from working on the Oudh and Rohilkhand lines proper within the Allyghur station.

II. As regards the Junction at Cawnpore, the Oudh and Rohilkhand Railway shall bring their trains by their own engines into the East Indian Railway yard, so as to allow the East Indian Railway engines to attach to the rear of such trains and to take them to the East Indian Railway station.

Left luggage and demurrage receipts at Junctions.

CLAUSE 9. Receipts from left luggage and demurrage on local goods at Cawnpore and Allyghur Junctions shall be credited to the East Indian Railway, which Railway is responsible for the safe custody of luggage and local goods.

No pontage to be charged for Cawnpore Bridge.

CLAUSE 10.—No pontage shall be charged by the Oudh and Rohilkhand Railway for the Cawnpore Bridge unless one month's previous notice shall have been given by the Agent of the Oudh and Rohilkhand Railway to the Agent of the East Indian Railway.

Division sheets.

CLAUSE 11.—The Audit officers of the two Companies shall exchange weekly division sheets: each Company to have in division its local rates and fares except in the case of minimum charges common to both lines which shall be divided in mileage proportion, and to account for all inwards through traffic within six weeks from the date the invoices pass the Junction. A monthly settlement of accounts based on division sheets, bills and statements as rendered, shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Company.

Extent of interchange of stock.

CLAUSE 12.—The interchange of goods stock between the two Companies shall extend to the whole of the lines of either Company, to branches that may be worked by them respectively, as well as to other Railways working in connection with the East Indian Railway and the Oudh and Rohilkhand Railway, but coaching stock shall be exchanged only under arrangements to be made between the two Traffic Managers, or their representatives on the spot, as may be necessary for public convenience, except in the case of loaded horse boxes or luggage vans and carriage trucks which may be run through to destination on either line, or lines beyond, without restriction as in the case of goods vehicles.

Trans-shipment at Junctions.

CLAUSE 13.—I. The contents of any wagon which do not aggregate (81) eighty-one maunds of through traffic shall be trans-shipped at the Junction.

II. The Traffic Managements of the two Companies shall be at liberty to make exceptions by mutual agreement as to the amount to be trans-shipped in cases of consignments which from their bulk or weight fully occupy a wagon or require exceptional care, such as furniture, glassware, stationery, millinery, pictures, musical instruments, &c., &c.

Oiling or greasing vehicles.

CLAUSE 14.—All vehicles shall be oiled or greased when necessary at the Junctions by the Company towards whose line such vehicles are about to travel.

Responsibility regarding rolling stock

CLAUSE 15.—I. So soon as the rolling stock of either Company passes into the custody or the possession of the other Company, such other Company shall be responsible for all and every contingency that may arise from the use of such stock while it remains in their possession. Except that, when the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect but not of any other vehicle or any other consequent damage shall be at the expense of the owning Company.

Liability as regards cost of repairs to stock.

II. The cost of repairs arising from ordinary wear and tear shall be always borne by the owning Company, but in cases of palpable damage (such as by dropping heavy weights into wagons, and so damaging the bottoms, neglect of greasing or oiling and other similar neglects), and in all cases of accident or collision, the cost of repairs shall be borne by the Company in whose custody or possession the stock may be at the time the damage occurs.

Sending home damaged stock. Stock unable to run home.

III. When stock is damaged in such a way as to admit of its running to the owning line for repairs, this course shall be adopted. If the damage is slight, but still of such a nature as to prevent the wagon from running (e.g., a broken buffer), the repair may be effected by the foreign Railway, and for such material as may be sent by the owning Company for the necessary repairs no freight shall be charged for any line over which it may be carried, but when the damage is very serious, the vehicle shall be loaded up for transport to the owning line.

APPENDIX K—continued.

- Free time allowed for damaged stock. IV. Six additional days shall be allowed in case of damage to the stock of either Railway on the line of another Railway for the repairs of such stock, and no demurrage shall be charged for those six days. But if in the opinion of the Carriage Superintendent, the damage is such as will require longer than six days to complete the repair, the stock shall be returned to the owning Railway. If not sent within the six additional days, whether repaired or not, demurrage shall be charged after the expiration of the six days unless specially exempted by the Traffic Manager of the owning Railway.
- Notice of damage to stock. V. Notice shall be sent within two months to the owning Railway, through the respective Traffic Managements in all cases, how and when the damage took place and the nature of it, and if not so sent, any time free of demurrage shall not be claimed.
- Forfeiture of cost of repairs. VI. Unless the claim for the cost of repairs of damaged stock be sent to the Company which is responsible for the payment of it within three months of the time at which the repairs are completed, the claim shall be forfeited.
- Interest chargeable on cost of repairs. VII. If the cost of repairs to, or replacement of, damaged stock be not paid within three months from the date of submission of claim, interest thereon shall be chargeable at the rate of 5 per cent. per annum from the date of submission of claim.
- Damageable goods in open trucks. CLAUSE 16.—I. No goods damageable by fire or water, or goods sheeted, shall be allowed to leave the owning line in open wagons, except under special arrangement and except as provided in clause 20.
II. But when open trucks laden with damageable goods are accepted, the receiving Company shall become liable for subsequent damage, provided the goods are handed over under a description implying that they are damageable by fire, water, or atmospheric causes.
- Number-taker. CLAUSE 17.—A number-taker shall note the arrival and departure of every train passing the Junction, and enter in writing in his books the number and description of every vehicle arriving at and leaving the station, giving trains and dates, and distinguishing, in goods traffic, empty from loaded and covered from open vehicles, and furnishing the necessary returns for both Companies, such number-taker or takers to be joint servants of both Companies, and to work under instructions approved by the Traffic Managers of both Companies.
- Forwarding Railway to accept wagons for back loading. CLAUSE 18.—The receiving Railway may call upon the forwarding Railway to accept empty wagons for back loading, provided that return loads are available, with a view to equalize the ton-mileage.
- Handing over stock at Junction. CLAUSE 19.—All stock shall be considered as handed over when entered in the number-taker's book at the Junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose.
- Receiving Railway to supply wagons for back loading. CLAUSE 20 —I. The Railway on which through traffic originates shall provide wagons for such traffic. But when the through traffic offering is more than the wagon stock of the sending Railway can cope with, it may call on the receiving Railway to place a certain daily average capacity of wagon stock at its disposal at the Junction for traffic to and *via* the receiving line, and in the event of failure to comply within one week, the sending line shall be entitled to charge two pias per ton-mile on all traffic to the extent of the wagon stock short supplied which it may send through in its own stock; provided that the receiving Railway shall not be required to supply more wagons than sufficient to maintain an equal interchange of stock based on the carrying capacity. Open wagons to be accepted if supplied with proper sheets and ropes.
II. The sending Railway shall pay mileage at the rate specified in clause 22 on all through traffic with which such wagons are returned to the owning line.
- Definition of coaching and merchandise vehicles. CLAUSE 21.—Passenger carriages, horse boxes, carriage trucks, brake-vans and passenger, road or luggage vans, shall be, in all cases, reckoned as coaching vehicles, irrespective of load or whether they run upon passenger or goods trains. All other kinds of vehicles shall be reckoned as goods vehicles.
- Mileage charges. CLAUSE 22.—I. A mileage charge of seven pias shall be fixed for coaching vehicles both on the outwards journey and in returning, double horse boxes when containing more than three horses to be counted as two vehicles, but no mileage shall be charged on vehicles of the following description when returning empty to the owning Company's line:—
Horse boxes. | Hospital carriages.
Carriage trucks. | Prison vans.
Special carriages not used for ordinary traffic.
II. Mileage shall be paid to the sending Railway for goods vehicles of all descriptions at the rate of ($\frac{2}{3}$ rds) two-thirds of a pie per ton or fraction of a ton of goods conveyed in either direction in such vehicles, in respect of every mile a goods vehicle of one Railway may carry goods on the line of the other Railway, or any Railway connected therewith.
III. Mileage shall be paid on the weight entered in invoice for charges.
CLAUSE 23.—Mileage shall not be charged on merchandise vehicles when running empty.

- Time allowed free of demurrage. Coaching vehicles. **CLAUSE 24.**—Coaching vehicles sent through from one Railway to the other or any line beyond to be allowed one hour for every (12½) twelve-and-a-half miles or portion of 12½ miles run in going and returning, and (24) twenty-four hours extra at destination, free of demurrage.
- Time allowed free of demurrage. Merchandise vehicles. **CLAUSE 25.**—I. No demurrage shall be charged on the wagons from either Company sent through to the line of the other Company or any line beyond, provided they are returned within the time arrived at by allowing one hour for every (6½) six and a half miles or portion of (6½) six-and-a-half miles run in going and returning, mileage to be reckoned on the total distance run foreign in each direction separately. (24) twenty-four hours shall be allowed at destination for unloading, and (24) twenty-four hours for re-loading, and (12) twelve hours shall be allowed at intermediate stations for each of these operations.
II. But no allowance shall be made for detention at Junctions.
- Demurrage charges. **CLAUSE 26.**—On vehicles detained beyond the time named in clauses 15, 24 and 25, demurrage shall be charged as follows:—
Coaching Vehicles—At the rate of (8) eight annas per hour.
Merchandise Vehicles—At the rate of (1) one anna per ton of carrying capacity per hour.
- Loading vehicles short of owning line. **CLAUSE 27.**—In case any merchandise vehicles are loaded on the homeward journey to any station short of or not beyond the Junction with the owning Railway, the Audit offices of the respective Companies shall duly and correctly account for the same in their mileage returns to each other, and the mileage charges due under clause 22 shall be allowed to the owning Railway for the distance the vehicles are run loaded. When in such cases the distance run loaded is over two or more Railways, each line shall pay its proper share of the mileage charges.
- Route for return vehicles. Penalty for mis-sending. **CLAUSE 28.**—I. All vehicles loaded and empty, shall be returned to the Junction from which they were received, and no return vehicle shall be run, whether loaded or empty unless otherwise mutually arranged, on any other than the exact route to its own line by which it was received, under a penalty of (22) twenty-two rupees per diem from the time it was mis-sent until it returns to a station on the route by which it was received.
II. In calculating penalty, the date on which the vehicle is wrongly sent shall be included, and the date on which it returns to a station on the route by which it was received shall be omitted.
III. Vehicles may be loaded on their return journey to any station on the owning line, and on lines beyond working in conjunction therewith subject to the conditions of this Agreement.
- Diverting vehicles to branches. **IV.** Either Company may divert a vehicle belonging to the other Company to any short branches of its own (viz., the Singharron, Burrakur, or Kurhurballee branches on the East Indian Railway or the Byramghat branch on the Oudh and Rohilkhand Railway) for a load for the owning line. This paragraph to be subject to alteration on one month's notice.
V. Penalty is to be paid in every instance when a vehicle is mis-sent, even if it should reach the owning railway within the time allowed under clauses 24 and 25.
- Liability of line originating mis-sending. **VI.** For the wrong running of a vehicle on the Railway which mis-sends it, penalty shall be levied as provided in the first paragraph of this clause, but for the wrong running on a Railway other than the Railway which originates the mis-sending, the time on which to calculate the penalty recoverable from the Railway originating the mis-sending shall be determined in the case of merchandise vehicles at the rate of one hour for every 6½ miles or portion of 6½ miles wrongly run by the vehicle, together with 24 hours for unloading at destination, and in the case of coaching vehicles at the rate of one hour for every 12½ miles or portion of 12½ miles and 24 hours extra, any detention of vehicles in excess of this time to be charged against the detaining Railway at the demurrage rate provided in clause 26. The penalty of Rs. 22 shall be leviable for 24 hours or part thereof.
- Trans-shipment to prevent wrong running. **VII.** Penalty paying vehicles shall also be subject to the provisions of clauses 22 and 29.
VIII. If a vehicle be loaded with goods for a station, the running to which would take the vehicle out of its exact route homewards, and the load be trans-shipped at some point before the vehicle runs out of its proper route, the vehicle then running home by the proper route, then no penalty shall be due on the vehicle, but only mileage for the distance it ran loaded.
IX. The Auditors of the respective Companies shall specially advise each other whenever a vehicle has been mis-sent.
- Owning line to receive mileage and penalty dues. **CLAUSE 29.**—Whatever amount is paid for mileage, and penalty for wrong sending by any Railway for the use of vehicles of other Railways, shall in all cases belong to and be paid over to the owning Railway.
- Inspection of accounts. **CLAUSE 30.**—The accounts referring to any mileage or demurrage question in which any sending Railway is concerned shall be open to the inspection of such Railway.

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| Definition of through traffic. | CLAUSE 31.—Through traffic is to be understood in all cases to mean traffic which may be booked or invoiced through in accordance with the terms of this Agreement, from any station on one of the two contracting lines, to any station on the other, or to or from any station of any other Railway working in connection with the East Indian and Oudh and Rohilkhand Railways. |
| Goods claims. | CLAUSE 32.—Goods claims shall be settled by the Company in whose custody the loss or damage may have occurred, and when this cannot be ascertained with certainty, the claim shall be paid in mileage proportion, but in such cases the consent of both Companies shall be obtained before settlement is made. |
| Statement as to through wagon loads. | CLAUSE 33.—Each Company shall accept the statement of the other Company with respect to the loads of wagons, unless the number-taker at the Junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint staff, failing which, the sending Company's statement is to be accepted. |
| Handling of O. & R. Ry. local traffic at Allyghur. | CLAUSE 34.—Local goods traffic of the Oudh and Rohilkhand Railway received at or despatched from the Allyghur Junction shall be handled by the East Indian Railway contractors at the current rates, the charge to be paid in the first instance by the East Indian Railway, and debited in account to the Oudh and Rohilkhand Railway. |
| Payment for Junction station accommodation. | CLAUSE 35.—The terms of payment for Junction station accommodation, shunting, use of lines, tank, well, &c., shall be from time to time arranged between the Agencies of the two Companies. |
| The week. Returns. | CLAUSE 36.—The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the days from date of last return to the last day of the half-year ending on the 30th June or 31st December as the case may be, and the other for the commencing days of the next half-year up to and including the first Saturday. |
| The day. | CLAUSE 37.—The day shall in all cases be reckoned as (24) twenty-four hours, commencing at 12 o'clock at night, part of a day to be reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas day and Good Friday shall be treated as ordinary working days, and no <i>dies non</i> shall be allowed. |
| <i>Dies non</i> . | |
| Extension of Agreement to connected lines. | CLAUSE 38.—The principle of this Agreement shall be extended by each Company to any other Railways working in connection with it, the two Companies, parties to this Agreement being responsible to each other for all through traffic so forwarded. |
| Construction of Agreement settlement by arbitration. | CLAUSE 39.—All questions which may arise in carrying out these arrangements, upon which the Traffic Managers of the two Companies cannot agree, shall be referred to the Agents of the respective Companies, and in case of any difference of opinion between the two Companies as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Company to call for an arbitration, to be conducted in the ordinary way. |

APPENDIX L.

REVISED ARRANGEMENTS IN LIEU OF CLAUSE 29 OF THE WORKING AGREEMENT DATED SEPTEMBER 1st, 1879, BETWEEN THE SIND, PUNJAB AND DELHI AND THE EAST INDIAN RAILWAYS. (SEE ALSO APPENDIX H.)

(a).—LINE FROM GHAZEEABAD JUNCTION INTO DELHI STATION.

1. From and after the 1st April, 1881, the Sind, Punjab and Delhi Railway shall run and haul their own trains over the East Indian Railway line between Ghazeeabad and Delhi, and have the joint use of the Delhi-Shahdera Station and Sidings upon the following conditions :—

2. The Sind, Punjab and Delhi Railway passenger and mixed trains shall be worked into and from the present East Indian Railway passenger station.

3. The Sind, Punjab and Delhi Railway goods trains shall be worked into the Sind, Punjab and Delhi Railway Company's own yard and station.

4. All merchandise traffic between Delhi and stations on the Sind, Punjab and Delhi Railway, shall be booked by the Sind, Punjab and Delhi Railway Company, and carried by its own trains.

5. All coaching traffic to Sind, Punjab and Delhi Railway stations originating at Delhi or Delhi-Shahdera stations, shall be booked by the East Indian Railway Company, and carried in Sind, Punjab and Delhi Railway Company's trains, and all coaching traffic booked in Sind, Punjab and Delhi Railway trains and terminating at Delhi and Delhi-Shahdera stations, shall be received and dealt with by the East Indian Railway Company.

6. All through goods traffic from Sind, Punjab and Delhi Railway stations to the Rajputana-Malwa State Railway and *vice versa*, shall be made over at Ghazeeabad and hauled on East Indian Railway trains between Ghazeeabad and Delhi Junctions, subject to the usual arrangements for through booking. All outwards Rajputana-Malwa State Railway goods from Delhi to Sind, Punjab and Delhi Railway shall be loaded in Sind, Punjab and Delhi Railway wagons.

7. Passengers and luggage may be booked by Sind, Punjab and Delhi Railway trains between Ghazeeabad, Delhi, Delhi-Shahdera stations, and stations on the Rajputana-Malwa State Railway and connected lines, but no other class of traffic either coaching or goods shall be booked in Sind, Punjab and Delhi Railway trains between those points.

8. The East Indian Railway shall be entitled to all the traffic earnings attributable to the length of line between Ghazeeabad Junction and Delhi station, and carried in Sind, Punjab and Delhi Railway trains, such traffic earnings being calculated upon a length of 13 miles at the rates and fares per mile received by the Sind, Punjab and Delhi Railway for each class of traffic. But in the event of any considerable reduction in the rates and fares of the Sind, Punjab and Delhi Railway without previous consent of the East Indian Railway, the amount of rebate to be allowed to the Sind, Punjab and Delhi Railway under Clause 9 shall be proportionately reduced.

9. The Sind, Punjab and Delhi Railway Company in consideration of performing the haulage and necessary train service, and, in the case of the goods traffic, of providing station and shed accommodation, as well as station staff, shall be entitled to the following rebates upon the traffic earnings referred to in Clause 8, that is to say :—

On Coaching traffic 25 per cent.

On Goods " 50 "

10. For mileage and demurrage purposes, the line between Ghazeeabad and Delhi shall be treated as part of the Sind, Punjab and Delhi Railway system; no charge being made to East Indian Railway for vehicles of Sind, Punjab and Delhi Railway and connected lines, unless they are attached to East Indian Railway trains for East Indian Railway service, but the Sind, Punjab and Delhi Railway shall pay the usual mileage and demurrage charges on all vehicles belonging to East Indian Railway and connected lines when used for Sind, Punjab and Delhi Railway service on Sind, Punjab and Delhi Railway trains. Empty East Indian Railway stock may be considered as returned to the parent line at Delhi. No stock of East Indian Railway and connected lines shall be attached to Sind, Punjab and Delhi Railway trains starting from Delhi, except by previous arrangement with the Traffic Department of the Sind, Punjab and Delhi Railway.

11. The Sind, Punjab and Delhi Railway shall be entitled to store on the premises of the East Indian Railway at Delhi, a sufficient number of spare vehicles to provide for the exigencies of the traffic arising at that station, but shall not use the station as a depôt for surplus stock.

A charge of 2 annas per vehicle per mile shall be credited to the traffic earnings referred to in Clause 8 for all vehicles attached to a Sind, Punjab and Delhi Railway train running over the line in *both directions without load*, but no charge shall be made for vehicles running empty in one direction and loaded on the other.

Provided always that empties shall not be run in both directions at the same time, in which case one-half shall be treated as running in both directions without load. Passenger, luggage and postal vehicles and brake-vans shall be always considered loaded.

12. The East Indian Railway Company shall bear the entire cost of working and maintaining the line between Ghazeeabad Junction and Delhi, as well as of the passenger station at Delhi, and the station at Delhi-Shahdera, and the Sind, Punjab and Delhi Railway shall bear the entire cost of working and maintaining the Sind, Punjab and Delhi Railway goods station at Delhi and its appurtenances, with the exception of shunting and marshalling trains provided for in para 14.

13. The Sind, Punjab and Delhi Railway Company shall provide lamps and all other stores necessary for the equipment of its own trains leaving Delhi station, as well as provide its own carriage examiner and greasers and oil for lubricating purposes, and pay for the cost of cleaning vehicles, and of oil and staff for lighting trains in the ratio of the number of trains of each Company using the Delhi joint passenger station.

14. The Sind, Punjab and Delhi Railway shall pay the East Indian Railway for shunting and marshalling trains at the following rates :—

Each passenger and mail train, ½ an hour.

Each mixed train, 1 hour.

For work on Sundays, double the above allowance.

Charge will be made at the rate of 5 miles per hour at an average cost per train mile for locomotive expenses, calculated on the actual expense, shown in the East Indian Railway Revenue Account for the previous half-year, plus five per cent. thereon to cover interest on cost of locomotive stock used.

15. The cost of all other services performed, or stores and stationery supplied, except those provided for in Clauses 13 and 14, in connection with the booking, marshalling, lighting, starting, and reception of Sind, Punjab and Delhi Railway passenger and mixed trains at Delhi Station, and of all trains at Delhi-Shahdera station, shall be borne by the East Indian Railway Company, who shall also provide sufficient accommodation to the Sind, Punjab and Delhi Railway staff engaged upon the Delhi station for the execution of their duty and the safe custody of their stores.

16. In the event of necessity, and owing to an extraordinary pressure of goods traffic, the East Indian Railway shall have permission to use the Sind, Punjab and Delhi Railway premises at Delhi upon giving twenty-four hours' notice, and upon settlement of reasonable terms based upon the proportion of work done, provided there is space available.

17. Either Company may issue free passes between Ghazeeabad and Delhi, and send free its own officers' reserved carriages by either Company's trains.

(b).—GHAZEEABAD JUNCTION.

18. The entire coaching and goods work of the two Railways at Ghazeeabad Junction, shall be performed for the two lines by the East Indian Railway, on the following terms :—

19. The East Indian Railway shall appoint a joint staff to deal with all the through and local traffic, coaching and merchandise, of the two lines at Ghazeeabad Junction, and the cost of the joint station working including staff, stores, stationery, police, &c., shall be apportioned between the two lines as follows :—

(a). Salaries of staff and police including the trans-shipment of goods and the labor employed in cleaning, lighting, shunting and marshalling trains. The Sind, Punjab and Delhi Railway to pay 2/3ths, and the East Indian Railway 1/3ths, of the total cost of the station staff on the basis of the annexed statement, the cost of the police required for the maintenance of order, watch and ward, &c., being similarly apportioned. No permanent increase to the numbers or salaries of either the station staff or the police to be made by the East Indian Railway without the concurrence of the Agent, Sind, Punjab and Delhi Railway. In the event of stress of traffic necessitating immediate increase to the staff, the Agent of the East Indian Railway may make arrangements, subject to the subsequent approval of the Agent, Sind, Punjab and Delhi Railway.

(b). Stores, stationery, &c., for station use including oil for lighting purposes. The cost to be apportioned in the same manner as the salaries of staff.

20. Each Company shall supply the lamps and other running stores necessary for its own trains as well as the tickets, way-bills and other station forms necessary for its own particular purposes, and also provide menial staff for its own running rooms, and also the oil and staff for lubricating the vehicles attached to its own trains, also the necessary staff for the examination of its own stock.

21. Each Company shall provide and work its own engines, to perform the shunting and marshalling of its own trains and vehicles, subject to the control of the joint staff referred to in Clause 19.

22. Debits laid against the Ghazeeabad station staff by the Sind, Punjab and Delhi Railway for errors in account, shall, if necessary, be deducted from the salary or guarantee of the station staff, or otherwise recovered upon proper representation by the Auditor of that Railway.

(c).—GENERAL RULES APPLICABLE TO BOTH THE LINE INTO DELHI AND THE JUNCTION AT GHAZEEABAD.

23. All trains shall be started under *line clear* messages obtained from the East Indian Railway, and be generally controlled, when running over the East Indian Railway line, by the staff of the East Indian Railway, to whom, when on this length, the servants of the Sind, Punjab and Delhi Railway shall be subordinate.

24. In all respects the servants of the Sind, Punjab and Delhi Railway working these trains, shall be

APPENDIX M.

PROPOSED TERMS FOR WORKING OF THE SINDIA STATE RAILWAY.

*Extract from East Indian Railway Official Meeting No. 47, held at Calcutta on 4th November, 1880;
Resolution No. 1106.*

Submitted Draft Memorandum of the proposed terms for working the Sindia State Railway, North Section.

Read the following:—

Demi-official letter, dated Simla, 21st October, 1879, from General Trevor to B. Leshe, Esq.

“About Sindia Railway I have not heard from Luard’s office, but if you can agree to the following terms we may arrange matters:—

“1.—East Indian Railway Company to take over the Sindia Line as far as Dholepore station from 1st January, 1880, and to work and maintain it as an extension of their Toondla-Agra Branch, providing all necessary stock, traffic and maintenance as well as Locomotive staff.

“2.—The same tariff of rates and fares to be in force on the Dholepore extension as on the East Indian Railway.

“3.—The Company to be paid for working and for use of their stock the same rate per traffic train mile as may have been incurred by them in the working of their line in the half-year, with an addition of three annas per train mile for extra cost of coal due to longer lead.

“4.—Company to be guaranteed against any actual loss in carrying on working of Dholepore extension, the loss to be computed for actual extra charges incurred by the Company in having undertaken extra work, and not to include charges for establishment that would have had to be kept up by the Company whether they had charge or not of the extension.

“5.—In case the Company in any one year lay out larger sums on the maintenance of the extension than on the maintenance of their own line, the difference to be made good by Government and vice versa.

“6.—The net profits at the end of each half-year to be divided between the Government and the Company in the proportion of $\frac{2}{3}$ ths to the former and $\frac{1}{3}$ ths to the latter.

“7.—The agreement to stay in force till the completion of the Chumbul bridge, and to be terminable on that date or on six months’ notice from either side.

“I have put in an addition of three annas to the ordinary mileage rate on main line instead of Jubbulpore rate, as that will be non-existent after the close of the year, three annas fully covers the difference of cost of fuel in main and Jubbulpore lines.

“I have also put in a clause that if we guarantee you against excess maintenance charges, you in the other hand return us the difference in case you do not spend as much on our line as you do on your own. I have made this clause extend over the year not half-year.

“I propose the agreement should come into force on the 1st of next year. But I hope you will take over the working a little earlier in order to enable us to open on the other side of the river on that date.”

Letter No. 841G, dated Calcutta, 21st November, 1879, from the Agent, East Indian Railway, to the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta.

“I have the honor to attach copy of a demi-official letter, dated 21st ultimo, from General Trevor, proposing terms for working the Sindia State Railway as far as Dholepore by this Company.

“The terms on the whole appear to me to be such as the Company can accept, but as regards the stipulations of paras. 4 and 5, some modification seems to be desirable.

“Para. 4 provides that the Company shall be guaranteed against actual loss, that is, as explained when the Company’s remuneration calculated as laid down in para. 3, is not sufficient to cover the Company’s expenditure on the working of the Sindia line which would not have been incurred unless in working this line, the Government will make good the balance. And para. 5 provides that if the actual cost of maintenance of permanent way should be less than the cost on the East Indian Railway, the Company shall charge Govern-

ment the actual cost. Practically these provisions will render it necessary to keep up accounts of the expenditure incurred on account of the Sindia line, and it would seem if such accounts are to be prepared, almost as well to charge to the Sindia line the actual cost of working at once—I would therefore propose as the simpler plan that the East Indian Railway train mile rates be merely charged for working and maintenance generally, and that when the receipts from the traffic on the Sindia line are not sufficient to pay the Company's charges calculated on this basis, the Government make good the difference.

"With this modification all the terms proposed by General Trevor are accepted provisionally as an experimental measure, subject to the sanction of the Board of Directors.

"I understand that the Government of India are anxious that the Company should take over the working of the Sindia State line with as little delay as possible, and I therefore desire not to cause delay by further discussion of the terms and conditions at present. An endeavour will be made to take over the working of the Sindia line by the 15th or 20th proximo."

Agent's letter to the Board of Directors, East Indian Railway Company London, No. 173, dated Calcutta, 28th November, 1879.

"PARA. 23. WORKING THE SINDIA STATE RAILWAY BY THE EAST INDIAN RAILWAY COMPANY.—I have lately been in communication with General Trevor, the Director General of Railways, regarding a proposal that this Company shall work the Sindia line for the present, as far as Dholepore, a distance of 37 miles from Agra. The proposal is limited to the length to Dholepore, because the river Chumbal which runs south of that station is at present unbridged, and there is in consequence no connection with the southern extension of the Sindia line. The Government are anxious that the Company should take over the working as soon as possible to admit of the traffic staff and rolling stock now on the Agra to Dholepore section being transferred across the river for service in the length south of the Chumbal to Gwalior. In this view General Trevor in a demi-official letter, dated 21st ultimo, proposed certain terms on which the Company should take over the working, and with one or two modifications I have accepted these terms provisionally as an experimental measure subject to the Board's sanction. The terms as modified by me are as follows:—

"(1).—The East Indian Railway Company to take over the Sindia line as far as Dholepore station and work and maintain it as an extension of their Agra Branch, providing all necessary stock and traffic maintenance and locomotive staff.

"(2).—The East Indian Railway tariff rates and fares to be in force on the Sindia line worked by the East Indian Railway.

"(3).—The Company to be paid for working and for use of their stock the same rate per traffic train mile as may have been incurred by them in working the East Indian Railway for the same period, with an addition of 3 annas per train mile for extra cost of coal due to longer lead from the collieries.

"(4).—If the revenue of the Sindia line should not be sufficient to pay the Company's charges calculated on this basis, Government to make good the deficiency.

"(5).—The net profits at the end of each half-year to be divided between the Government and the Company in the proportion of $\frac{3}{5}$ ths to the former, and $\frac{2}{5}$ ths to the latter.

"(6).—The arrangement to continue in force until the completion of the Chumbal Bridge, and to be terminable on that date or on six months' notice from either side.

"The rate per traffic train mile includes repairs and maintenance of stock, but nothing for interest on cost of stock, so that if receipts fall short of working expenses calculated on this basis this Company will have obtained no return for its stock working on the Sindia Railway; but as it is probable the receipts will exceed the working expenses, the Company's share of the net profits may be assumed to include the remuneration for use of rolling stock.

"General Trevor has not yet signified his acceptance of the terms as modified, but when he does so I will advise the Board.

In order to meet the views of Government, the Traffic Manager is arranging to work the traffic as far as Dholepore from the 15th proximo."

Letter No. 046 R.T. of 31st December, 1879, from the Government of India, P. W. D., to the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta, (received with Consulting Engineer's docket No. 31 of 5th January, 1880).

"Referring to your letter No. 4629 of the 1st instant, I am directed to state that the proposed modifications suggested by Mr. Leslie in the terms for working the Agra-Dholepore Railway, may be accepted, provided it be clearly understood that "the East Indian Railway train mile rates" referred to in the 3rd para. of Mr. Leslie's letter are the actual rates and not the enhanced rates previously agreed upon as noted in the 3rd para. of General Trevor's demi-official note."

Letter No. 33G, dated 16th January, 1880, from the Agent East India Railway Company, to the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta.

"With reference to letter No. 046 R.T. of 31st ultimo from the Government of India, P. W. Depart-

ment, copy received under your docket No. 31 of 5th instant, I have the honor to remark that there appears to be some misapprehension regarding the tenor of my letter No. 841G of 21st November last. In this letter I suggested certain modifications in the terms proposed by General Trevor, but the modifications so suggested were not intended to give this Company any increased benefit. They were put forward merely on the ground of greater convenience in giving effect to the arrangement proposed by General Trevor.

“The train mile rate referred to in my letter was therefore still the train mile rate as defined in the 3rd para. of General Trevor’s demi-official letter of the 21st October last, viz, the same rate per traffic train mile as may have been incurred by this Company in working the East Indian Railway in the half-year, with an addition of three annas per train mile for extra cost of coal due to longer lead.

“If there is no objection I will now have the arrangement recorded at an Official Meeting.”

Letter No. 092½ R.T., from the Government of India, P. W. D., to the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta, (received with Consulting Engineer’s docket No. 478 of 2nd February, 1880).

“In reply to the Consulting Engineer’s endorsement No. 284, dated 20th January, 1880, forwarding Agent, East Indian Railway Company’s letter, dated 16th instant, No. 33G, the undersigned is directed to state that the formal agreement can be drawn up as proposed by Mr. Leslie and forwarded for sanction of the Government of India.”

Letter No. 13, dated 6th February, 1880, from the Board of Directors East India Railway Company to their Agent.

“WORKING THE SINDIA STATE RAILWAY.—The Board have had under their consideration certain proposals set forth in para. 23 of your letter No. 173 of 28th November, for the working by the Company—in continuation of the Branch line service between the Toondla Junction and Agra—of that part of the Sindia State Railway, 37 miles in length, extending from Agra to the Chumbul River near Dholepore.

“It is proposed that—

- “(1). The East Indian Railway Company shall take over the Sindia line as far as Dholepore station, and work and maintain it as an extension of their Agra Branch, providing all necessary stock, and traffic, maintenance, and locomotive staff.
- “(2). That the East Indian Railway tariff rates and fares shall be in force on the Sindia line worked by the East Indian Railway.
- “(3). That the Company shall be paid for working, and for use of their stock, the same rate per traffic train mile as may have been incurred by them in working the East Indian Railway for the same period; with an addition of 3 annas per train mile for extra cost of coal, due to longer lead from the Collieries.
- “(4). That in the event of the revenue of the Sindia line not being sufficient to pay the Company’s charges calculated on this basis, Government shall make good the deficiency.
- “(5). That the net profits at the end of each half-year shall be divided between the Government and the Company, in the proportion of $\frac{3}{8}$ ths to the former and $\frac{5}{8}$ ths to the latter.
- “(6). That the arrangement shall continue in force until the completion of the Chumbul Bridge, and shall be terminable on that date, or on six months’ notice from either side.

“In section 45 of the new Contract, it is provided that the Secretary of State may require the Company ‘to work any auxiliary or Branch Railway of the same gauge, in connection with any Railway forming part of the Undertaking,’ on ‘such terms and conditions as may in each case be agreed upon.’

“As the Sindia State Railway appears to come within the definition of the section, it might be convenient to consider the proposals for working the line from that point of view, but, as the arrangement is, in this case, to be only temporary, the Board think that it would be better to make such an one as will enable the Government and the Company to judge what would be fair and reasonable on future occasions.

“It appears to the Board that whilst the Government, on the one hand, obtain the immediate advantage of the experience of the Company’s officers in the management and working of Railway Traffic, and are relieved of the cost of providing and maintaining Rolling and Locomotive Stock, the Company, on the other hand, are entitled to a reasonable expectation of a fair compensation for their extra responsibilities, and for the use of the stock of the Undertaking employed on the line.

“In the opinion of the Board, the terms proposed require further consideration. An allowance for the cost of working the line, and for the use of the Company’s Stock, upon the basis of the ‘same rate per traffic train mile as may have been incurred by them in working the East Indian Railway, for the same period,’ even with an ‘addition of 3 annas per train mile for extra cost of coal,’ can afford no fair standard of remuneration for the services to be rendered, and for the use of the stock. It is evident that the cost per train mile in the case of the main line of the East Indian Railway, where the train mileage is equal to an average of eight trains a day, each way, must be less than the cost of any train mileage that can be expected on the Sindia line, where, for some time to come, the mileage will hardly exceed two trains each way, inasmuch as the general working charges, which form a large proportion of the whole, will be spread over a much greater area in the former case than in the latter.

"Unless, therefore, some other plan can be devised for assessing the working cost, having in view the differing conditions of the main line and proposed branch service, it appears to the Board that it will be necessary, however much it may be deprecated on the ground of convenience, to keep for a time, until the results shall have been ascertained by experience, a separate account of the working of any lines not taken into and forming part of the Undertaking. Such a plan might be made on the principle of a scale in which the limited service required on the branch line should bear a given proportion to the traffic service on the main line.

"It appears to the Board that the Company should be allowed a fair charge to cover interest on the Capital invested in the Locomotive and Rolling Stock employed to work the line;—also that the Government should undertake to find the Capital required for all buildings and fixed plant, necessary for working the line;—and that questions as to maintenance of the way, works, and buildings, should rest on the same basis as that upon which the general Undertaking is worked.

"It is proposed that the arrangement shall continue in force until the completion of the Chumbul bridge, and be terminable on that date, or on six months' notice on either side. The Board have no information regarding the bridge, and can only therefore sanction an arrangement terminable by notice.

"The Board will have no objection to a temporary arrangement being entered into, subject to the modifications suggested in this letter, and to further consideration of the terms of any contract for a prolonged period of time. In the meanwhile, they have to request you to forward, for their better information, a descriptive account of the line in general terms, and some account also of the traffic upon it since it was opened to the public in 1877."

Letter No. 178G, dated Calcutta, 15th March, 1880, from the Agent, East Indian Railway Company, to the Consulting Engineer.

"With reference to letter No. 092½R.T., dated 24th January, 1880, from the Government of India in the P. W. Department, copy received under your docket No. 478, dated 2nd ultimo, regarding the terms on which this Company is to work the North Sindia line, I have the honor to invite attention to letter No. 13, dated 6th ultimo, from the Board of Directors (copy attached), in which they state that in their opinion the terms proposed require further consideration.

"In order to give effect to the views of the Board, I have under preparation a draft of the terms for working the North Sindia line on the basis indicated by the Board, and I hope to communicate these terms shortly.

"It should, I have the honor to remark, be understood that the terms which may ultimately be agreed upon will have retrospective effect on and from the 16th December last, the date from which the Company commenced working the line."

Letter No. 380R.T., dated Simla, 21st May, 1880, from Government of India, P. W. D., to the Consulting Engineer to Government of India for Guaranteed Railways, Calcutta, (received with Consulting Engineer's docket No. 2068 of 27th idem).

"I am directed to acknowledge the receipt of your endorsement No. 1110, dated the 19th March, 1880, forwarding copy of a letter No. 178G of the 15th idem, from the Agent of the East Indian Railway, with enclosure, on the subject of the proposed terms for the working of the Sindia State Railway.

"2. I am to state that after giving careful consideration to the suggestions of the Board of Directors contained in their letter No. 13 of 6th February, 1880, the Government of India is not disposed to allow the East Indian Railway Company to work the Sindia State Railway in terms of actual cost. The terms will have to be arranged on a basis not dissimilar to that proposed by the Government of India, and the Agent of the Company ought now, after 6 months' experience, to be able to put forward some proposal which will be fair to his Company as well to Government."

Letter No. 606G, dated Calcutta, 14th August, 1880, from the Agent, East Indian Railway Company, to the Consulting Engineer.

"I have the honor to acknowledge receipt of your letter No. 3211 of the 10th instant, drawing attention to your docket No. 2068 of the 27th May last, with regard to the terms upon which it is proposed that the Company should work the Sindia State Railway as a part of the Undertaking, and to state that before entering into further discussion with a view to deciding such terms, I should be glad to be favored with the remarks of the Government of India on the views put forward in my letter No. 469G of the 28th June last on the subject of the Company's position under the Contract in respect of taking over State branch railways as a part of the Undertaking of the East Indian Railway."

Letter No. 1112R.T., dated Simla, 14th September, 1880, from Government of India, P. W. D., to the Consulting Engineer to Government of India for Guaranteed Railways, Calcutta, (received with Consulting Engineer's docket No. 3777 of 18th idem).

"I am directed to acknowledge the receipt of your endorsement No. 3376, dated the 19th August, 1880, and annexure, and in reply to communicate the following remarks on the question of the terms for the working of the State Branch lines by the East Indian Railway Company,

"2. In his letter No. 469G, dated the 28th June, 1880, the Agent intimates that if a branch line is

fully equipped, Government might require the Railway Company to work it at the same percentage on gross earnings as their own line. This proposal seems unobjectionable; but there are two points connected with it that require elucidation, viz., first, the State Branch lines are generally devoid of equipment; and, secondly, some arrangement is needed as to how provision should be made for additions and improvements demanded by the Company.

“3. As regards the equipment of the line, I am to observe that interest on the value of the Rolling Stock, both locomotive and coaching and goods of the East Indian Railway Company, is equal to about $3\frac{1}{2}$ per cent. on the annual receipts. As besides Rolling Stock, the equipment of a line includes workshops, &c., the Government of India will, instead of equipping branches, be ready to allow 5 per cent. on gross earnings, for use of equipment.

“4. With reference to the question of the incidence of charges for improvements debitable to Capital account, the Government of India would propose that the Company carry out the improvements, &c., they consider necessary, on the same conditions as on their own Undertaking, *i. e.*, the Government to find the money and the Company to re-imburse to Government the interest on it as provided in Section 28 of the Contract.

“5. I am to state that the Government of India will be glad to hear that the above proposals have the concurrence of the Agent of the Company.”

Resolved, that the above correspondence be recorded for reference to the Board of Directors as to the proposal of the Government of India, the accounts of the line being in the meantime provisionally kept on the terms laid down in General Trevor's demi-official letter of 21st October, 1879, as modified in the letter of the 21st November, 1879, from the Agent to the Consulting Engineer. On a final settlement being come to of the terms and conditions on which the line shall be worked, these terms to have retrospective effect to the date of the line being taken over by the Company, say from the 1st January, 1880.

APPENDIX N.

WORKING AGREEMENT BETWEEN THE EAST INDIAN AND THE NALHATI STATE RAILWAYS.

Extract from East Indian Official Meeting No. 64, held at Calcutta on 31st December, 1879, Resolution No. 1580.

Submitted Officiating Consulting Engineer's docket No. 4956 of 23rd December, 1879, and connected correspondence; also the revised Working Agreement between the East Indian and the Nalhati State Railway.

In supersession of Resolution 403 of Official Meeting No. 30, held on 16th May, 1872,—and in continuation of Resolution 1166 of Official Meeting No. 46, held on 18th September, 1879—

RESOLVED, that the following revised Working Agreement be recorded, with effect from 1st October, 1879:—

| | |
|---|---|
| Extent of through booking. | <p>“CLAUSE 1.—That goods and parcels of all kinds be booked through between any station on the East Indian Railway and any station on the Nalhati State Railway, except such small stations as may be excluded by the Traffic Managers of the two lines.</p> <p>“Also that passengers and their luggage be booked through between Azimgunge station on the Nalhati State Railway and all stations on the East Indian Railway at which such traffic is booked.</p> |
| Through rates and fares. | <p>“CLAUSE 2.—That the through rates, fares and charges be the sum of the local rates fares and charges of the two Railways, as published in the printed tariffs of each Railway.</p> |
| Charges and regulations affecting through traffic. | <p>“That the rates and conditions in force in respect of local traffic on either Railway shall apply to through traffic, and no exception shall be made to this Clause unless one month's notice shall have been given to the management of the other Railway by the Management of the Railway intending to make any such exception.</p> |
| Definition of through traffic. | <p>“CLAUSE 3.—Through traffic is to be understood in all cases to mean coaching and merchandise traffic which may be booked or invoiced in accordance with the terms of this agreement through from any station on one of the two contracting lines to any station on the other.</p> |
| Rules for calculating freight. | <p>“CLAUSE 4.—That the East Indian Railway rules for calculating freight be adopted by the Nalhati State Railway, but that each Railway shall quote lump sum station-to-station rates and not mileage rates.</p> |
| Responsibility regarding collection of charges. | <p>“CLAUSE 5.—That each Railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding Railway shall be responsible—</p> <ol style="list-style-type: none">(1). Charges on Live stock of every description.(2). Charges on all perishable articles booked either as goods or parcels.(3). Charges on Commissariat and Ordnance stores booked as prepaid.(4). Errors under Rs. 20 either way in freight paid by credit note or ledger account.(5). Undercharges in fares of passenger tickets, freight on passengers' luggage, and in charges for insurance.(6). Charges on all articles booked and carried with owner. |
| Trans-shipment of coal not to be charged for. | <p>“CLAUSE 6.—No charge shall be made for trans-shipment of coal, the work being done free of charge by the Nalhati State Railway.</p> |
| Minimum charge. | <p>“CLAUSE 7.—The lowest payment to the Nalhati State Railway for any single consignment of goods passing over the Nalhati State Railway line will be One Rupee, the East Indian Railway minimum charge being One Rupee.</p> |
| Cost of trans-shipment of goods other than coal to be borne equally by both Railways. | <p>“CLAUSE 8.—The cost of the trans-shipment of goods (except coal as specified in Clause 6) at the Nalhati station shall be borne equally by both Railways, either the East Indian Railway Company or the Nalhati State Railway, as may be agreed upon, doing the work at rates which shall be agreed to by both Railways.</p> |
| Telegrams. | <p>“CLAUSE 9.—That telegrams on the joint business of the two Railways be interchanged free.</p> |
| Accounts. | <p>“That neither Railway shall make any charge to the other in respect of the accounts necessary for through traffic and the division of freight.</p> |

- Division sheets.** "CLAUSE 10.—That the Audit offices of the two Railways exchange weekly division sheets: each Railway to have in division its local rates and fares and to account for all inwards through traffic within six weeks from the date the Invoices pass the Junction. That a monthly settlement of accounts, based on division sheets, bills and statements as rendered be made by transfer certificate on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Railway.
- Through traffic to have no preference over local traffic.** "CLAUSE 11.—Through traffic to or from either Railway shall have no preference in any respect over traffic tendered for despatch locally at Nalhati.
- Deficiency of rolling stock.** "CLAUSE 12.—If at any time either line should find itself unable either from want of vehicle stock or engine power or from any cause beyond its own control to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent to the receiving line, to give notice (of not less than fourteen days) to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.
- Claims for compensation.** "CLAUSE 13.—That goods claims be settled by the Railway in whose custody the loss or damage occurred; that when this cannot be ascertained with certainty, the claim be paid in mileage proportion, but in such cases the consent of both Railways shall be obtained before settlement is made.
- Extension of agreement to connected lines.** "CLAUSE 14.—That the principle of this agreement be extended by each Railway to any other Railway working in connection with it, the two Railways, parties to the agreement, being responsible to each other for all through traffic so forwarded.
- Construction of agreement. Settlement by arbitration.** "CLAUSE 15.—All questions which may arise in carrying out these arrangements, upon which the Traffic Managers of the two Railways cannot agree, shall be referred to the Agent of the East Indian Railway, and the Director of State Railways, North-Eastern System, or other Controlling Officer, and in case of any difference of opinion between the two Railways as to the construction of any part of this agreement, or as to its application to any particular case, it shall be open to either Railway to call for an arbitration, to be conducted in the ordinary way.
- Duration of agreement.** "CLAUSE 16.—This agreement shall terminate on the expiration of two months' notice from either party desiring to withdraw from it."
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APPENDIX O.

WORKING AGREEMENT BETWEEN THE BHAVNAGAR-GONDAL AND BOMBAY, BARODA AND CENTRAL INDIA RAILWAYS FOR WORKING THE WADHWAN JUNCTION STATION.

AGREEMENT proposed between Bhavnagar-Gondal Railway and the Bombay, Baroda and Central India Railway Company for the interchange of Traffic between the Bhavnagar-Gondal Railway and the Bombay, Baroda and Central India Railway (hereafter called the Railway Company).

1. This agreement for interchange of traffic and working to be in force for one year from 1st January, 1882, and subsequently until the expiration of not less than six months' notice, which may be given either by the Bhavnagar-Gondal Railway or the Bombay, Baroda and Central India Railway Company at any time, but which is to expire only on the 30th June or the 31st December in any year.

2. During the continuance of this agreement the Bhavnagar-Gondal Railway will be entitled to work their trains into and out of the Station provided for the purpose at Wadhwan Junction, having the joint and equal use of the booking offices, goods sheds, platforms, and all other premises and buildings.

3. The cost of erecting all other premises which are used for traffic purposes by both Railways, and of such alterations and additions as may be, from time to time, required to be used in common by both Railways, is to be ascertained, and the plans and estimates of future alterations and additions are to be agreed upon, from time to time, between the two Railways before any new work is commenced. The expenditure thus incurred and agreed upon is to be provided by the Railway Company, and an annual rental at the rate of seven-and-a-half per cent. upon the total amount spent, from time to time, is to be charged to a "Joint Station Expenses" Account.

4. The actual cost for maintenance and renewal of such parts of the Station premises as are used in common by both Railways for traffic purposes, and as are charged against Revenue, is to be also debited to the "Joint Station Expenses" Account.

5. The cost of laying in and maintaining such of the sidings as are required by the Bhavnagar-Gondal Railway within the limits of the Wadhwan Junction Station, from time to time, is to be borne by the Bhavnagar-Gondal Railway, and the cost of laying in and maintaining such of the sidings as are required, from time to time, within the limits of that Station, by the Railway Company, is to be borne by the Railway Company.

6. Upon the termination of this agreement the Bhavnagar-Gondal Railway is to compensate the Railway Company, at the time of the expiry of this agreement, for any expenditure upon Station buildings, sheds or premises which the Railway Company may have incurred in order to accommodate the traffic of the Bhavnagar-Gondal Railway. The amount of compensation to be paid to the Railway Company to be agreed upon by the Consulting Engineer to the Government of Bombay and the Chief Engineers of the two Railways, due regard being given to the utilization of the premises by the Railway Company, or to the necessity for their removal; and inasmuch as under the provision of Clause 5 the Bhavnagar-Gondal Railway will lay in sidings upon land belonging to the Railway Company, it is expressly agreed that at the expiration of this agreement the Bhavnagar-Gondal Railway will at their own expense remove all such sidings from the Railway Company's land.

7. All the work of additions and alterations within the limits of the Railway Company's Station at Wadhwan Junction is to be done upon plans and estimates agreed upon, from time to time, before the work is commenced, and under the general control of the Engineer of the Railway Company. All maintenance within the limits of the Station is also to be done under the general control of the Railway Company's Engineers.

8. This agreement is not to be held as giving to the Bhavnagar-Gondal Railway any authority or permission or right to erect buildings or sheds, or lay in sidings, &c, within the Railway Company's boundaries at Wadhwan Junction Station, except as provided for herein, and any notice to terminate this agreement is to be considered and accepted, as also notice of the withdrawal, from the expiration of such notice, of all the rights and privileges given under it to the Bhavnagar-Gondal Railway to enter or use the Railway Company's Station and land at Wadhwan Junction.

9. The Station staff at Wadhwan Junction will deal with all traffic, through as well as local, and the traffic of the two Railways is to be dealt with in the same manner, as if it belonged to one only, no undue preference being given to that relating to either Railway.

10. The staff at Wadhwan Junction Station to be appointed by the Railway Company who are to have the exclusive control of the stations and sidings, &c, within the Station limits. It is, however, hereby agreed that their staff shall comply with all reasonable requests and instructions of the Traffic Department of the Bhavnagar-Gondal Railway as to the mode and manner of conducting such duties, to receive and comply with all circulars issued for guidance of the Bhavnagar-Gondal Railway staff, whether issued by the Traffic Superintendent in regard to make-up of trains or other details of working the Bhavnagar-Gondal Railway traffic, or from the Bhavnagar-Gondal Railway Audit Office in regard to rendering accounts, dealing with cash, &c., which may arrive in Bhavnagar-Gondal Railway trains from Stations outside the limits of this agreement.

11. The distant signals on either side of the Wadhwan Junction Station, both on the Bhavnagar-Gondal Railway and on the Bombay, Baroda and Central India Railway are to be considered and accepted as the limits of the Station, and the trains and engines and traffic as well as the staff of both Railways are to be under the control of the Station staff at Wadhwan Junction within the limits of the Station as thus defined. The whole of the Station staff employed at Wadhwan Junction to be paid by the Bombay, Baroda and Central India Railway Company.
12. The staff of the Bhavnagar-Gondal Railway are, while within the limits of the Wadhwan Junction Station, to obey and to be bound by all the rules and regulations, and also all instructions which may be from time to time in force, or which may be issued by the authorities of the Railway Company, who are to have the same rights and control over the staff of the Bhavnagar-Gondal Railway while within the limits of that Station as if they were the staff of the Railway Company itself.
13. Passengers of all classes, luggage, parcels, dogs, &c., are to be booked through between such Stations of both Railways with which the Railway Company may have through booking arrangements as may be, from time to time, arranged between the Traffic Superintendent of the Bhavnagar-Gondal Railway and the Traffic Manager of the Bombay, Baroda and Central India Railway.
14. Goods are to be invoiced and booked through to and from all goods booking stations on both Railways, and also between all goods-booking Stations of other Railways with which the Bombay, Baroda and Central India Railway book through, from time to time.
15. Consignments of goods of not less than 14 seers in weight are to be booked through between the two Railways, but the minimum charge upon goods traffic booked through is to be for 20 seers, and no less charge is to be made than eight annas upon goods traffic, or than eight annas upon parcels traffic, booked through.
16. Packages of less than 14 seers in weight are to be booked through as parcels. The minimum charge is to be divided in mileage proportion between the two Railways.
17. Each Railway is to supply the other, from time to time, with the rates and fares between Wadhwan Junction and their respective Stations. The through rates and fares are to be in all cases the sum of the local rates and fares of each Railway to Wadhwan Junction, including terminals and cartage. Inasmuch as the gauges of the two Railways are different, all goods, &c., will have to be trans-shipped at Wadhwan Junction, but no terminals at the interchange Station will be charged by either Railway upon through traffic.
18. Traffic booked between Stations of the Railway Company and of the Bhavnagar-Gondal Railway except Wadhwan Junction, or between Stations of Railways reached *via* Bombay, Baroda and Central India Railway and Stations of the Bhavnagar-Gondal Railway, is to be considered as through traffic.
19. Traffic booked by either Railway to the Wadhwan Junction Station is to be considered as local traffic.
20. No alteration of rates or fares or classification affecting the through traffic is to be made by either Railway without one month's previous notice to the other, and such notices are to be given only by the Traffic Superintendent of the Bhavnagar-Gondal Railway and the Traffic Manager of the Bombay, Baroda and Central India Railway to each other respectively.
21. Each Railway is to be responsible for collecting the proportion due to the other Railway upon all through traffic and upon goods traffic invoiced through "to pay." The receiving Station is to check the invoices, and to be responsible for collecting any amounts that may be undercharged by the forwarding Station, but the receiving Station is not to reduce below the charge mentioned in invoice or through way bill without the consent of the forwarding Railway, except only in cases of errors in rate or calculation, which may be corrected.
22. The mileages to Wadhwan Junction from Stations on each Railway are to be taken in regard to all charges and all arrangements made in this agreement at the distances which may be quoted, from time to time, by each Railway.
23. The Division of the receipts on through traffic is to be carried out weekly by the Audit offices of the two Railways, without reference to the end of a month, except on the 30th of June and 31st of December in each year, when returns for odd days completing those months respectively will be required, and the traffic will be divided up to the end of those months accordingly. The weekly accounts are to be made up to Saturdays inclusive, and settlements are to be made monthly on accounts which are to be closed on the last Saturday of each month. And each Railway is to have in such division its own local rates and fares, except in the case of minimum charges, which are to be divided as provided for in Clause 15.
24. Each Railway will be responsible for greasing and oiling, and for the examination and proper condition of stock leaving Wadhwan Junction Station for their own lines respectively.
25. The Station staff at Wadhwan Junction are to submit all such statements, returns, &c., as either Railway may require, direct to the authorities of that Railway, from time to time.
26. The through traffic books and statements, &c., of all sorts at Wadhwan Junction, and all through goods, are to be at all times open to inspection by any authorized Officers of either Railway.
27. All sums realized by the sale of lost property, unclaimed goods, licenses, &c., collected at Wadhwan Junction are to be credited to the "Joint Station Expenses" Account.
28. The cost of the Joint Station working, including staff and all expenditure which is in accordance with this agreement (after deducting credits as per preceding clause), to be charged against the "Joint Sta-

tion Expenses" Account, and paid by the two Railways in proportion to the weight of the total traffic, through and local (less Railway material), of each Railway in and out of the Station. The weight to be considered as due to the coaching traffic is to be ascertained upon the basis laid down in Schedule A, clause 35, of this Agreement.

29. Telegrams on the joint business of the two Railways to be interchanged free.

30. The account for Joint Station Expenses under Clause 28 to be submitted by the Railway Company to the Bhavnagar-Gondal Railway within two months after the end of each half-year, and to be paid within one month after submission.

31. The division of traffic receipts under Clauses 13 to 19 to be settled by the Railway Company and the Bhavnagar-Gondal Railway by cash payment.

32. Upon all amounts due as above, the accounts for which are not settled as rendered (errors being subsequently adjusted) within the specified time as named above, interest at the rate of five per cent. per annum is to be paid until the money is actually paid by the Bhavnagar-Gondal Railway to the Railway Company, or by the Railway Company to the Bhavnagar-Gondal Railway, as the case may be.

33. All questions of dispute which may arise in carrying out these arrangements as to the construction of any part of this agreement, or its application to any particular case, or as to the cost of the Station to be used in common, or as to the amount for which either Railway is liable for damage of stock, or injury or loss, at the Junction Station, or with respect to any other questions which may arise, to be settled by arbitration, in some way to be arranged by the Committee of Management of the Bhavnagar-Gondal Railway and the Board of Directors of the Railway Company.

34. This agreement to be subject to the sanction of the Board of Directors of the Railway Company, of the Government of Bombay, and of the Government of India.

SCHEDULE A.

35. The following are the weights to be allowed under the provisions of Clause 28 of this Agreement for each description of coaching traffic, viz.—

| | | | | | | | |
|--|----|----|----|----|----|----|---------|
| 1. For each passenger, of whatever class | .. | .. | .. | .. | .. | .. | 1 cwt. |
| For each child's ticket | .. | .. | .. | .. | .. | .. | 56 lbs. |
| 2. For each horse or head of horned cattle | .. | .. | .. | .. | .. | .. | 1 ton. |
| 3. For each sheep, calf, goat, or pig | .. | .. | .. | .. | .. | .. | 56 lbs. |
| 4. For each dog or other small animal | .. | .. | .. | .. | .. | .. | 1 cwt. |
| 5. Parcels at actual weight. | | | | | | | |
| 6. Carriage, each | .. | .. | .. | .. | .. | .. | 3 tons. |

SCHEDULE B.

36. The cost of buildings, &c., at Wadhwan is as follows:—

| | Rs. | A. | P. |
|--|--------|----|----|
| Station building, including platform | 29,661 | 8 | 0 |
| Latrines | 260 | 4 | 0 |
| Servants' Quarters | 1,899 | 3 | 0 |
| Police Quarters | 1,735 | 12 | 0 |
| Bungalow for Refreshment Rooms | 20,541 | 2 | 0 |
| Total | 54,098 | 0 | 0 |
| The portion therefore chargeable to Bhavnagar-Gondal Railway is | 27,048 | 0 | 0 |
| And the amount of rent to be charged monthly at $7\frac{1}{2}$ per cent. (<i>vide</i> para. 3 of the Agreement) will be | 169 | 0 | 0 |
| Plus rent of land for use of Station yard | 10 | 0 | 0 |
| Total | 179 | 0 | 0 |
| Less $7\frac{1}{2}$ per cent. on value of sidings paid by Bhavnagar-Gondal Railway, viz. :— | 30 | 0 | 0 |
| Net charge monthly | 149 | 0 | 0 |

APPENDIX P.

WORKING AGREEMENT BETWEEN THE INDUS VALLEY AND SIND, PUNJAB AND DELHI RAILWAYS. (SEE ALSO APPENDIX Q.)

- Duration of Agreement.** **CLAUSE 1.**—This Agreement shall come into force on and from the and shall be subject to revision from time to time, but shall remain in force until the expiration of three months' notice from either Railway desiring to revise or cancel it, except as regards any clauses in respect of which a shorter term of notice is specially fixed.
- Extent of through booking.** **CLAUSE 2.**—Traffic of all kinds shall be booked through between any station on the Indus Valley Railway and any station on the Sind, Punjab and Delhi Railway except such small stations as may be excluded by the Traffic Management of the two lines.
- Charges and regulations affecting through traffic.** **CLAUSE 3.**—I. The through rates, fares and charges shall be the sum of the local rates, fares and charges of the two Railways to Mooltan Cantonment or Kotri Junction as published in the printed tariff of each Railway, but terminal charges at the Junction shall be excluded from the through rates.
II. The rules and conditions in force in respect of local traffic on either Railway shall apply to through traffic.
- Minimum charges.** **III.** In cases of minimum charges common to both lines, the two lines shall be taken as one.
- One month's notice required of tariff alterations relating to through traffic.** **IV.** No exception to this clause, and no alteration in the published rates, fares, charges, rules, and conditions affecting through traffic, shall be made unless one month's notice shall have been given to the Traffic Management of the other Railway by the Traffic Management of the Railway intending to make any such exception or alteration.
- Responsibility regarding collection of charges.** **CLAUSE 4.**—I. Each Railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding Railway shall be responsible :—
(1). Charges on live stock of every description.
(2). Charges on all perishable articles booked either as goods or parcels.
(3). Charges on Commissariat and Ordnance stores booked as pre-paid.
(4). Errors under Rs. 20 either way, in freight paid by credit note or ledger account.
(5). Undercharges in fares of passenger tickets, freight on passengers' luggage, and in charges for insurance.
(6). Charges on all articles booked and carried with owner.
II. The receiving Railway shall not reduce below the charge mentioned in the invoice or through way bill without the consent of the forwarding Railway except in the case of overcharges, the evident result of error in classification or computation of freight.
- Reducing invoice charge.**
- Distances for calculating freight charges.** **CLAUSE 5.**—I. The distances between the Indus Valley Railway stations and Mooltan Cantonment or Kotri and the distances between the Sind, Punjab and Delhi Railway stations and Mooltan Cantonment or Kotri Junction for computing charges shall be those given in the published tariffs of the respective Railways.
II. But the rates and fares to be charged by either Railway shall be furnished in lump sums in the form of station to station rates, and not at mileage rates for subsequent computation by stations.
- Rates and fares to be furnished in lump sums.**
- Telegrams.** **CLAUSE 6.** Telegrams on the joint business of the two Railways shall be interchanged free.
- Exchange of goods stock.** **CLAUSE 7.** The exchange of goods stock between the two Railways shall extend to the whole of the lines of either Railway and to branches that may be worked by them respectively, as well as to other Railways working in connection with the Indus Valley Railway and the Sind, Punjab and Delhi Railway.
- Exchange of coaching stock.** **CLAUSE 8.**—The exchange of coaching stock shall be subject in extent to mutual arrangement between the respective Railways.
- Forwarding Railway to accept wagons for back loading.** **CLAUSE 9.**—The receiving Railway may call upon the forwarding Railway to accept empty wagons for back loading with a view to equalize the ton-mileage.
This clause shall be brought into force only when the daily average excess of wagons

passing the Junction in one direction exceeds for one week thirty per diem, and in that case the forwarding Railway shall not be called upon to take more than one-third of such number in empties. The demurrage on these empties to be paid at the rate of two pies per ton of carrying capacity per hour instead of at the demurrage rate specified in clause 21.

Forty-eight hours' notice to be given by wire by the receiving Railway of its intention to forward empties.

Receiving Railway to supply wagons for back loading.

CLAUSE 10.—I. The Railway on which through traffic originates shall provide wagons for such traffic. But when the through traffic offering is more than the wagon stock of the sending Railway can cope with, it may call on the receiving Railway to place a certain daily average capacity of wagon stock at its disposal at the junction for traffic to, and *via* the receiving line; and in the event of failure to comply within one week, the sending line shall be entitled to charge two pies per ton-mile on all traffic to the extent of the wagon stock short supplied, which it may send through in its own stock, provided that the receiving Railway shall not be required to supply more wagons than sufficient to maintain an equal interchange of stock based on the carrying capacity. Open wagons shall be accepted if supplied with proper sheets and ropes.

II. The sending Railway shall pay mileage at the rate specified in clause 17 on all through traffic with which such wagons are returned to the owning line.

Trans-shipment at junction.

CLAUSE 11.—I. When the contents of any wagon aggregate less than 81 maunds of through traffic, such contents shall be trans-shipped at Mooltan Cantonment and Kotri Junction.

II. The Traffic Management of the two Railways shall be at liberty to make exceptions by mutual agreement as to the amount to be trans-shipped in case of consignments which from their bulk or weight fully occupy a wagon or require exceptional care, such as furniture, glassware, stationery, millinery, pictures, musical instruments, &c, &c.

Division sheets.

CLAUSE 12.—The Audit offices of the two Railways shall exchange weekly division sheets; each Railway to have in division its local rates and fares except in the case of minimum charges common to both lines which shall be divided by mileage, and to account for all inwards through traffic within six weeks from the date the invoices pass Mooltan Cantonment or Kotri Junction. A monthly settlement of accounts based on division sheets, bills and statements *as rendered* shall be made by transfer certificate on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Railway.

Responsibility regarding rolling stock.

CLAUSE 13.—I. So soon as the rolling stock of either Railway passes into the custody or possession of the other Railway, such other Railway shall be responsible for and all and every contingency that may arise from the use of such stock while it remains in their possession. Except that, when the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle, or any other consequent damage, shall be effected at the expense of the owning Railway.

Liability as regards cost of repairs to stock.

II. The cost of repairs arising from ordinary wear and tear shall be always borne by the owning Railway, but cases of palpable damage (such as dropping heavy weights into wagons and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects, and all cases of accidents or collisions shall be borne by the Railway in whose custody or possession the stock may be at the time the damage occurs.

Sending home damaged stock
Stock unable to run home.

III. When stock is damaged in such a way as to admit of its running to the owning line for repairs this course shall be adopted. If the damage is slight, but still of such a nature as to prevent the wagon from running (*e g*, a broken buffer), the repairs may be effected by the foreign Railway, and for such material as may be sent by the owning Railway for the necessary repairs no freight shall be charged for any line over which it may be carried, but when the damage is very serious, the vehicle shall be loaded up for transport to the owning line.

Free time allowed for damaged stock.

IV. Six additional days shall be allowed in case of damage to the stock of either Railway on the line of another Railway for the repairs of such stock, and no demurrage shall be charged for those six days. But if the damage is such as will require longer than six days to complete the repair, the stock shall be returned to the owning Railway. If not sent within the six additional days, whether repaired or not, demurrage shall be charged after the expiration of the six days unless specially exempted by the Traffic Management of the owning Railway.

Notice of damage to stock.

V. Notice shall be sent within two months to the owning Railway in all cases how and when the damage took place and the nature of it, and if not so sent, any time free of demurrage shall not be claimed.

Forfeiture of cost of repairs.

VI. Unless the claim for the cost of repairs of damaged stock be sent to the Railway which is responsible for the payment of such claim within three months of the time at which the repairs are completed, the claim shall be forfeited.

Interest chargeable on cost of repairs.

VII. If the cost of repairs to, or replacement of damaged stock, be not paid within

three months from the date of submission of claim, interest thereon shall be chargeable at the rate of 5 per cent. per annum from the date of submission of claim.

Damageable goods in open trucks.

CLAUSE 14.—I. No goods damageable by fire or water, or goods sheeted, shall be allowed to leave the line of the owning Railway in open wagons, except under special arrangement, and except as provided in clause 10.

II. But when open trucks laden with damageable goods are accepted, the receiving Railway shall become liable for subsequent damage, provided the goods are handed over under a description implying that they are damageable by fire, water, or atmospheric causes.

Handing over stock at junction.

CLAUSE 15.—I. All stock shall be considered as handed over when entered in the number-taker's book at the junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose.

Number-takers.

II. The number-taker or takers to be joint servants of both Railways and work under instructions approved by the Traffic Management of both Railways.

Definition of coaching and merchandise stock.

CLAUSE 16.—Passenger carriages, horse boxes, carriage trucks, mail vans, brake-vans, passenger, road or luggage vans, shall be in all cases reckoned as coaching vehicles, whether they run upon passenger or goods trains. All other kinds of vehicles shall be reckoned as goods vehicles.

Mileage charges.

CLAUSE 17.—I. A mileage charge of 7 pies shall be made for coaching vehicles, both on the outwards journey and in returning, double horse boxes when containing more than three horses to be counted as two vehicles, but no mileage shall be charged on vehicles of the following descriptions when returning empty to the owning Company's line :—

| | | |
|--|--|---------------------|
| Horse boxes. | | Hospital carriages. |
| Carriage trucks. | | Prison vans. |
| Special carriages not used for ordinary traffic. | | |

II. Mileage shall be paid to the sending Railway for goods vehicles of all descriptions at the rate of $\frac{2}{3}$ of a pie per ton or fraction of a ton of goods conveyed in either direction in such vehicles, in respect of every mile a goods vehicle of one Railway may carry goods on the line of the other Railway or any Railway connected therewith.

III. Mileage shall be paid on the weight entered in invoice for charges.

CLAUSE 18.—Mileage shall not be charged on merchandise vehicles when running empty.

Time allowed free of demurrage. Coaching vehicles.

CLAUSE 19.—Coaching vehicles sent through from one Railway to the other or any line beyond shall be allowed one hour for every $12\frac{1}{2}$ miles or portion of $12\frac{1}{2}$ miles run in going and returning, and 24 hours extra at destination free of demurrage.

Time allowed free of demurrage. Goods vehicles.

CLAUSE 20.—I. No demurrage shall be charged on the goods vehicles from either Railways sent through to the line of the other Railway or any line beyond, provided they are returned within the time arrived at by allowing one hour for every $6\frac{1}{2}$ miles or portion of $6\frac{1}{2}$ miles run in going and returning; mileage to be reckoned on the total distance run foreign in each direction separately. 24 hours allowed at destination for unloading, and 24 hours for reloading, and 12 hours shall be allowed at intermediate stations for each of these operations.

II. But no allowance shall be made for detention at junctions.

Demurrage charges.

CLAUSE 21.—On vehicles detained beyond the time named at clauses 13, 19 and 20, demurrage shall be charged as follows.—

Coaching vehicles—At the rate of eight annas per hour.

Merchandise vehicles—At the rate of one anna per ton of carrying capacity per hour.

Loading vehicles short of owning line.

CLAUSE 22.—In cases any merchandise vehicles are loaded on the homeward journey to any station short of or not beyond the junction with the owning Railway, the Audit offices of the respective Railways shall duly and correctly account for the same in their mileage returns to each other, and the mileage charges due under clause 17 shall be allowed to the owning Railway for the distance the vehicles are run loaded. When in such cases the distance run loaded is over two or more Railways, each line shall pay its proper share of the mileage charges.

Penalty for mis-sending.

CLAUSE 23.—I. No return vehicle shall be run, whether loaded or empty, unless otherwise mutually arranged, on any other than the exact route to its own line by which it was received, under a penalty of 22 Rupees per diem from the time it was mis-sent, until it return to a station on the route by which it was received.

Calculation of penalty.

II. In calculating penalty the date on which the vehicle is wrongly sent shall be included, and the date on which it returns to a station on the route by which it was received shall be omitted.

III. Vehicles may be loaded on their return journey to any station on the owning line or beyond.

- Diverting vehicles to branches. IV. But either Railway may divert a vehicle of the other Railway to any short branches of its own (to wit, the Hamdi or Sehwan branches on the Indus Valley State Railway), for a load to the line of the owning line, but not beyond.
- Liability of line originating mis-sending. V. Penalty is to be paid in every instance when a vehicle is mis-sent, even if it should reach the owning Railway within the time allowed under clauses 19 and 20.
- Trans-shipment to prevent wrong running. VI. For the wrong running of a vehicle on the Railway which mis-sends it, penalty shall be levied as provided in the first paragraph of this clause, but for the wrong running on a Railway other than the Railway which originates the mis-sending, the time on which to calculate the penalty recoverable from the Railway originating the mis-sending shall be determined in the case of merchandise vehicles at the rate of one hour for every $6\frac{1}{2}$ miles or portion of $6\frac{1}{2}$ miles wrongly run by the vehicle, together with 24 hours for unloading at destination, and in the case of coaching vehicles at the rate of one hour for every $12\frac{1}{2}$ miles or portion of $12\frac{1}{2}$ miles, and 24 hours extra, any detention in excess of this time to be charged against the detaining railway at the demurrage rate provided in clause 21. The penalty of 22 Rupees shall be leviable for 24 hours, or part thereof.
- Owning line to receive mileage and penalty dues. VII. Penalty-paying vehicles shall also be subject to the provisions of clauses 17 and 24.
- Inspection of accounts. VIII. If a vehicle be loaded with goods for a station, the running to which would take the vehicle out of its exact route homewards, and the load be trans-shipped at some point before the vehicle runs out of its proper route, the vehicle then running home by the proper route, then no penalty shall be due on the vehicle, but only mileage for the distance it ran loaded.
- Definition of through traffic. IX. The Auditors of the respective Railways shall specially advise each other whenever a vehicle has been mis-sent.
- Goods claims. CLAUSE 24.—Whatever amount is paid for mileage and penalty for wrong sending by any Railway for the use of vehicles of other Railways shall in all cases belong to and be paid over to the owning Railway
- Statements as to through wagon loads. CLAUSE 25 —The accounts referring to any mileage or demurrage question in which any sending Railway is concerned shall be open to the inspection of such Railway
- Trans-shipped goods and parcels. CLAUSE 26 —Through traffic is to be understood in all cases to mean coaching and merchandise traffic which may be booked or invoiced in accordance with the terms of this Agreement, through from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.
- I V S Railway traffic between Mooltan Cantonment and Mozufferabad. CLAUSE 27 —I. Goods claims shall be settled by the Railway in whose custody the loss or damage occurred, when this cannot be ascertained with certainty the claim shall be paid in mileage proportion but in such cases the consent of both Railways shall be obtained before settlement is made.
- Haulage of I V S. Railway trains. II. Each Railway shall accept the statements of the other Railway with respect to the loads of wagons, unless the number-takers at the Junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint station, failing which the sending Railway's statement shall be accepted.
- Control of I V S. Railway trains. CLAUSE 28 —All trans-shipped goods and parcels shall be checked by the receiving Railway, and receipt duly given in the agreed form, the work being arranged for by the Sind, Punjab and Delhi Railway at Mooltan Cantonment and by the Indus Valley Railway at Kotri Junction, the cost being equally borne by the two Railways.
- Rules and regulations. CLAUSE 29.—I All merchandise and coaching traffic between Mooltan Cantonment and stations on the Indus Valley Railway shall be booked by the Indus Valley Railway and carried by its own trains, and traffic of all kinds between Mooltan Cantonment and the Mozufferabad Junction Railway station may be booked by the Indus Valley Railway trains as well as by the Sind, Punjab and Delhi Railway trains.
- Speed, load, &c., of trains. II The Indus Valley Railway engines shall haul their own trains in either direction over that portion of the Sind, Punjab and Delhi Railway situated between Mooltan Cantonment and Mozufferabad Junction stations.
- III. All such trains shall be started under *line clear* messages obtained from the Sind, Punjab and Delhi Railway, and be generally controlled, when so running over the Sind, Punjab and Delhi Railway line by the Staff of the Sind, Punjab and Delhi Railway, to whom, when on this length, the servants of the Indus Valley Railway shall be subordinate.
- IV.—In all respects, the servants of the Indus Valley Railway working these trains, shall be subject to all the Rules and Regulations of the Sind, Punjab and Delhi Railway in force over this portion of the line for the time being.
- V. The speed and load of trains, and times of departures and arrivals, shall be subject to approval of the Sind, Punjab and Delhi Railway from time to time.

- Damage to Indus Valley State Railway trains VI. The Indus Valley Railway shall be responsible for all damage occurring to their engines and vehicles engaged in working between Mooltan Cantonment and Mozufferabad Junction stations, and also to the vehicles belonging to any other Railway attached to their trains from whatsoever cause arising.
- Payment for the concession. VII.—That the terms for this concession shall be a payment by the Indus Valley Railway to the Sind, Punjab and Delhi Railway of interest on capital expenditure, and of actual cost of maintenance of the line, in proportion to the relative vehicle mileage of the two Railways, the interest being calculated at 5 per cent. per annum on a Capital expenditure of Rs.
- Haulage charge. VIII. The Indus Valley Railway shall pay to the Sind, Punjab and Delhi Railway 15 per cent. of the gross receipts from all traffic booked locally by the Indus Valley State Railway trains between Mooltan Cantonment and Mozufferabad Junction Stations.
- Disabled I. V. S. Railway trains. IX. In any case, in which either Railway supplies haulage power for the other railway's trains, a payment shall be made to the hauling Railway of Rs. 5 per hour for each engine.
- Expense of clearing line. X. In the event of the Sind, Punjab and Delhi Railway line being obstructed by a disabled Indus Valley Railway train, from whatever cause arising, it shall be the duty of the Sind, Punjab and Delhi Railway staff to clear the line.
- Term of notice. XI. The expense incurred, so far as it relates to the removal of the Indus Valley Railway train, shall be refunded by that Railway, but all other expenses in connection with the clearance and restoration of the line shall be debited to the maintenance account referred to in para. VII of this clause.
- The week. Returns. XII. The provisions of this clause shall be subject to alteration on one month's notice from either Railway.
- The day. CLAUSE 30.—I. The week shall in all cases end at 24 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the first Saturday of that month.
- Dies non.* II. The day shall in all cases be reckoned as 24 hours, commencing at 24 o'clock at night, of a day being reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas day, and Good Friday shall be treated as ordinary working days and no *dies non* shall be allowed.
- Extension of Agreement to connected lines. CLAUSE 31.—The principles of this agreement shall be extended by each Railway to any other Railway working in connection with it, the two Railways, parties to this Agreement, being responsible to each other for all through traffic so forwarded.
- CLAUSE 32.—I. It is further agreed that the Indus Valley Railway shall have the joint use of the Sind, Punjab and Delhi Railway Stations and sidings, &c., at Mooltan Cantonment, and Kotri Junction Stations.
- II. The Indus Valley Railway shall take charge of the Railway from the distant signals on the Sukkur side of the Kotri Junction and Mooltan Cantonment Stations and for the purpose of these arrangements, their liability shall commence at these points in accordance with para V. of this clause.
- III. The staff of the joint Stations of Kotri Junction and Mooltan Cantonment shall deal with all through and local traffic of both Railways.
- IV. Each Railway to have equal right in respect of the occupation of the Stations, and of the use of the Station Staff.
- V. The Railway which appoints the Station Master and staff shall be responsible for accidents or injury to rolling stock or traffic within the station or any limits within which the said staff takes charge of the same arising from any default of that Staff, and for any loss from undue delay or obstruction to traffic caused by any acts, whether of commission or omission, of the Station Staff.
- VI. The Station Staff at Mooltan Cantonment and the Kotri Junction Stations to be appointed by the Sind, Punjab and Delhi Railway.
- VII. For the use of those Stations and Sidings the Indus Valley Railway shall pay 1st, A share of an annual rental calculated at the rate of five (5) per cent. upon expenditure agreed upon between the Chief Engineers of the two Railways as the necessary expenditure on the Station for working the traffic of the two lines; 2nd, A share of the entire cost of the Station Staff, and of maintenance and renewal of such parts of station works as are used in common by both Railways.
- VIII. These charges are to be allocated in proportion to the number of vehicles working in and out of the joint stations.

(N.B.) Both in this clause and in clause 29 (VII) in calculating the number of vehicles, each light, dead, or assisting engine is to be counted as ten vehicles.

CLAUSE 33.—It is further agreed that the Sind, Punjab and Delhi Railway shall undertake all shunting required for the Indus Valley Railway at the Mooltan Cantonment and Kotri Stations, and that the Indus Valley Railway shall pay the Sind, Punjab and Delhi Railway for this service at the following rates :—

| | Hours. |
|--|--------|
| For every mail train, | ½ |
| „ „ mixed or goods train, | 1 |
| General shunting per diem, | 2½ |
| With an extra allowance of 1 hour on Sunday. | |

The hours being worked out at 5 train miles per hour at the average cost per train mile shown in the Revenue Account of the previous half year.

CLAUSE 34.—I. In all respects the servants of the Indus Valley Railway, whilst on the premises of the Sind, Punjab and Delhi Railway, shall be subject to all the Rules and Regulations of the Sind, Punjab and Delhi Railway in force on such portion of the line for the time being.

II. In case of any breach of Rules and Regulations by servants of the Indus Valley Railway, the same will be dealt with by the heads of the Traffic Departments of the two Railways, and in case of dispute as to the interpretations of the Rules and Regulations of the Sind, Punjab and Delhi Railway, the matter shall be referred to the Agent of the Sind, Punjab and Delhi Railway, whose decision shall be final.

CLAUSE 35.—I. It is further agreed that the Sind, Punjab and Delhi Railway will allot space in their running shed at Mooltan Cantonment Station for four Indus Valley Railway engines.

II. The latter Railway to pay for this accommodation a sum of Rs. * monthly.

Construction of Agreement. Settlement by arbitration.

CLAUSE 36.—All questions which may arise in carrying out these arrangements, upon which the Traffic Management of the two Railways cannot agree, shall be referred to the Management of the respective Railways; and in cases of any difference of opinion between the two Railways as to the construction of any part of this agreement, or as to its application to any particular case, it shall be open to either Railway to call for an arbitration to be conducted in the ordinary way.

* See Appendix Q.

APPENDIX Q.

AGREEMENT BETWEEN THE SIND, PUNJAB AND DELHI AND INDUS VALLEY STATE RAILWAYS FOR WORKING THE JOINT STATIONS AT MOOLTAN AND KOTRI.

1. From and after the 1st April, 1882, the Indus Valley State Railway shall run and haul their own trains over the line between Mooltan Cantonment station and Muzaffarabad Junction, and have the joint use of the Mooltan Cantonment and Kotri Junction stations and sidings, also of the fuelling and watering buildings, machinery, plant and sidings and of the engine shed and sidings at Mooltan Cantonment station, as per detailed Schedules hereto annexed; upon the following conditions:—

2. All traffic to Indus Valley State Railway stations originating at Mooltan Cantonment or Kotri stations, shall be booked by the Sind, Punjab and Delhi Railway Company or the joint staff hereinafter provided for, and carried in Indus Valley State Railway's trains, and all traffic booked in Indus Valley State Railway trains and terminating at those stations, shall be received and dealt with by the Sind, Punjab and Delhi Railway Company, or by the said joint staff.

3. All goods traffic booked to Indus Valley State Railway stations, or stations on the Sind, Punjab and Delhi Railway Company's Sind Section, originating at Mooltan City or Cantonment stations, or trans-shipped at Mooltan Cantonment station, shall be loaded into Indus Valley State Railway vehicles.

4. The Sind, Punjab and Delhi Railway shall appoint a joint staff to deal with all the through and local traffic, coaching and merchandise, of the two lines at Kotri Junction station, also a joint staff to deal with the interchange of through traffic vehicles, and stock, and the cleaning and lighting of vehicles and trains at Mooltan Cantonment station.

5. The said joint staff shall be upon the basis of the various schedules hereto annexed, and no permanent increase shall be made to the numbers or salaries of either the station staff or Police without the concurrence of the Manager of the Indus Valley State Railway, but in the event of stress of traffic necessitating immediate increase to the staff, the Agent of the Sind, Punjab and Delhi Railway may make temporary arrangements subject to the subsequent approval of the Manager of the Indus Valley State Railway.

6. The Indus Valley State Railway shall pay the Sind, Punjab and Delhi Railway for shunting and marshalling trains at Mooltan and Kotri Junction at the following rates:—

| | |
|--|------------|
| Each passenger and mail train, | ½ an hour. |
| Each mixed or goods train, | 1 hour. |
| For work on Sundays, double the above allowance. | |

Charge to be made for 5 miles per hour at an average cost per train mile for locomotive expenses, calculated on the actual expense, shown in the Sind, Punjab and Delhi Railway Revenue Account for the previous half-year, plus 5 per cent. thereon to cover interest on the capital cost of the Sind, Punjab and Delhi Railway Company's locomotive stock at work.

7. Each Railway shall supply at Mooltan and Kotri stations the lamps and other running stores necessary for its own trains, also the tickets, waybills and other station forms necessary for its own particular purposes, also at both these stations, menial staff, and premises, for its own running rooms, and oil and staff for lubricating the vehicles attached to its own trains, also the necessary staff for the examination of its own stock. The Indus Valley State Railway shall also supply at Mooltan station all forms necessary for the interchange of traffic and stock.

8. The Indus Valley State Railway shall be entitled to store on the premises of the Sind, Punjab and Delhi Railway at Mooltan Cantonment a sufficient number of spare vehicles to provide for the exigencies of the traffic arising at that station, but shall not use the station as a depôt for surplus stock.

9. Each Railway shall have equal right in respect to the occupation of the portion set apart for joint purposes at Kotri Junction stations, and in respect to the work to be performed by the joint staff, both at Mooltan and Kotri stations, but if required by the other Railway, neither Railway shall occupy with spare vehicles a larger portion of the total siding accommodation than is represented by the average proportion paid during the preceding three months for use for the joint station.

10. Debits laid against the joint station staff by the Indus Valley State Railway for errors in accounts, shall if necessary, be deducted from the salary or guarantee of the station staff, or otherwise recovered upon proper representation by the Examiner of the Railway.

11. All trains shall be started under line clear messages obtained from the Sind, Punjab and Delhi Railway, and be generally controlled, when running over the Sind, Punjab and Delhi Railway line, by the staff of the Sind, Punjab and Delhi Railway, to whom the servants of the Indus Valley State Railway shall be then subordinate.

12. In all respects the servants of the Indus Valley State Railway working these trains, shall be subject to all the Rules and Regulations of the Sind, Punjab and Delhi Railway, in force for the time being.

13. In case of any breach of Rules and Regulations by servants of the Indus Valley State Railway, the same will be dealt with by the Traffic Managers of the two Railways, and in case of dispute, as to the interpretation of the Rules and Regulations of the Sind, Punjab and Delhi Railway, the matter shall be referred to the Agent of the Sind, Punjab and Delhi Railway Company, whose decision shall be final.

14. The times of departures and arrivals of trains, and their speed over the Sind, Punjab and Delhi Railway, shall be determined by the Sind, Punjab and Delhi Railway from time to time.

15. The Indus Valley State Railway shall be responsible for all damage occurring to their engines and vehicles engaged in working between Mooltan Cantonment and Muzaffarabad Junction, or in either of the joint stations, and also to the vehicles belonging to any other Railway attached to their trains, from whatsoever cause arising.

16. In the event of the Sind, Punjab and Delhi Railway line or stations being obstructed by a disabled Indus Valley State Railway's train from whatever cause arising, it shall be the duty of the Sind, Punjab and Delhi Railway staff to clear the line.

The expense incurred so far as it relates to the removal of the Indus Valley State Railway's train, shall be refunded by that Railway, but all other expenses in connection with the clearance and restoration of the line shall be debited to the maintenance account of the Sind, Punjab and Delhi Railway.

LINE FROM MUZAFFARABAD JUNCTION INTO MOOLTAN CANTONMENT STATION,

17. The whole of the traffic passing from and to the Indus Valley State Railway and the Punjab and Delhi Section of the Sind, Punjab and Delhi Railway, shall be made over at Mooltan Cantonment station, and the Indus Valley State Railway shall provide engine power, stock and staff for the haulage of all such traffic between Mooltan Cantonment station and Muzaffarabad Junction.

18. The Sind, Punjab and Delhi Railway shall be entitled to all the traffic earnings attributable to the length of line between Muzaffarabad Junction and Mooltan Cantonment Station, and carried in Indus Valley State Railway trains, such traffic earnings being calculated upon a length of $6\frac{1}{2}$ miles at the rates and fares per mile received for each class of traffic.

But in the event of any considerable reduction in the rates and fares of the Indus Valley State Railway without the previous consent of the Sind, Punjab and Delhi Railway, the amount of rebate to be allowed to Indus Valley State Railway under clause (19) shall be proportionately reduced.

19. The Indus Valley State Railway in consideration of performing the haulage and necessary train service, shall be entitled to a rebate of 30 per cent. upon the traffic earnings referred to in clause 18.

20. For mileage and demurrage purposes, the line between Mooltan Cantonment and Muzaffarabad Junction shall be treated as part of the Indus Valley State Railway system; no mileage and demurrage charges being made to Sind, Punjab and Delhi Railway for vehicles of Indus Valley State Railway and connected lines, unless they are attached to Sind, Punjab and Delhi Railway trains for Sind, Punjab and Delhi Railway service, but the Indus Valley State Railway shall pay the usual mileage and demurrage charges on all vehicles belonging to Sind, Punjab and Delhi Railway and connected lines when used for Indus Valley State Railway service on Indus Valley State Railway trains. All vehicles to be treated as received from or returned to parent line at Mooltan Cantonment station.

21. A charge of 2 annas per vehicle per mile shall be credited to the traffic earnings of the joint line referred to in clause 18 for all vehicles attached to an Indus Valley State Railway train running over the joint line in both directions without load, but no charge shall be made for vehicles running empty in one direction and loaded on the other. Provided always that empties shall not be run in both directions at the same time, in which case one-half shall be treated as running in both directions without load. Passenger, luggage and postal vehicles and brake-vans shall be always considered loaded.

This clause is not to be applicable to wagons forwarded to Sind, Punjab and Delhi Railway for equalization purposes.

22. Either Railway may issue free passes between Muzaffarabad Junction and Mooltan Cantonment, and send free its own officer's reserved carriages by either Railway's trains.

23. Should it at any time be necessary for vehicles of the one Railway engaged upon that Railway's service to be hauled in the trains of the other Railway, a payment shall be made to the hauling Railway of 2 annas per mile per vehicle.

24. In any case, in which either Railway supplies haulage power for the other Railway's trains, a payment shall be made to the hauling Railway of Rs. 5 per hour for each engine.

MOOLTAN CANTONMENT STATION.

25. The Indus Valley State Railway shall pay for the cost of cleaning vehicles, and of oil and staff for lighting trains in the ratio of the number of trains of each Railway using the Mooltan station.

26. The Indus Valley State Railway shall pay a proportion of the cost of vehicle number-takers and of the staff employed in the preparation of the junction Returns, also of the staff employed, or stores consumed in the trans-shipment or taking over of through vehicles, stock and traffic at the Mooltan Cantonment station in the ratio of the number of trains of each Railway using it.

27. A fixed sum of Rs. per mensem shall be paid for the receipt and despatch of Indus Valley State Railway service telegrams at Mooltan Cantonment station which do not refer to matters of joint traffic.

28. The cost of all other services performed, or stores supplied, except those provided for in clauses 6, 25 and 26, in connection with the booking, marshalling, lighting, starting, and reception of Indus Valley State Railway trains at Mooltan Cantonment station, shall be borne by the Sind, Punjab and Delhi Railway; who shall also provide sufficient accommodation to the Indus Valley State Railway staff engaged upon the Mooltan Cantonment station, for the execution of their duty, and the safe custody of their stores.

ENGINE SHED AT MOOLTAN CANTONMENT STATION.

29. The Sind, Punjab and Delhi Railway shall allot space in their Running shed at Mooltan Cantonment station for four Indus Valley Railway engines, for which accommodation the Indus Valley State Railway shall pay a proportion of a charge of 5 per cent. per annum upon a sum of Rs. to cover the interest on capital cost, also of further charges of 5 per cent. per annum upon a sum of Rs. to cover the cost of maintenance and renewal of permanent way, and of $2\frac{1}{2}$ per cent. per annum upon a sum of Rs. to cover the cost of maintenance and renewal of all buildings and works connected with the said Running shed. *

30. The Indus Valley State Railway shall pay a proportion of the cost of the Sind, Punjab and Delhi Railway Company's fuelling shed, and watering establishment and other expenditure appertaining at Mooltan Cantonment, as per detailed schedule hereto annexed (plus a charge of 10 per cent. for supervision); also a like proportion of a charge of 5 per cent. per annum upon a sum of Rs. to cover the interest on capital cost and of further charges of 5 per cent. per annum upon a sum of Rs. to cover the cost of maintenance and renewal of permanent way, and of $2\frac{1}{2}$ per cent. per annum upon a sum of Rs. to cover the cost of maintenance and renewal of all buildings and works in connection with the Company's watering and fuelling plant, premises, appurtenances and sidings at that station.

The proportion payable by Indus Valley State Railway under clauses 29 and 30, shall be

KOTRI JUNCTION STATION.

31. The cost of the joint station working including staff, stores, stationery, police, labor employed in the trans-shipment of goods, or in cleaning, lighting, shunting, and marshalling trains, &c., shall be apportioned between the two lines in the ratio of the number of trains of each Railway working in and out of the joint station.

32. The Indus Valley State Railway shall pay the Sind, Punjab and Delhi Railway a share of the following annual charges to cover the cost of rent, maintenance and renewals of the said station, sidings, &c., apportioned in the same ratio as the station staff referred to in the preceding clause :—

| | |
|--|--|
| 5 per cent. upon a sum of Rs. | to cover interest on capital cost. |
| 5 per cent. upon a sum of Rs. and earthwork. | to cover the cost of maintenance and renewal of permanent way, excluding ballast |
| $2\frac{1}{2}$ per cent. upon a sum of Rs. | to cover the cost of maintenance of all works and buildings. |

MUZAFFARABAD JUNCTION STATION.

33. The Muzaffarabad Junction and signals having been provided by the Sind, Punjab and Delhi Railway shall be maintained by that Company, the working staff and stores shall be supplied by Indus Valley State Railway, who shall also give the necessary line clear to Sind, Punjab and Delhi Railway trains between Mooltan and Ramowalla. No charge to be made to the other Railway for either service by either Railway.

CARRIAGE OF STORES FOR JOINT USE.

34. The Company's rate for carriage of Revenue stores shall be added to the cost of all stores consumed on joint account.

FUEL AND STORES SUPPLY TO ENGINES AND TRAINS FOR OTHER THAN JOINT PURPOSES.

35. For all supplies in addition to those provided for in this agreement, the Indus Valley State Railway shall pay, in addition to that actual cost, the cost of handling and conveyance from the depôts, and loss on exchange incurred upon English stores, plus a charge of 10 per cent. for supervision.

36. This clause shall remain in force for two years certain from the 1st April, 1882, after which date it shall be subject to revision upon six months' notice by either Railway.

37. Any additional Capital outlay on joint account must be approved from time to time by both Railways, and added to the sums particularized in this agreement for the purpose of calculating interest and maintenance.

APPENDIX R.

AGREEMENT FOR WORKING AND MAINTENANCE OF THE PORADAH SECTION, NORTHERN BENGAL STATE RAILWAY, BY THE EASTERN BENGAL RAILWAY COMPANY.

*Minutes of a Special Meeting held at the Agent's Office, Eastern Bengal Railway, on Wednesday, the 23rd
June, 1880.*

Submitted letter No. 1775 W, dated the 18th June, from the Director of State Railways, North-Eastern System, in which he disapproves of the arrangement conditionally resolved upon at a Special Meeting held at Siligori on the 8th instant, whereby the Eastern Bengal Railway was to receive a percentage of the gross receipts of the Branch equal to the percentage which the gross expenses of the Northern Bengal State Railway shall bear to the gross receipts of that line for the same half-year: and states his opinion that the working expenses of the Eastern Bengal Railway should be the basis, the Company being paid an additional percentage on that to cover the cost of Agency and of working a Branch line.

After some discussion the following telegram was agreed to and despatched to the Director of State Railways, North-Eastern System.

"Prestage agrees subject to the approval of his Board to work and maintain Poradaha Branch for 60 per cent. of the gross receipts during continuance of Eastern Bengal Railway Contract with effect from 1st January last. Do you approve? wire reply."

The Meeting was adjourned till the 25th June, 1880.

Read the following telegram from the Director of State Railways, North-Eastern System, to the Manager of Northern Bengal State Railway, Calcutta.

"Yes, will accept the 60 per cent. rate for Poradaha Section."

1. Resolved that, subject to the approval of Government and the Board of Directors, the Eastern Bengal Railway Company continue to work and maintain the Way and Works of the Section with its station buildings and staff quarters in consideration of which they shall receive 60 per cent. of the gross receipts.

2. This arrangement to have effect from the 1st January, 1880, and during the continuance of the Eastern Bengal Railway Company's present Contract.

3. It being a distinct stipulation with regard to the maintenance of the Branch that the Eastern Bengal Railway accepts no risks whatever, and any additional special expenses that may be incurred on account of floods or extraordinary accidents be a special charge to be borne by the Northern Bengal State Railway. All estimates for construction or extraordinary works of repair that may be necessary will be submitted for sanction to the Northern Bengal State Railway authorities.

APPENDIX S.

AGREEMENT BETWEEN THE GREAT INDIAN PENINSULA RAILWAY COMPANY AND THE WARDHA COAL STATE RAILWAY FOR THE INTERCHANGE OF TRAFFIC AND STOCK.

DRAFT MEMORANDUM OF AGREEMENT, dated the _____ of January, 1879, and made between the Chief Commissioner of the Central Provinces, and the Great Indian Peninsula Railway Company, for the interchange of Traffic and Stock between the Wardha Valley State Railway (hereinafter called the State Railway) and the Great Indian Peninsula Railway (hereinafter called the Railway Company), and for the provision, maintenance, and working of the Junction Station at Wardha, to be used in common by both Railways.

- Term of Agreement.** 1. The Agreement for the working, by the Railway Company, of the State Railway to be considered as cancelled and determined on the 31st of December, 1878. And this Agreement to be in force during the whole of the year 1879, and thereafter (except as provided in clause 35) until the expiration of not less than six months' notice, which may be given, either by the Chief Commissioner or by the Railway Company, at any time, but which is to expire only on either the 30th of June, or the 31st of December, in any year.
- Boundaries of each Railway.** 2. A line of division of land between the two Railways, to be agreed upon at Wardha, and all lines and sidings required by each Railway respectively, at that place, are to be laid in, and maintained, by each Railway upon their own land.
- Joint use of Junction Station.** 3. During the continuance of this Agreement the trains of the State Railway are to be entitled to work into, and out of, the Railway Company's Station at Wardha, having the use, for traffic purposes only, under the terms of this Agreement, of the platforms, sidings, and all the traffic premises, of the Railway Company. All other offices, premises, and buildings required by the State Railway are to be provided by themselves, outside of the boundaries of the Railway Company's land, and this Agreement is not to be held as giving the State Railway any authority, or permission, or right to come within the Railway Company's boundaries except as provided herein, and any notice to terminate this Agreement is to be considered and accepted, as also notice of the withdrawal of all the rights given under it to the State Railway, to enter or use the Railway Company's Station at Wardha.
- Payment for joint use of Junction Station.** 4. The cost of laying in and erecting the Wardha Junction sidings, station buildings, and all premises which are used for traffic purposes, and of such alterations and additions as may, hereafter, from time to time, be required to be used in common by both Railways, is to be ascertained, and the plans and estimates are to be agreed upon, from time to time, between the two Railways, before any new work is commenced. The expenditure thus required, and agreed upon, is to be provided by the Railway Company, and an annual rental at the rate of $7\frac{1}{2}$ per cent. upon the total amount spent, from time to time, is to be charged to a "Joint Station Expenses" account.
- The actual cost of maintenance and renewal of such parts of the station premises as are used in common by both Railways for traffic purposes, and as are charged against Revenue is to be also debited to the "Joint Station Expenses" account.
- Compensation to Railway Company of joint use of Junction Station discontinued.** 5. Upon the termination of this Agreement, the State Railway is to compensate the Railway Company, at the time of the expiry of the Agreement, for any expenditure upon station buildings, sheds, or premises which the Railway Company may have incurred in order to accommodate the traffic of the State Railway. The amount of compensation to be paid to the Railway Company to be agreed upon by the Consulting Engineer to the Government of Bombay, and the Chief Engineers of the two Railways, due regard being given to the utilization of the premises by the Railway Company, or to the necessity for their removal.
- Duties of Staff at Junction Station.** 6. The Station Staff at Wardha will deal with all traffic, through as well as local, and the traffic of the two Railways is to be dealt with in the same manner as if it belonged to one only, no undue preference being given to that relating to either Railway. The staff at the Wardha Station to be appointed by the Railway Company, who are to have the exclusive control of the station and sidings, &c, within the station limits.
- Limit of Junction Station defined.** 7. The distant signals on either side of the Wardha Junction Station both on the State Railway, and on the Great Indian Peninsula Railway, are to be considered and accepted as the limit of the station; and the trains and engines and traffic are to be under the control of the Station Staff at Wardha, within the limit of the station as thus defined.
- Control of Staff while within Junction Station.** 8. The staff of the State Railway are, while within the limits of the Wardha Station, to obey, and be bound by all the rules and regulations, and also all instructions which may

be, from time to time, in force, or which may be issued by the authorities of the Railway Company, and the authorities of the Railway Company are to have the same rights and control over the Staff of the State Railway while within the limits of that station as if they were the Staff of the Railway Company itself.

Responsibility for accidents at Junction Station.

9. All damages or accidents which may be caused by the Station Staff at Wardha, to the public, or to the stock of the two Railways; or to the traffic, whether goods or otherwise, and whether through or local, or which may, from time to time, arise or occur, within the limits of that station; and all damages or losses which either of the Railways may sustain, or be put to, in consequence of the act of the Station Staff, whether arising from carelessness or otherwise, within the limits of that station, are to be charged to the "Joint Station Expenses" account.

Each Railway to be individually responsible for damages or accidents caused by its own running staff within station limits.

Through booking of passengers, horses, &c.

10. Passengers and horses, carriages, and dogs are to be booked through between such stations on both Railways, and of other Railways with which the Railway Company may, from time to time, have through booking arrangements, as may be, from time to time, arranged between the Manager of the State Railway, and the General Traffic Manager of the Great Indian Peninsula Railway.

Through booking of goods and parcels.

11. Goods and parcels are to be invoiced and booked through, to and from all goods booking stations on both Railways, and also between all goods booking stations of other Railways with which the Great Indian Peninsula Railway book through from time to time.

Traffic of other Railways to be treated in the same way as G. I. P. traffic.

12. The traffic of Railways, whether Guaranteed or State, other than the Great Indian Peninsula Railway, which may pass on to the State Railway is, in regard to the State Railway, to be treated and dealt with, in all respects, as if it were traffic of the Great Indian Peninsula Railway, except that the rates, fares, charges, &c., of such other Railways, are to be collected and charged upon the State Railway, as the State Railway authorities may be advised, by the Railway Company from time to time.

General arrangements for children; servants, halts during journey; excess luggage, &c., &c.

13. The general arrangements in force, from time to time, upon the Great Indian Peninsula Railway as to charges for children, and for servants accompanying their employers; as to halts during journeys, reserved accommodation; time for which return tickets are available; weight of luggage carried free by the holder of each class of tickets respectively, and the charge for excess luggage, also for troops and their baggage; and for horses, carriages, stores, ammunition, &c., belonging to Government, and all other general arrangements for both passenger and goods traffic, are to apply to traffic booked through between the two Railways, except when, and in such cases, as the General Traffic Manager of the Great Indian Peninsula Railway may be advised by the Manager of the State Railway, from time to time, that different arrangements, which may be specified, are to be adopted.

Through rates and fares.

14. Each Railway is to supply the other from time to time with the rates and fares between Wardha and their respective stations. The through rates and fares are to be, in all cases the sum of the local rates and fares of each Railway to Wardha including terminals, and cartage if, and when, that is performed, of both Railways.

But no terminal is to be charged for the Wardha Junction Station by either Railway upon through traffic.

Notice of alterations of rates, fares, &c.

15. No alteration of rate or classification affecting the through traffic, is to be made by either Railway, without one month's previous notice to the other. And such notices are to be given only by the Manager of the State Railway, and the General Traffic Manager of the Great Indian Peninsula Railway, to each other respectively.

Collection of through charges.

16. Each Railway is to be responsible for collecting the proportion due to the other upon all through traffic and upon goods traffic invoiced through "To pay." The receiving station is to check the invoices, and to be responsible for collecting any amounts that may be undercharged by the forwarding station, but the receiving station is not to reduce below the charge mentioned in the invoice or through way bill without the consent of the forwarding Railway, except only in cases of errors in rate or calculation which may be corrected.

Distances.

17. The mileages to Wardha from stations on each Railway are to be taken in regard to all charges, and all arrangements made in this Agreement, at the distances which may be quoted from time to time, by each Railway.

Limit of goods to be sent through in some wagons, minimum charges, &c.

18. The loads of wagons containing less than three tons of goods are to be transhipped at the Wardha Junction Station.

Wagons containing three tons or more of goods, are to go through to destination in the same wagons as those in which they arrive at the junction

Consignments of goods of not less than 14 seers in weight are to be booked through between the two Railways, but the minimum charge upon goods traffic booked through is to be as for one maund, and no less charge is to be made than one rupee upon goods traffic, or than eight annas upon parcels traffic booked through.

Packages of less than 14 seers in weight are to be booked through as parcels.

The minimum charge is to be divided in mileage proportion between the two Railways.

- Division of receipts upon through traffic. 19. The division of the receipts on through traffic is to be carried out weekly by the Audit offices of the two Railways without reference to the end of a month, except on the 30th of June and the 31st of December in each year, when returns for odd days completing those months respectively, will be required, and the traffic will be divided up to the end of those months accordingly. The weekly accounts are to be made up to Saturdays inclusive, and settlements are to be made monthly on accounts which are to be closed on the last Saturday of each month. And each Railway is to have, in such division, its own local rates and fares, except in the case of minimum charges which are to be divided as provided in clause 18.
- Record of stock exchanged. 20. A number-taker is to be employed as part of the Joint Station Staff at Wardha, and is to enter the number and description of every vehicle, also of every sheet, loose coupling, &c, which arrives at, and leaves that station, and showing the owning Company's name, and the date and time it is so entered, and showing also, in regard to goods wagons, those which are empty, and those which are loaded.
- Definition of, how stock is to be handed over. 21. All vehicles, sheets, and loose couplings are to be considered as handed over, or returned, to the State Railway, or as handed over, or returned, to the Railway Company, when they are entered in the number-taker's book, which is to be done, in the case of vehicles and sheets in use directly they are put into the sidings where such vehicles are usually placed for those purposes, at Wardha, and in the case of sheets not in use and loose couplings directly they are handed to the officer of either Railway who usually receives them.
- Mileage allowance for vehicles. 22. Coaching vehicles belonging to either of the two Railways are to be allowed one day for every 300 miles, and goods vehicles are to be allowed one day for every 150 miles. These mileages to be allowed both on the outward and the return journey upon both coaching and goods vehicles.
- Free allowance upon vehicles, &c. 23. One day is to be allowed free upon all vehicles at destination.
The day vehicles are handed over at the Junction Station is to be reckoned, but the day they are returned to the Junction Station is not to be reckoned.
But inasmuch as the distances upon the State Railway are short, and these free allowances might therefore so work out as to give no payment at all, it is agreed that, for every vehicle, at least one day's full mileage charge is to be paid.
Six additional days to be allowed in case of damage to the stock of either Railway on the line of the other Railway for the repairs of such stock, and no demurrage to be charged for those six days. But if the damage is such as will require longer than six days to complete the repair, the stock must be returned to the owning Railway. If not sent within the six additional days, whether repaired or not, demurrage will be charged after the expiration of the six days unless specially exempted by the Traffic Manager of the owning Railway. Notice to be sent within one month to the owning Railway, in all cases how and when the damage took place, and the nature of it.
- Definition of days, classification of stock, &c. 24. Portions of days are to be, in all cases, reckoned as full days, and the day is to be calculated from midnight to midnight only.
The week is to be reckoned from midnight on Saturday.
Sundays, Good Fridays, and Christmas days are to be reckoned in regard to coaching vehicles, but are not to be reckoned in regard to goods vehicles and sheets and couplings.
Horse boxes, carriage trucks, foot board road vans, and brake-vans are to be reckoned as coaching vehicles, in all cases, whether they run on goods or passenger trains.
- Mileage payment. 25. For coaching vehicles belonging to either of the two Railways, the owning Company is to be paid at the rate of seven pies per mile actually run both in going and returning; and for goods vehicles (except those named below) at the rate of four pies per mile when running under load only. But for the small goods (coal) wagons of the State Railway now in use for carrying coal, &c., the rate is to be only one and three-quarter pies per mile when running under load only.
- Demurrage. 26. For coaching vehicles which are not returned to the owning Company within the time specified in clauses 22 and 23, the owning Company is to be paid demurrage at the rate of 5 Rupees a day; and for goods vehicles (except those named below) at the rate of 3 Rupees a day for every day that they are so detained beyond the agreed periods. But for the small goods vehicles named in clause 25 the demurrage rate is to be only 1 Rupee and 12 annas per day.
- Back loading of goods vehicles, and penalty for wrong sending. 27. Goods vehicles of either Railway may be loaded back in the direction of the owning Company's line, and the mileage charge is to be paid for all vehicles so returning under load.
But when goods vehicles are returned empty, no mileage charge is to be made.

For each vehicle, whether goods or passenger, that is loaded back in any direction other than towards the owning Company's line, the owning Company is to be paid a sum of 20 Rupees a day by way of penalty in addition to the mileage charge.

Back loading of stock of other Railways.

28. Vehicles of all sorts belonging to the East Indian or other Railways beyond Jubbulpore may be loaded back to Wardha or to any station in the direction of Wardha on the State Railway; to any station of the Great Indian Peninsula Railway between Wardha and Jubbulpore; to any station on the owning Company's line; or to any station on any intermediate Railway, between Jubbulpore and the owning Company's line in the direction of the owning Company's line, but not in any other direction.

Vehicles of all sorts belonging to the Madras or other Railways beyond Raichur may be loaded back to Wardha or to any station on the State line in the direction of Wardha; to any station of the Great Indian Peninsula Railway between Wardha and Raichur; to any station on the owning Company's line, or to any station between Raichur and the junction with the owning Company's line in the direction of the owning Company's line, but not in any other direction.

And vehicles of all sorts which belong to the Bombay, Baroda and Central India Railway may be loaded back to any station on the State Railway in the direction of the owning Company's line; to any station between Wardha and Dadur Junction on the Great Indian Peninsula Railway; or to any station on the owning Company's line; but not in any other direction.

Statement of loading short of owner's Railway on return of stock.

29. Should any goods vehicle be loaded on the homeward journey to any station short of the junction with the owning Company's line, the Audit offices of the respective Railways will send in special returns to each other in order that the charges may be paid to the owning Company.

Definition of through and local traffic.

30. Traffic booked between stations of the Railway Company and of the State Railway (except Wardha), or between stations of other Railways reached *via* the Great Indian Peninsula Railway and stations of the State Railway, is to be considered as through traffic.

And traffic booked, by either Railway, to the Wardha station is to be considered as local traffic.

Examination of stock, &c., at Junction.

31. The State Railway and the Railway Company will each appoint carriage examiners at Wardha. All vehicles of all sorts, and all loose couplings must be examined by the carriage examiners of both Railways, and any defects or damages of any kind must be entered in a book to be kept for the purpose, and must be signed by both examiners, and their examination and records in this joint book is to be accepted as conclusive, and the only evidence which is to be recognized, in regard to the condition of such stock, &c.

The Station Master at Wardha will be responsible for the condition of all sheets handed over to, and returned by, the State Railway, and for keeping a record of all sheets that are damaged when they are returned.

The cost of repairs of any damages which have been done to the stock, sheets, &c., of either Railway upon the line of the other, is to be borne by the Railway upon which it occurred. The bills for repair of such stock, sheets, &c., are to be adjusted monthly between the Railway Company and the State Railway.

But neither the Railway Company nor the State Railway are to be responsible to the other for damages arising out of the neglect or default of the examiners.

Railway Company to provide stock, &c., for State Railway.

32. The Railway Company will (subject to the provision of clause 34) provide all such carriages, wagons, brake-vans, and rolling stock of all descriptions (except engines) including loose screw and chain coupling and sheets, as the State Railway may, from time to time, require.

The indents for such stock, &c., are to be sent, by telegram, or otherwise only by the Traffic Superintendent of the State Railway, to the District Traffic Superintendent of the Great Indian Peninsula Railway, from time to time.

Payment by State Railway for hired stock, &c.

33. For the time that such stock, sheets, &c., are in the possession of the State Railway, as provided in clause 32, they are to be considered as hired by the State Railway, and the Railway Company are to be paid for their use upon monthly bills, at the rate, for each day, of 5 Rupees for each first class and each composite carriage; of 4 Rupees for each second class carriage; of 3 Rupees for each vehicle for all other coaching vehicles, of 2 Rupees for each goods vehicle; of 2 annas for each sheet; and 1 anna for each loose screw or chain coupling. Provided that if the Railway Company have to hire stock, &c., at higher rates than the above, the rate charged to the State Railway is to be increased to the rates which the Railway Company may have to pay for the time being.

Limitation in case of insufficiency of Railway Company's stock, &c.

34. But if, at any time, it should be found that the available stock of the Railway Company is insufficient to carry all the traffic of both Railways, the Railway Company reserve to themselves the right to withdraw such stock, sheet, &c., if required for their own purposes, at any time, upon giving one month's notice to the State Railway.

For stock, sheets, &c., so hired, the hiring charge is to be paid for every day, or part of a day, as defined in clause 24, that the stock, sheets, &c., remain upon the State Railway, but no demurrage charge is to be made, and the penalty for wrong sending, under clause 27, is not to be charged.

For stock, sheets, &c., hired by the State Railway, the day of departure from, and the day of return to, the Junction Station are to be respectively charged for, and the days allowed free under clauses 23 and 24 are to be also charged for.

The State Railway to keep all stock hired by them under this clause in running order.

Provisions of clauses 32, 33 and 34, to cease at end of year 1879.

35. The arrangements made in clauses 32, 33 and 34 are to cease absolutely on the 31st of December, 1879.

Payment by State Railway for stock of other Railways.

36. The State Railway are to pay to the Railway Company whatever amount for mileage, or demurrage, penalty for wrong sending or otherwise the Railway Company may have, from time to time, to pay to any other Railway for stock of such other Railway passing on to the State Railway, such stock, &c., being, in all other respects, treated as if it was stock, &c., of the Railway Company.

The stock of State Railways, other than the Wardha Valley State Railway, is to be dealt with, and treated for the purposes of this Agreement, either in the same manner as stock of other Foreign Railways, or as if it were part of the stock of the Great Indian Peninsula Railway, as the case may be. The State Railway to be, from time to time, advised of the payment for mileage, demurrage, &c., which may have to be paid by the Railway Company to other Railways, whether State or Guaranteed.

Greasing of stock.

37. Each Railway to make its own arrangements for greasing or oiling its own vehicles at the Junction Station independently of the joint Staff.

Responsibility for accidents.

38. The State Railway are to be responsible for all accidents, damages, or losses to themselves, to the Railway Company, and to the public, which may arise in consequence of the condition of any of the stock, &c., which may be running upon the State Railway, whoever it may belong to, except that, if any damage should arise from defective materials or workmanship, in any vehicle belonging to the Great Indian Peninsula or other Railway Company, while running upon the State Railway, the owning Company is to be responsible for the actual repair or replacement of such vehicle only, but not of any other vehicle, nor for any other of the consequences of such defective material or workmanship.

But should damage be caused by defective material or workmanship in any vehicle belonging to the Railway Company which may be upon the State line upon the hiring arrangements made in clauses 32, 33, 34, and 35 of this Agreement, the State Railway is also to bear the cost of repair of such vehicle as if it were actually their own.

Settlement of claims.

39. Claims for compensation for goods, parcels, &c., lost or damaged are to be settled and paid by the Railway in whose custody the loss or damage occurred.

When the responsibility for loss or damage cannot be ascertained with certainty, the claim is to be divided in mileage proportion between the Railway Companies concerned. But, in such cases, the previous consent of the Manager of the State Railway, and the General Traffic Manager of the Great Indian Peninsula Railway, is to be obtained before any settlement is made.

Records of Junction Staff to be accepted by both Railways.

40. Each Railway is to accept the statements of the other with respect to loads of wagons unless the number-taker at the Junction notices and records that the loads have been interfered with, in which case their actual contents are to be ascertained and recorded by the Station Master at Wardha.

Accounts at Junction and inspection of goods, &c.

41. The Joint Staff at Wardha are to keep all such books, statements, &c., as may be required by either Railway from time to time. And they are to render such statements, returns, &c., as either Railway may require direct to the authorities of that Railway from time to time.

The traffic books of all sorts at the Junction Station, and all books, statements, &c., and all through goods, are to be, at all times, open to inspection by any authorized officers of either Railway.

Division of Joint Station Expenses.

42. The rent referred to in clause 4, and the cost of the Joint Station working, including Staff, and all expenditure which is in accordance with this Agreement, to be placed to the Wardha "Joint Station Expenses" account, are to be paid by the two Railways, in the proportion of three-eighths of the whole amount by the State Railway, and five-eighths by the Railway Company.

Repairs and maintenance of stock and engines, &c.

43. The Railway Company agree to repair and maintain any and all stock including engines, which may be provided by the State for working the State Railway, from time to time, at the actual cost with 30 per cent. on Indian expenditure added for supervision and shop charges.

The repairs of State Railway stock and engines are to be carried out at whichever of the Locomotive depôts of the Railway Company may, in the discretion of the Locomotive

WORKING AGREEMENTS.

lxxxii

Superintendent of the Railway Company, be arranged from time to time, at which the necessary accommodation and appliances may be available.

- Rate for State Railway stores, coal, &c., over G. I. P. Railway. 44. The State Railway are to pay the Railway Company, upon Ledger accounts to be submitted monthly by the Railway Company, at the ordinary State Railway rates as now in force for the carriage over the Great Indian Peninsula Railway of all State Railway stores, material, &c., (except coal,) and for vehicles, including engines, belonging to, or in use by, the State Railway running over the Great Indian Peninsula Railway to any of their Locomotive stations for repair. And for all coal the State Railway are to pay to the Railway Company the same average rate per ton, per mile, as is charged to the Railway Company for coal carried for them over the State Railway, from time to time, such rate being understood to include freight, terminals, royalties, and all other charges which are credited as receipts to that line. The loading and unloading services to be performed by the State Railway.
- Water supply. 45. Each Railway is to make its own arrangements for water supply at Wardha.
- Telegrams free. 46. Telegrams on the joint business of the two Railways to be interchanged free.
- Calcutta Conference rules for interchange of stock, &c. 47. All the arrangements as to interchange of stock, mileage, demurrage, penalty for wrong sending, &c., made in this Agreement (except those made in clauses 32, 33, 34, and 35) are to be subject to modification whenever any of the rules proposed at the recent Conference held in Calcutta are brought into force.
- Payment of Accounts. 48. The accounts for Joint Station Expenses under clause 42, and for repairs of stock under clause 43, to be submitted by the Railway Company to the State Railway within six weeks after the end of each half-year, and to be adjusted by the usual transfer certificate in the accounts pertaining to the month in which they are submitted.
- The accounts for repairs of damages to stock, &c., under clauses 31 and 38, and for the conveyance of stock, stores, coal, &c., under clause 44, are to be paid during the month after that in which they accrue.
- The division of traffic receipts under clause 19, and the accounts for mileage, demurrage, and penalty for wrong sending under clauses 25, 26, and 27, and for hire of stock under clause 33, to be settled by the Railway Company and the State Railway, by the usual transfer certificate, in the accounts pertaining to the same month as that to which they relate.
- Upon all amounts due as above the accounts for which are not settled, as rendered (errors being subsequently adjusted) within the specified time as named above, interest at the rate of 5 per cent. per annum is to be paid until the money is actually paid by the State Railway to the Railway Company or by the Railway Company to the State Railway as the case may be.
- Settlement of disputes. 49. All questions of dispute which may arise in carrying out these arrangements, as to the construction of any part of this Agreement, or its application to any particular case, or as to the cost of the station to be used in common; or as to the amount for which either Railway is liable for damage of stock, or injury, or loss; or with respect to any other questions which may arise, to be settled by arbitration, in some way to be arranged by the Board of Directors of the Great Indian Peninsula Railway, and the Government of India.
- Sanction to Agreement 50. This Agreement to be subject to the sanction of the Directors of the Railway Company; of the Government of Bombay; and of the Government of India.

SUPPLEMENTAL AGREEMENT BETWEEN THE GREAT INDIAN PENINSULA RAILWAY AND THE WARDHA COAL STATE RAILWAY FOR THE INTERCHANGE OF TRAFFIC, &c.

MEMORANDUM OF SUPPLEMENTAL AGREEMENT, made between the Chief Commissioner of the Central Provinces, and the Great Indian Peninsula Railway Company, as to interchange of Traffic and Stock between the Wardha Coal State Railway (hereinafter called the State Railway) and the Great Indian Peninsula Railway (hereinafter called the Railway Company).

The undermentioned arrangements are agreed to between the parties, namely:—

- 1st.—That as to the small coal wagons belonging to the State Railway when booked to Nagpur, the Railway Company are to be allowed, free of demurrage, 24 hours more than the time allowed free under the Conference Minutes for the return of these wagons to the State Railway at Wardha.
- 2nd.—That for wagons belonging to the Railway Company which are handed over at Wardha to the State Railway to be worked to Warora for loading with coal for the Railway Company, the Conference Rules as to time free of demurrage, &c., are not to take effect, until 24 hours after the time at which the Conference Rules would ordinarily take effect.
- 3rd.—That any wagons of the Railway Company which are sent under load to any station on the State Railway, may be worked by the State Railway authorities to the Colliery for back loading, without incurring the penalty for wrong sending.
- 4th.—That mileage, at not less than as for 100 miles, is to be paid to the Railway Company for all their wagons going on to the State Railway, and similarly mileage at not less than as for 100 miles, is to be paid to the State Railway for all their wagons going on to the Great Indian Peninsula Railway.

2. These arrangements apply only to wagons of the State Railway, and the Railway Company respectively, and not to the wagons of any other Railway.
 3. The Conference Rules are to be in force in all respects, except as provided herein.
 4. These arrangements are to be considered as being in force from the 1st of January, 1881, and are to continue until the existing Agreement between the parties, dated 25th April, 1879, is cancelled. Any notice to cancel that Agreement is to be also accepted as notice to cancel these supplementary agreements.
 5. Dated Bombay, the 21st July, 1881.
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APPENDIX T.

AGREEMENT BETWEEN THE GREAT INDIAN PENINSULA RAILWAY AND THE NAGPUR-CHHATTISGARH STATE RAILWAY FOR THE INTERCHANGE OF TRAFFIC.

DRAFT MEMORANDUM OF AGREEMENT, dated the _____ of January 1879, and made between the Chief Commissioner of the Central Provinces and the Great Indian Peninsula Railway Company, for the interchange of Traffic between the Chhattisgarh State Railway (hereinafter called the State Railway) and the Great Indian Peninsula Railway (hereinafter called the Railway Company), and for the provision, maintenance, and working of the Railway Company's Station at Nagpur, to be used in common by both Railways.

Term of Agreement.

1. This Agreement to be in force for one year from the date of the opening of the State Railway, and subsequently until the expiration of not less than six months' notice, which may be given, either by the Chief Commissioner or by the Railway Company, at any time, but which is to expire only on either the 30th of June, or the 31st of December in any year.

Joint use of Nagpur Station.

2. During the continuance of this Agreement the State Railway are to be entitled to work their trains into, and out of, the Railway Company's Station at Nagpur, having the joint and equal use, for traffic purposes only, under the terms of this Agreement, of the booking offices, goods sheds, platforms, and all the traffic premises, of the Railway Company. All other offices, premises, and buildings, except the State Railway local goods premises, required by the State Railway, are to be provided by themselves, outside of the boundaries of the Railway Company's land.

The State Railway local goods premises are to be provided and maintained by the State Railway at their own expense, on the Railway Company's land within the limits of the Nagpur Station, and they are to be removed by the State Railway upon the termination of this Agreement.

Payment for joint use of Nagpur Station.

3. The cost of erecting the Nagpur Station buildings, goods sheds, and all premises which are used for traffic purposes, by both Railways, and of such alterations and additions as may be, from time to time required to be used in common by both Railways, is to be ascertained, and the plans and estimates of future alterations and additions are to be agreed upon, from time to time, between the two Railways before any new work is commenced. The expenditure thus incurred and agreed upon, is to be provided by the Railway Company, and an annual rental, at the rate of $7\frac{1}{2}$ per cent. upon the total amount spent from time to time, is to be charged to a "Joint Station Expenses" account.

The actual cost of maintenance and renewal of such parts of the station premises as are used in common by both Railways for traffic purposes, and as are charged against Revenue, is to be also debited to the "Joint Station Expenses" account.

Provision of Sidings for each Railway at Nagpur Station.

4. The cost of laying in, and maintaining, such of the sidings as are required by the State Railway within the limits of the Nagpur Station from time to time is to be borne by the State Railway, and the cost of laying in, and maintaining, such of the sidings as are required from time to time, within the limits of that station, by the Railway Company, is to be borne by the Railway Company.

Compensation to Railway Company for expenditure upon buildings, &c., and removal of State line sidings upon termination of this Agreement.

5. Upon the termination of this Agreement, the State Railway is to compensate the Railway Company, at the time of the expiry of this Agreement, for any expenditure upon station buildings, sheds, or premises which the Railway Company may have incurred in order to accommodate the traffic of the State Railway. The amount of compensation to be paid to the Railway Company to be agreed upon by the Consulting Engineer to the Government of Bombay and the Chief Engineers of the two Railways, due regard being given to the utilization of the premises by the Railway Company, or to the necessity for their removal.

And inasmuch as, under the provisions of clause 4, the State Railway will lay in sidings upon land belonging to the Railway Company, it is expressly agreed that, at the expiration of this Agreement, the State Railway will, at their own expense, remove all such sidings from the Railway Company's land.

State Railway to pay expense of removal of Railway Company's accommodation to make room for State Railway use of Station.

6. The State Railway are to pay to the Railway Company the whole of the cost, beyond what is chargeable to the joint account of the two Railways, of all works required to provide accommodation for the Railway Company, within the Nagpur Station limits, equivalent to that which it is necessary to remove in order to give the State Railway access to, and the use of, the Railway Company's station there. And any alteration of the

existing bridge, which may be required to give the State Railway access to the station, is also to be carried out at the sole expense of the State Railway.

General control of work, of maintenance, &c.

7. All the work of alterations and additions within the limits of the Railway Company's Station at Nagpur is to be done upon plans and estimates agreed upon, from time to time, before the work is commenced, and under the general control of the Engineer of the Railway Company.

All maintenance within the limits of the station is also to be done under the general control of the Railway Company's Engineers.

Reservation of all rights of the Railway Company.

8. This Agreement is not to be held as giving the State Railway any authority, or permission, or right to erect buildings or sheds or lay in sidings, &c., within the Railway Company's boundaries at Nagpur Station except as provided herein, and any notice to terminate this Agreement is to be considered and accepted, as also notice of the withdrawal from the expiration of such notice, of all the rights and privileges given under it, to the State Railway, to enter or use the Railway Company's Station and land at Nagpur.

Duties of Staff at Nagpur Station.

9. The Station Staff at Nagpur will deal with all traffic, through as well as local, and the traffic of the two Railways is to be dealt with in the same manner as if it belonged to one only, no undue preference being given to that relating to either Railway. The Staff at the Nagpur Station to be appointed by the Railway Company, who are to have the exclusive control of the stations and sidings, &c., within the station limits.

Limit of Station defined.

10. The distant signals on either side of the Nagpur Junction Station both on the State Railway, and on the Great Indian Peninsula Railway, are to be considered and accepted as the limit of the station; and the trains and engines and traffic, as well as the Staff of both Railways, are to be under the control of the Station Staff at Nagpur within the limits of the station as thus defined.

Control of Staff while within Station limits.

11. The Staff of the State Railway are, while within the limits of the Nagpur Station, to obey, and be bound by, all the rules and regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Railway Company, and the authorities of the Railway Company are to have the same rights and control over the Staff of the State Railway, while within the limits of that Station, as if they were the Staff of the Railway Company itself.

Responsibility for accidents at Nagpur Station.

12. All damages or accidents which may be caused by the Station Staff at Nagpur to the public; to the stock of the two Railways; to the traffic, whether goods or otherwise, and whether through or local; or which may, from time to time, arise, or occur, within the limits of that station; and all damages or losses which either of the Railways may sustain or be put to, in consequence of the acts of the Station Staff whether arising from carelessness or otherwise, within the limits of that station, are to be charged to the "Joint Station Expenses" account.

Each Railway to be individually responsible for damages or accidents caused by its own Running Staff within station limits.

Through booking of passengers, horses, &c.

13. Passengers and horses, carriages, and dogs are to be booked through between such stations of both Railways, and of other Railways with which the Railway Company may have through booking arrangements, as may be, from time to time, arranged between the Manager of the State Railway, and the General Traffic Manager of the Great Indian Peninsula Railway.

Through booking of goods and parcels.

14. Goods and parcels are to be invoiced and booked through, to and from all goods booking stations on both Railways, and also between all goods booking stations of other Railways, with which the Great Indian Peninsula Railway book through from time to time.

Minimum charges, &c.

15. Consignments of goods of not less than 14 seers in weight are to be booked through between the two Railways, but the minimum charge upon goods traffic booked through is to be as for one maund, and no less charge is to be made than one rupee upon goods traffic, or than eight annas upon parcels traffic, booked through.

Packages of less than 14 seers in weight are to be booked through as parcels. The minimum charge is to be divided in mileage proportion between the two Railways.

Traffic of other Railways to be treated in the same way as G. I. P. traffic.

16. The traffic of Railways, whether Guaranteed or State, other than the Great Indian Peninsula Railway, which may pass on to the State Railway is, in regard to the State Railway, to be treated and dealt with, in all respects, as if it were traffic of the Great Indian Peninsula Railway, except that the rates, fares, charges, &c., of such other Railways, are to be collected and charged upon the State Railway, as the State Railway authorities may be advised, by the Great Indian Peninsula Railway, from time to time.

General arrangements for children; servants, halts during journey, excess luggage, &c, &c.

17. The general arrangements in force, from time to time, upon the Great Indian Peninsula Railway as to charges for children, and for servants accompanying their employers; as to halts during journeys; reserved accommodation; time for which return tickets are available; weight of luggage carried free by the holder of each class of tickets respectively, and the charge for excess luggage; also for troops and their baggage; and

for horses, carriages, stores, ammunition, &c, belonging to Government, and all other general arrangements for both passenger and goods traffic, are to apply to traffic booked through between the two Railways except when, and in such cases, as the General Traffic Manager of the Railway may be advised by the Manager of the State Railway, from time to time, that different arrangements, which may be specified, are to be adopted.

Through rates and fares.

18. Each Railway is to supply the other from time to time with the rates and fares between Nagpur and their respective stations. The through rates and fares are to be in all cases, the sum of the local rates and fares of each Railway to Nagpur including terminals,* and cartage if, and when, that is performed, of both Railways.

Inasmuch as the gauges of the two Railways are different, all goods, &c., will have to be trans-shipped at Nagpur, either Railway will be at liberty to charge its usual terminal for the Nagpur Station, upon through as well as local traffic.*

Notice of alteration of rates, fares, &c.

19. No alteration of rate or fare, or classification affecting the through traffic, is to be made by either Railway, without one month's previous notice to the other. And such notices are to be given only by the Manager of the State Railway, and the General Traffic Manager of the Great Indian Peninsula Railway, to each other respectively.

Collection of through charges.

20. Each Railway is to be responsible for collecting the proportion due to the other Railway upon all through traffic and upon goods traffic invoiced through "To pay." The receiving station is to check the invoices, and to be responsible for collecting any amounts that may be undercharged by the forwarding station, but the receiving station is not to reduce below the charge mentioned in the invoice or through way bill without the consent of the forwarding Railway, except only in cases of errors in rate or calculation, which may be corrected.

Distances.

21. The mileages to Nagpur from stations on each Railway are to be taken in regard to all charges, and all arrangements made in this Agreement, at the distances which may be quoted, from time to time, by each Railway.

Division of receipts upon through traffic.

22. The division of the receipts on through traffic is to be carried out weekly by the Audit offices of the two Railways, without reference to the end of a month, except on the 30th of June and the 31st of December in each year, when returns for odd days completing those months respectively will be required, and the traffic will be divided up to the end of those months accordingly. The weekly accounts are to be made up to Saturdays inclusive, and settlements are to be made monthly on accounts which are to be closed on the last Saturday of each month. And each Railway is to have, in such division, its own local rates and fares, except in the case of minimum charges which are to be divided as provided in clause 15.

Definition of through and local traffic.

23. Traffic booked between stations of the Railway Company and of the State Railway, except Nagpur, or between stations of Railways reached *via* the Great Indian Peninsula Railway and stations of the State Railway, is to be considered as through traffic.

And traffic booked by either Railway to the Nagpur Station is to be considered as local traffic.

Examination of stock of both Railways.

24. Each Railway will be responsible for greasing and oiling and for the examination and proper condition of stock leaving Nagpur Station for their own lines respectively.

Accounts of Junction and inspection of goods, &c.

25. The Station Staff at Nagpur are to keep all such books, statements, &c, as may be required by either Railway from time to time. And they are to render such statements, returns, &c., as either Railway may require direct to the authorities of that Railway from time to time.

The traffic books of all sorts, at that station, and all books, statements, &c., and all through goods, are to be, at all times, open to inspection by any authorized officers of either Railway.

Division of Nagpur Station expenses.

26. The rent referred to in clause 3 and the cost of the Joint Station working, including staff, and all expenditure which is in accordance with this Agreement, to be charged against the Nagpur "Joint Station Expenses" account, are to be paid by the two Railways, in proportion to the weight of the traffic, through and local, of each Railway, in and out of the station. The weight to be considered as due to the coaching traffic is to be ascertained upon the basis laid down in the Schedule following clause 32.

Rate for State Railway stores, coal, &c., over G. I. P. Railway.

27. The State Railway are to pay the Railway Company, upon Ledger accounts to be submitted monthly by the Railway Company, at the ordinary State Railway rates as now in force for the carriage, over the Great Indian Peninsula Railway, of all State Railway stock, stores, material, &c, except coal. And for all coal the State Railway are to pay the Railway Company the same average rate per ton, per mile, as is charged to the Railway Company for coal, carried for them over the Wardha Valley State Railway, from time to time, such rate being understood to include freight, terminals, royalties, and all other charges which are credited as receipts to that line. The loading and unloading services to be performed by the State Railway.

* Terminals on through traffic have been abolished.

- Water supply and greasing of stock.** 28. Each Railway is to make its own arrangements for water supply at Nagpur. And each Railway is to make its own arrangements for greasing or oiling its own vehicles, independently of the Joint Staff.
- Telegrams free.** 29. Telegrams on the joint business of the two Railways to be interchanged free.
- Payment of Accounts.** 30. The accounts for Joint Station Expenses, under clause 26, to be submitted by the Railway Company to the State Railway, within six weeks after the end of each half year, and to be adjusted by the usual transfer certificate in the accounts pertaining to the month in which they are submitted.
- The division of traffic receipts under clause 22 to be settled by the Railway Company and the State Railway, by the usual transfer certificate, in the accounts pertaining to the same month as that to which they relate.
- And the bills for the conveyance of stock, stores, coal, &c., under clause 27 are to be paid during the month after that in which they accrue.
- Upon all amounts due as above the accounts for which are not settled, as rendered (errors being subsequently adjusted) within the specified time as named above, interest at the rate of 5 per cent. per annum is to be paid until the money is actually paid by the State Railway to the Railway Company, or by the Railway Company to the State Railway as the case may be.
- Settlements of disputes.** 31. All questions of dispute which may arise in carrying out these arrangements; as to the construction of any part of this Agreement; or its application to any particular case; or as to the cost of the station to be used in common; or as to the amount for which either Railway is liable for damage of stock, or injury, or loss, at the Junction Station; or with respect to any other questions which may arise, to be settled by arbitration, in some way to be arranged by the Board of Directors of the Great Indian Peninsula Railway, and the Government of India.
- Sanction to Agreement.** 32. This Agreement to be subject to the sanction of the Board of Directors of the Railway Company; of the Government of Bombay; and of the Government of India.

The following are the weights to be allowed under the provisions of clause 26 of this Agreement for each description of coaching traffic, namely:—

SCHEDULE.

| | | | | | |
|---|-----|-----|-----|-----|---------|
| 1. For each passenger of whatever class | ... | ... | ... | ... | 1 cwt. |
| For each child's ticket | ... | ... | ... | ... | 56 lbs. |
| 2. For each horse or each head of horned cattle | ... | ... | ... | ... | 1 ton. |
| 3. For each sheep, calf, goat, or pig | ... | ... | ... | ... | 56 lbs. |
| 4. For each dog or other small animal | ... | ... | ... | ... | 1 cwt. |
| 5. Parcels at actual weight. | | | | | |
| 6. Carriages, each | ... | ... | ... | ... | 3 tons. |

APPENDIX U.

WORKING AGREEMENT BETWEEN THE GREAT INDIAN PENINSULA RAILWAY COMPANY AND THE NIZAM'S STATE RAILWAY.

MEMORANDUM OF AGREEMENT, dated the 29th day of September, 1880, and made between the British Resident at Hyderabad and the Great Indian Peninsula Railway Company, for the interchange of traffic and stock between the *Nizam's State Railway* (hereinafter called the State Railway) and the Great Indian Peninsula Railway (hereinafter called the Railway Company), and for the maintenance and working of the Junction Station at Wadi, which belongs jointly to the two Railways.

Term for continuance of this Agreement and closing of other arrangements.

1. All previous Agreements between the Resident and the Railway Company for the working and maintenance of the State Railway, are to be considered as closed from this date, and this Agreement is to be in force until the expiration of not less than six months' notice, which may be given, either by the Resident or by the Railway Company, at any time, but which is to expire only on either the 30th of June or the 31st of December in any year.

Laying in and maintenance of sidings.

2. A line of division of land between the two Railways having been agreed upon at Wadi, all lines and sidings required by each Railway respectively are to be laid in, and maintained, by each Railway upon their own land.

Joint use of Wadi station.

3. During the continuance of this Agreement the trains of the State Railway are to be entitled to work into, and out of the Railway Company's station at Wadi, having the joint and equal use, for traffic purposes only under the terms of this Agreement, of the booking offices, goods sheds, platforms, and all the traffic premises of the Railway Company. All other offices, premises, and buildings required by the State Railway are to be provided by themselves, outside of the boundaries of the Railway Company's land, and this Agreement is not to be held as giving the State Railway any authority, or permission, or right to come within the Railway Company's boundaries except as provided herein, and any notice to terminate this Agreement is to be considered and accepted, as also notice of the withdrawal of all the rights given under it to the State Railway, to enter or use the station at Wadi of the Railway Company.

Expenditure on junction station buildings and rent.

4. The cost of erecting the junction station buildings, goods sheds, residences for the station staff, and all premises which are used for traffic purposes, and of such alterations and additions as may, hereafter, from time to time, be required to be used in common by both Railways, is to be ascertained, and the plans and estimates are to be agreed upon, from time to time, between the two Railways, before any new work is commenced. The expenditure thus required, and agreed upon, is to be provided by the Railway Company, and an annual rental, at the rate of $7\frac{1}{2}$ per cent. upon the total amount spent, from time to time, is to be paid in equal proportions by the State Railway and the Railway Company.

The actual cost of maintenance and renewal of such parts of the station premises as are used in common by both Railways for traffic purposes, and as are charged against revenue is to be debited to a "Joint Station Expenses" account.

Compensation to Railway Company for expenditure on station buildings on expiry of Agreement.

5. Upon the termination of joint working arrangements at Wadi, the State Railway is to compensate the Railway Company at the time of the expiry of the Agreement, for any expenditure upon station buildings, sheds, or premises which the Railway Company may have incurred in order to accommodate the traffic of the State Railway. The amount of compensation to be paid to the Railway Company to be agreed upon by the Consulting Engineer to Government and the Chief Engineers of the two Railways, due regard being given to the utilization of the premises by the Railway Company or to the necessity for their removal. But so long as the State Railway are willing to continue joint working arrangements with the Railway Company upon terms which they may arrange by mutual consent, or which, in the event of their being unable to agree, may be declared by an arbitrator to be fair and equitable, the foregoing clause shall not come into operation, provided that nothing herein shall prevent either Railway having the power to refuse to continue joint station working, in which case an arbitrator shall decide the amount of compensation, if any, due for expenditure on station buildings, to be paid by either Railway.

Appointment of station staff at Wadi.

6. The Station Staff at Wadi junction station is to be appointed and controlled by the Railway Company.

Station limits.

7. The distant signals on either side of the junction station at Wadi, on the State Railway and on the Great Indian Peninsula Railway, are to be considered as the limits of that station.

- Control of engines and trains and staff at Wadi. 8. The staff, and the trains and engines, and traffic, both through and local, of the State Railway are, while they are within the limits of the Wadi junction station, to be under the entire and absolute control of the Railway Company, and the staff are to obey all signals and to be bound by all rules and regulations, and by all instructions which may be, from time to time, in force upon those parts of the Great Indian Peninsula Railway, or which may be issued by the authorities of the Railway Company. And the authorities of the Railway Company are to have the same rights and control over the trains and staff of the State Railway, within the limits as above defined, as if they were the trains and staff of the Railway Company itself.
- Equal rights as to trains and traffic of both Railways. 9. The traffic and trains of both Railways are to be dealt with at the Wadi junction station, in the same manner as if they were the traffic and trains of one Railway only, no undue preference being given to that relating to either of the two Railways.
- Through booking of passengers, horses, &c. 10. Passengers and horses, carriages, and dogs to be booked through between such stations of both Railways, and of other Railways with which the Great Indian Peninsula Railway Company may, from time to time, have through booking arrangements, as may be, from time to time, arranged between the Manager of the State Railway, and the General Traffic Manager of the Great Indian Peninsula Railway.
- Through booking of goods and parcels. 11. Goods and parcels are to be invoiced and booked through, to and from all goods booking stations on both Railways, and also between all goods booking stations of other Railways, with which the Great Indian Peninsula Railway book through from time to time.
- Traffic of other railways to be treated in the same way as G. I. P. traffic. 12. The traffic of Railways, whether Guaranteed or State, other than the Great Indian Peninsula Railway, which may pass on to the State Railway is, in regard to the State Railway, to be treated and dealt with, in all respects, as if it were traffic of the Great Indian Peninsula Railway, except that the rates, fares, charges, &c., of such other Railways are to be collected and charged upon the State Railway, as the State Railway authorities may be advised by the Railway Company from time to time.
- General arrangements for children; servants; halts during journey; excess luggage, &c., &c. 13. The general arrangements in force, from time to time, upon the Great Indian Peninsula Railway, as to charges for children, and for servants accompanying their employers; as to halts during journeys; reserved accommodation; time for which return tickets are available; weight of luggage carried free by the holder of each class of tickets respectively, and the charge for excess luggage; also for troops and their baggage; and for horses, carriages, stores, ammunition, &c., belonging to Government, and all other general arrangements for both passenger and goods traffic, are to apply to traffic booked through between the two Railways, except when, and in such cases, as the General Traffic Manager of the Railway Company may be advised by the Manager of the State Railway, from time to time, that different arrangements, which may be specified, are to be adopted.
- Through rates and fares. 14. Each Railway is to supply the other from time to time with the rates and fares between Wadi and their respective stations. The through rates and fares are to be, in all cases, the sum of the local rates and fares of each Railway to Wadi, including terminals, and cartage if, and when, that is performed, of both Railways.
- But no terminal is to be charged for the Wadi junction station by either Railway upon through traffic.
- Notice of alterations of rates, fares, &c. 15. No alteration of rate or classification affecting the through traffic, is to be made by either Railway, without one month's previous notice to the other. And such notices are to be given only by the Manager of the State Railway, and the General Traffic Manager of the Great Indian Peninsula Railway Company, to each other respectively.
- Collection of through charges. 16. Each Railway is to be responsible for collecting the proportion due to the other Railway upon all through traffic and upon goods traffic invoiced through "to pay." The receiving station is to check the invoices and to be responsible for collecting any amount that may be undercharged by the forwarding station, but the receiving station is not to reduce below the charge mentioned in the invoice or through way bill without the consent of the forwarding Railway, except only in cases of error in rate or calculation which may be corrected.
- Distances. 17. The mileages to Wadi from stations on each Railway are to be taken in regard to all charges, and all arrangements made in this Agreement, at the distances which may be quoted, from time to time, by each Railway.
- Division of receipts upon through traffic. 18. The division of the receipts on through traffic is to be carried out weekly by the Audit offices of the two Railways without reference to the end of a month except on the 30th June and the 31st December, when returns for odd days completing those months respectively will be required, and the traffic will be divided up to the end of those months accordingly. The weekly accounts are to be made up to Saturdays inclusive, and settlements are to be made monthly on accounts which are to be closed on the last Saturday of each month. And each Railway is to have, in such division, its own local rates and fares, except in the case of minimum charges which are to be divided as provided in clause 18.
- Records of stock exchanged. 19. A number-taker is to be employed as part of the joint Station Staff at Wadi, and is to enter the number and description of every vehicle, also of every sheet, loose coupling, &c., which arrives at, and leaves that station, and showing the owning Company's name, the date and time it is so entered; the train by which it arrives at, or leaves that station, and

showing also, in regard to goods wagons, those which are empty, and those which are loaded.

Definition of through and local traffic.

20. Traffic booked between stations of the Railway Company and of the State Railway (except Wadi), or between stations of other Railways reached *via* the Great Indian Peninsula Railway, and stations of the State Railway, is to be considered as through traffic.

And traffic booked by either Railway to the Wadi station is to be considered as local traffic.

Examination of stock, &c., at Wadi.

21. The State Railway and the Railway Company will each appoint carriage examiners at Wadi. All vehicles of all sorts, and loose couplings must be examined by the carriage examiners of both Railways, and any defects or damages of any kind must be entered in a book to be kept for the purpose, and must be signed by both examiners, and their examination and record in this joint book is to be accepted as conclusive, and the only evidence which is to be recognized in regard to the condition of such stock, &c.

The Station Master at the Wadi junction station will be responsible for the condition of all sheets handed over to, and returned by, the State Railway, and for keeping a record of all sheets that are damaged when they are returned.

The cost of repairs of any damages which have been done to the stock, sheets, &c, of either Railway upon the line of the other, is to be borne by the Railway upon which it occurred. The bills for repair of such stock, sheets, &c., are to be adjusted monthly between the Railway Company and the State Railway.

Rules for the interchange of rolling stock as agreed to at Railway Conference, February 1879.

22. *Rule I.*—The day is to be reckoned as 24 hours, commencing at midnight, Madras time being adopted in all cases. The week to end at midnight on Saturday.

No *dies non* to be allowed under these rules.

Rule II—All stock to be considered as handed over when entered in the number-taker's book at the junction station, and it is to be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose.

Rule III.—Passenger carriages, horse boxes, carriage trucks, brake-vans, and passenger road or luggage vans, are to be, in all cases, reckoned as coaching vehicles, whether they run upon passenger or goods trains. All other kinds of vehicles are to be reckoned as goods vehicles.

Rule IV—No return vehicle shall be run, whether loaded or empty, unless otherwise mutually arranged, on any other than the exact route to its own line by which it was received, under a penalty of 22 Rupees per diem from the time it was mis-sent, until it returns to a station on the route by which it was received.

Vehicles may be loaded on their return journey to any station on the owning line.

Rule V.—So soon as the rolling stock of any Railway passes into the custody or possession of any other Railway, such other Railway is to be responsible for all and every contingency that may arise from the use of such stock while it remains in their possession. Except that if the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle or any other consequent damage, is to be at the expense of the owning Railway.

The cost of repairs arising from ordinary wear and tear to be always borne by the owning Railway, but cases of palpable damage (such as dropping heavy weights into wagons and so damaging the bottoms, neglect of greasing or oiling and other similar neglects), and all cases of accidents or collision to be borne by the Railway in whose custody or possession the stock may be at the time the damage occurs.

No claim shall be admitted for the cost of repairs of stock unless sent to the Railway which is responsible for the payment of it, within three months of the time at which the repairs are completed.

Rule VI.—Six additional days to be allowed in case of damage to the stock of either Railway on the line of another Railway for the repairs of such stock, and no demurrage shall be charged for those six days. But if the damage is such as will require longer than six days to complete the repair, the stock must be returned to the owning Railway. If not sent within the six additional days, whether repaired or not, demurrage will be charged after the expiration of the six days unless specially exempted by the Traffic Manager of the owning Railway. Notice to be sent within one month to the owning Railway in all cases how and when the damage took place and the nature of it.

Rule VII.—The exchange of passenger stock to be subject in extent to mutual arrangement between the respective Railways.

Rule VIII.—The mileage charge on coaching vehicles to be 7 pies per mile

APPENDIX U—*continued.*

both on the outwards journey and in returning, except that no mileage is to be charged on the return journey for horse boxes, carriage trucks, hospital carriages, prison vans, and special saloon carriages not used for ordinary traffic, unless returning under load.

Double horse boxes while carrying four or more horses to be counted and charged mileage as two vehicles.

Rule IX.—Coaching vehicles to be allowed one hour for every twelve-and-a-half ($12\frac{1}{2}$) miles run on foreign lines, and 24 hours extra at destination, free of demurrage.

Rule X.—Demurrage to be charged on all coaching vehicles detained beyond the time named in rules VI and IX at the rate of 8 annas per hour.

Rule XI.—The interchange of goods stock to extend to all connected lines and branches. A fair proportion of through traffic being accepted at junctions in time of pressure.

Rule XII.—All consignments of less than three tons to be trans-shipped at junction. In all other respects the interchange of goods traffic and stock shall be unrestricted.

Traffic Managers are at liberty to make exceptions by mutual agreement as to the amount to be trans-shipped in cases of consignments which, from their bulk or weight, fully occupy a wagon, or require exceptional care, such as furniture, glass-ware, stationery, millinery, pictures, musical instruments, &c., &c.

Rule XIII.—No mileage charge to be made on goods vehicles when running empty.

Rule XIV.—That subject to the proviso in rules XIII and XVIII mileage be paid to the sending Railway for goods vehicles of all descriptions at the rate of two-thirds ($\frac{2}{3}$ rds) of a pie per ton, or fraction of a ton of goods conveyed in either direction in such vehicles, in respect of every mile a goods vehicle of one Railway may carry goods on the line of another Railway.

Rule XV.—Goods vehicles to be allowed one hour for every $6\frac{1}{2}$ miles run on a foreign line, and 24 hours for unloading and 24 hours for re-loading at destination, and 12 hours at intermediate stations for each of these operations, free of demurrage.

Rule XVI.—Demurrage to be charged on all goods vehicles detained beyond the time named in rules VI and XV at the rate of one anna per ton of carrying capacity per hour.

Rule XVII.—That the receiving Railway may call upon the forwarding Railway to accept empty wagons with a view to equalize the ton-mileage.

Rule XVIII.—The Railway on which through traffic originates shall provide wagons for such traffic. But when the through traffic offering is more than the wagon stock of the sending Railway can cope with, it may call on the receiving Railway to place a certain daily average capacity of wagon stock at its disposal at the junction for traffic to, and *vid* the receiving line; and in the event of failure to comply wholly or in part within one week, the sending line shall be entitled to charge two pies per ton-mile on all traffic to the extent of the wagon stock short supplied, which it may send through in its own stock: provided that the receiving Railway shall not be required to supply more wagons than sufficient to maintain an equal interchange of stock based on the carrying capacity. Open wagons to be accepted if supplied with proper sheets and ropes.

Rule XIX.—In case any goods vehicles are loaded on the homeward journey to any station short of the junction with the owning Railway, the Audit offices of the respective Railways shall make a special return of the same to each other, and the mileage charge under rule XIV shall be charged to the Railway so loading such wagons.

Rule XX.—Whatever amount is paid for mileage, and penalty for wrong sending by any Railway for the use of vehicles of other Railways is in all cases to belong to and be paid over to the owning Railway.

Rule XXI.—Each Railway to accept the statements of other Railways with respect to the loads and wagons, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the receiving Railway.

Rule XXII.—The accounts referring to any mileage or demurrage question in which any sending Railway is concerned shall be open to the inspection of such Railway.

Railway Conference, January 1880.
Meeting No 6, January 12th, 1880, with regard to rule XVII.

23. *Minute 36* —Mr. Saunders stated that since the introduction of the rules for interchange of rolling stock passed at the last Conference, questions have arisen respecting the working of rule XVII. And the East Indian and Great Indian Peninsula Railway Companies join with the Madras Railway Company requesting that this rule may be discussed by the Conference before it separates. It was agreed to discuss the question.

Minute 37.—Proposed by Mr. Leslie and seconded by Mr. Saunders, that —Rule XVII should only be brought into force when the daily average excess of wagons passing the junction in one direction exceeds for one week 30 per diem, and in that case the forwarding Company should not be called upon to take more than one-third of such excess number in empties. The demurrage on these empties to be paid at the rate of two pies per ton of carrying capacity per hour instead of at the usual rate. This ruling to have force from the 1st January, 1880. Carried without dissent.

Railway Conference, 1880.
Meeting No 7, January 13th, 1880.

Minute 40.—Proposed by Mr. Ross that to ruling in Minute 37 be added— That 48 hours' notice be given by wire by the receiving Company of its intention to forward empties

This was agreed to

Railway Conference, 1880.
Special Meeting, January 28th, 1880. Through and local goods traffic arrangements with regard to minimum charges, &c

24. That the minimum weight to be despatched by goods train be 14 seers.
The minimum charge be 8 annas.
The minimum distance charged, 10 miles.
That subject to the minimum charge, fractions of a quarter of a maund (82½ lbs.) be charged as a quarter of a maund, thus —
- | | | | |
|-----------|-------------------|----|---------|
| 121 seers | would be reckoned | 3½ | maunds. |
| 26 | " | " | ¾ " |
| 14 | " | " | ½ " |

That these rules for fractions and minimum charges apply to each class of goods in each consignment.

That in calculating the charge, if the total for each consignment give a fraction of an anna, of six pies, or more, such fraction be charged as one anna, if the fraction be less than six pies, such fraction be not considered.

That minimum charges on through goods be divided according to mileage

That fractions of a mile be charged as one mile

Payment by State Railway for stock of other than engines.

- 25 The State Railway are to pay to the Railway Company whatever amount for mileage, or demurrage, penalty for wrong sending, or otherwise the Railway Company may have, from time to time, to pay to any other Railway for stock of such other Railway passing over the State line, such stock, &c., being, in all other respects, treated as if it was stock, &c., of the Railway Company.

The stock of State Railways, other than the Nizam's State Railway, is to be dealt with and treated, for the purpose of this Agreement, either in the same manner as stock of other foreign Railways, or as if it were part of the stock of the Railway Company, as the case may be. The State Railway are to be, from time to time, advised of the payment for mileage, demurrage, &c., which may have to be paid by the Railway Company, to other Railways, whether State or Guaranteed.

Greasing of stock.

26. Each Railway to make its own arrangements for greasing and oiling its own vehicles at the junction station, independently of the joint staff.

Responsibility for accidents at Wadi junction station.

27. All damages or accidents which may be caused by the Wadi junction station staff to the public, or to the stock, of either of the two Railways, or to the traffic, whether goods or otherwise, and whether through, or local, or which may, from time to time, arise or occur, within the limits of the Wadi junction station, and all damages or losses which either of the Railways may sustain, or be put to in consequence of the acts of the junction Station Staff, whether arising from carelessness or otherwise, within the limits of that station, are to be paid in equal proportions by the two Railways.

Each Railway to be individually responsible for damages or accidents caused by its own running staff within station limits.

Repair of engines and stock of the State Railway by the Railway Company

28. The Railway Company agree to repair and maintain any and all stock, including engines, which may be provided by the Resident for working the State Railway from time to time, at the actual cost, with the addition of 30 per cent. on Indian expenditure, for shop charges and supervision.

The repairs of State Railway stock and engines are to be carried out at Parel, or, in the discretion of the Locomotive Superintendent of the Railway Company, at any locomotive depôt nearer to Wadi at which the necessary accommodation and appliances may be available.

Settlement of claims

29. Claims for compensation for goods, parcels, &c, lost or damaged are to be settled and paid by the Railway in whose custody the loss or damage occurred

When the responsibility for loss or damage cannot be ascertained with certainty, the claim is to be divided in mileage proportion between the Railway Companies concerned; but in such cases, the previous consent of the Manager of the State Railway, and the General Traffic Manager of the Great Indian Peninsula Railway is to be obtained before any settlement is made.

- Accounts at Wadi, and inspection, of goods, &c. 30. The Joint Staff at Wadi are to keep all such books, statements, &c., as may be required by either Railway from time to time. And they are to render such statements, returns, &c., as either Railway may require direct to the authorities of that Railway from time to time.
- The traffic books of all sorts at the junction station at Wadi, and all books, statements, &c., and all through goods, are to be at all times open to inspection by any authorized officers of either Railway.
- Rate for State Railway stores, coal, &c., carried over G. I. P. Railway. 31. The State Railway are to pay the Railway Company, upon ledger accounts to be submitted monthly by the Railway Company, at the ordinary State Railway rates as now in force for the carriage over the Great Indian Peninsula Railway of all State Railway stores, material, &c., except coal, and for vehicles, including engines, belonging to, or in use by, Government running over the Great Indian Peninsula Railway to any of their locomotive stations for repair. And for coal they are to pay at the rate of six-and-a-half pies per ton per mile without any terminal charge, the loading and unloading services being performed by the State Railway.
- Water supply. 32. Each Railway to make its own arrangements for water supply at Wadi.
- Free telegrams. 33. Telegrams on the joint business of the two Railways to be interchanged free.
- British currency only to be recognized for the purposes of this Agreement. 34. Payments and accounts of all sorts between the two Railways are to be made only in British currency. And the rates and fares and traffic charges of all sorts are also to be, at all times, made and collected in British currency only at Wadi. The rate and fare lists to be supplied by the State Railway to the Railway Company in accordance with clause 14 of this Agreement to be in British currency only.
- Payment of accounts. 35. The accounts for joint station expenses, under clause 4, to be submitted by the Railway Company to the State Railway within six weeks after the end of each half-year, and to be paid in cash within 60 days from date of receipt of the account.
- The division of traffic receipts under clause 18; and the accounts for mileage, demurrage, and penalty for wrong sending, &c., and for hire of vehicles under clause 22 are to be settled by the Railway Company and the State Railway monthly as above.
- The accounts for repair of stock, &c., under clauses 21, 22 and 27; and for conveyance of stores, coal, &c., under clause 31 to be paid within 60 days of receipt.
- Upon all amounts due, the accounts for which are not settled, within the specified time as named above, interest at the rate of 10 per cent per annum is to be paid until the money is actually paid by the Resident to the credit of the Railway Company at the Bank of Bombay, or by the Railway Company to the Resident, as the case may be.
- Settlement of disputes. 36. All questions of dispute which may arise in carrying out these arrangements; as to the construction of any part of this Agreement; or its application to any particular case; or as to the cost of the Wadi joint station; or as to the amount for which either Railway is liable for damage of stock, or injury, or loss; or with respect to any other questions which may arise, to be settled by arbitration, in some way to be arranged by the Government of India and the Board of Directors of the Great Indian Peninsula Railway.
- Agreement subject to confirmation. 37. This Agreement to be subject to the sanction of the Directors of the Railway Company; of the Government of Bombay; and of the Government of India.

APPENDIX V.

AGREEMENT FOR WORKING BERAR RAILWAYS BY THE GREAT INDIAN PENINSULA RAILWAY.

Extract from Minutes of Meeting, No. 19 of 1880, held on 15th September, 1880, at the offices of the Great Indian Peninsula Railway Company, Bombay.

91. *Working of Berar Railways.*—Read the following extract from Bombay Government Resolution No. 1498 of 7th June, 1880 :—

I.—The Great Indian Peninsula Railway Company to take over the Berar* Branches from a date to be named (the 1st July, 1880, to be fixed if hereafter found practicable), and to work and maintain them as Branches of their own line, providing all necessary stock and staff. Provided that, before the State Railways are taken over by the Company, they will be placed in a sound and satisfactory condition, so that no undue expenditure for renewal of permanent way material or for completing the banks, ballast, &c, according to standard dimensions, will be thrown upon the Company.

A joint inspection on the part of Government and the Railway Company to be made, to determine the expenditure necessary to effect this, and the sum agreed upon by the Consulting Engineer to Government and the Railway Company's Chief Engineer to be accepted.

II.—The same tariff of rates and fares to be in force on the Berar Branches as on the Great Indian Peninsula Railway. But the extra tolls heretofore levied over the Amraoti line as per margin to be retained unless altered by mutual agreement.

Goods, 3 pies per maund.
Cattle, 2 annas per head.
Horse box, 8 annas
Carriage trucks, 8 annas.
Return horses, 12 annas per horse box.
Return carriages, 12 annas per carriage.
Dogs, 1 anna each.

III.—The Company to be paid for working the lines with their own stock, the same rate per traffic train mile as may have been incurred by them in the working of the Great Indian Peninsula line in the half year.

IV.—Provided that, when the receipts from the traffic on either of the Branch lines are not sufficient to pay the Company's charges for that line calculated on the above basis, plus a charge for interest on Capital cost of stock in use, calculated at the rate of 3 annas per traffic train mile, the State Railway shall make good the difference.

V.—The net profits at the end of each half-year to be divided between the State Railways and the Railway Company in the proportion of three-fifths to the former and two-fifths to the latter.

The accounts of each line to be dealt with separately, and the settlements to be made half-yearly.

VI.—The agreements to be for five years, and terminable upon six months' subsequent notice on either side.

Read Government Resolution No. 2077, dated 12th August, 1880.

Read Board's letter No. 31 of 16th July, 1880.

It was agreed to take the lines over from the 1st November, 1880.

The Khamgaon line to be opened from the 15th November.

Departmental officers to arrange with the Manager of the State lines to take over such of the subordinate staff as they may require who are willing to be transferred.

Should any of the permanent works, such as bridges, station buildings, or other works upon either of the State Railways fail from causes beyond the control of the Railway Company, the cost of replacing and renewing such works is to be borne by the State Railway.

All additional works, such as station buildings, sidings, &c., which may be required for either of the State Railways are to be paid for by the State Railway.

All rolling stock on the State lines to be removed at the expense of the State Railways.

All furniture, fittings, platelayer's tools, lamps, and such like on the State lines to be transferred with the Railways.

The Manager of the State lines to be requested to arrange with the heads of departments for the transfer of serviceable stores.

It is suggested that petty stores under the value of Rs. 50 be not charged for.

In cases where the officers of the Great Indian Peninsula Railway and State lines are unable to agree as to value of stores or material, the same not to be taken over.

APPENDIX W.

WORKING OF THE DHOND AND MANMAD STATE RAILWAY BY THE GREAT INDIAN PENINSULA RAILWAY COMPANY.

MEMORANDUM OF AGREEMENT, made the 17th day of May, 1882, between the Government of Bombay and the Great Indian Peninsula Railway Company, for the working and maintenance of the Dhond and Manmad State Railway (hereinafter called the State Railway) by the Great Indian Peninsula Railway Company (hereinafter called the Railway Company).

| | |
|---------------------------------------|--|
| Interpretation Clause. | 1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meanings set opposite to each of them respectively, namely :— |
| Traffic. | (a). Traffic includes everything that is carried over the State Railway. |
| Coaching traffic. | (b). Coaching traffic includes passengers, horses, carriages, dogs, parcels, luggage, and all that is booked at what are commonly known as coaching rates. |
| Goods traffic | (c). Goods traffic includes coal, material, and merchandise of all kinds, also cattle, sheep, &c., and all that is booked at what are commonly known as goods rates. |
| Telegraph. | (d). Telegraph includes posts, wires, batteries, instruments (of the patterns in use, from time to time, on the Great Indian Peninsula Railway), and all that is necessary for working the telegraph. |
| Capital | (e). Capital expenditure includes all expenditure of all kinds over Rs. 1,000, which would, under the rules in force, from time to time, on the Great Indian Peninsula Railway, be charged to the Capital account. |
| Revenue. | (f). Revenue expenditure includes all expenditure of all kinds under Rs. 1,000, which would, under the rules in force, from time to time, on the Great Indian Peninsula Railway, be charged to the Revenue account. <i>Extract para 2 from the letter from the London Board of the Great Indian Peninsula Railway Company, No 37, dated 10th March, 1882.</i> "In reply to para. 2 of your No. 7 B, I have to inform you that the words 'under Rs 1,000, were to be introduced in para f, of Clause 1 of the Memorandum of Agreement, Dhond and Manmad Railway, in order that the interpretation in relation to Capital and Revenue expenditure might be confined to expenditure upon works over and within the limit of Rs 1,000, and this does not conflict with clause 2 (para a), which binds the Company to work and maintain the State line as part of its own undertaking, the charges in connection therewith pertaining alone to Revenue, excepting as is met by the proviso of that clause." |
| Stations. | (g). Stations include sidings, platforms (where necessary), points, sheds, tank houses, wells, water cranes, signals, approaches, roads, buildings for traffic purposes, dwellings for the traffic station staff, furniture, fittings, lamps, and all other appliances that are required for working traffic, &c., at stations. |
| Locomotive premises. | (h). Locomotive premises include running sheds, repairing shops, and all other appliances necessary for maintaining and keeping rolling stock in working order. |
| Rolling stock | (i). Rolling stock includes engines, travelling cranes, brake-vans, water tanks (on their own wheels), pilot trucks, and all other goods and coaching vehicles which are necessary for working the traffic of the Railway. |
| State Railway. | (k). The term "State Railway" includes all stations, locomotive premises, dwellings for the staff, telegraph and appliances, &c., which form part of the complete undertaking. |
| Local traffic and telegraph receipts. | (l). Local traffic and telegraph receipts are those which relate to traffic and telegrams which do not pass off the State Railway, and include the receipts for traffic and telegrams, over the State Railway, between Dhond |

Provided as regards definitions (e) and (f), that the total expenditure on minor works which may be charged against Revenue in any one half year shall not exceed in the aggregate Rs. 25,000 over the entire system of the Great Indian Peninsula Railway, including the Dhond and Manmad Railway.

- and Manmad; between Dhond and any station on the State Railway; and between Manmad and any station on the State Railway.
- Through traffic and telegraph receipts. (m). Through traffic and telegraph receipts are the share of the receipts due to the State Railway for traffic and telegrams which pass from, or over the State Railway to, or from, stations of the Great Indian Peninsula or other Railways beyond Dhond and beyond Manmad respectively.
- Gross receipts. (n). The gross receipts include the State Railway share of all local and through traffic and telegraph receipts; all amounts received for rent (which are to be collected under the rules in force from time to time on the Great Indian Peninsula Railway), and all other sums received by the Railway Company on account of the State Railway.
- Railway Company to work and maintain State Railway. 2. (a). The State Railway, as hereinbefore defined, was, on the 1st of January, 1881, taken charge of, and from that date it has been, and it is, during the term of this Agreement, to continue to be worked and maintained by the Railway Company as part of its own undertaking in all respects as if it actually belonged to the Railway Company, subject only to the same control of Government through the Consulting Engineer to the Government of Bombay, as is in force upon the Great Indian Peninsula Railway itself, under their contract with Government, the intention being that the State Railway is to be considered and dealt with exactly as if it were the property of the Railway Company, except only as to the provision of Capital for Capital expenditure past, present, and future, which has been and is to be made by Government.
- Term of Agreement. (b). This Agreement is to remain in force until the time when Government have again the option of purchasing the Great Indian Peninsula Railway.
- Previous Agreements cancelled. (c). All previous Agreements between the State Railway and the Railway Company are to be considered as having been cancelled after the end of the year 1880.
- Construction and completion. 3. The State Railway is to be completed at the expense of Government, as funds can be made available in accordance with the sanctioned estimates, temporary works being replaced by permanent works in all cases provided for in those estimates or considered necessary by Government.
- Government to find Capital. 4. Additional works shall be sanctioned as and when considered necessary by Government.
- Rates, fares, tolls, &c. 5. (a). The same rates, fares, tolls, conditions, arrangements, &c., both for public traffic and for troops, &c., are to be in force upon the State Railway as are in force, from time to time, upon the Great Indian Peninsula Railway.
- Traffic to be usually sent by shortest route. (b). The Railway Company undertake to send all traffic over the State Railway when that is the shortest route, except only that passengers are to be allowed to travel (with their luggage) by whichever route they prefer, and that troops are to be carried by whichever route the military authorities may select.
- Charge for carriage of material for Capital works on State Railway. (c). The Railway Company agree to carry, over the Great Indian Peninsula Railway and over the State Railway, material, &c., required for Capital works upon the State Railway, at the same rate as is charged and under the same arrangement as is in force from time to time, for material, &c., required for Capital works upon their own Railway.
- Responsibility for accidents, &c. 6. The Railway Company are to be responsible for all accidents or damages of all kinds upon the State Railway, to the public, to the traffic, to the Railway Company, and otherwise, except in the case of any accident or damage caused by the failure of way or works due to defective construction or extraordinary casualty. Government shall be responsible for any accident or damage that the Company could not have prevented, which may result from any such failure.
- Railway Company to provide rolling stock. 7. The Railway Company are to provide and maintain all rolling stock that may be necessary for working the State Railway.
- Dhond and Manmad Junction Stations. 8. (a). The stations, for traffic purposes, at Dhond and at Manmad, including dwellings for the Traffic Station Staff at those places, are to be provided by the Railway Company.
- (b). All locomotive premises and dwellings for the staff of all Departments (exclusive of the Traffic Station Staff, for which see paragraph (a) of this clause) required at Dhond and Manmad, are to be provided by and at the cost of the Railway Company, a payment being made to the Company by Government proportionate to the requirements of the State Railway at those junctions, to cover interest on the additional capital outlay of the Company due to those requirements.

Manner of maintenance of State Railway.

9. (a). The Railway Company are to maintain the State Railway in the same manner as they do their own Railway, but any expenditure that would not be chargeable to Revenue under the rules in force on the Great Indian Peninsula Railway, or that may arise from extraordinary casualty (clause 6), is to be borne by Government.

Standard width for works and depth for ballast.

(b). The standard width for banks and cuttings at formation level, which has been adopted on the State Railway is 18 feet, and the depth of ballast is 20 inches. The Railway Company are not to be required to do more than maintain these respective standards.

Division of receipts.

10. The gross receipts of the State Railway, as hereinbefore defined, are to be collected and treated as receipts of the Railway Company.

But the Railway Company are to pay to Government for each year, ending on the 31st of December, a proportion, calculated in the following manner, of the gross receipts of the State Railway, namely :—

(a). Whenever the gross receipts for any year amount to five lakhs of rupees, or less, the Railway Company are to pay to Government a sum equal to 20 per cent. of such gross receipts.

(b). Whenever the gross receipts for any year exceed five lakhs of rupees, the 20 per cent. to be paid to Government by the Railway Company is (subject to the provisions of para. (c) of this clause) to be increased by one per cent. for each lakh, or portion of a lakh of rupees, in excess of five lakhs: the total percentage, thus ascertained, being paid upon the gross receipts.

For instance, if the gross receipts should amount, in any year, to, say, Rs. 5,62,500, the Railway Company are to pay to Government 21 per cent. on that amount, or if the gross receipts should amount to say, Rs. 8,20,641, the payment to Government is to be at the rate of 24 per cent. upon that sum.

(c). Provided that the Railway Company are never to be required to pay to Government, in any year, such a sum as will leave the Railway Company less, for working and maintenance of the State Railway, than 10 per cent. in excess of the mean rate of percentage cost (reckoned upon the gross receipts) of working their own and other Railways worked by them for that year.

For instance, if the total working expenses of the Great Indian Peninsula Railway (including the expenses of working the Dhond and Manmad and other Railways which may be worked by the Railway Company) should, in any year, be equal to, say, 54 per cent. of the gross receipts, then the Railway Company are to retain not less than 64 per cent., and to pay to Government not more than 36 per cent. of the gross receipts of the Dhond and Manmad State Railway.

(d). Whenever the gross receipts of the first half of any year amount to Rs. 2,50,000, or less, the Railway Company are to pay Government a sum equal to 20 per cent. of such gross receipts.

(e). Whenever the gross receipts of the first half of any year exceed Rs. 2,50,000, the 20 per cent. to be paid to Government by the Railway Company is (subject to the provision of paragraph (f) of this clause) to be increased by one per cent. for each half lakh or portion of half lakh of rupees, the total percentage thus ascertained being paid upon the gross receipts.

(f). Provided that the Railway Company are never to be required to pay to Government in any half year such a sum as will leave the Railway Company less for working and maintenance of the State Railway than 10 per cent. in excess of the mean rate of percentage cost (reckoned upon gross receipts) of working their own and other Railways worked by them for that half year.

(g). A final adjustment for each twelve months should be made at the expiration of the second half of the year, that is, up to 31st December in each year, in accordance with paragraphs (a), (b) and (c) of this clause.

Arbitration in case of dispute,

11. All questions in dispute which may arise under this Agreement are to be settled by arbitration in some way to be agreed between the Railway Company and Government, but failing such agreement, either Government or the Railway Company may, within not less than three months, nor more than six months, after notice given by either party to the other, appoint an Arbitrator, whose decision shall be final.

Sanction to Agreement.

12. This Agreement is to be subject to the sanction of the Government of India, and of the Board of Directors of the Railway Company.

APPENDIX X.

AGREEMENT BETWEEN THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY AND THE RAJPUTANA-MALWA RAILWAY FOR INTERCHANGE OF TRAFFIC AT AHMEDABAD AND SABARMATI.

1. This agreement will come in force on the 1st January, 1882, and will supersede previous agreements.
 2. This agreement will be subject to revision or cancelment from time to time, but three months' notice will be required from either Railway desiring to revise or cancel it.
 3. Coaching and goods traffic will be freely interchanged between the two Railways with such special restrictions as may, from time to time, be agreed to by the Traffic Managers of the two Railways, and subject to the conditions laid down below.
 4. Live stock shall not be booked through except by special agreement.
 5. Packages, weighing more than 5 tons, or exceeding 12 feet in length by 5 feet 6 inches in breadth by 6 feet high, outside measurement, shall not be booked on to the Rajputana-Malwa Railway except by special arrangement, but this restriction shall not include girders, long timber, &c., which can be carried on timber trucks, and which do not exceed 30 feet in length.
 6. If at any time either line should find itself unable, either from want of vehicle stock or engine power, or from any other cause, to receive and forward all the traffic tendered, or likely to be tendered, to it by the other line, it shall be competent for the receiving line to give notice of not less than 14 days to the said other line, of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary; and during such period the said Railway shall not be bound to receive more than the quantity so specified. No undue preference shall in any case be given to the traffic of one Railway over that of the other.
 7. The interchange of traffic in accordance with this agreement will include traffic to or from other Railways with which either contracting Railway has established, or may hereafter establish, through booking.
 8. Each Railway shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the forwarding Railway shall be responsible.—
 - (1). Charges on live stock of every description.
 - (2). Charges on all articles printed in italics in the classifications of the two Railways, booked either as goods or parcels.
 - (3). Charges on Commissariat and Ordnance stores booked as prepaid.
 - (4). Errors under 1 rupee in the case of transactions with the Military Department, and under 20 rupees in other accounts on freight paid by credit note.
 - (5). Under charges in fares of passengers' tickets, freight on passengers' luggage, and in charges for insurance.
 - (6). Charges on all articles booked and carried with the owner.
 - (7). Under charges on specie, palanquins and carriages.
- The receiving Railway shall not reduce below the charge mentioned in the invoice or through way bill without the consent of the forwarding Railway, except in the case of overcharges, the evident result of error in classification or computation of freight.
9. Each Railway shall furnish the other with tables of the rates to be charged for from the junction of interchange to all its stations. These rates in the case of goods shall, unless special reduction is agreed to, be the same as the local rates, and shall include terminals, cartage charges, &c.
 10. The through rates will be the sum of the rates to the junction of interchange as furnished in accordance with the preceding clause.
 11. The minimum weight of goods for charge will be half a maund, and the minimum charge on through booked goods will be 8 annas, divisible in mileage proportion between the two Railways.
 12. Each Railway shall keep the other informed of its rates and classifications, and no alteration of rules or conditions relating to through traffic shall be made by either Railway without one month's previous notice to the other.
 13. The Audit officers of the two Railways shall exchange weekly division sheets; each Railway to have in division its own rates and charges as quoted for through traffic in accordance with clause 9, except in the case of the minimum charge as provided for in clause 11. All inwards through traffic shall be accounted for within six weeks from the date the invoices pass the junction. A monthly settlement of accounts, based on

the division sheets and statements and bills as rendered, shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Railway.

14. The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June or 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing the first day of the last week to the end of the month,—and another from the first day of the next month up to and including the second Saturday of that month.

15. Sundays, Christmas day, and Good Friday, shall be treated as ordinary working days.

16. The day shall in all cases be reckoned as 24 hours commencing at 12 o'clock at night, part of a day being reckoned as a day. Madras time will be adhered to.

17. All goods exchanged between the two Railways, * except such as are fully addressed in English or are otherwise clearly distinguishable, shall be marked with letters of a code published in traffic orders, which will indicate stations of despatch and destination and a number by which the consignment can be identified.

18. A record shall be kept at junction stations of all through traffic, in a form approved of by the Traffic Managers of the two Railways.

19. Telegrams on the joint business of the two Railways shall be exchanged free.

20. In case any damage to, or loss of through booked traffic arises otherwise than at a junction station, or through the act or negligence of the junction staff, the Railway in whose custody the through booked traffic was at the time of such loss or damage, will be responsible.

21. † So as to afford the earliest opportunity of check, all such damage or deficiency must be at once brought to the notice of the officials of the Railway concerned in such manner as may be agreed upon by the Traffic Managers.

22. Ahmedabad will be the junction for coaching traffic, and Sabarmati the junction for goods traffic.

23. In the calculation of fares for coaching traffic between Rajputana-Malwa Railway stations and Bombay, Baroda and Central India Railway stations, north of Ahmedabad and *vice versa*, the distance from Sabarmati to Ahmedabad and back will be omitted.

24. The working of the Sabarmati goods transfer station will be paid for and controlled by the Rajputana-Malwa Railway.

25. An official, appointed by the Bombay, Baroda and Central India Railway, will hand over invoices for down traffic as soon after the arrival of the Bombay, Baroda and Central India Railway wagons as possible, and will receive invoices for up traffic as soon after the loading Bombay, Baroda and Central India Railway wagons as possible. This official will also be communicated with in cases coming under the operation of clauses 20 and 21.

26. The Rajputana-Malwa Railway shall have control over all movements of vehicles within the Sabarmati transfer yard.

The transfer yard will be taken to include—

(1). All narrow gauge lines in the transfer yard, and up to the Bombay, Baroda and Central India Railway signal protecting the junction of the broad and narrow gauge lines north of the Sabarmati bridge.

(2). The broad gauge lines leading to the transfer yard outside the junction points of the Bombay, Baroda and Central India Railway, and such lines unconnected with the main line as may from time to time be agreed upon as necessary.

27. Wagons taken to Sabarmati by Bombay, Baroda and Central India Railway engines will be considered as made over to the junction staff, when they are delivered in such siding as may be ordered by the Station Master of the transfer yard. Delivery will be made in the transfer yard if possible. If not possible, delivery will be reckoned from the time the wagons are delivered in the Bombay, Baroda and Central India Railway siding at Sabarmati.

28. Broad gauge shunting engines will be furnished as required by the joint Station Master in charge of the transfer station, within 12 hours of notice being given to the Locomotive Foreman at Ahmedabad.

29. No inwards loaded Bombay, Baroda and Central India Railway wagon, or wagon belonging to any railway exchanging rolling stock with the Bombay, Baroda and Central India Railway, shall be detained under load beyond 24 hours after its delivery, as provided for in clause 27; and should any wagon be so detained, the Rajputana-Malwa Railway shall be liable to a charge for demurrage payable to the Bombay, Baroda and Central India Railway of one anna per ton of carrying capacity per hour.

30. The Bombay, Baroda and Central India Railway shall, on the requisition of the Station Master provide sufficient wagons for traffic booked through from the Rajputana-Malwa Railway; and should the

* NOTE 17. In the case of large consignments of packages or bags of the same description, size, and weight, the marking of one package in 20 will be considered sufficient.

† NOTE 21. It will be the duty of the junction staff to advise sending stations the same day that goods are unloaded of any articles that may be short received, received in excess, or in bad condition, and enter full particulars in a book or books to be kept for the purpose. In the case of goods short received from the Bombay, Baroda and Central India Railway, the Police Department of that line will be advised in the usual printed form, and should the missing articles be of a valuable character, the Bombay, Baroda and Central India Railway representative at Sabarmati must be communicated with at once.

Bombay, Baroda and Central India Railway fail to provide wagons as required after 24 hours' notice, the Bombay, Baroda and Central India Railway shall be liable to a penalty of one anna per hour per ton of such goods as are detained for want of Bombay, Baroda and Central India Railway wagons. Any failure to make wagons available through want of shunting power, will be treated as failure to supply wagons. Inwards loaded Bombay, Baroda and Central India Railway wagons are to be considered as available for outward loading.

31. Should wagons in excess of the ordinary requirements of the traffic be at any time obtained on requisition from the Bombay, Baroda and Central India Railway, and should such wagons not be used, the Rajputana-Malwa Railway shall be liable to a penalty of one anna per ton of carrying capacity from time of receipt to time of return. But this penalty shall not apply to such stock as may be stood in the Sabarmati yard for mutual convenience.

32. The penalties laid down in the preceding three clauses shall not apply to girders, timber, and such heavy and bulky articles as may from time to time be exempted by special agreement between the Traffic Managers.

33. Should down traffic, *i. e.*, traffic from the Bombay, Baroda and Central India Railway, be at any time detained at Sabarmati for want of invoices, and should the weight of such detained traffic exceed 100 tons, a penalty of one anna per hour per ton will be paid by the Bombay, Baroda and Central India Railway to the Rajputana-Malwa Railway for any time, in excess of 24 hours, such traffic is detained for want of invoices.

34. Traffic for which invoices are not to hand will not be loaded up unless sufficiently marked for complete identification.

35. The Rajputana-Malwa Railway will be responsible for all through booked goods while in the transfer station yard, with the two following exceptions, *viz.* :—

- (1). Goods which the Rajputana-Malwa Railway may not receive under terms of clause 6 will be at the risk of the Bombay, Baroda and Central India Railway.
- (2). The Bombay, Baroda and Central India Railway shall become responsible for contents of all wagons of upwards goods from 24 hours after loading up in broad gauge wagons.

36. The working of the passenger station at Ahmedabad will be paid for and controlled by the Bombay, Baroda and Central India Railway. This working will include both the through and local coaching work of the two lines at Ahmedabad, and the formation and receipt and despatch of both broad and narrow gauge trains.

37. At Sabarmati each Railway will arrange for the disposal of its own local traffic, both goods and coaching, and at Ahmedabad each Railway will arrange for its own local goods shed work.

38. The Station Master in charge of the trans-ship station at Sabarmati and the Station Master at Ahmedabad shall carry out the orders of the Traffic Managers of the two Railways regarding the special work of each line as affecting the junction station, and he shall render all working and audit returns required by each Railway from its own Station Masters. Timely notice must be given by each Railway of its procedure and requirements.

39. The working of, and books connected with, the through traffic arrangements at Sabarmati and Ahmedabad shall be open to the inspection of the officers of either line.

40. The Rajputana-Malwa Railway shall have running powers over the Sabarmati bridge of the Bombay, Baroda and Central India Railway, and over the narrow gauge line laid on the Bombay, Baroda and Central India Railway ground between Sabarmati and Ahmedabad. But the control over the running of engines and trains on the line between Ahmedabad and Sabarmati will remain with the Bombay, Baroda and Central India Railway, and no engine or train must leave Sabarmati for Ahmedabad, or *vice versa*, without a line clear message obtained from the Bombay, Baroda and Central India Railway Station Master.

41. Each Railway will accept all risks connected with its own local traffic in or out of Ahmedabad and Sabarmati. It will also accept all risks connected with the movement of engines or vehicles of its own gauge within junction stations.

Any repairs necessary to render broad gauge stock fit for running will be effected by the Bombay, Baroda and Central India Railway.

Notice of damage to broad gauge stock occurring in the transfer yard will be given to the local representatives of the Bombay, Baroda and Central India Railway.

42. Each Railway will make its own arrangements for greasing and cleaning its own vehicles at junction stations.

43. Each Railway will provide the junction stations with all tickets and working and audit forms required for its own work.

44. At the Sabarmati and Ahmedabad stations both Railways shall have joint and equal use of the offices and platforms devoted to the use of the two lines. The Rajputana-Malwa Railway shall have the separate use of buildings provided at Ahmedabad for the local goods traffic of the State line.

45. The narrow gauge line between Ahmedabad and Sabarmati will run alongside the broad gauge on the Bombay, Baroda and Central India Railway land, except over the Sabarmati bridge, where for the present the narrow gauge metals will be laid between the broad gauge metals.

46. Each Railway will supply all materials of its own gauge required for construction and maintenance of the line between Sabarmati and Ahmedabad and the two junction stations. Excepting the cost of permanent way material of the other Railway, each Railway shall pay for all lines within its own boundaries.

47. At Sabarmati all platforms, offices, and quarters, required for the transfer yard work and for establishment appointed by the Rajputana-Malwa Railway, will be provided and maintained by the Rajputana-Malwa Railway. At Ahmedabad the Bombay, Baroda and Central India Railway will provide and maintain all platforms, offices, and other buildings, required for the passenger traffic of both lines,—except that a shed, of design to be approved of by the authorities of both Railways, may be put up on the narrow gauge extension of the Ahmedabad platform at the expense of the Rajputana-Malwa Railway.

48. No rent shall be paid by the Bombay, Baroda and Central India Railway to the Rajputana-Malwa Railway for the use of the goods transfer yard at Sabarmati; nor shall rent be paid by the Rajputana-Malwa Railway for the use of the Bombay, Baroda and Central India Railway station buildings and platform at Ahmedabad.

49. The Rajputana-Malwa Railway shall pay the Bombay, Baroda and Central India Railway Company $7\frac{1}{2}$ per cent. on one-third of the capital expenditure on the Sabarmati bridge, and this rent will include all charges for maintenance of the bridge.

50. The Rajputana-Malwa Railway shall also pay the Bombay, Baroda and Central India Railway $7\frac{1}{2}$ per cent. on all additional capital outlay in the Ahmedabad yard, and between Ahmedabad and Sabarmati excluding the Sabarmati yard, incurred up to the present time in bringing the narrow gauge line into Ahmedabad, and $7\frac{1}{2}$ per cent. on one-third the capital outlay on fencing and level crossings between the Sabarmati bridge and Ahmedabad station. This rent will include maintenance.

51. Half the cost of the capital outlay jointly agreed to on the old transfer station at Sabarmati (omitting the cost of such buildings as may be retained for the purposes of either Railway) shall be refunded to the Railway which incurred the outlay, and the charge for interest on this account shall cease.

52. Should the State Railway at any time determine to cease running trains from and to Ahmedabad and Sabarmati, it will refund to the Bombay, Baroda and Central India Railway such additional outlay as has been incurred on taking the narrow gauge line from Sabarmati to Ahmedabad, and the charge for interest will then cease, but the amount refunded will be reduced by the then value of any buildings abandoned by the Rajputana-Malwa Railway, and the narrow gauge material may be removed by the Rajputana-Malwa Railway.

53. All questions which may arise in carrying out these arrangements upon which the Traffic Managers of the two Railways cannot agree, shall be referred to the Manager, Rajputana-Malwa Railway, and the Agent, Bombay, Baroda and Central India Railway, and in case of any difference of opinion between the two Railways as to the construction of any part of this agreement, or as to its application to any particular case, it shall be open to either Railway to call for an arbitration to be conducted in the usual way.

APPENDIX Y.

AGREEMENT BETWEEN THE GREAT INDIAN PENINSULA RAILWAY COMPANY AND THE HOLKAR STATE RAILWAY FOR WORKING THE THROUGH TRAFFIC AT KHANDWA STATION.

The following Memorandum of Agreement between the Holkar State Railway and the Great Indian Peninsula Railway Company, for the interchange of traffic, and for the provision, maintenance, and working of the station at Khandwa, to be used in common by both Railways, was agreed to.

1. This agreement to be in force for one year from the date when the trains of the Holkar State Railway commence to run into and out of the Khandwa station, and until the expiration of six months' notice to be given at any time after the first twelve months by either of the Railways.

2. During the continuance of this agreement the train of the Holkar State Railway are to be entitled to work into and out of the Great Indian Peninsula Railway Company's station at Khandwa, having the joint and equal use, for traffic purposes only, under the terms of this agreement, of the booking offices, goods sheds, platforms, and all the traffic premises of the Great Indian Peninsula Railway Company. All other offices, premises and buildings required by the Holkar State Railway are to be provided by them outside of the boundaries of the Great Indian Peninsula Company, and this agreement is not to be held as giving the Holkar State Railway any authority or permission or right to come within the Great Indian Peninsula Railway Company's boundaries except as provided herein, and any notice to terminate this agreement is to be considered and accepted, as also notice of the withdrawal, of all the rights given to the Holkar State Railway under it.

3. The cost of laying in and maintaining such of the sidings as are used by the Great Indian Peninsula Railway Company within the limits of the Khandwa station is to be borne by the Great Indian Peninsula Railway Company. The cost of laying in and maintaining such of the sidings as are used by the Holkar State Railway is to be borne by the State Railway, and at the expiration of this agreement such sidings are to be removed by the Holkar State Railway without any expense to the Great Indian Peninsula Railway Company. All work connected with the construction of the Holkar State Railway within the limits of the Khandwa station is to be done under the general direction and control of the Engineer of the Great Indian Peninsula Railway Company, and in accordance with the certified plan, and all maintenance work within the said limits is to be done under the general control of the Engineer of the Great Indian Peninsula Railway Company. The cost of erecting the station buildings, goods sheds, and all the premises which are used for traffic purposes, and of such alterations and additions as may from time to time be required to be used in common by both railways, and which are, or may be hereafter, a charge against Capital, is to be ascertained, and the plans and estimates are to be agreed upon, from time to time between the authorities of the two Railways before the work is commenced. The Capital thus required and agreed upon is to be provided by the Great Indian Peninsula Railway Company, and an annual rental at the rate of $7\frac{1}{2}$ per cent. upon the total amount spent from time to time is to be charged to the "joint station expenses" and paid to the Great Indian Peninsula Railway. The actual cost of maintenance and renewal of such parts of the station premises as are used in common by both Railways for traffic purposes, and as are charged against Revenue, is also to be debited to the "joint station expenses." On the termination of the agreement, the Holkar State Railway is to compensate the Great Indian Peninsula Railway Company for the value at the time of the expiry of the agreement, of any expenditure on station buildings, sheds or premises which the Great Indian Peninsula Company may have incurred in order to accommodate the traffic of the Holkar State Railway, such value to be agreed upon by the Consulting Engineer to Government, and the Chief Engineers of the two Railways, due regard being given to the possible utilization of the premises by the Great Indian Peninsula Railway Company, or to the necessity for their removal.

4. The Station Staff at Khandwa will deal with all traffic through as well as local, and the traffic of the two Railways is to be dealt with in the same manner as if it belonged to one only, no undue preference being given to that relating to either Railway. The staff at the Khandwa station is to be appointed by the Great Indian Peninsula Railway Company, who are to have the exclusive control of the station and lines within the station limits.

5. The distant signal on either side of the station on the Holkar State line and on the Great Indian Peninsula Railway, are to be considered and accepted as the limit of the station in each direction respectively, and the trains and engines and traffic as well as the staff of both Railways, are to be under the control of the Khandwa Station Staff within the limits of the station as provided in this clause.

6. The staff of the Holkar State Railway are, while in the limits of the Khandwa station, to obey and be bound by all the rules and regulations, and also all instructions which may be from time to time in force, and which may be issued by the authorities of the Great Indian Peninsula Railway, and authorities of the Great Indian Peninsula Railway are to have the same rights and control over the staff of the Holkar State line, while within the limits of the Khandwa station, as if they were the staff of the Great Indian Peninsula Railway Company itself.

7. All damages or accidents which may be caused by the Khandwa Station Staff to the public, or to the stock of the two Railways, or to the traffic, whether goods or otherwise, and whether through or local, or, which may from time to time arise or occur within the limits of the Khandwa station, and all the damages or losses which either of the Railways may sustain, or be put to, in consequence of the acts of the station staff,

whether arising from carelessness or otherwise, within the limits of the Khandwa station, are to be charged to the "joint station expenses" account.

8. The 1st, 2nd and 3rd class passengers and horses, carriages, and dogs are to be booked through between stations within 100 miles of Khandwa on both Railways, and also between such other stations on both lines as may from time to time be agreed upon between the two Railways, it being understood that all the principal stations on both Railways should be entitled to book through.

9. That the holders of through tickets for distances of over 200 miles are to be allowed one day extra for every additional 200 miles, on the through distance, to enable them to break their journey if they wish to do so at any place or places along the route at which the mail train stops.

10. That no charge be made for children under 3 years, and half fares for children over 3 and under 12 years of age. That dhais and ayahs travelling with their mistresses, or with young children, may travel 1st class at 2nd class fare, and 2nd class at 3rd class fare, and that a native man servant in attendance on an invalid may do the same where circumstances are proved to the satisfaction of the Station Master at the starting station, who will issue a certificate to that effect.

11. That no through return tickets be issued except such as may be specially arranged from time to time between the two Railways.

12. That troops and their baggage, Government horses, &c., be booked through between all stations on either Railways under the rules which may be from time to time in force on each Railway respectively.

13. That goods and parcels be invoiced and booked through to and from all goods booking stations on both Railways.

14. Each Railway is to supply the other from time to time with the rates and fares between Khandwa and their respective stations. The rates and fares to be in all cases the sum of the local rates and fares of each Railway to Khandwa, including terminals and cartage when performed of both Railways.

15. That each Railway is to be responsible for collecting the proportion due to the other Railway on all through traffic, and that on goods traffic invoiced through "to pay," the receiving station is to check the invoices and be responsible for collecting any amount that may be undercharged by the forwarding station, but the receiving station is not to reduce below the charge mentioned in the invoice or through way bill without the consent of the forwarding station.

16. That the mileages to Khandwa from station on each line be taken at the distances which may be from time to time advised by each Company.

17. That telegrams on the joint business of the two Railways be interchanged free.

18. Consignment of goods traffic, if not less than 14 seers in weight, can be booked through between the two Railways, but the minimum charge on goods traffic booked through is to be as for one maund, and no less charge is to be made than one rupee on goods traffic booked through. Those minimum charges to be divided on mileage between the two Railways.

19. The division of the receipts on the through traffic is to be carried out monthly by the Audit offices of the two Railways, and each Railway is to have on division its own local rates and fares except in the case of minimum charges as provided in clause 18.

20. All vehicles, except engines, are to be greased or oiled before they start from Khandwa by the staff of that station. The expense of so doing is to be paid by the two Railways in the proportion of the number of vehicles of each leaving Khandwa station, each Railway to make its own arrangements for oiling, &c., of engines, the expense of so doing not being included as part of the expense to be divided as provided in this clause.

21. The rent referred to in clause 3, the cost of the joint station working, including staff and all expenditure, which is in accordance with this agreement, to be charged against the Khandwa "joint station expense," is to be paid by the two Railways, and the apportionment after the deduction of one-fourth as shown below, is to be based on the proportionate weight of the traffic, through and local (as defined in paras. 1, 2, 4,

Meeting held in Poona on 15th September 1877.

and 5 of clause 22) using the station. The weight to be considered as due to the coaching traffic is to be ascertained upon the basis laid down in the scale appended to this agreement. But inasmuch as the Holkar State line is not interested in the through traffic of the Great Indian Peninsula Railway, as defined in para. 3 of clause 22, one-fourth is to be deducted from the total expenses of working the station (including the amount to be charged to the "joint station expenses" under clause 7) and borne exclusively by the Great Indian Peninsula Railway Company at their proportion of the expense of working their own through traffic, and the remainder is to be divided in accordance with arrangement specified.

22. Throughout this agreement the following terms are to be understood to bear the meaning and interpretation named below, viz. :—

- 1st. Great Indian Peninsula local traffic is to include all traffic booked between Khandwa station itself and any station of the Great Indian Peninsula or any other Railway, which may, from time to time, have through traffic arrangements with the Great Indian Peninsula Railway Company.
- 2nd. Great Indian Peninsula "State Railway through" traffic is to include all traffic booked or invoiced through between any station other than Khandwa of the Great Indian Peninsula or other Railway with which the Great Indian Peninsula Railway Company may, from time to time, have through booking arrangements and any station other than Khandwa, of the Holkar State Railway.

- 3rd. Great Indian Peninsula "through" traffic is to include all traffic of the Great Indian Peninsula Railway between places of either side of Khandwa, and which therefore only passes through that place.
- 4th. Holkar State Railway "local" traffic is to include all the traffic booked or invoiced between Khandwa station itself and any station of the Holkar State Railway, or of any other Railway with which the Holkar State Railway may have through booking arrangements.
- 5th. Holkar State Railway "through" traffic is to include all traffic booked or invoiced through between any station other than Khandwa of the Holkar State Railway, or of any other Railway with which the Holkar State Railway may have through booking arrangements, and any station other than Khandwa of the Great Indian Peninsula, or any Railway with which the Great Indian Peninsula Railway Company may, from time to time, have through arrangements.
23. The Khandwa station books are to be kept by the "joint staff," but all such books, and all through goods are to be at all times open to inspection by any authorized officer of either Railway.
24. No alteration of rate or fare or classification affecting the through traffic is to be made by either Railway without one month's previous notice to the other.
25. The principle of this agreement may be extended by each Railway to any other Railway which may be from time to time working in connection with it, the two Railways, parties to this agreement, being responsible to each other for all through traffic so forwarded, as if it were traffic from their own lines respectively.
26. All questions which may arise in carrying out these arrangements, as to the construction of any part of this agreement, or its application to any particular case, or as to the cost of the station works used in common, or as to the amount for which either Railway is liable for damage of stock, or injury or loss or delay to traffic, or with respect to any other question which may arise, and upon which the two Railways cannot agree, to be settled by arbitration in some way to be arranged by the Board of Directors of the Great Indian Peninsula Railway and the Government.

Schedule referred to in clause 21.

The following are the weights to be allowed for the purposes of this agreement for each description of coaching traffic, viz. :—

| | | | | |
|---|----|----|----|---------|
| 1. For each passenger of whatever class, | .. | .. | .. | 1 cwt. |
| For each child's ticket, | .. | .. | .. | 56 lbs. |
| 2. For each horse, or each head of horned cattle, | .. | .. | .. | 1 ton. |
| 3. For each sheep, calf, goat or pig, | .. | .. | .. | 56 lbs. |
| 4. For each dog or other small animal, | .. | .. | .. | 1 cwt. |
| 5. Parcels at actual weight. | | | | |
| 6. Carriages, each, | .. | .. | .. | 3 tons. |

Great Indian Peninsula Railway Company, General Traffic Manager's office. Bombay, 21st April, 1881.

The arrangement existing between the Railways which have junctions with us, except with the Madras Railway, is that if there are charges to pay upon through goods which are left on hand, the Railways in whose hands they are pays all charges of other Railways, disposes of the goods and keeps the balance that there may be, or if they should not realize enough to pay the charges, they bear the loss.

2. The Madras Company decline to abide by this rule. I have, therefore, to ask you to note that in any traffic booked to and from stations beyond Raichur, if goods cannot be delivered and have to be sold, the amount realized will have to be set against the amount due for carriage, and the balance, if there should be any, will have to be divided upon mileage, each Company taking its own share; in like manner if there should be any profit, the amount of profit should be divided on mileage and credited to each Railway respectively.

3. I am sorry to have to give you this notice, but my efforts to induce the Madras Railway to accept the general rule have failed, and I can do no other.

4. Please acknowledge receipt of this letter.

APPENDIX Z.

AGREEMENT BETWEEN SIND, PUNJAB AND DELHI AND PUNJAB NORTHERN STATE RAILWAYS.

1. From and after the 1st July, 1882, the Punjab Northern State Railway shall run and haul their own trains into, and have the joint use of the Lahore Junction station and sidings, also of the fuelling and watering buildings, machinery, plant and sidings, and of the engine shed and sidings, at that station, also the exclusive use of the drivers and menial staff quarters and running rooms specially constructed for their use by the Sind, Punjab and Delhi Railway at that station, as per the detailed Schedules hereto annexed; upon the following conditions:—

2. The Sind, Punjab and Delhi Railway shall appoint a joint staff to deal with all the through and local traffic, coaching and merchandise, of the two lines at Lahore Junction station, also with the interchange of through traffic, vehicles, and stock, the cleaning and lighting of vehicles and trains, the signalling and marshalling of trains, and any other service necessary for the working of that station.

3. The said joint staff shall be upon the basis of the various Schedules hereto annexed, and no permanent increase shall be made to the numbers or salaries of either the station staff or police without the concurrence of the Manager of the Punjab Northern State Railway, but in the event of stress of traffic necessitating immediate increase to the staff, the Agent of the Sind, Punjab and Delhi Railway may make temporary arrangements, subject to the subsequent approval of the Manager of the Punjab Northern State Railway.

4. It shall not be competent for any order to be issued by the Punjab Northern State Railway officers to any of the staff of the Lahore station, except through the Station Master, and then only in respect to matters affecting the working of the Punjab Northern State Railway traffic, or in regard to the safe custody of its rolling stock, on which points all orders issued by such officers must be strictly attended to. In the event of any variance existing between any such orders issued, and any rule or regulation in force on the Sind, Punjab and Delhi Railway having reference to the Lahore station and yard, it shall be within the discretion of the Station Master to defer executing such order, or orders, until the same have received the approval of the Company's Traffic Manager. The Examiner of Accounts, Punjab Northern State Railway, may, however, communicate directly with the Station Master upon matters of account.

5. The Punjab Northern State Railway shall accept the same responsibility for all losses caused by errors, defalcations, &c, of the joint staff (so far as their own traffic is concerned) from whatever cause arising as would accrue to them if the station and staff were under their sole control.

6. Debits laid against the joint station staff by the Punjab Northern State Railway for errors in accounts, shall, if necessary, be deducted from the salary or guarantee of the station staff, or otherwise recovered upon proper representation by the Examiner of that Railway.

7. All traffic to Punjab Northern State Railway stations originating at Lahore, shall be booked by the joint staff, and carried in Punjab Northern State Railway's trains, and all traffic booked in Punjab Northern State Railway trains, and terminating at that station, shall be received and dealt with by the said joint staff.

8. The Sind, Punjab and Delhi Railway shall provide the engine power for shunting and marshalling the Punjab Northern State Railway's trains at Lahore Junction at rates hereinafter prescribed.

9. Each Railway shall supply at Lahore station the lamps and other running stores necessary for its own trains, also the tickets, way-bills and other station forms necessary for its own particular purposes, also at both these stations, menial staff, for its own running rooms, and oil and staff for lubricating the vehicles attached to its own trains, also the necessary staff for the examination of its own stock. The Sind, Punjab and Delhi Railway shall supply all other working stores and stationery, and maintain the station and premises subject to the proportion payable by the Punjab Northern State Railway as hereinafter provided.

10. Each Railway shall have equal right in respect to the occupation of the portion set apart for joint purposes at Lahore Junction station, and in respect to the work to be performed by the joint staff, but if required by the other Railway, neither Railway shall occupy with spare vehicles a larger portion of the total siding accommodation than is represented by the average proportion paid during the preceding 3 months for use of the joint station.

11. The times of departure and arrival of all trains shall be mutually arranged by the traffic departments of the two Railways.

12. All trains shall be started under *line clear* messages obtained from the Sind, Punjab and Delhi Railway, and be generally controlled, when running over the Sind, Punjab and Delhi Railway line, by the staff of the Sind, Punjab and Delhi Railway, to whom the servants of the Punjab Northern State Railway shall be then subordinate.

13. In all respects the servants of the Punjab Northern State Railway, while within the limits of the Sind, Punjab and Delhi Railway premises, shall be subject to all the rules and regulations of the Sind, Punjab and Delhi Railway in force for the time being, and applicable specially and generally to such portion of the line or premises.

WORKING AGREEMENTS.

67

14. In case of any breach of rules and regulations by servants of the Punjab Northern State Railway, the same will be dealt with by the Traffic Managers or Locomotive Superintendents of the two Railways, and in case of dispute, as to the interpretation of the rules and regulations of the Sind, Punjab and Delhi Railway, the matter shall be referred to the Agent of the Sind, Punjab and Delhi Railway Company, whose decision shall be final.

15. The Punjab Northern State Railway shall be responsible for all damage occurring to their engines and vehicles in Lahore station, and also to the vehicles belonging to any other Railway attached to their trains, from whatsoever cause arising.

16. All damages in Lahore station to foreign stock, which has either come off the Punjab Northern State Railway, or is booked to that Railway, although at the time of damage not actually attached to one of its trains, shall be apportioned between the two Railways.

17. In the event of the Sind, Punjab and Delhi Railway line or stations being obstructed by a disabled Punjab Northern State Railway's train, from whatever cause arising, it shall be the duty of the Sind, Punjab and Delhi Railway staff to clear the line.

The expense incurred, so far as it relates to the removal of the Punjab Northern State Railway's train, shall be refunded by that Railway, but all other expenses in connection with the clearance and restoration of the line shall be debited to the maintenance account of the Sind, Punjab and Delhi Railway.

18. In consideration of the services hereinbefore prescribed, the Punjab Northern State Railway shall pay the following amounts :—

Lahore Junction Station.

19. A share of the cost of the joint station working including staff, stores, stationery, police, labor employed in the trans-shipment of goods, or in cleaning, lighting, shunting, and marshalling trains, &c., in the ratio of the number of trains of each Railway working in and out of the joint station.

The cost of stores of a heavy nature for renewal of plant and furniture to be covered by a fixed percentage of 5 per cent. on capital cost, and included in the joint stores expenses for apportionment.

Fines for negligent working, &c., shall be credited to the Sind, Punjab and Delhi Railway Fine Fund, but in all cases where a specific recovery is made to cover a specific loss, such amounts shall be rateably credited to the joint expenses, or to the Railway having to bear the loss.

20. A share of the following annual charges to cover the cost of rent, maintenance and renewals of the said station (including damages by fire) sidings, &c., apportioned in the same ratio as the station staff referred to in the preceding clause :—

| | |
|---|--|
| 5 per cent. upon a sum of Rs. | to cover interest on capital cost. |
| 5 per cent. upon a sum of Rs. excluding ballast and earthwork. | to cover the cost of maintenance and renewal of permanent way, |
| 2½ per cent. upon a sum of Rs. ings. | to cover the cost of maintenance of all other works and build- |
| Rents from sweetmeat-sellers, &c., shall be credited rateably in reduction of interest on capital cost. | |

21. For shunting in the Lahore station at the following rates :—

| | |
|---------------------------------------|------------|
| Each passenger and mail train, | ¼ an hour. |
| Each mixed or goods train, | 1 hour. |
| General shunting per diem, | 2½ hours. |

Charge to be made for 5 miles per hour at an average cost per train mile for locomotive expenses, calculated on the actual expense, shown in the Sind, Punjab and Delhi Railway Revenue Account for the previous half-year, plus 5 per cent. thereon to cover interest on the capital cost of the Sind, Punjab and Delhi Railway Company's locomotive stock at work. In the event of carriage of revenue stores being abolished, a percentage shall be also added to cover the cost of carriage of fuel.

22. Claims arising on, or traced to, the staff on the Punjab Northern State Railway, shall be charged to that Railway or *vice versa*.

23. Claims arising at Lahore station on local bookings to and from Punjab Northern State Railway, shall be charged to that Railway or *vice versa*.

24. Through claims on traffic from and to Punjab Northern State Railway and Sind, Punjab and Delhi Railway arising at Lahore station, shall be apportioned in the same ratio as the staff.

25. Through claims on traffic from and to Punjab Northern State Railway and Sind, Punjab and Delhi Railway, which cannot clearly be traced to either Railway, or to the staff at Lahore station, shall be apportioned in the ratio of the mileage of the consignment.

Engine Shed, &c., at Lahore Station.

26. A share of the following charges in proportion to the number of running engines of each Railway (including shunting engines) using the shed :—

| | |
|---|---|
| 5 per cent. upon a sum of Rs. | to cover Interest on Capital cost. |
| 5 per cent. upon a sum of Rs. excluding ballast and earthwork. | to cover the cost of maintenance and renewal of permanent way, |
| 2½ per cent. upon a sum of Rs. | to cover the cost of maintenance of all other works and buildings |

27. A similar proportion of the cost of the Sind, Punjab and Delhi Railway Company's fuelling shed,.

APPENDIX Z—concluded.

watering establishment and other expenditure appertaining thereto, as per detailed Schedule* hereto annexed, (plus a charge of 15 per cent. thereon for supervision.)

Running Room Drivers, &c., Menial Staff Quarters.

28. For use of the quarters specially constructed for their use at Lahore, the following sums :—

| | | |
|----|---------------------------------------|--|
| 5 | per cent. per annum upon a sum of Rs. | to cover interest on capital cost. |
| 2½ | per cent. per annum | to cover maintenance and renewal. |
| ½ | per cent. | to cover ground-rent, water rates, &c. |
| 8 | Total | |

Carriage of Stores for joint-use.

29. The Company's rate for carriage of revenue stores shall be added to the cost of all stores consumed on joint account.

Fuel and Stores supply to Engines and Trains for other than joint purposes, Repairs, &c.

30. For all supplies in addition to those provided for in this agreement, the Punjab Northern State Railway shall pay, in addition to the actual purchase rate, the cost of handling and conveyance from the Depôts and loss on exchange incurred upon English stores, plus a charge of 10 per cent. for supervision and incidental expenses.

31. For all petty repairs executed to Punjab Northern State Railway engines, the Punjab Northern State Railway shall pay the actual cost of material and labour, plus 20 per cent. to cover supervision, use of machinery, rent of shops, &c.

32. The Punjab Northern State Railway shall pay Rs. 50 per mensem for the combined use of the Sind, Punjab and Delhi Railway Company's hospital, medicines and medical attendance.

33. Any additional capital outlay on joint account, must be approved from time to time by both Railways, and added to the sums particularized in this agreement for the purpose of calculating interest and maintenance.

Duration.

34. This clause shall remain in force for two years certain from 1st July, 1932, after which date it shall be subject to revision upon six months' notice by either Railway.

APPENDIX AA.

CIRCULAR No. XIX RAILWAY.

OFFICERS OF THE LOCOMOTIVE, TRAFFIC, AND STORES DEPARTMENTS WILL NOT BE RETAINED IN THOSE DEPARTMENTS UNLESS EFFICIENT FROM THE POINT OF VIEW OF A RAILWAY COMPANY WORKING WITH A VIEW TO PROFIT.

Fort William, March 4th, 1881.

SIR,—I am directed to request that you will intimate to all officers of the superior branch of the Locomotive, Traffic, and Stores Departments, not under special covenant; and serving under your orders, that the retention of their services in Railway employment under Government is dependent on the efficiency with which they conduct their several duties. Service on State Railways must from its nature differ from service in other Government Departments, and the efficiency of officers will, in consequence have to be measured by tests similar to those that govern service under Railway Companies working with a view to profit.

2. Officers in the superior branches of the Locomotive, Traffic, and Stores Departments of State Railway administration who fail to give satisfaction, will, if transferred for service in these branches from other Departments of Government; be remitted back to their former Department in the grade and position they held at the time they left, other officers who have entered or who will hereafter enter Government service for exclusive employment on State Railways in these branches will, if they fail to give satisfaction, be discharged on the terms laid down in the Civil Pension Code, Section 59, for reduction of Establishment.

APPENDIX BB.

CIRCULAR No. 18, RAILWAY.

NO EMPLOYE BROUGHT INTO THE STATE RAILWAY DEPARTMENT AFTER 1st SEPTEMBER, 1881, WILL BE ELIGIBLE FOR PENSION.

Simla, September 3, 1881.

SIR,—I am directed to intimate that the Government of India has been pleased to extend to all employes on State Railways, not under special covenant, the general principles regarding fitness for service in the Railway Department laid down in Circular XIX Railway of 4th March, 1881.

2. Railway service must from its nature differ from service in other Government departments. Each Railway has to be worked on a commercial basis, so the efficiency of its staff must be measured by tests similar to those that govern service under Railway Companies working with a view to profit.

3. The Railway Provident Institution is now fully established, and provides a fund for the employe which is ever increasing. It also gives every inducement to practice thrift, as it places a "Government Savings Bank" at the door of the employe wheresoever he may be employed. The Provident Institution which is liberally assisted by grants from State revenues is in many respects more valuable than a prospective pension, as realisation is not dependent on specified terms of service, nor is it at any time dependent on the life of the employe. Moreover, the amount at the employe's credit is at all times available for himself, his family, or heirs.

4. I am therefore to request that instructions may be issued to the Managers of all State Railways that no employe, superior or subordinate, clerical or otherwise, brought into the State Railway Department after 1st September, 1881, will be eligible for pension. If after that date it is considered advisable to employ on a State Railway any permanent servant of the State the case must be specially referred.

APPENDIX CC.

Nos. 0101—0112 R.E.

EMPLOYMENT OF NATIVES AS ENGINE DRIVERS AND SHUNTERS.

Fort William, 12th February, 1880.

OBSERVATIONS.—The first proposal for the employment of natives as Engine Drivers on Indian Railways was made in 1859, but little resulted for some years beyond correspondence containing many conflicting opinions.

2. The Government of India have from time to time indicated the policy to be kept in view, and have urged that in the general interests of railway enterprise, it was most desirable, not only with a view to reduction of expenditure, but also with the object of saving Europeans from exposure to heat to which they are not inured, that the staff of drivers imported from Europe should be supplemented by carefully selected and trained men born and descended from persons permanently resident in this country.

3. From the reports which have been received it appears that drivers of Asiatic descent or natives are now employed as follows :—

South Indian Railway.—One driver on a ballast train, and six shunters.

Madras Railway.—Several are employed as drivers of the local trains between Potanor and Coimbatore, and with shunting engines.

Great Indian Peninsula Railway.—There are some Parsee and Portuguese drivers, but the information received is incomplete.

Bombay, Baroda and Central India Railway.—There are eight drivers, viz., three Parsees, four Portuguese, and one Mahomedan (these can all read and write English). There are also six Mahomedan and Hindu shunters, besides one Hindu and six Mahomedan turners employed on shunting work. The Dabhoi Branch is worked by two Mahomedan drivers, who are well reported on.

Sind, Punjab and Delhi Railway.—None.

Oudh and Rohilkhand Railway.—Employed as shunters and with pilot engines, and occasionally with goods trains.

Eastern Bengal Railway.—None.

East Indian Railway.—Employed in driving goods and passenger trains on six branches, and on the section between Gazeabad and Delhi. They also drive goods and coal trains on various sections on the line aggregating 1,045 miles in length, and do most of the shunting and pilot work. With the exception of some short branches with light traffic, the trains driven are in charge of European guards, and as a general rule no train on the main line is entirely in the charge of natives. The saving effected on this line by the employment of native drivers during the year 1877 was estimated at £18,000, and amounted to fully £30,000 in the year 1879.

State Railways.—Up to the present time native drivers have only been employed with ballast trains and shunting engines, but it is intended, as fit men can be found, to employ them in certain instances on goods trains.

4. This question has received most attention on the East Indian Railway, where there are now 208 natives employed as drivers and shunters. The method adopted on this Railway is to engage lads of 15 or 16 years of age and employ them in the running sheds as cleaners. During this time those who desire to advance themselves take advantage of the native school attached to the station and learn to read and write at least one language. They then serve on an engine under a good driver for a number of years, and in that way get their mechanical training, and pick up a smattering of English. No man is put in charge of an engine until he has passed a searching examination conducted either by the Locomotive Superintendent or his Deputy.

5. The scales of pay adopted on the East Indian Railway for native firemen and native enginemen and shunters are as follow :—

Native Firemen, ... First year Rs. 8 with a yearly increment of Re. 1. up to Rs. 14.

Assistant Shunters, ... { 1st year 8 annas a day.
2nd " 8½ " "

Yard Shunters, ... { 1st year 9 annas a day.
2nd " 9½ " "

| | |
|-----------------------|-----------------------------------|
| Branch Enginemen, ... | 11 annas a day. |
| Goods Enginemen, ... | { 1st year 12 annas a day. |
| | { 2nd " 14 " " |
| | { 3rd and subsequent Re. 1 a day. |

Overtime is also allowed to each class.

6. The objections which have been raised in various quarters to the employment of native drivers are as follows:—

Deficiency in intelligence, want of judgment, want of promptitude in action on emergencies, inability to read and write, want of sufficient technical knowledge to adjust the mechanism of an engine, low physical power, deficiency in stamina and presence of mind.

7. That these objections can, in a great measure, be overcome by careful selection and proper training, appears to be indisputable from the results obtained on the East Indian Railway. On this Railway the Foremen are induced to interest themselves in the training of native drivers, and the most promising cleaners are promoted successively to assistant firemen, firemen, shunters, and drivers; great care being taken in the selection of the shunters and drivers. All main line drivers read and write in one of the native languages, they understand English figures sufficiently to read the numbers of the indicator and the pressure gauge, the clock, the numbers of their engines, and the numbers of their trains, on the line clear and other messages. The want of a thorough knowledge of English is supplemented as far as possible by mechanical aids, such as varying the color of the clear line messages to distinguish between "all right" and "caution," making a marked distinction between clear line messages for up trains from those for down trains, &c. By these means the men are found to do thoroughly efficient work, although doubtless procedure would be simplified if they could all read and write English.

RESOLUTION.—The Government of India desires to impress upon all Railway authorities how important it is that there should be a large infusion of natives into the ranks of engine drivers, both for the sake of economy and for the diminution of risk to life during the hot season.

2. The Government views with pleasure the success that has attended the efforts made on the East Indian Railway for the training of native drivers, and would urge on all Railway Companies the expediency of adopting some recognized system for training lads of native extraction for similar capacities. The scheme pursued on the East Indian Railway is working well, and seems well adapted to the class of native to be trained; but if lads of a higher social standing could be induced to enter the Locomotive Department, it would be as well to give them one or two years of mechanical training in a workshop and also inducements to learn English. Having served long apprenticeship as cleaners and firemen under good enginemen, those physically well constituted, after test by a technical examination, would be promoted to the charge of an engine on suitable rates of pay, a knowledge of English commanding a higher rate of salary.

3. The Government is of opinion that the importance of the question warrants the trial of some schemes of this or a similar nature, and Agents of the Guaranteed Railway Companies and Managers of State Railways should be called upon to report on these proposals, and to urge on their respective Locomotive Superintendents the desirability of introducing on their lines some system under which selected natives can rise to the charge of an engine. The Government is aware that such attempts are often attended at first with considerable trouble and annoyance, and such was experienced on the East Indian Railway, but after the initial stages are passed the trouble decreases, the native begins to see the advantages gained by him, and the Railway gains the services of an additional number of trained men.

No. 625 R.E.

Simla, September 11th, 1882.

OBSERVATIONS.—Under Public Works Department Circular No. XI Railway, dated 28th January, 1881, it was stated—"The Government of India trusts that all railway administrations will direct their attention towards the training of the natives of the country to serve as drivers; and requests that an annual report may be furnished of the progress made during each calendar year."

2. The reports for the year 1881 show that the number of natives employed as drivers and shunters respectively were 199 and 348, against 156 and 282 during 1880. The Eastern Bengal Railway Locomotive Superintendent is averse to entrust the heavy trains on that line to native drivers, so he has taken no steps towards their training. The Native States Railways,—Mysore and Bhavnagar-Gondal—which have only recently been opened for traffic, have not as yet had facilities for training natives for locomotive work.

3. The numbers employed and the general system adopted on each line will be seen from the following extracts:—

The following is extracted from the Locomotive Superintendent's letter No. 324, dated 13th February, 1882, addressed to the Agent of the Company:—"I beg to report that on 31st December last we had a staff of 235 native drivers and shunters on this line employed in working goods trains between Nawadhi and Delhi, Sutna and Jubbulpore, as well as throughout the loop line and on all the branch line trains.

"In addition to the above, we have at present a reserve of 10 native shunters, who have each been tested with a train on the main line in charge of a foreman, and passed by me as qualified to work trains at any moment that the exigencies of the service may demand.

"These men have each served over eight years in the running sheds in the capacity of cleaners, firemen,

and shunters, and have of course during that period gained considerable experience in the details and working of an engine.

"The practice of engaging suitable young men as coolies and cleaners in the various running sheds still continues, and we had on 31st December last a staff of 549 so employed, against 539 on 31st December of the previous year.

"The whole of these with the rest of the running shed employes are required to attend the vernacular adult schools open daily at the various outstations from 6 to 8 A. M. and 6 to 8 P.M. (Sundays excepted); also from 2 to 4 P.M. in the case of men booked for shed duty.

"Coolies and cleaners drawing from Rs. 4 to Rs 5 per month are admitted free into these schools, while men employed in the higher grades are required to pay a small monthly fee on the following scale to cover the cost of stationery and books supplied :—

| | | |
|-----------------------|-------------------|-----------------|
| From Rs. 20 to Rs. 30 | receive annas 3-0 | each per month. |
| " " 15 " 19 | " " 1-6 | " " |
| " " 10 " 14 | " " 1-0 | " " |
| " " 6 " 9 | " " 0-6 | " " |

"Promotion from one grade to another is made contingent on the men being qualified to read and write in one of the vernaculars; and as a further inducement to the men to exert themselves, I have decided on awarding prizes at the end of each half-year to the most punctual and generally efficient scholars on the rolls on the recommendation of the Locomotive Foremen.

"These prizes will be paid for out of the fees collected during the half-year.

"The Foremen are required to visit the schools in their charge at least once a day to watch the progress made, and to submit (in addition to a monthly report) a quarterly one giving details of the number of scholars, the amount of their attendance, and the progress made by each of them in acquiring a proper knowledge of the vernaculars.

"In a few cases we have found it necessary either to reduce the pay or dispense with the services of men who failed to attend school regularly in spite of frequent cautioning, and I am glad to say the effect has been a wholesome one on the rest of the staff.

"I append hereto a statement of the number of natives employed in the various grades in the several running sheds, with their rates of pay on 31st December, 1881, as compared with the number in the same grades on 31st December, 1880, from which it will be seen that the matter of training natives so as to qualify them in time for taking charge of an engine continues to receive every attention on this line.

"The arrangement of substituting native drivers and shunters for Europeans in the same grades has now been at work in this department for over six years, viz., from April 1875, and I have pleasure in attaching hereto an abstract statement of the saving which has resulted therefrom up to 31st December last, from which you will notice that the aggregate saving up to the latter date amounted to over 20 lakhs of rupees."

Statement of Natives employed in the several running sheds on 31st December, 1880 and 1881, with their rates of pay.

| DECEMBER 1880. | DECEMBER 1881. |
|--|--|
| Particulars of Native staff employed on running engines. | Particulars of Native staff employed on running engines. |
| 19 Branch drivers at annas 11 per day. | 15 Branch drivers at annas 11 per day. |
| 87 Main line drivers at annas 12, 14 and Rs. 1 per day. | 102 Main line drivers at annas 12, 14 and Rs. 1 per day. |
| <u>106</u> | <u>117</u> |
| 46 Shunters at annas 9 and 9-6 per day. | 52 Shunters at annas 9 and 9-6 per day. |
| 69 Assistant shunters at annas 8 and 8-6 per day. | 66 Assistant shunters at annas 8 and 8-6 per day. |
| <u>115</u> | <u>118</u> |
| 259 Leading firemen from Rs. 10 to Rs 12 per month. | 282 Leading firemen from Rs. 10 to Rs. 12 per month |
| 416 2nd leading firemen at Rs. 8 and 9 per month. | 421 2nd leading firemen at Rs. 8 and 9 per month. |
| 62 Assistant leading firemen from Rs. 5 to Rs. 7. | 60 Assistant leading firemen at Rs. 6 and 7 per month. |
| <u>737</u> | <u>763</u> |
| 93 Coalmen from Rs. 4 to Rs. 6-8 per month. | 119 Coalmen from Rs. 4 to Rs. 8 per month. |
| 175 Cleaners from Rs. 4 to Rs. 7 per month. | 196 Cleaners from Rs. 4 to Rs. 7 per month. |
| 364 Coolies from Rs. 3 to Rs. 6 per month. | 353 Coolies from Rs. 3-8 to Rs 6 per month. |
| 43 Steammen from Rs. 7 to Rs 10 per month. | 46 Steammen from Rs. 7 to Rs. 10 per month. |
| 5 Assistant steammen at Rs. 5 and 6 per month. | 7 Assistant steammen from Rs. 4-8 to Rs. 6 per month. |
| <u>48</u> | <u>53</u> |

Statement showing saving in the cost of drivers, shunters, and firemen's wages effected through the introduction of Native drivers and shunters, &c., from April 1875 to 31st December, 1881.

| Periods. | Saving in salary, overtime, and allowance of drivers and shunters. | | | Saving in sick leave pay for short periods to drivers and shunters. | | | Saving in salary, overtime, and allowance of European firemen, including sick leave pay. | | | Total amount. | | |
|---|--|----|----|---|----|----|--|----|----|---------------|----|----|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| From April 1875 to June 1881, ... | 15,54,931 | 3 | 2 | 46,308 | 6 | 11 | 2,23,584 | 13 | 0 | 18,24,824 | 7 | 1 |
| Less on account of good conduct money paid to native drivers and yard shunters, ... | 3,780 | 0 | 0 | | | | | | | | | |
| Less premium to foremen for testing native drivers, ... | 1,082 | 0 | 0 | | | | | | | 4,862 | 0 | 0 |
| | | | | | | | | | | (a) 18,19,962 | 7 | 1 |
| July 1881, ... | 31,978 | 2 | 3 | 1,451 | 12 | 6 | 3,318 | 3 | 10 | 36,748 | 2 | 7 |
| August " ... | 32,142 | 1 | 4 | 1,411 | 9 | 11 | 3,297 | 6 | 4 | 36,851 | 1 | 7 |
| September " ... | 38,789 | 10 | 8 | 1,499 | 15 | 7 | 3,447 | 3 | 8 | 43,736 | 13 | 11 |
| October " ... | 37,231 | 14 | 7 | 1,539 | 2 | 1 | 3,379 | 6 | 5 | 42,150 | 7 | 1 |
| November " ... | 38,050 | 6 | 10 | 1,544 | 10 | 5 | 3,517 | 9 | 6 | 43,112 | 10 | 9 |
| December " ... | 38,219 | 10 | 6 | 1,545 | 2 | 5 | 3,629 | 10 | 5 | 43,394 | 7 | 4 |
| | | | | | | | | | | 20,65,956 | 2 | 4 |
| Less on account of good conduct money payable to native drivers and yard shunters for last half-year (approximate amount) ... | 600 | 0 | 0 | | | | | | | | | |
| Less premium paid to foremen for testing native drivers from July to December, 1881, ... | 110 | 0 | 0 | | | | | | | 710 | 0 | 0 |
| Total, ... | 17,71,343 | 1 | 4 | 55,300 | 11 | 10 | 2,44,174 | 5 | 2 | (b) 20,65,246 | 2 | 4 |

(a) or @ 1s. 8d. per rupee = £151,663-10s. 0d.

(b) or @ 1s. 8d. per rupee = £172,103 16s. 8d.

Comparative Table showing numbers employed.

| | 1880. | 1881. |
|---------------|-------|-------|
| Drivers, ... | 106 | 117 |
| Shunters, ... | 115 | 118 |
| Total, ... | 221 | 235 |

The Locomotive Superintendent in his No. 436, dated 22nd May, 1882, to the address of the Agent, reports as follows:—"I beg to inform you that native lads are first employed as cleaners, those who are intelligent and willing are promoted to khallasies, and from that to firemen, shunters, and drivers. Quicker promotion is given to men who can read and write English or Vernacular as an inducement to others to learn. The times specified to serve in each of the grades are as follows:—

"Cleaners to serve for 12 months before promotion to the grade of khallasies, and as khallasie at least 12 months before promoted to fireman, and as fireman two years before promoted to shunter.

"If competent after two years' service as shunter to pass his examination as driver, he is promoted.

"Exceptions to the above rules are rarely made, only in cases of men having had previous experience elsewhere in a similar capacity, or who are more intelligent than their fellow workmen.

"There has been a decided improvement in the education of shunters and drivers. Many of them can read and write the English alphabets, and most of them who could not, when first started, read or write any language have learnt the Vernacular. Their working has given satisfaction in every respect."

Comparative Table showing numbers employed.

| | 1880. | 1881. |
|---------------|-------|-------|
| Drivers, ... | 26 | 28 |
| Shunters, ... | 31 | 38 |
| Total, ... | 57 | 66 |

The Agent, in his No. 2170, dated 9th March, 1882, to the Consulting Engineer at Lahore, remarks as follows.—“In reference to Government of India Circular No. 1R. of 1882, received under cover of your No. 177E., dated 19th January last, I have the honor to forward for information a copy of the Locomotive Superintendent’s No. 249A., dated 1st instant, and its accompaniments (in original), and to state that on this line, where economy in fuel has such an important bearing in the working expenses, and where many premiums are offered for saving in fuel, the system of native drivers lately initiated cannot fairly enter into comparison with the results obtained on the East Indian Railway, where a few pounds of coal consumed more or less per mile does not so much signify. It is by no means an easy task to economise in fuel, as it requires constant care and watchfulness on the part of the driver; and unless this can be attained in the native element, it will be false economy to save in wages and expend more than the savings in fuel.”

The following is the letter from the Locomotive Superintendent alluded to above —

“In reply to your No. 383 of 13th January last and subsequent No. 1843R, I beg to submit the information in the form called for by the latest Government Circular, No. 1R. of 1882, this report dating up to 31st December last.

“The system adopted for training labor on this line is that universally followed. Lads and young men are employed in the different branches of the business, and by performing work with their own hands learn to do it properly, rising from the simplest and most menial to the highest and most important posts. As in all mechanical art men are mostly self-taught, every opportunity is also afforded to the best natives among the firemen, cleaners, fuel coolies, and others to rise in their several grades, and finally become shunters and drivers. On the 1st of November last a school was started at Lahore for the purpose of teaching these men to read and write the Vernacular and English languages. The enclosed notice offering heavy inducements for the latter being issued also, it was made known that engagements were open to men able to read and write qualified to become shunters and drivers. Hitherto none of the present staff have cared to try and qualify themselves, and applicants desiring engagements are astonished to find that they are not at once sent out with an engine, and abandon the idea on finding it is requisite to start in a subordinate position to gain the experience absolutely necessary to ensure success.

“The only additional remark I have to make is, that four native drivers have had to be withdrawn on account of the cost of the additional fuel they consumed, being more than the amount required to pay the same number of European drivers, but I see no reason for depression, the measure has only just been started, and must be allowed time to grow and develop itself. Undue haste will only stop its progress and prevent the full benefit being reaped in future years.”

Comparative Table showing numbers employed.

| | | | | | 1880 | 1881. |
|-----------|-----|-----|-----|-----|------|-------|
| Drivers, | ... | ... | ... | ... | 2 | 3 |
| Shunters, | ... | ... | ... | ... | 34 | 37 |
| Total, | | | | | 36 | 40 |

The Locomotive Superintendent reports as follows.—“Natives of good physique and possessing a fair knowledge of English are sent out as second firemen on the Madras Railway. engines to pick up their trade, as all other trades are picked up, by constantly practising it; and as soon as they are fit, they are promoted respectively to first firemen, shunters, and drivers.

“Up to the end of 1881 two native shunters stood on the books, who drew respectively Rs. 1-2 and Rs. 1-4 per day. There were several other native firemen who shunted occasionally, but whose qualifications were not considered sufficient to entitle them to be promoted to the pukka rank of shunter.

“As stated in my previous report, recruiting European and East Indian firemen has been stopped. Encouragement has been given to the best native firemen to qualify for drivers by acquiring some knowledge of English; and the standard of qualification for native recruits has been raised to include a knowledge of English.

“Five English-speaking native firemen have been engaged with a special view to their promotion to drivers as soon as they have fired a sufficiently long time; this ought not to be less than four years. Unless therefore some of the competent firemen who are getting up their English should qualify in that respect, I do not expect to be able to report the promotion of any more natives to drivers for about three years; but no native firemen will in future be employed who cannot speak, read, and write English. Last year’s experience has, I think, shown that a sufficient number of men possessing these qualifications can be had, and a fair foundation has been laid for the attainment of the wish of the Government of India that there should be an infusion of natives in the ranks of drivers.”

Comparative Table showing numbers employed.

| | | | | | 1880. | 1881. |
|-----------|-----|-----|-----|-----|-------|-------|
| Drivers, | ... | ... | ... | ... | 0 | 0 |
| Shunters, | ... | ... | ... | ... | 1 | 2 |
| Total, | | | | | 1 | 2 |

The Agent, in his No. 178, dated 7th March, 1882, to the Consulting Engineer for Railways, remarks as follows:—"Referring to your letter of the 27th January, 1882, No. 67, I have the honor to subjoin a report from the South Indian Railway. Locomotive Superintendent.

"As requested by the Government of India in their Circular dated 3rd January, 1882, I give below the information regarding native drivers and shunters called for—

- '(a). Native lads are employed first as cleaners and promoted through subsequent grades according to ability.
- '(b). During the year 1881 there were 9 drivers on salaries ranging from Rs. 15 to 30 per mensem, 17 shunters from Rs. 10 to 20, 125 firemen from Rs. 6 to 20, and 116 cleaners from Rs. 3 to 10.
- '(c). During the year 1880 there were 10 drivers on salaries ranging from Rs. 12 to 45 per mensem, 10 shunters from Rs. 12 to 20, 108 firemen from Rs. 7 to 18, and 93 cleaners from Rs. 3 to 10.'

"All the native drivers (26 in number) employed by the Locomotive Superintendent are giving him satisfaction, and are progressing in a practical acquaintance with the machinery of locomotive engines. Owing to greater proficiency in their duties some of these men have received an increase to their pay."

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|---------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, ... | ... | ... | ... | ... | ... | 10 | 9 |
| Shunters, ... | ... | ... | ... | ... | ... | 10 | 17 |
| Total, | | | | | | 20 | 26 |

Extract from Locomotive Superintendent's letter No. $\frac{1171}{4305}$, dated 26th June, 1882, addressed to the Great Indian Peninsula Railway. Agent.—"3. In reporting with regard to the year 1881, I have to make the following observations, and I would mention that up to the present time the engine drivers employed on this Railway are men who can read and write English, and who are well acquainted with the work of Railways; our standard of efficiency for natives of the country has been the same as that for Europeans. There is nothing in the correspondence pointing conclusively as to what is intended by the term 'Natives of the country;' it is possible that for the purpose of this report it may be intended to exclude all who are not of pure, or of partial, Asiatic descent; hitherto the term 'Native driver' as used on this Railway has meant pure Asiatics, and I have written this report upon that understanding, but I may mention there are a large number of Europeans and Eurasians (born in India) employed as drivers on this Railway.

"In explanation of the system adopted for training native lads (Asiatics), there has been no change in the system carried on during the last few years. Strong and healthy looking natives (generally Parsees) have been selected from the mechanics and apprentices employed in the Company's workshops, and also from somewhat similar employments not connected with the Railway. In the first instance, they are employed as *augwallas* (ordinary native firemen), and if after three or four months they have shown any aptitude for their work, and have been regular in their attendance to duty they are graded as 'ordinary firemen' and registered accordingly. All graded firemen of good conduct may hope in time to become engine drivers; the length of time they may be required to serve as firemen varies considerably, and depends in a great measure upon the ability of the candidate and also the demand for drivers."

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|----------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, } ... | ... | ... | ... | ... | ... | 35 | 53 |
| Shunters, } | | | | | | | |

The Locomotive Superintendent reports:—"We engage native lads who can speak and write English fairly well as cleaners in the running sheds at from 5 to 6 annas a day, and their promotion is in accordance with the following scale:—

| | | | | | |
|-------------------------|-----|-----|-----|-----|------------------------|
| 2nd firemen, | ... | ... | ... | ... | 8 to 10 annas per day. |
| 1st " | ... | ... | ... | ... | 1½ to 2½ Rupees " |
| Shed turner, | ... | ... | ... | ... | 2½ " " |
| Shunting engine driver, | ... | ... | ... | ... | 3½ " " |
| Driver, 1st year, | ... | ... | ... | ... | 4 " " |
| " 2nd year, | ... | ... | ... | ... | 4½ " " |
| " 3rd year, | ... | ... | ... | ... | 5 " " |
| " maximum pay, | ... | ... | ... | ... | 5½ " " |

EMPLOYMENT OF NATIVES AS ENGINE DRIVERS.

CXV.

"Selection is made at every step in promotion, and young men who are not likely to make drivers are weeded out.

"Although there is no increase in the number of qualified drivers since last year, good progress has been made in the selection and employment of lads as firemen, chiefly Portuguese and Parsees."

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|-----------|---|-----|-----|-----|-----|-------|-------|
| Drivers, | } | ... | ... | ... | ... | 20. | 23 |
| Shunters, | | ... | ... | ... | ... | | |

The Government of Bengal issued the following Resolution, No. 243T.-R.E, dated 29th June, 1882, on the subject:—"OBSERVATIONS.—In 1880 and 1881 the Government of India, Public Works Department, invited the attention of the several Railway authorities to the importance of employing natives as engine drivers and shunters to a greater extent than had previously been done. From the reports which have been received, it appears that the following progress has been made on the Railways under the orders of the Government of Bengal.

"Northern Bengal State Railway.—Comparing the years 1880 to 1882, the following are the numbers of native drivers, shunters, and assistant shunters employed:—

| | 1880. | 1881. | 1882. |
|-------------------------|-------|-------|-------|
| Drivers, ... | 0 | 3 | 5 |
| Shunters, ... | 3 | 1 | 7 |
| Assistant shunters, ... | 4 | 7 | 1 |

"Thus the number of men so employed has increased from 7 in 1880 to 13 in 1882, the rates paid being—for shunters Rs. 17 to Rs 22; for drivers Rs. 22 to Rs 35. Natives are engaged as firemen, and inducements are held out to them to attend the night school: and when they have had sufficient experience in firing they are promoted to assistant shunters and drivers, provided they pass an examination in reading and writing, in the rules of the service, and in the technical management of an engine. A night school has been opened at Sandpur, the head-quarters of the Locomotive Superintendent of the Railway, but the attendance is not so satisfactory as it should be, and efforts are being made to improve it.

"Tirhoot and Patna-Gya State Railways.—There are four native shunters on these Railways—the same number as in 1881. Their pay averages from Rs. 20 to Rs. 22, no proper system has been adopted for training them, but they are selected from the oldest and best firemen, and after they have proved themselves fit, they are employed as shunters. There are no native drivers on these lines.

"Calcutta and South-Eastern and Nalhati State Railways.—All the drivers on these lines are natives, and there are now eight so employed. They are at first tried as firemen, and when they have had sufficient experience in firing are promoted to shunters, and afterwards to drivers, provided they can pass an examination in reading and writing, and in the technical management of an engine.

"RESOLUTION.—Although the scheme for the employment of natives as drivers and shunters has not yet fully attained the usefulness and economy to which it is capable of being extended, it is satisfactory to note that good progress has been made on the Northern Bengal, Calcutta and South-Eastern and Nalhati State Railways—a result due to the personal exertions of the Locomotive Superintendent, Mr. Rendell.

"On the Tirhoot and Patna-Gya State Railways, notwithstanding the importance of the question and the recommendations which have more than once been made to the Assistant Locomotive Superintendent, there has been no progress whatever, nor has any system for the training of natives yet been introduced.

"Experience has shown that while native drivers and shunters can be employed at far less pay than Europeans, they have been proved to be regular in their attendance, to give little trouble, and provided they are efficiently supervised, to be as careful in the performance of their duties as most Europeans with similar length of service on the foot-plate. It is therefore desirable, except on mail or fast passenger trains, where special intelligence, judgment, physical power, stamina, and presence of mind are required, that, for the sake of economy, they should be employed to the fullest extent.

"Every effort should therefore be made to induce natives of a fairly good social standing to join the Locomotive Department of the State Railways in this Province, with a view to their eventually becoming drivers; and as none should be chosen who cannot read and write, an incentive should be given by granting higher pay to those who are proficient in that respect. Night schools should also be started wherever practicable, and they will receive the cordial support of Government."

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|---------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, ... | ... | ... | ... | ... | ... | 7 | 11 |
| Shunters, ... | ... | ... | ... | ... | ... | 9 | 12 |
| Total, | | | | | | 16 | 23 |

North-Western Provinces Provincial Railways. The lines are short with small traffic and afford no scope for training native shunters and engine drivers: the men employed acquired their experience on other Railways.

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|---------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, ... | ... | ... | ... | ... | ... | 3 | 11 |
| Shunters, ... | ... | ... | ... | ... | ... | 0 | 0 |
| Total, | | | | | | 3 | 11 |

State Railways in Central Provinces.
natives as shunters or drivers.

These Railways are at present short and incomplete, and up to the present have offered no opportunities for training.

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|---------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, ... | ... | ... | ... | ... | ... | 0 | 0 |
| Shunters, ... | ... | ... | ... | ... | ... | 2 | 3 |
| Total, | | | | | | 2 | 3 |

Extract from letter No. 3883, dated 18th May, 1882, from the Secretary to the Chief Commissioner, British Burma, Public Works Department:—"The Chief Commissioner regrets that the Railway Department in Burma has not made greater efforts in this direction, and he hopes that they will do better this year. In the meantime he has established an apprentice class of 12 Karen lads in the Insein Workshops to be trained as fitters and drivers. The Department of Public Instruction bears the charge of this class, and Mr. Bernard is hopeful that it may prove a beginning of the employment of Burman and Karen skilled labor on our Railway."

Rangoon and Irrawaddy Valley Railway.

Commissioner regrets that the Railway Department in Burma

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|---------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, ... | ... | ... | ... | ... | ... | 0 | 0 |
| Shunters, ... | ... | ... | ... | ... | ... | 4 | 4 |
| Total, | | | | | | 4 | 4 |

Nizam's Railway.

Owing to the small number of drivers employed on this line, the demands are too limited to admit of any system of training beyond that gained by experience in the shops.

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|----------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, } ... | ... | ... | ... | ... | ... | 2 | 3 |
| Shunters, } | ... | ... | ... | ... | ... | | |

The Locomotive Superintendent reports as follows:—"During 1881 I have engaged every native driver or shunter who offered his services, and any qualified native who was in employment on this line has been promoted to shunter or driver whenever a vacancy occurred. The practical work in the running shed and on the foot-plate is the only training the men have got. This line has had so frequently large extensions that all time has been taken up with organising the additional sections.

Raputana Malwa-Railway.

"There is great difficulty in getting up schools for this kind of men, partly for want of proper teachers, and partly for the regular work of the staff, for the greater part of the year prevents the men from attending any school.

EMPLOYMENT OF NATIVES AS ENGINE DRIVERS.

CXVII

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|--------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, ... | ... | ... | ... | ... | ... | 2 | 6 |
| Shunters,... | ... | ... | ... | ... | ... | 7 | 27 |
| Total, | | | | | ... | 9 | 33 |

The Locomotive Superintendent reports as follows:—"Steps are being taken to establish a school for the education of native adults with a view to making them better fitted for the duties of engine drivers and shunters.

Punjab Northern Railway.

"The same school will be available for teaching English to native lads now employed in the service.

"Native drivers were first appointed on this line on 21st November, 1881. Previous to that date natives had been employed as shunters and firemen only.

"The portions of the line selected for the employment of native drivers were the Salt and the Khushálgarh branches. The Salt Branch (metre gauge) has been entirely worked by native drivers since the above date. They have done their duty satisfactorily, and have kept their engines in fair working order.

"On the Khushálgarh branch (5 feet 6 inch gauge) they did not do so well, causing numerous failures, and frequently running short of water and burning more coal than was necessary. The employment of natives on this branch was discontinued on the 8th of February last.

"Two native drivers were employed working ballast trains on the Rathial ravines—one for 3½ and the other for 1½ months—and did the work in a satisfactory manner.

"Two native drivers are now employed on the main line, working a local ferry train between Wazirabad and Kathala with satisfactory results.

"On the whole I consider the results satisfactory, the only drawback being their want of understanding English. This, however, will be overcome in time.

"No European shunters are now employed on this line; the work is entirely done by natives.

"All the European firemen have been discharged, with the exception of four, who are kept on to act as shedmen (or engine turners), as they are sometimes termed, when the shedmen are absent owing to sickness or on leave.

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|--------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, ... | ... | ... | ... | ... | ... | 0 | 7 |
| Shunters,... | ... | ... | ... | ... | ... | 1 | 2 |
| Total, | | | | | ... | 1 | 9 |

Extract from Locomotive Superintendent's letter No. 5609, dated 8th June, 1882—"I have tried to train the young English-speaking native, but this has proved a complete failure. His notions are too high, and, as a rule, he is physically unfit for the hard work required of him. It is after a careful trial of some years that I have had to give this class of man up.

Indus Valley and Kandahar Railway.

"All my native drivers are chosen from the shunters, who all have served on the line as firemen. Before they are promoted to drivers, they are required to pass a satisfactory test on the working of an engine and train on the main line under the Foreman of the shed, the Assistant Locomotive Superintendent of the section, and an examination at head-quarters held by me.

"I greatly need help in teaching these men to read and write English, and I trust when our arrangements are completed, for them to attend night-schools at Sukkur and Jacobabad, this difficulty will be overcome. At present the men read with the clerks and the munshis of shed, and are making good progress.

"I have seven native drivers and nine native shunters. Two of the drivers get Rs. 40 per month, and the remainder Rs. 30. I allow them all 2 annas per night out from their home stations. The above consolidated pay is what the men received as shunters. The only increase given as yet on their promotion to drivers is the nightly allowance of 2 annas per night. I am aware that the consolidated salary is too high, and intend making out a scale for the pay of native drivers on the trip system shortly, which will be laid before you for approval before issue. The use of native drivers is but in its infancy as yet on this line, the first having been introduced by me on 9th August, 1881.

"Four of these native drivers have been substituted for Europeans on the Kandahar line, two on the fast

local service between Sukkur and Shikarpur, and one on the yard engine at Adamwahan, and I have much pleasure in stating that the Traffic Department have in no way expressed their dissatisfaction in the working of these men. They are carefully watched by my own Department, in which they have proved themselves good and trustworthy enginemen. The nine shunters are promising men, and I hope during the present half-year to have the whole of the Kandahar section worked by native drivers. The good and experienced firemen are being watched to take the place of the shunters as they are promoted to drivers. The number has increased this year from five to seven.

Comparative Table showing numbers employed.

| | | | | | | 1880. | 1881. |
|--------------|-----|-----|-----|-----|-----|-------|-------|
| Drivers, ... | ... | ... | ... | ... | ... | 0 | 7 |
| Shunters,... | ... | ... | ... | ... | ... | 11 | 9 |
| Total, | | | | | | 11 | 16 |

RESOLUTION.—From the foregoing observations the numbers of native drivers and shunters may be summarised as follows:—

| Railways. | Drivers. | | Shunters. | | |
|--|----------|-------|-----------|-------|-------------------------|
| | 1880. | 1881. | 1880. | 1881. | |
| East Indian, ... | 108 | 117 | 115 | 118 | |
| Oudh and Rohilkhand, ... | 26 | 28 | 31 | 38 | |
| Sind, Punjab and Delhi, ... | 2 | 3 | 34 | 37 | |
| Madras, ... | ... | ... | 1 | 2 | |
| South Indian, ... | 10 | 9 | 10 | 17 | |
| Great Indian Peninsula, ... | ... | ... | *35 | *53 | |
| Bombay, Baroda and Central India, ... | ... | ... | *20 | *23 | |
| Bengal Provincial Railways, ... | 7 | 11 | 9 | 12 | |
| North-Western Provinces Provincial Railways, ... | 3 | 11 | ... | ... | |
| Central Provinces Railways, ... | ... | ... | 2 | 3 | |
| Rangoon and Irrawaddy Valley, ... | ... | ... | 4 | 4 | |
| Nizam's, ... | ... | ... | *2 | *3 | |
| Rajputana-Malwa, ... | 2 | 6 | 7 | 27 | * Drivers and shunters. |
| Punjab Northern, ... | ... | 7 | 1 | 2 | |
| Indus Valley and Kandahar,... | ... | 7 | 11 | 9 | |
| Total, | 156 | 199 | 282 | 348 | |

These figures show an increase for 1881 of 109 in the aggregate.

2. With the exception of the Madras and Eastern Bengal Railways, fair progress in the training and employment of natives as drivers and shunters appears to have been generally made. The views and wishes of the Government of India were fully explained in Public Works Department Resolution Nos. 0101—12 R.E., dated the 12th February, 1880, and the manner in which these have been met is recognised with satisfaction. It is trusted that those Railway administrations which have only recently placed natives of the country in charge of locomotive engines will not relax their endeavours to increase the numbers so employed until they number a fair proportion of the whole staff.

APPENDIX DD.

MUNICIPAL WAREHOUSES NEAR RAILWAY STATIONS.

Home, Revenue and Agriculture Department, No. 58-67, dated 30th April, 1881.

On various occasions the attention of the Government of India has been drawn to the want of storage for agricultural produce near Railway stations. This want cannot always conveniently be supplied by Railway Companies, and there are undoubtedly some objections to any admixture of their legitimate functions as carriers with the duties which would fall upon them as warehousemen. Further, works of this description, which require no extensive outlay, and whose first purpose is to serve local interests, do not appear to the Government of India to be ordinarily legitimate objects for State expenditure.

2. On the other hand, it seems both advantageous and proper that Municipalities and other local bodies should interest themselves in these undertakings, and should further them by every means in their power. In making this suggestion, the Governor-General in Council does not overlook the numerous calls upon the resources of Municipalities; and admits that they cannot properly be required to take measures for the facilitation of local trade, except when they have spare funds, after providing for the more necessary calls upon them. But warehouses of the kind in question, if economically constructed and judiciously located, can hardly ever be a source of loss, as has been proved by past experience in various instances. Thus at Nagpur in 1877, owing to large consignments of grain having accumulated at the Railway station for transport to the famine-stricken districts of Madras and Bombay, the Municipality constructed ranges of warehouses, which not only protected from destruction during the monsoon large quantities of grain at a time when food was scarce, and were a great convenience to the trade, but fully repaid the outlay incurred on them. A similar experiment was successfully undertaken by the Public Works Department at Ludhiana in 1878; and the advantages of the system may now be considered to be established.

3. I am therefore to request that the subject may be taken into consideration, and that effect may, as far as possible, be given to the suggestions above conveyed.

Note on Warehouses near Railway Stations.

The Government of India having desired that the subject of warehouses in the vicinity of Railway stations (see Home Department Circular of April 1881) should be taken up on the Sind, Punjab and Delhi Railway, I took the opportunity of my late inspection tour, with the Agent and Traffic Manager, to discuss the subject with the District Officers and the Municipal Committees at the following stations, viz, Amritsar, Jullundur, Ludhiana, Umballa, Saharanpur, Muzaffarnagar and Meerut.

2. The Government Circular was read and explained to the Native gentlemen and merchants present, and the subject discussed in connection with proposals for bonded warehouses that have been made in several quarters. It was explained to the Municipalities that, if the necessity of such warehouses was felt either for the convenience of storing goods, in cases where (as in 1877) the Railways were overwhelmed with traffic and could not take it away fast enough, or, as in the case of ordinary goods in transit, where octroi is first levied and then subsequently remitted owing to the goods having first to enter the town, instead of proceeding direct to the Railway station, it was left to the Municipalities to build such warehouses, and to make their own arrangements for the care and custody of the goods and for the levying of such warehouse rent as might be charged. The Railway would on its part undertake, provided such warehouses were built conveniently near to the station, to run a siding into them from the main line and construct a platform at its own expense, and to make no extra charge for haulage or handling which would be covered by the usual terminal charge.

3. At Amritsar, the Municipality did not seem very keen about the proposal. They said there was no difficulty at present in getting goods carried rapidly away by the Railway, and most, if not all, of the Natives present appeared to be merchants interested in the local trade rather than in transit trade, and therefore not interested in the question of facilitating through traffic.

4. At Jullundur, the same remark may be made, but further consideration of the subject was promised, both here and at Amritsar.

5. At Ludhiana the case was altogether different. In 1877, I found that private warehouses were in use here for storing grain in the vicinity of the station when during the famine in Southern India the Railway could not take away the grain fast enough, and two large sarais are at present used, one of which is recognised by the Municipality as a bonded warehouse. We examined this place and found it large enough for some 500 carts, and surrounded on three sides by 150 pukka *kothis*, with verandahs, each large enough to contain 1,200 pukka maunds of grain in bulk. For the hire of these we were told that Re 1-4 to Re 1-8 per month was charged, or 2 pice per bag (2½ maunds) for grain stored in bags. The place was well filled, and a large quantity of grain in bulk was being sifted and bagged. The whole belonged to a Native merchant, a leading member of the Municipality, whose house and compound were at the back of the sarai. The other sarai was similar, but the buildings were kucha. We were told that these two sarais were sufficient to meet the wants of the trade under ordinary circumstances, but not in times of pressure, and the proposal to run a siding into the place from the station, with a loading platform, appeared generally to meet with approval.

6. At Umballa, the meeting at first was lukewarm on the idea, as at Amritsar and Jullundur; but after the formal meeting was over, several merchants (not on the Municipality) said they would be very glad of a bonded warehouse, as the foreign trade (from the hills) had now to go into the city instead of going direct to the Railway station.
 7. At Saháranpur, Mr. Sladen, the Collector, had some time ago taken action on the Circular, and expressed the readiness of the Native merchants to build a bonded warehouse, if a site could be given them on the Railway ground. It appeared to me on inspection that a site could very well be spared on the Lahore side of the present goods-shed, and I trust the Agent will intimate his concurrence in this view. It will otherwise be very difficult to find a proper site, and there can be no doubt that the proposed arrangement will do much to facilitate and therefore to stimulate traffic.
 8. At Muzaffarnagar, it was explained to us that this place is a great depôt of trade for the surrounding district, which concentrates here, and is exported by rail all over the country, while very little goes *through*. The want of a bonded warehouse was not therefore felt; but, as the station is more than a mile from the town, it was pressed upon us that it would greatly facilitate traffic, if a branch or siding could be run from the station into the Sultán Ganj, a principal trade centre of the place, the Municipality offering the use of half the present roadway for the purpose. An estimate for this scheme is now being prepared.
 9. At Meerut, the necessity of a warehouse was fully admitted; but it was here also urged that a branch line (1½ miles long) into the town to run as near as possible to the two large *mandis* near the Baghpat Gate would be more useful than any warehouse at the station. My own idea is that both would be desirable at this important station, as there must be a good deal of trade that does not want to enter the city at all.
 10. As to Lahore and Mooltan, a further report will be made.
 11. At Rawalpindi, the Manager, Punjab Northern State Railway, informed me that the question of a bonded warehouse had already been taken up by the Deputy Commissioner and the Municipality, but that at present the state of the Municipal funds did not admit of any expenditure in this direction, as all the funds were required for water-supply. At Wazirabad, we were met by the Municipal Committees both of that town and of Gujranwála. Both appeared to favor the idea and promised to consider the subject later on.
 12. At Jhelum, the small amount of trade does not appear to make it probable that any action in the matter is at present desirable.
 13. At Shikárpur, the question had already been taken up by the Collector, with whom the subject was discussed on my late inspection tour, and who intimated the intention of the Municipality to take action in the matter without delay.
 14. A copy of this note will now be sent to the Presidents of the Municipalities concerned, together with copy of the Government Circular, as the readiest mode of enabling them to consider the question at further length if desired, and to take action in the matter if thought necessary.
-

APPENDIX EE.

RATES FOR CARRIAGE OF REVENUE STORES.

East Indian Railway.

(Minutes of Meetings Nos. 12 and 18 of 1880. Resolutions Nos. 316 and 456, also Resolution No. 1,030 of 1880 and Resolution No. 1100 of 1881.)

- (1). Coal for the locomotive department, ... 20 pies per wagon per mile.
- (2). Oil and grease, &c., from the Company's factory in special oil wagons to one consignment, 10 pies per 100 maunds per mile.
- (3). Stores of all kinds, whether for construction, maintenance, stock or sale, " " "
- (4). Engineering stores and materials carried by ballast train, Rs. 6 per train per hour.
- (5). Small consignments of stores by passenger trains, Half parcel rates.

Eastern Bengal Railway.

(Minutes of Meeting No. 15 of 1880, Resolution No. 340.)

Four pies per ton per mile in the case of all articles carried by ordinary goods trains, and Rs. 50 per day of 8 hours for the engine for the use of ballast trains, and Rs. 1-8-0 per day for the use of each wagon.

Madras Railway.

(Madras Government letter No. 3 R., dated 6th January, 1881; General No. 795 R.T. of 1881.)

- (1). Stores.—When conveyed by goods or mixed trains, 4 pies per ton per mile, with a minimum charge of 1 anna per wagon per mile, and a minimum charge of 4 annas for a consignment.
- (2). Parcels.—Materials and stores conveyed by passenger train are not to exceed 80 lbs. per package in weight, except springs and axle-boxes, and will be charged at the rate of 4 annas per parcel of any weight up to 80 lbs., or each spring or axle-box, irrespective of distance.
- (3). Fuel and ballast.—When conveyed in special fuel and ballast trains, 2 annas per mile per wagon when under load only.
- (4). Stores sent by locomotive and general stores vans to be charged at the same rates as stores when conveyed by goods or mixed trains.
- (5). Tappal boxes and cash bags and chests to be conveyed "free."

South Indian Railway.

(Minutes of Meeting No. 1 of 1881, clause 9)

- (1). For the carriage of revenue stores and materials, the conveyance of which necessitates the running of special vehicles, 4 pies per ton per mile, with a minimum charge of one anna per truck per mile.
- Revenue stores and materials, when conveyed in trucks with other goods, are conveyed free, if weighing less than 1,000 lbs.; but all consignments in excess of this weight are charged for at the rate of 4 pies per ton mile.

Great Indian Peninsula Railway.

(Minutes of Meetings Nos. 25 of 1880, clause No. 123, and 6 of 1881, clause No. 11)

(Bombay Government Resolution No. 1179 of 1881)

- (1). Five pies per ton per mile for traffic towards Bombay.
- (2). Four pies per ton per mile for traffic in the opposite direction. No charge for consignments under half a maund.
- (3). For engineering stores and materials carried by ballast trains, a charge of Rs. 1-8-0 per train mile, with mileage allowance of 5 miles per hour, and a minimum of 5 hours per day.

Note.—All items amounting to less than Rs. 5 to be discarded.

Bombay, Baroda and Central India Railway.

(Bombay Government Resolution No. 1179 of 1881.)

- (1). Coal for the locomotive or any other department, 24½ pies per wagon of 7 tons per mile.
- (2). Oil, grease, &c., in charge of Traffic department, 3½ pies per ton per mile.

- (3). Materials and stores of all kinds, whether for construction or maintenance, ... $3\frac{1}{2}$ pies per ton per mile.
- (4). Oil and stores of all kinds in oil and stores delivery vans, ... " " "
- (5). Engineering stores and materials carried by ballast trains, ... A charge of Rs. 1-8-0 per train mile with mileage allowance of 5 miles per hour and a minimum of 5 hours per day.

Sind, Punjab & Delhi, Punjab Northern, and Indus Valley Railways.
(Punjab Northern State Railway Minutes of Meeting No. 27 of 1880, clause No. IV; and Sind, Punjab and Delhi Railway Minutes of Meeting No. 4 of 1881, Appendix A.)

- (1). All revenue stores, including permanent way and coal, ... $\frac{1}{8}$ th pie per maund per mile without terminals.
- (2). Firewood, ... $\frac{1}{8}$ th " " "
- (3). Small stores, &c., ... $\frac{1}{8}$ th pie per maund per mile, with minimum of one anna. Fractions of a maund are charged for as to the general public. Above a maund actual rates for full maunds, plus the charge for fractions of maund as above.
- (4). When a separate wagon is used and weight can be readily ascertained, $\frac{1}{8}$ pie per maund per mile, with a minimum of one anna per mile. When weight cannot be readily ascertained, 4 pies per ton of carrying capacity per mile. No terminals in either case.
- (5). Rates per maund are struck to the nearest pie. In calculating the total charge, sums under six pies are excluded, and six pies and over taken as one anna.
- (6). Actual demurrage paid on foreign vehicles to be charged to departments concerned when vehicles are detained beyond 24 hours after arrival at destination.
- (7). An additional charge of one anna per maund is made on all stores crossing the Indus River at Sukkur.

Northern Bengal and Tirhoot Railways.
(Minutes of Meetings Nos. 2 and 5 of 1881, Resolutions Nos. 30 and 95.)

- (1). Coal for the locomotive or any other department, ... 28 pies per wagon per mile.
- (2). Materials and stores of all kinds, whether for "construction," "maintenance" or "stock," $\frac{1}{4}$ pie per maund per mile.
- (3). Stores carried in store delivery vans, ... 28 pies per vehicle per mile.
- (4). Engineering stores and materials carried by ballast trains, Rs. 25 per day of 8 hours for engine power, plus 1 rupee per day of 24 hours for each truck or wagon lent by the Traffic department, in addition to the cost of any extra-establishment specially employed in connection with the work, and subject to a minimum charge as for 5 hours, or $\frac{5}{8}$ ths the above rate for engine power and 8 annas per truck lent.
- (5). The ferry rate for all stores, including locomotive coal, will be 4 pies per maund for the whole distance. The handling to be done by the ferry department, and the cost included in its working expenses.
- (6). The minimum charge on all consignments will be 8 annas.
- (7). No charge will be made for consignments under half a maund each.
- (8). Consignments of and above half a maund each should be charged for at $\frac{1}{4}$ pie per maund per mile, fractions of a maund being dealt with as in ordinary traffic.

Patna-Gya Railway.
(Minutes of Meeting Nos. 11 of 1880 and 5 of 1881, Resolutions Nos. 82 and 95.)

- (1). Coal for locomotive or any other department, 28 pies per wagon per mile.
- (2). Materials and stores of all kinds, ... 20 pies per 100 maunds per mile.
- (3). Engineering stores and materials carried by ballast train, ... Rs. 6 per train per hour.
- (4). Small consignments of stores by passenger trains, ... Half parcel rates.

RATES FOR CARRIAGE OF REVENUE STORES.

cxliii

- Muttra-Hatharas and Cawnpore-Farukhabad Railways.**
(Minutes of Meeting No. 3 of 1881, Manuscript.)
- (1). For coal in full wagons, 24 pies per mile.
 - (2). For materials and stores for all departments 27 pies per mile per 100 maunds for full or half loads. Half parcel rates for small parcels and packages.
 - (3). For ballast train—for engine Rs. 25 per day, and for ballast train vehicles 8 annas per day each.
-
- Nagpur-Chhattisgarh Railway.**
(Minutes of Meeting No. 1 of 1881, Resolution No. 7, and No. 12 of 1882, Resolution No. 34.)
- (1). On and after the 1st January, 1881, the carriage of revenue stores will be charged to the department concerned at a fixed rate of 5 pies per ton per mile.
 - (2). Consignments of less than 14 seers in weight will not be booked by goods trains, but will be sent at the reduced parcel's rates by passenger trains.
 - (3). Parcels if weighing 7 seers and under "free"

| | | | |
|------------------------------|-----------------------------|---|-------------------------|
| From 7 to 10 seers, ... | 2 annas | } | For the first 50 miles. |
| For each seer above 10 seers | in addition to the rate for | | |
| 10 seers, | 1 pie per seer | | |
 - For each additional 50 miles, 1 pie per seer in addition to the above.
-
- Bhavnagar-Gondal Railway.**
(Minutes of Meeting No. 5 of 1881, Resolution No. 55.)
- (1). Coal in full wagon loads, 0.15 pie per maund per mile.
 - (2). All other revenue stores, ' 0.20 " "
 - (3). Construction stores and materials, 0.25 " "
 - (4). Ballast and other engineering trains for revenue, A mileage charge of Rs. 1-4-0 per train mile, with a mileage allowance of 4 miles per hour, and a minimum of 5 hours per day.
 - (5). Trains for conveyance of stone for construction of bridges (capital), Rs. 6 per hour, with minimum charge of Rs. 50 per diem.
-
- Rajputana-Malwa Railway.**
(Minutes of Meetings Nos. 4 and 17 of 1881, Resolutions Nos. 87 and 566.)
- (1). Coal in full wagon loads, 0.15 pies per maund per mile.
 - (2). All other revenue stores, 0.20 " "
 - (3). Construction stores and materials, 0.25 " "
 - (4). Ballast and other engineering trains, ... A mileage charge of 10 annas per train mile, with a mileage allowance of 8 miles per hour, and a minimum of 5 hours per day.
-
- Rangoon and Irrawaddy Valley Railway.**
(Minutes of Meeting No. 11 of 1880, clause XLVIII, and No. 5 of 1881, clause XXVI)
- (1). Coal and other materials in full wagons charged at Re. 1 per truck per station distance.
 - (2). For revenue stores in small quantities or less than a wagon load, a charge is made of one anna per 100 viss per station distance, and the minimum charge is 6 pies.
 - (3). For ballast and fuel trains the charge is Rs. 2 per truck, including the brake-van, the charge to cover all expenses attending the working of the trains, including charge for engine, and to be exacted only when the engines are under steam or running.
-
- Nizam's Railway.**
(Minutes of Meeting No. XXXII of 1880, clause III)
- (1). For parcels 1 pie a mile for 2 seers.
 - (2). Fuel in full wagon loads 21 pie a mile.
 - (3). Materials and stores for all departments, 6 pies a ton mile.
 - (4). Ballast trains 15 pies a vehicle mile, with a mileage allowance of 8 miles an hour.

APPENDIX FF.

INDIAN RAILWAYS.

STATISTICS OF THEIR WORKING

FOR THE

HALF-YEAR ENDED 30TH JUNE, 1881.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

(Pages cxxv to cxxxix).

SUMMARY OF THE REVENUE ACCOUNTS OF INDIAN RAILWAYS FOR THE HALF-YEAR ENDED 30TH JUNE, 1881.

No. I.—GENERAL RESULTS.

| RAILWAYS. | | Gauge. | Capital expended. (f) | Mean Mileage open. | Total Train Mileage. | Earnings. | Expenses. | Net Earnings. |
|----------------------|----------------------------------|---------|--------------------------|-----------------------------------|----------------------|-------------|-------------|---------------|
| <i>Broad Gauge.</i> | | Ft. In. | Rs. | Miles. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 5 6 | 33,13,30,925 | 1,563 ^a | 40,91,494 | 2,28,07,254 | 67,48,105 | 1,60,59,149 |
| 2 | Great Indian Peninsula | 5 6 | 25,04,21,707 | 1,434 ^b | 42,09,829 | 1,79,91,643 | 80,32,373 | 99,59,270 |
| 3 | Sind, Punjab and Delhi | 5 6 | 11,58,24,070 | 676 ^c | 14,41,034 | 55,31,461 | 36,20,978 | 19,10,483 |
| 4 | Madras | 5 6 | 11,11,01,431 | 858 | 9,57,296 | 32,27,807 | 21,12,815 | 11,14,992 |
| 5 | Bombay, Baroda and Central India | 5 6 | 8,28,44,474 | 444 | 9,14,988 | 60,02,972 | 20,40,198 | 39,62,774 |
| 6 | Eastern Bengal | 5 6 | 3,31,85,253 ^g | 171 ^d | 3,15,121 | 19,13,346 | 10,21,599 | 8,91,747 |
| 7 | Oudh and Rohilkhand | 5 6 | 5,86,09,175 | 547 | 6,96,944 | 25,65,234 | 14,19,601 | 11,45,633 |
| 8 | Indus Valley and Kandahar | 5 6 | 7,29,61,562 | 659 ^e | 9,12,586 | 28,62,050 | 23,72,311 | 4,89,739 |
| 9 | Punjab, Northern | 5 6 | 5,23,03,637 | 322 | 6,48,598 | 19,29,663 | 16,88,379 | 2,41,284 |
| 10 | Dhond and Manmad | 5 6 | .. | 145 | .. | 74,326* | 11,369 | 62,957 |
| 11 | Patna and Gya | 5 6 | 34,20,556 | 57 | 57,262 | 2,46,467 | 1,65,945 | 80,522 |
| 12 | Nizam's | 5 6 | 1,21,64,524 | 117 | 1,28,057 | 3,98,286 | 2,30,213 | 1,68,073 |
| 13 | Calcutta and South-Eastern | 5 6 | 67,36,171. | 28 | 21,246 | 89,726 | 50,705 | 39,021 |
| 14 | Khamgaon | 5 6 | .. | 7 ¹ / ₂ | .. | 14,426* | 14,426* | .. |
| 15 | Amraoti | 5 6 | .. | 5 ¹ / ₂ | .. | 25,114 | 25,114 | .. |
| 16 | Wardha Coal | 5 6 | 49,50,644 | 45 | 36,509 | 1,13,480 | 71,655 | 41,825 |
| 17 | Sindia | 5 6 | .. | 12 | .. | .. | .. | .. |
| 18 | Ghazipur and Dildarnagar | 5 6 | 5,87,697 | 12 | .. | 22,340 | 21,452 | 888 |
| Total | | .. | 1,13,64,41,826 | 7,092 ¹ / ₂ | 1,44,30,964 | 6,58,09,595 | 2,96,47,238 | 3,61,62,357 |
| <i>Narrow Gauge.</i> | | Metre | Rs. | Miles. | Rs. | Rs. | Rs. | Rs. |
| 19 | South Indian | .. | 4,23,75,687 | 663 ^h | 6,35,295 | 19,11,830 | 12,89,546 | 6,22,284 |
| 20 | Rajputana | .. | 5,09,57,787 | 726 ¹ / ₂ | 14,21,382 | 37,19,156 | 20,81,505 | 16,37,651 |
| 21 | Holkar and Sindia-Neemuch | .. | 2,70,72,388 | 275 | 3,26,802 | 9,92,633 | 7,09,726 | 2,82,907 |
| 22 | Nagpur and Jhattsigarh | .. | 36,04,348 | 62 | 51,025 | 1,54,517 | 1,01,101 | 53,416 |
| 23 | Rangoon and Irrawaddy Valley | .. | 1,23,73,848 | 161 | 2,71,494 | 9,69,510 | 4,88,264 | 4,81,246 |
| 24 | Northern Bengal | .. | 2,04,41,995 | 230 ¹ / ₂ | 2,36,798 | 8,18,343 | 4,68,294 | 3,50,049 |
| 25 | Purhoot | .. | 54,48,649 | 82 | 82,215 | 3,12,527 | 1,66,989 | 1,45,538 |
| 26 | Cawnpore and Farukhabad | .. | 30,41,693 | 74 | 64,670 | 1,14,265 | 74,532 | 39,733 |
| 27 | Bhavnagar-Gondal | .. | 52,98,272 | 192 ¹ / ₂ | 1,72,172 | 4,14,337 | 2,60,043 | 1,54,294 |
| 28 | Muttra and Hathras | .. | 10,49,382 | 29 | 21,518 | 67,703 | 47,603 | 20,100 |
| 29 | Mysore | .. | .. | .. | .. | .. | .. | .. |
| 30 | Nalhati | 4 0 | 3,07,780 | 27 ¹ / ₂ | 18,006 | 24,317 | 26,817 | 8,000 |
| 31 | His Highness the Gaekwar's | 2 6 | 35,342. | 58 ¹ / ₂ | 39,690 | 89,323 | 50,408 | 38,915 |
| Total | | .. | 17,20,07,671 | 2,581 ¹ / ₂ | 33,41,067 | 95,98,961 | 57,64,828 | 38,34,133 |
| GRAND TOTAL | | .. | 1,30,84,49,497 | 9,673 ¹ / ₂ | 1,77,72,031 | 7,54,08,556 | 3,54,12,066 | 3,99,96,490 |

- (a) Includes 3 miles, the length of the Barrh Branch, 44 miles of the Sindia and 12 miles of the Dildarnagar and Ghazipur Railways.
- (b) Exclusive of 7¹/₂ miles (Dadur Junction to Colaba, B, B and C. I. Railway), but inclusive of the length of the State lines worked over by the Company.
- (c) Excludes 13 miles of the E. I. Railway from Ghazipur to Delhi worked over by the Company.
- (d) Includes 13 miles, the length of the Damukdia Branch.
- (e) Excludes 7 miles of the S, P. and D. Railway from Mooltan to Mozuffarabad worked over by this Railway.
- (f) Capital expended on open mileage charged to final heads, inclusive of rolling stock.
- (g) Exclusive of (Rs. 14,77,668) capital expenditure on Docks and Steam Boats.
- (h) Includes 8 miles of Foreign line worked over by the Company.

N.B.—In cases where short lengths of Railway are worked over by Foreign Railways, the mileage so worked over should be included in the length used for calculating earnings and expenses per mile of railway worked.

* Represents amount received from the Great Indian Peninsula Railway.

STATISTICS OF INDIAN RAILWAYS.

cxxvii

No. II.—SUMMARY OF EARNINGS.

[From No. VIII of Revenue Account].

| | RAILWAYS. | Coaching. | Goods. | Electric Telegraph | Steam-boat | SUNDRIES. | | TOTAL. |
|----|----------------------------------|--------------------|--------------------|--------------------|-----------------|--|-----------------|--------------------|
| | | | | | | Receipts from other lines for hire, mileage and rents. | Other items. | |
| | <i>Broad Gauge.</i> | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian .. | 61,22,814 | 1,60,00,532 | 84,629 | 17,928 | 3,48,939 | 2,82,412 | 2,28,07,254 |
| 2 | Great Indian Peninsula .. | 35,68,973 | 1,41,77,687 | 27,804 | .. | 96,653 | 1,20,526 | 1,79,91,648 |
| 3 | Sind, Punjab and Delhi .. | 20,60,494 | 30,17,081 | 9,425 | 1,13,093 | 2,73,513 | 57,905 | 55,31,461 |
| 4 | Madras .. | 13,76,118 | 17,53,971 | 10,571 | .. | 34,968 | 52,179 | 32,27,807 |
| 5 | Bombay, Baroda and Central India | 17,57,846 | 40,94,343 | 14,333 | .. | 48,769 | 87,681 | 60,02,972 |
| 6 | Eastern Bengal .. | 7,95,756 | 9,20,818 | 2,607 | 1,70,417 | 2,288 | 21,460 | 19,13,346 |
| 7 | Oudh and Rohilkhand .. | 10,84,709 | 13,45,438 | 5,772 | .. | 64,754 | 64,561 | 25,65,234 |
| 8 | Indus Valley and Kandahar .. | 8,92,128 | 17,20,310 | 6,190 | 76,039 | 1,31,032 | 36,351 | 28,62,050 |
| 9 | Punjab Northern .. | 7,17,199 | 11,56,778 | 2,878 | .. | 20,682 | 32,126 | 19,29,663 |
| 10 | Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya .. | 1,56,549 | 86,490 | 1,214 | .. | 335 | 1,879 | 2,46,467 |
| 12 | Nizam's .. | 1,57,940 | 2,30,977 | 644 | .. | 4,585 | 4,140 | 3,98,286 |
| 13 | Calcutta and South-Eastern .. | 44,483 | 21,886 | 246 | .. | 14,339 | 2,772 | 83,726 |
| 14 | Khamgaon .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal .. | 19,121 | 68,243 | 583 | .. | 24,083 | 1,450 | 1,13,480 |
| 17 | Sindia .. | .. | .. | .. | .. | .. | .. | .. |
| 18 | Ghazipur and Dildarnagar .. | 9,987 | 11,833 | 520 | .. | .. | .. | 22,340 |
| | Total .. | 1,87,64,117 | 4,46,06,337 | 1,17,416 | 3,77,477 | 10,64,940 | 7,65,442 | 6,56,95,729 |
| | <i>Narrow Gauge.</i> | | | | | | | |
| 19 | South Indian .. | 10,87,726 | 7,78,649 | 11,062 | .. | 106 | 34,287 | 19,11,830 |
| 20 | Rajputana .. | 10,49,429 | 26,24,047 | 10,802 | .. | 4,700 | 30,173 | 37,19,156 |
| 21 | Holkar and Sindia-Neemuch .. | 3,68,757 | 6,22,814 | 2,855 | .. | 253 | 2,046 | 9,92,633 |
| 22 | Nagpur and Chhattisgarh .. | 43,125 | 1,09,352 | 501 | .. | 1,264 | 275 | 1,54,517 |
| 23 | Rangoon and Irrawaddy Valley .. | 4,61,325 | 4,99,174 | 2,857 | .. | .. | 6,154 | 9,69,510 |
| 24 | Northern Bengal .. | 2,67,027 | 4,28,475 | 3,155 | 85,658 | .. | 54,028 | 8,18,343 |
| 25 | Tirhoot .. | 1,23,232 | 1,35,267 | 3,566 | 49,203 | .. | 1,259 | 3,12,527 |
| 26 | Cawnpore and Farukhabad .. | 74,827 | 38,434 | 805 | .. | .. | 199 | 1,14,265 |
| 27 | Bhavnagar-Gondal .. | 1,79,961 | 2,29,836 | 3,115 | .. | .. | 1,425 | 4,14,837 |
| 28 | Muttra and Hathras .. | 40,961 | 24,695 | 1,691 | .. | .. | 356 | 67,703 |
| 29 | Mysore .. | .. | .. | .. | .. | .. | .. | .. |
| 30 | Nalhati .. | 23,557 | 10,709 | 477 | .. | .. | 74 | 34,817 |
| 31 | His Highness the Gaekwar's .. | 46,182 | 41,492 | .. | .. | .. | 1,649 | 89,323 |
| | Total .. | 37,66,109 | 55,42,944 | 40,886 | 1,34,861 | 6,323 | 1,07,838 | 95,98,961 |
| | GRAND TOTAL .. | 2,25,30,226 | 5,01,49,281 | 1,58,302 | 5,12,338 | 10,71,263 | 8,73,280 | 7,52,94,690 |

No. III.—DETAIL OF COACHING TRAFFIC.

[From Abstract H of Revenue Account.]

CXXVIII

| RAILWAYS | | PASSENGERS. | | | | | | | | | | | | | | Miscellaneous, including parcel, luggage, &c. | Total | Deductions. | Net Total. |
|----------------------|-------------------------------------|---------------------|---------|----------|----------------------|---------|-----------|------------------------------|-----------|-----------|-------------------------|------------|-------------|------------|-------------|---|-------------|-------------|-------------|
| | | FIRST CLASS. | | | SECOND CLASS. | | | THIRD OR INTERMEDIATE CLASS. | | | FOURTH OR LOWEST CLASS. | | | TOTAL. | | | | | |
| | | Single journey fare | Number. | Receipts | Single journey fare. | Number. | Receipts. | Single journey fare | Number. | Receipts. | Single journey fare. | Number. | Receipts. | Number. | Receipts. | | | | |
| <i>Broad Gauge.</i> | | Pies. | Rs. | Pies. | Rs. | Pies. | Rs. | Pies. | Rs. | Pies. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | |
| 1 | East Indian .. | 18-00 | 21,765 | 2,50,121 | 9-00 | 81,577 | 3,47,846 | 4-50 | 299,315 | 2,38,690 | 3-00 | 4,193,465 | 46,19,246 | 4,596,122 | 54,55,903 | 6,68,940 | 61,24,843 | 2,029 | 61,22,814 |
| 2 | Great Indian Peninsula .. | 18-00 | 19,662 | 2,33,757 | 9-00 | 105,025 | 5,22,779 | 4-00 | 304,304 | 6,19,506 | 2-50 | 2,432,723 | 16,30,469 | 2,861,714 | 30,16,511 | 5,52,462 | 35,68,973 | .. | 35,68,973 |
| 3 | Sind, Punjab and Delhi .. | 12-00 | 11,853 | 78,175 | 8-00 | 37,987 | 1,19,740 | 4-50 | 16 | 58 | 3-00, 2-50 & 2-25 | 2,134,077 | 15,56,170 | 2,183,938 | 17,54,143 | 3,06,351 | 20,60,494 | .. | 20,60,494 |
| 4 | Madras .. | 18-00 | 6,307 | 89,817 | 7-00 | 28,133 | 97,268 | .. | .. | .. | 2-00 | 2,130,196 | 9,99,940 | 2,164,636 | 11,87,025 | 1,89,093 | 13,76,118 | .. | 13,76,118 |
| 5 | Bombay, Baroda and Central India .. | 12-00 | 35,664 | 51,751 | 6-00 | 240,049 | 1,33,263 | .. | .. | .. | 3-00&2-50 | 3,328,754 | 13,36,643 | 4,104,467 | 15,71,657 | 1,36,189 | 17,57,846 | .. | 17,57,846 |
| 6 | Eastern Bengal .. | 12-00 | 14,322 | 27,681 | 6-00 | 31,291 | 26,115 | 4-50 | 238,261 | 1,57,464 | 3-00 | 904,510 | 5,12,683 | 1,188,384 | 7,23,943 | 41,813 | 7,95,756 | .. | 7,95,756 |
| 7 | Outh and Rohilkhand .. | .. | .. | .. | 9-00 | 11,474 | 40,584 | .. | .. | .. | 2-50 | 1,352,378 | 9,33,368 | 1,363,852 | 10,23,952 | 60,757 | 10,84,709 | .. | 10,84,709 |
| 8 | Indus Valley and Kandahar .. | 12-00 | 2,063 | 21,160 | 8-00 | 8,386 | 35,510 | .. | .. | .. | 2-50&2-00 | 803,234 | 5,88,787 | 813,683 | 6,45,457 | 2,46,671 | 8,92,128 | .. | 8,92,128 |
| 9 | Punjab Northern .. | 12-00 | 2,834 | 21,629 | 8-00 | 7,553 | 31,747 | 3-00 | 179,880 | 1,39,460 | 2-00 | 814,982 | 4,43,461 | 1,005,304 | 6,36,297 | 80,902 | 7,17,199 | .. | 7,17,199 |
| 10 | Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya .. | 18-00 | 683 | 2,911 | 9-00 | 1,348 | 2,554 | .. | .. | .. | 3-00 | 249,398 | 1,46,814 | 251,434 | 1,52,279 | 4,270 | 1,56,549 | 7a | 1,56,549 |
| 12 | Nizam's .. | 18-00 | 1,468 | 9,919 | 6-00 | 6,131 | 13,012 | .. | .. | .. | 2-00 | 189,330 | 1,09,369 | 196,929 | 1,32,300 | 25,647 | 1,57,947 | .. | 1,57,947 |
| 13 | Calcutta and South-Eastern .. | 18-00 | 285 | 346 | 9-00 | 2,635 | 1,290 | .. | .. | .. | 3-00&2-62 | 350,838 | 41,203 | 353,758 | 42,839 | 1,644 | 44,483 | .. | 44,483 |
| 14 | Khamgaon .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Goal .. | 18-00 | 278 | 538 | 9-00 | 438 | 450 | 4-00 | 1,296 | 784 | 2-00 | 55,125 | 14,439 | 57,137 | 16,211 | 2,910 | 19,121 | .. | 19,121 |
| 17 | Sindia .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 | Ghazipur and Dildarnagar .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9,987 | .. | 9,987 |
| Total .. | | Nil. | 117,244 | 7,87,805 | Nil. | 562,032 | 13,82,158 | Nil. | 1,023,072 | 11,55,962 | Nil. | 19,439,010 | 1,30,32,592 | 21,141,358 | 1,63,58,517 | 23,97,649 | 1,87,66,153 | 2,036 | 1,87,64,117 |
| <i>Narrow Gauge.</i> | | | | | | | | | | | | | | | | | | | |
| 19 | South Indian .. | 18-00 | 3,912 | 25,692 | 6-00 | 19,614 | 23,604 | .. | .. | .. | 3-00&2-00 | 2,362,037 | 9,76,683 | 2,385,563 | 10,30,979 | 56,747 | 10,87,726 | .. | 10,87,726 |
| 20 | Rajputana .. | 12-00 | 5,568 | 34,059 | 8-00 | 16,481 | 41,275 | 4-00 | 78,376 | 79,761 | 2-00 | 1,315,301 | 7,88,065 | 1,415,726 | 9,43,160 | 1,06,269 | 10,49,429 | .. | 10,49,429 |
| 21 | Holkar and Sindia-Neemuch .. | 12-00 | 1,837 | 7,150 | 8-00 | 6,053 | 11,033 | 4-00 | 15,032 | 16,913 | 2-00 | 623,124 | 2,94,197 | 646,046 | 3,29,293 | 39,464 | 3,68,757 | .. | 3,68,757 |
| 22 | Nagpur and Chhatisgarh .. | 18-00 | 1,051 | 1,215 | 8-00 | 8,460 | 2,975 | .. | .. | .. | 2-00 | 216,240 | 36,812 | 225,751 | 41,002 | 2,123 | 43,125 | .. | 43,125 |
| 23 | Rangoon and Irrawaddy Valley .. | 14-90 | 1,556 | 6,013 | 7-45 | 8,633 | 12,380 | .. | .. | .. | 2-98 | 734,457 | 4,25,372 | 744,646 | 4,43,765 | 17,560 | 4,61,325 | .. | 4,61,325 |
| 24 | Northern Bengal .. | 18-00 | 1,735 | 21,073 | 9-00 | 3,024 | 14,345 | 4-50 | 9,441 | 18,019 | 2-50 | 322,929 | 1,84,597 | 337,179 | 2,38,039 | 28,988 | 2,67,027 | .. | 2,67,027 |
| 25 | Tirhoot .. | 16-09 | 1,677 | 5,660 | 9-66 | 1,774 | 3,765 | .. | .. | .. | 2-41 | 248,250 | 1,02,993 | 251,701 | 1,12,418 | 10,614 | 1,23,232 | .. | 1,23,232 |
| 26 | Cawnpore and Farukhabad .. | 15-00 | 42 | 177 | 6-00 | 1,131 | 1,543 | .. | .. | .. | 2-00 | 251,125 | 69,091 | 252,298 | 70,811 | 4,016 | 74,827 | .. | 74,827 |
| 27 | Bhavnagar-Gondal .. | 12-00 | 707 | 2,300 | 8-00 | 3,519 | 7,345 | .. | .. | .. | 2-00 | 360,020 | 1,56,873 | 364,246 | 1,66,518 | 13,443 | 1,79,961 | .. | 1,79,961 |
| 28 | Muttra and Hathras .. | 13-42 | 556 | 949 | 5-46 | 779 | 351 | .. | .. | .. | 2-97 | 149,697 | 37,647 | 151,032 | 38,947 | 2,014 | 40,961 | .. | 40,961 |
| 29 | Mysore .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 | Nalhati .. | 18-00 | 311 | 858 | 6-00 | 1,520 | 1,362 | .. | .. | .. | 3-00 | 57,935 | 19,359 | 59,766 | 21,579 | 2,026 | 23,605 | 48 | 23,557 |
| 31 | His Highness the Gaekwar's .. | .. | .. | .. | 7-00 | 1,676 | 1,170 | .. | .. | .. | 8-00 | 140,815 | 44,234 | 142,491 | 45,404 | 778 | 46,182 | .. | 46,182 |
| Total .. | | Nil. | 19,002 | 1,05,151 | Nil. | 72,664 | 1,26,148 | Nil. | 102,849 | 1,14,693 | Nil. | 6,781,930 | 31,35,923 | 6,976,445 | 34,81,915 | 2,84,242 | 37,66,157 | 48 | 37,66,109 |
| GRAND TOTAL .. | | Nil. | 136,246 | 8,92,956 | Nil. | 634,696 | 15,08,306 | Nil. | 1,125,921 | 12,70,655 | Nil. | 26,220,940 | 1,61,68,515 | 28,117,803 | 1,98,40,432 | 26,81,891 | 2,25,32,310 | 2,084 | 2,25,30,226 |

APPENDIX F—continued.

NOTE.—Season tickets included with the traffic of the classes to which they belong.

(a) Irrecoverable outstandings.

No. IV.—DETAIL OF GOODS TRAFFIC.

[From Abstract I of Revenue Account].

| RAILWAYS. | GENERAL MERCHANDISE. | | MILITARY STORES. | | RAILWAY MATERIALS AND REVENUE STORES, EXCEPT COAL. | | COAL. | | Miscellaneous. | Total. | Deductions. | Net Total. |
|---------------------------------------|----------------------|-------------|------------------|-----------|--|-----------|-------------|-----------|----------------|-------------|-------------|-------------|
| | Ton-miles. | Receipts. | Ton-miles. | Receipts. | Ton-miles. | Receipts. | Ton-miles. | Receipts. | | | | |
| | | Rs. | | Rs. | | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. |
| <i>Broad Gauge.</i> | | | | | | | | | | | | |
| 1 East Indian .. | 307,658,353 | 1,26,40,841 | 2,768,337 | 2,13,424 | 27,691,856 | 3,87,701 | 116,581,791 | 26,77,935 | 80,784 | 1,60,00,635 | 103 | 1,60,00,532 |
| 2 Great Indian Peninsula .. | 265,553,212 | 1,35,51,377 | 923,116 | 86,026 | 7,187,717 | 1,66,270 | 12,071,565 | 2,77,877 | 96,137 | 1,41,77,687 | .. | 1,41,77,687 |
| 3 Sind, Punjab and Delhi .. | 56,205,679 | 24,43,217 | 733,133 | 67,850 | 6,117,398 | 1,73,422 | 10,338,947 | 2,44,320 | 88,222 | 30,17,031 | .. | 30,17,031 |
| 4 Madras .. | 32,611,708 | 16,53,476 | 296,690 | 27,206 | 1,922,271 | 38,799 | 70,701 | 670 | 33,320 | 17,53,971 | .. | 17,53,971 |
| 5 Bombay, Baroda and Central India .. | 70,922,473 | 38,42,325 | 142,921 | 12,654 | 2,680,641 | 54,511 | 3,970,249 | 95,918 | 88,435 | 40,94,343 | .. | 40,94,343 |
| 6 Eastern Bengal .. | 17,174,726 | 8,40,598 | 49,717 | 4,313 | 625,990 | 10,602 | 1,694,787 | 57,403 | 7,902 | 9,20,818 | .. | 9,20,818 |
| 7 Oudh and Rohilkhand .. | 36,725,168 | 12,03,794 | 140,116 | 10,469 | 8,481,287 | 75,996 | 2,072,139 | 49,656 | 5,523 | 13,45,438 | .. | 13,45,438 |
| 8 Indus Valley and Kandahar .. | 27,945,968 | 12,60,314 | 2,390,101 | 1,93,983 | 5,044,973 | 1,28,242 | 3,033,285 | 71,829 | 65,942 | 17,20,310 | .. | 17,20,310 |
| 9 Punjab Northern .. | 7,951,599 | 9,66,374 | 176,100 | 20,300 | 5,820,319 | 99,913 | 2,221,815 | 46,935 | 22,756 | 11,56,778 | .. | 11,56,778 |
| 10 Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 Patna and Gya .. | 1,317,407 | 72,438 | .. | .. | 336,276 | 9,242 | 92,273 | 4,426 | 384 | 86,490 | .. | 86,490 |
| 12 Nizam's .. | 3,669,433 | 2,09,481 | 88,086 | 3,102 | 337,078 | 8,746 | 6,790 | 221 | 4,427 | 2,30,977 | .. | 2,30,977 |
| 13 Calcutta and South-Eastern .. | 434,352 | 18,954 | .. | .. | 9,292 | 334 | 22,136 | 812 | 1,786 | 21,886 | .. | 21,886 |
| 14 Khamgaon .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 Amraoti .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 Wardha Coal .. | 612,879 | 32,934 | 68 | 7 | 23,825 | 714 | 1,073,585 | 33,935 | 653 | 68,243 | .. | 68,243 |
| 17 Sindia .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 Ghazipur and Dildarnagar .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11,833 | .. | 11,833 |
| Total .. | 828,782,957 | 3,87,37,123 | 7,758,385 | 6,44,334 | 66,173,453 | 11,54,492 | 153,255,063 | 35,61,937 | 4,96,721 | 4,46,06,440 | 103 | 4,46,06,337 |
| <i>Narrow Gauge.</i> | | | | | | | | | | | | |
| 19 South Indian .. | 17,689,636 | 6,92,567 | 51,490 | 2,088 | 2,853,896 | 73,835 | 375,910 | 8,132 | 2,027 | 7,78,649 | .. | 7,78,649 |
| 20 Rayputana .. | 45,070,026 | 23,14,100 | 34,064 | 3,068 | 7,687,140 | 2,40,404 | 2,232,521 | 60,527 | 5,948 | 26,24,047 | .. | 26,24,047 |
| 21 Holkar and Sindia-Neemuch .. | 6,890,243 | 5,58,517 | 101,696 | 10,825 | 1,479,877 | 50,232 | 2,937 | 805 | 2,935 | 6,22,814 | .. | 6,22,814 |
| 22 Nagpur and Chhattisgarh .. | 682,526 | 64,761 | 449 | 96 | 699,365 | 34,486 | 245,166 | 7,379 | 2,630 | 1,09,352 | .. | 1,09,352 |
| 23 Rangoon and Irrawaddy Valley .. | 9,598,092 | 4,83,254 | 959 | 77 | 626,928 | 10,714 | 16,423 | 553 | 4,663 | 4,99,261 | 87a | 4,99,174 |
| 24 Northern Bengal .. | 6,911,763 | 3,99,641 | 11,449 | 813 | 268,856 | 10,107 | 508,534 | 16,708 | 1,206 | 4,28,475 | .. | 4,28,475 |
| 25 Turhoot .. | 1,729,375 | 1,14,013 | .. | .. | 240,326 | 7,512 | 216,101 | 12,703 | 1,039 | 1,35,267 | .. | 1,35,267 |
| 26 Cawnpore and Farkhabad .. | 452,778 | 27,432 | 20,907 | 3,043 | 125,850 | 5,011 | 70,371 | 2,621 | 327 | 38,434 | .. | 38,434 |
| 27 Bhavnagar-Gondal .. | 1,997,894 | 1,83,316 | .. | .. | 177,537 | 43,795 | 83,192 | 1,957 | 763 | 2,29,836 | .. | 2,29,836 |
| 28 Muttra and Hathras .. | 261,967 | 23,859 | 69 | 12 | 1,398 | 76 | 3,962 | 151 | 597 | 24,695 | .. | 24,695 |
| 29 Mysore .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 Nalhati .. | 116,290 | 8,970 | .. | .. | 1,313 | 44 | 25,237 | 1,542 | 156 | 10,712 | 3 | 10,709 |
| 31 His Highness the Gaekwar's .. | 513,273 | 40,254 | .. | .. | 38,143 | 980 | 4,136 | 137 | 121 | 41,492 | .. | 41,492 |
| Total .. | 91,913,863 | 49,10,684 | 221,083 | 20,022 | 14,200,569 | 4,77,196 | 3,789,990 | 1,12,715 | 22,417 | 55,43,034 | 90 | 55,42,944 |
| GRAND TOTAL .. | 920,696,820 | 4,36,47,807 | 7,979,468 | 6,64,356 | 80,379,022 | 16,31,688 | 157,045,053 | 36,74,652 | 5,19,138 | 5,01,49,474 | 193 | 5,01,49,281 |

(a) Less outstandings irrecoverable.

STATISTICS OF INDIAN RAILWAYS.

CXXIX

No. V.—SUMMARY OF EXPENSES.

[From No. VIII of Revenue Account].

CXXX

| RAILWAYS. | | Maintenance, of Way, Works and Stations | Locomotive Expenses. | Carriage and Wagon Expenses | Traffic Expenses. | General Charges. | Steam-boat Service. | Special and Miscellaneous Expenses. | Total. |
|----------------------|----------------------------------|---|-------------------------|--------------------------------|-------------------|------------------|---------------------|---|--------------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 20,10,572 | 16,67,274 | 7,22,104 | 13,06,333 | 8,59,415 | 15,063 | 1,67,344 | 67,48,105 |
| 2 | Great Indian Peninsula | 16,73,439 | 31,31,074 | 12,32,101 | 11,16,773 | 5,42,330 | .. | 3,36,656 | 80,32,373 |
| 3 | Sind, Punjab and Delhi | 7,61,783 | 12,32,689 | 2,97,609 | 5,34,413 | 3,40,848 | 1,97,993 | 2,55,643 | 36,20,978 |
| 4 | Madras | 6,09,630 | 6,69,410 | 2,49,984 | 3,23,083 | 2,26,353 | .. | 34,355 | 21,12,815 |
| 5 | Bombay, Baroda and Central India | 4,26,142 | 7,77,874 | 2,04,980 | 3,38,805 | 2,33,594 | —4,252 | 63,055 | 20,40,198 |
| 6 | Eastern Bengal | 1,72,836 | 2,16,180 | 86,667 | 2,42,042 | 1,51,577 | 1,41,226 | 11,071 | 10,21,599 |
| 7 | Oriss and Rohilkhand | 3,26,916 | 4,92,571 | 1,21,333 | 2,68,537 | 1,92,032 | .. | 18,212 | 14,19,601 |
| 8 | Indus Valley and Kandahar | 4,74,658 | 8,88,970 | 1,36,687 | 3,59,969 | 2,16,519 | 52,446 | 2,43,062 | 23,72,311 |
| 9 | Punjab Northern | 2,42,319 | 8,29,094 | 78,940 | 2,10,871 | 1,06,555 | .. | 2,20,600 | 16,88,379 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 20,450 | 44,757 | 13,416 | 19,698 | 23,041 | .. | 44,583 | 1,65,945 |
| 12 | Nizam's | 37,003 | 76,344 | 17,706 | 48,316 | 32,460 | .. | 18,384 | 2,30,213 |
| 13 | Calcutta and South-Eastern | 22,683 | 12,145 | 229 | 7,063 | 7,060 | .. | 1,525 | 50,705 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | 12,789 | 18,012 | 8,320 | 9,966* | 19,362 | .. | 3,206 | 71,655 |
| 17 | Sindia | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 | Ghazipur and Dildarnagar | 5,698 | 4,963 | 1,907 | 3,387 | 4,839 | .. | 658 | 21,452 |
| | Total | 67,96,918 | 1,00,61,357 | 31,71,983 | 47,89,256 | 29,55,985 | 4,02,476 | 14,18,354 | 2,95,96,329 |
| <i>Narrow Gauge.</i> | | | | | | | | | |
| 19 | South Indian | 3,83,622 | 4,48,892 | 1,15,687 | 1,70,949 | 1,66,010 | .. | 4,386 | 12,89,546 |
| 20 | Rajputana | 4,06,545 | 10,57,656 | 1,19,184 | 2,64,519 | 2,06,152 | .. | 27,449 | 20,31,505 |
| 21 | Holkar and Sindia-Neemuch | 2,25,638 | 2,53,914 | 49,408 | 1,03,715 | 70,126 | .. | 1,925 | 7,09,726 |
| 22 | Nagpur and Chhattisgarh | 11,497 | 35,204 | 8,898 | 24,243 | 21,139 | .. | 120 | 1,01,101 |
| 23 | Rangoon and Irrawaddy Valley | 1,17,081 | 1,56,356 | 21,991 | 1,24,637 | 62,584 | .. | 5,615 | 4,88,264 |
| 24 | Northern Bengal | 1,07,776 | 1,23,273 | 19,014 | 72,199 | 80,996 | 49,637 | 10,399 | 4,68,294 |
| 25 | Tirhoot | 29,356 | 38,595 | 6,901 | 31,879 | 30,086 | 28,854 | 1,318 | 1,66,989 |
| 26 | Cawnpore and Farakhabad | 11,605 | 25,746 | 2,494 | 14,334 | 20,348 | .. | 5 | 74,532 |
| 27 | Bhavnagar-Gondal | 45,914 | 95,027 | 10,172 | 49,070 | 55,722 | .. | 4,138 | 2,60,043 |
| 28 | Muttra and Hathras | 6,966 | 13,381 | 1,194 | 11,817 | 9,831 | .. | 2,364 | 47,603 |
| 29 | Mysore | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 | Nalhati | 6,838 | 6,582 | 1,629 | 4,575 | 7,064 | .. | 129 | 26,817 |
| 31 | His Highness the Gackwar's | 18,637 | 15,676 | 1,643 | 11,219 | 3,233 | .. | .. | 50,408 |
| | Total | 13,71,475 | 22,82,302 | 3,58,215 | 8,83,156 | 7,33,341 | 78,491 | 57,848 | 57,64,828 |
| | GRAND TOTAL | 81,68,393 | 1,23,43,659 | 35,30,198 | 56,72,412 | 36,89,326 | 4,80,967 | 14,76,202 | 3,53,61,157 |

APPENDIX F—continued.

No. VI.—DETAIL OF EXPENSES FOR MAINTENANCE OF WAY, WORKS AND STATIONS.

[From Abstract A of Revenue Account].

| RAILWAYS. | | General Superintendence. | Maintenance of Permanent-way. | Repairs of Bridges, &c. | Conservancy of Rivers. | Repairs of Stations and Buildings. | Other Charges | Total. | Deductions. | Net Total. |
|---------------------|----------------------------------|-----------------------------|----------------------------------|----------------------------|---------------------------|--|---------------|-----------|-------------|------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 3,22,847 | 17,39,179 | 81,268 | .. | 1,55,335 | 3,21,758 | 26,20,387 | 6,09,815 | 20,10,572 |
| 2 | Great Indian Peninsula | 1,88,992 | 9,62,868 | 2,39,972 | .. | 1,23,087 | 1,70,494 | 16,85,413 | 11,974 | 16,73,439 |
| 3 | Sind, Punjab and Delhi | 1,19,348 | 2,25,078 | 1,95,939 | .. | 88,165 | 1,33,253 | 7,61,783 | .. | 7,61,783 |
| 4 | Madras | 1,36,799 | 3,42,943 | 43,167 | .. | 39,308 | 47,413 | 6,09,630 | .. | 6,09,630 |
| 5 | Bombay, Baroda and Central India | 80,245 | 2,33,226 | 32,284 | .. | 37,392 | 42,995 | 4,26,142 | .. | 4,26,142 |
| 6 | Eastern Bengal | 36,970 | 1,22,766 | 16,863 | .. | 20,214 | 16,737 | 2,13,550 | 40,714 | 1,72,836 |
| 7 | Oudh and Rohilkhand | 1,07,214 | 1,04,479 | 48,070 | .. | 16,606 | 50,547 | 3,26,916 | .. | 3,26,916 |
| 8 | Indus Valley and Kandahar | 1,29,711 | 2,41,684 | 23,475 | .. | 40,297 | 39,491 | 4,74,658 | .. | 4,74,658 |
| 9 | Punjab Northern | 61,872 | 1,01,883 | 21,597 | 29,439 | 13,872 | 13,656 | 2,42,319 | .. | 2,42,319 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 7,762 | 9,149 | 1,394 | .. | 1,085 | 1,060 | 20,450 | .. | 20,450 |
| 12 | Nizam's | 8,676 | 24,650 | 749 | .. | 1,286 | 1,742 | 37,003 | .. | 37,003 |
| 13 | Calcutta and South-Eastern | 1,432 | 15,818 | 2,533 | 23 | 2,125 | 752 | 22,683 | .. | 22,683 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | 1,059 | 8,313 | 565 | .. | 1,146 | 1,706 | 12,789 | .. | 12,789 |
| 17 | Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | 5,698 | .. | 5,698 |
| | Total | 12,02,927 | 41,31,936 | 7,07,876 | 29,462 | 5,39,918 | 8,41,604 | 74,59,421 | 6,62,503 | 67,96,918 |
| | <i>Narrow Gauge.</i> | | | | | | | | | |
| 19 | South Indian | 77,400 | 1,72,324 | 59,317 | .. | 16,557 | 59,318 | 3,84,916 | 1,294 | 3,83,622 |
| 20 | Rajputana | 76,157 | 2,64,384 | 10,081 | 908 | 23,371 | 26,644 | 4,06,545 | .. | 4,06,545 |
| 21 | Holkar and Sindia-Neemuch | 20,133 | 1,71,322 | 4,912 | .. | 7,472 | 21,299 | 2,25,638 | .. | 2,25,638 |
| 22 | Nagpur and Chhattisgarh | 2,339 | 5,971 | 60 | .. | 52 | 3,075 | 11,497 | .. | 11,497 |
| 23 | Rangoon and Irrawaddy Valley | 18,057 | 63,543 | 20,142 | 895 | 6,680 | 8,264 | 1,17,081 | .. | 1,17,081 |
| 24 | Northern Bengal | 25,435 | 54,857 | 4,294 | .. | 17,328 | 5,862 | 1,07,776 | .. | 1,07,776 |
| 25 | Tirhoot | 6,298 | 11,928 | 1,580 | .. | 3,555 | 5,995 | 29,356 | .. | 29,356 |
| 26 | Cawnpore and Farukhabad | 5,421 | 5,430 | 56 | .. | 298 | 400 | 11,605 | .. | 11,605 |
| 27 | Bhavnagar-Gondal | 9,849 | 35,367 | .. | .. | 74 | 624 | 45,914 | .. | 45,914 |
| 28 | Muttra and Hathras | 740 | 3,617 | 264 | .. | 1,527 | 818 | 6,966 | .. | 6,966 |
| 29 | Mysore | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 | Nalhati | 722 | 5,650 | 294 | .. | 43 | 129 | 6,838 | .. | 6,838 |
| 31 | His Highness the Gaekwar's | 2,081 | 7,250 | 6,975 | .. | 876 | 1,455 | 18,637 | .. | 18,637 |
| | Total | 2,44,632 | 8,02,143 | 1,07,975 | 1,303 | 82,833 | 1,33,883 | 13,72,769 | 1,294 | 13,71,475 |
| | GRAND TOTAL | 14,47,559 | 49,34,079 | 8,15,851 | 30,765 | 6,22,751 | 9,75,487 | 88,32,190 | 6,63,797 | 81,68,393 |

STATISTICS OF INDIAN RAILWAYS.

CXXXI

No. VII.—DETAIL OF LOCOMOTIVE EXPENSES.

[From Abstract B of Revenue Account.]

| RAILWAYS. | | General Superintendence | Wages of Drivers and Firemen, fuelling, cleaning engines, &c. | Fuel. | Water. | Oil, Tallow, and other Stores. | Maintenance and renewal of Locomotive Engines and Machinery. | Other charges | Total. | Deductions. | Net Total. |
|---------------------|----------------------------------|-------------------------|---|------------------|-----------------|--------------------------------|--|------------------|-----------------------|---------------|--------------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 2,58,984 | 5,33,413 | 1,55,798 | 29,904 | 88,113 | 3,55,645 | 3,12,505 | 17,34,362 | 67,088 | 16,67,274 |
| 2 | Great Indian Peninsula | 1,67,985 | 7,33,178 | 11,99,832 | 67,126 | 95,881 | 5,54,824 | 3,12,248 | 31,31,074 | .. | 31,31,074 |
| 3 | Sind, Punjab and Delhi | 77,262 | 2,15,417 | 5,41,151 | 13,192 | 35,508 | 1,97,727 | 1,52,432 | 19,32,689 | .. | 19,32,689 |
| 4 | Madras | 53,919 | 1,36,369 | 2,13,925 | 10,498 | 13,229 | 2,06,424 | 35,046 | 6,69,410 | .. | 6,69,410 |
| 5 | Bombay, Baroda and Central India | 48,849 | 1,53,456 | 3,40,870 | 22,924 | 14,582 | 96,591 | 53,851 | 7,77,874 ^a | .. | 7,77,874 |
| 6 | Eastern Bengal | 29,730 | 60,569 | 64,678 | 5,815 | 8,427 | 38,268 | 13,029 | 2,20,516 | 4,336 | 2,16,180 |
| 7 | Oudh and Rohilkhand | 53,991 | 67,953 | 2,23,626 | 6,117 | 17,186 | 74,029 | 52,082 | 4,94,984 | 2,413 | 4,92,571 |
| 8 | Indus Valley and Khandahar | 63,631 | 1,78,633 | 3,92,550 | 18,258 | 16,688 | 1,25,071 | 94,139 | 8,88,970 | .. | 8,88,970 |
| 9 | Punjab Northern | 38,056 | 1,55,577 | 4,27,615 | 27,001 | 50,945 | 79,428 | 50,472 | 8,29,094 | .. | 8,29,094 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 3,483 | 9,575 | 18,099 | 717 | 1,754 | 10,011 | 1,118 | 44,757 | .. | 44,757 |
| 12 | Nizam's | 5,257 | 17,207 | 32,003 | 4,885 | 3,383 | 4,654 | 8,955 | 76,344 | .. | 76,344 |
| 13 | Calcutta and South-Eastern | 2,268 | 1,543 | 5,018 | 501 | 447 | 2,255 | 113 | 12,145 | .. | 12,145 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | 1,102 | 3,700 | 6,700 | 669 | 1,176 | 3,609 | 1,056 | 18,012 | .. | 18,012 |
| 17 | Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | .. | 4,963 | .. | 4,963 |
| | Total | 8,04,517 | 22,66,590 | 36,21,865 | 2,07,607 | 3,47,319 | 17,48,536 | 10,87,046 | 1,01,35,194 | 73,837 | 1,00,61,357 |
| | <i>Narrow Gauge.</i> | | | | | | | | | | |
| 19 | South Indian | 39,272 | 75,592 | 1,33,348 | 7,699 | 9,977 | 1,40,279 | 37,725 | 4,48,893 | .. | 4,48,893 |
| 20 | Rajputana | 67,331 | 2,11,414 | 4,66,980 | 19,670 | 30,992 | 2,09,375 | 61,915 | 10,67,677 | .. | 10,67,677 |
| 21 | Holkar and Sindia-Neemuch | 21,717 | 65,947 | 89,918 | 8,024 | 9,637 | 57,160 | 6,511 | 2,58,914 | .. | 2,58,914 |
| 22 | Nagpur and Chhattisgarh | 3,931 | 9,925 | 12,910 | 1,217 | 2,506 | 2,718 | 1,997 | 35,204 | .. | 35,204 |
| 23 | Rangoon and Irrawaddy Valley | 17,177 | 45,432 | 43,337 | 2,369 | 7,505 | 31,104 | 4,382 | 1,56,356 | .. | 1,56,356 |
| 24 | Northern Bengal | 17,911 | 32,350 | 46,944 | 2,745 | 6,988 | 7,888 | 13,447 | 1,28,273 | .. | 1,28,273 |
| 25 | Tirhoot | 3,458 | 11,557 | 14,306 | 1,047 | 1,836 | 5,973 | 418 | 38,595 | .. | 38,595 |
| 26 | Cawnpore and Farukhabad | 5,689 | 2,076 | 12,858 | 590 | 1,736 | 1,938 | 859 | 25,746 | .. | 25,746 |
| 27 | Bhavnagar-Gondal | 4,443 | 23,218 | 59,227 | 1,981 | 4,319 | 1,389 | 450 | 95,027 | .. | 95,027 |
| 28 | Muttra and Hathras | 2,279 | 809 | 7,476 | 320 | 462 | 1,873 | 2,162 | 15,381 | .. | 15,381 |
| 29 | Mysore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 | Nalhati | 1,076 | 775 | 2,015 | 253 | 268 | 2,189 | 6 | 6,532 | .. | 6,532 |
| 31 | His Highness the Gaekwar's | 456 | 3,101 | 8,147 | 1,009 | 514 | 2,088 | 361 | 15,676 | .. | 15,676 |
| | Total | 1,84,740 | 4,82,246 | 9,07,466 | 46,924 | 76,740 | 4,63,974 | 1,30,233 | 22,92,323 | .. | 22,92,323 |
| | GRAND TOTAL | 9,89,257 | 27,48,836 | 45,29,331 | 2,54,531 | 4,24,059 | 22,12,510 | 12,17,279 | 1,24,27,517 | 73,837 | 1,23,53,680 |

(a) Includes Rs. 46,751 being the cost of duplicate parts of locomotive engines used in previous half-years, but not charged for.

STATISTICS OF INDIAN RAILWAYS.

CXXXIII

No. VIII.—DETAIL OF CARRIAGE AND WAGON EXPENSES.

[From Abstract C of Revenue Account].

| RAILWAYS. | General Superintendence. | REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY. | | Cleaning and Oiling. | Other charges. | Total. | Deductions. | Net Total. |
|------------------------------------|--------------------------|---|-----------|----------------------|----------------|-----------|--------------------|------------|
| | | Coaching. | Goods. | | | | | |
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 East Indian .. | 67,322 | 2,33,770 | 3,69,310 | 42,472 | 16,364 | 7,29,238 | 7,134 | 7,22,104 |
| 2 Great Indian Peninsula .. | 47,768 | 3,05,312 | 6,91,475 | 88,370 | 99,278 | 12,32,203 | 102 | 12,32,101 |
| 3 Sind, Punjab and Delhi .. | 21,490 | 75,538 | 1,18,259 | 42,806 | 39,516 | 2,97,609 | .. | 2,97,609 |
| 4 Madras .. | 19,960 | 84,776 | 1,07,080 | 26,576 | 11,592 | 2,49,984 | .. | 2,49,984 |
| 5 Bombay, Baroda and Central India | 13,166 | 33,534 | 1,42,313 | 16,464 | 11,256 | 2,16,733 | 11,753 | 2,04,980 |
| 6 Eastern Bengal .. | 13,113 | 31,289 | 33,091 | 7,135 | 2,039 | 86,667 | .. | 86,667 |
| 7 Oudh and Rohilkhand .. | 10,600 | 47,561 | 42,725 | 18,959 | 1,488 | 1,21,333 | .. | 1,21,333 |
| 8 Indus Valley and Kandahar .. | 10,821 | 28,632 | 60,083 | 26,736 | 10,415 | 1,36,687 | .. | 1,36,687 |
| 9 Punjab Northern .. | 3,725 | 18,019 | 47,265 | 9,432 | 449 | 78,940 | .. | 78,940 |
| 10 Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 Patna and Gya .. | 1,161 | 6,145 | 2,396 | 1,316 | 2,397 | 13,415 | .. | 13,415 |
| 12 Nizam's .. | 1,500 | 7,814 | 6,568 | 1,438 | 386 | 17,706 | .. | 17,706 |
| 13 Calcutta and South-Eastern .. | 301 | 228 | 904 | 564 | .. | 2,497 | 2,268 ^a | 229 |
| 14 Khamgaon .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 Amraoti .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 Wardha Coal .. | 807 | 820 | 4,837 | 1,733 | 73 | 8,320 | .. | 8,320 |
| 17 Sindia .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 Ghazipur and Dildarnagar .. | .. | .. | .. | .. | .. | 1,907 | .. | 1,907 |
| Total .. | 2,12,234 | 8,73,438 | 16,26,306 | 2,84,101 | 1,95,253 | 31,93,239 | 21,257 | 31,71,982 |
| <i>Narrow Gauge.</i> | | | | | | | | |
| 19 South Indian .. | 6,937 | 33,147 | 65,168 | 6,792 | 4,094 | 1,16,138 | 451 | 1,15,687 |
| 20 Rajputana .. | 14,485 | 58,846 | 31,147 | 21,056 | 1,166 | 1,26,700 | 7,516 | 1,19,184 |
| 21 Holkar and Sindia-Neemuch .. | 4,433 | 8,742 | 24,847 | 6,253 | 5,133 | 49,408 | .. | 49,408 |
| 22 Nagpur and Chhattisgarh .. | 2,670 | 450 | 3,478 | 2,292 | 8 | 8,898 | .. | 8,898 |
| 23 Rangoon and Irrawaddy Valley .. | 2,875 | 5,439 | 7,075 | 4,956 | 1,646 | 21,991 | .. | 21,991 |
| 24 Northern Bengal .. | 7,670 | 4,559 | 2,502 | 3,891 | 382 | 19,004 | .. | 19,004 |
| 25 Tirhoot .. | 1,153 | 2,170 | 2,191 | 1,387 | .. | 6,901 | .. | 6,901 |
| 26 Cawnpore and Farukhabad .. | 589 | 541 | 367 | 769 | 228 | 2,494 | .. | 2,494 |
| 27 Bhavnagar-Gondal .. | 1,673 | 513 | 453 | 7,533 | .. | 10,172 | .. | 10,172 |
| 28 Muttra and Hathras .. | 427 | 353 | 272 | 142 | .. | 1,194 | .. | 1,194 |
| 29 Mysore .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 Nalhati .. | 717 | 63 | 323 | 217 | 309 | 1,629 | .. | 1,629 |
| 31 His Highness the Gaekwar's .. | 152 | 157 | 1,000 | 335 | .. | 1,644 | .. | 1,644 |
| Total .. | 43,781 | 1,14,980 | 1,38,823 | 55,623 | 12,966 | 3,66,173 | 7,967 | 3,58,206 |
| GRAND TOTAL .. | 2,56,015 | 9,88,418 | 17,65,129 | 3,39,724 | 2,08,219 | 35,59,412 | 29,224 | 35,30,188 |

(a) Value of stores returned to Stock, &c., &c.

No. IX.—DETAIL OF TRAFFIC EXPENSES.

[From Abstract D of Revenue Account.]

| RAILWAYS. | | General Superintendence. | Station Staff. | Tram Staff. | Fuel, Lighting and General Stores. | Clothing. | Printing, Stationery, and Tickets. | Charges for delivery and collection of goods | Miscellaneous expenses. | Payment to other lines for expenses at joint stations | Other charges. | Total. | Deductions. | Net Total. |
|---------------------|-------------------------------------|--------------------------|----------------|-------------|------------------------------------|-----------|------------------------------------|--|-------------------------|---|----------------|-----------|-------------|------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian .. | 1,60,550 | 7,58,557 | 2,32,926 | 81,231 | 14,305 | 46,940 | .. | 21,736 | .. | 1,709 | 13,17,954 | 11,622 | 13,06,332 |
| 2 | Great Indian Peninsula .. | 1,23,777 | 4,71,546 | 3,20,738 | 1,01,551 | 7,407 | 47,230 | 1,791 | 2,374 | 29,353 | 11,006 | 11,16,773 | .. | 11,16,773 |
| 3 | Sind, Punjab and Delhi .. | 83,594 | 2,28,314 | 94,296 | 62,683 | 6,966 | 42,768 | 1,495 | 3,848 | .. | 10,449 | 5,34,413 | .. | 5,34,413 |
| 4 | Madras .. | 58,314 | 1,60,230 | 35,327 | 38,326 | 2,333 | 20,534 | .. | 3,340 | .. | 4,689 | 3,23,093 | 10 | 3,23,083 |
| 5 | Bombay, Baroda and Central India .. | 39,779 | 1,92,578 | 30,337 | 47,819 | 7,038 | 16,553 | 2,258 | 990 | .. | 1,453 | 3,33,805 | .. | 3,33,805 |
| 6 | Eastern Bengal .. | 30,535 | 1,64,390 | 21,441 | 16,700 | 963 | 7,111 | .. | 853 | .. | 549 | 2,42,042 | .. | 2,42,042 |
| 7 | Oudh and Rohilkhand .. | 35,529 | 1,42,499 | 34,655 | 17,614 | 4,280 | 13,254 | 643 | 878 | 12,202 | 1,983 | 2,63,537 | .. | 2,63,537 |
| 8 | Indus Valley and Kandahar .. | 41,350 | 1,49,355 | 50,663 | 47,902 | 7,113 | 46,186 | .. | 329 | 16,033 | 1,038 | 3,59,969 | .. | 3,59,969 |
| 9 | Punjab Northern .. | 33,470 | 70,573 | 52,925 | 28,718 | 1,219 | 5,225 | 90 | 433 | 17,870 | 348 | 2,10,871 | .. | 2,10,871 |
| 10 | Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya .. | 4,924 | 8,190 | 3,106 | 831 | 196 | 709 | .. | 167 | 1,574 | 1 | 19,698 | .. | 19,698 |
| 12 | Nizam's .. | 7,714 | 18,189 | 6,134 | 8,551 | 484 | 2,488 | .. | 720 | 3,668 | 368 | 48,316 | .. | 48,316 |
| 13 | Calcutta and South-Eastern .. | 971 | 3,924 | 861 | 928 | 78 | 149 | .. | 146 | .. | 6 | 7,063 | .. | 7,063 |
| 14 | Khamgaon .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal .. | .. | 4,595 | 1,387 | 807 | 30 | 190 | .. | 348 | 2,584 | 25 | 9,966 | .. | 9,966 |
| 17 | Sindia .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 | Ghazipur and Dildarnagar .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,387 | .. | 3,387 |
| Total .. | | 6,20,507 | 23,72,940 | 8,84,796 | 4,53,661 | 52,412 | 2,54,337 | 6,277 | 35,662 | 83,284 | 33,624 | 48,00,887 | 11,632 | 47,89,255 |
| <i>Narrow Gauge</i> | | | | | | | | | | | | | | |
| 19 | South Indian .. | 24,777 | 95,561 | 16,345 | 12,397 | 2,587 | 12,063 | 116 | 923 | .. | 6,182 | 1,70,951 | 2 | 1,70,949 |
| 20 | Rajputana .. | 38,554 | 1,15,628 | 43,511 | 25,987 | 3,971 | 15,970 | .. | 1,409 | 18,291 | 1,198 | 2,64,519 | .. | 2,64,519 |
| 21 | Holkar and Sindia-Neemuch .. | 14,591 | 38,496 | 18,328 | 9,910 | 2,060 | 10,459 | .. | 776 | .. | 9,095 | 1,03,715 | .. | 1,03,715 |
| 22 | Nagpur and Chhattisgarh .. | 4,546 | 9,057 | 2,759 | 937 | 119 | 438 | .. | 131 | 6,211 | 45 | 24,243 | .. | 24,243 |
| 23 | Rangoon and Irrawaddy Valley .. | 14,108 | 71,038 | 11,964 | 11,822 | 909 | 11,877 | .. | 2,274 | .. | 645 | 1,24,637 | .. | 1,24,637 |
| 24 | Northern Bengal .. | 12,193 | 41,056 | 6,800 | 7,885 | 502 | 2,162 | .. | 584 | .. | 1,017 | 72,199 | .. | 72,199 |
| 25 | Turhoot .. | 4,622 | 17,553 | 4,423 | 4,028 | 581 | 459 | .. | 213 | .. | .. | 31,879 | .. | 31,879 |
| 26 | Cawnpore and Farnkhabad .. | 4,069 | 6,566 | 656 | 1,106 | 172 | 1,592 | 10 | 60 | .. | 103 | 14,334 | .. | 14,334 |
| 27 | Bhavnagar-Gondal .. | 6,534 | 12,260 | 4,381 | 3,747 | .. | 15,629 | .. | 782 | 5,637 | 100 | 49,070 | .. | 49,070 |
| 28 | Muttra and Hathras .. | 2,428 | 2,887 | 436 | 160 | 42 | 103 | 4,450 | 39 | 1,271 | 1 | 11,817 | .. | 11,817 |
| 29 | Mysore .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 | Nalhati .. | 756 | 1,722 | 386 | 337 | 23 | 95 | .. | 7 | 1,249 | .. | 4,575 | .. | 4,575 |
| 31 | His Highness the Gaekwar's .. | 608 | 4,314 | 690 | 2,880 | 134 | 525 | .. | .. | 2,067 | .. | 11,218 | .. | 11,218 |
| Total .. | | 1,27,786 | 4,16,138 | 1,10,679 | 81,196 | 11,100 | 71,372 | 4,576 | 7,198 | 34,726 | 18,386 | 8,83,157 | 2 | 8,83,155 |
| GRAND TOTAL .. | | 7,48,293 | 27,89,078 | 9,95,475 | 5,34,857 | 63,512 | 3,25,709 | 10,853 | 42,860 | 1,18,010 | 52,010 | 56,84,044 | 11,634 | 56,72,410 |

CXXXIV

APPENDIX FF—Continued.

No. X.—DETAIL OF GENERAL CHARGES.

[From Abstract E of Revenue Account].

| RAILWAYS. | Home Expenditure or General Administration. | Agent's Office. | Andit, Accounts and Pay Office. | Stores Department. | Medical Department. | Rents and Miscellaneous. | Police. | Advertising. | Electric Telegraph. | Other charges. | Total. | Deductions. | Net Total. |
|---------------------------------------|---|-----------------|---------------------------------|--------------------|---------------------|--------------------------|------------|--------------|---------------------|----------------|--------------|-------------|--------------|
| <i>Broad Gauge.</i> | | | | | | | | | | | | | |
| 1 East Indian .. | Rs. 1,27,178(a) | Rs. 72,571 | Rs. 1,82,825 | Rs. 1,06,544 | Rs. 53,936 | Rs. 70,469 | Rs. 72,541 | Rs. 1,803 | Rs. 1,92,413 | Rs. 5,385 | Rs. 8,85,665 | Rs. 26,250 | Rs. 8,59,415 |
| 2 Great Indian Peninsula .. | 48,446 | 36,244 | 1,23,886 | 36,234 | 28,824 | 41,899 | 71,024 | 2,028 | 1,43,638 | 10,607 | 5,42,330 | .. | 5,42,330 |
| 3 Sind, Punjab and Delhi .. | 41,162 | 30,778 | 1,00,303 | 31,950 | 12,344 | 25,442 | 27,242 | 2,693 | 62,699 | 6,235 | 3,40,848 | .. | 3,40,848 |
| 4 Madras .. | 35,377 | 21,309 | 66,850 | 10,229 | 17,034 | 10,794 | 18,114 | 1,758 | 38,053 | 3,195 | 2,27,713 | 1,360 | 2,26,353 |
| 5 Bombay, Baroda and Central India .. | 31,297 | 11,240 | 52,910 | 40,959 | 9,720 | 13,803 | 29,724 | 692 | 37,324 | 5,425 | 2,33,594 | .. | 2,33,594 |
| 6 Eastern Bengal .. | 22,660 | 27,022 | 31,547 | 1,556 | 8,356 | 18,042 | 13,249 | 2,897 | 22,929 | 3,319 | 1,51,577 | .. | 1,51,577 |
| 7 Oudh and Rohilkhand .. | 34,224 | 20,822 | 42,985 | 5,667 | 11,647 | 8,696 | 13,947 | 199 | 44,948 | 8,897 | 1,92,032 | .. | 1,92,032 |
| 8 Indus Valley and Kandahar .. | 5,148 | 16,368 | 64,260 | 27,666 | 11,931 | 48,944 | 1,312 | 651 | 41,608 | 1,755 | 2,16,519 | .. | 2,16,519 |
| 9 Punjab Northern .. | -7,703 | 14,361 | 29,090 | 7,259 | -3,360 | 28,086 | 2,264 | 1,486 | 25,364 | 2,388 | 1,06,555 | .. | 1,06,555 |
| 10 Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 Patna and Gya .. | 1,675 | 5,092 | 6,755 | 2,669 | 270 | 2,057 | .. | 14 | 4,165 | 344 | 23,041 | .. | 23,041 |
| 12 Nizam's .. | 1,531 | 5,151 | 9,890 | 2,228 | 1,578 | 2,524 | .. | 29 | 7,305 | 2,224 | 33,460 | .. | 32,460 |
| 13 Calcutta and South-Eastern .. | 621 | 2,535 | 1,754 | 264 | 60 | 359 | .. | 97 | 1,295 | 75 | 7,060 | .. | 7,060 |
| 14 Kamgaon .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 Amraoti .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 Wardha Coal .. | .. | 8,253 | 3,875 | 563 | 1,272 | 2,743 | .. | 8 | 1,946 | 702 | 19,362 | .. | 19,362 |
| 17 Sindia .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 Ghazipur and Dildarnagar .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,839 | .. | 4,839 |
| Total .. | 3,41,616 | 2,72,346 | 7,16,930 | 2,73,788 | 1,60,332 | 2,73,358 | 2,46,293 | 14,355 | 6,24,187 | 55,551 | 29,83,595 | 27,610 | 29,55,985 |
| <i>Narrow Gauge.</i> | | | | | | | | | | | | | |
| 19 South Indian .. | 34,927 | 19,767 | 41,611 | 10,635 | 5,442 | 10,636 | .. | 1,134 | 14,888 | .. | 1,39,040 | .. | 1,39,040 |
| 20 Rajputana .. | 7,150 | 19,405 | 61,498 | 15,681 | 12,697 | 25,549 | .. | 504 | 57,733 | 5,935 | 2,06,152 | .. | 2,06,152 |
| 21 Holkar and Sindia-Neemuch .. | .. | 11,352 | 16,969 | 10,735 | 3,244 | 9,762 | .. | 518 | 13,596 | 3,590 | 69,766 | .. | 69,766 |
| 22 Nagpur and Chhatnagar .. | 1,000 | 5,236 | 4,725 | 714 | 10 | 3,647 | .. | 123 | 4,988 | 696 | 21,139 | .. | 21,139 |
| 23 Rangoon and Irrawaddy Valley .. | .. | 13,328 | 20,357 | 7,405 | 1,262 | 4,767 | .. | 449 | 14,048 | 468 | 62,584 | .. | 62,584 |
| 24 Northern Bengal .. | 4,198 | 17,155 | 26,868 | 1,795 | 6,334 | 2,210 | .. | 159 | 21,126 | 651 | 80,996 | .. | 80,996 |
| 25 Tirhoot .. | 5,690 | 5,092 | 6,755 | 1,869 | 1,056 | 2,587 | .. | 181 | 6,403 | 453 | 30,086 | .. | 30,086 |
| 26 Cawnpore and Farnkhabad .. | 3,764 | 5,456 | 6,336 | 1,054 | .. | 2,255 | .. | 90 | 766 | 127 | 20,348 | .. | 20,348 |
| 27 Bhavnagar-Gondal .. | 49 | 7,792 | 9,728 | 2,497 | 2,360 | 8,884 | 10,656 | 986 | 12,849 | 21 | 55,722 | .. | 55,722 |
| 28 Muttra and Hathras .. | 2,409 | 1,971 | 2,148 | 144 | .. | 96 | 40 | .. | 3,073 | .. | 9,881 | .. | 9,881 |
| 29 Mysore .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 Nalhati .. | 746 | 2,503 | 2,316 | 351 | .. | 286 | .. | 39 | 748 | 75 | 7,064 | .. | 7,064 |
| 31 His Highness the Gaekwar's .. | .. | 608 | 1,608 | 152 | .. | .. | 865 | .. | .. | .. | 3,233 | .. | 3,233 |
| Total .. | 59,933 | 1,09,665 | 2,01,919 | 53,032 | 32,305 | 70,879 | 11,561 | 4,133 | 1,50,218 | 12,016 | 7,06,011 | .. | 7,06,011 |
| GRAND TOTAL .. | 4,01,549 | 3,82,011 | 9,18,849 | 3,26,820 | 1,93,137 | 3,44,037 | 2,57,854 | 18,538 | 7,74,405 | 67,567 | 36,89,606 | 27,610 | 36,61,996 |

(a) Includes Rs. 50,000 for Government control.

STATISTICS OF INDIAN RAILWAYS.

CXXXV

No. XI.—SPECIAL AND MISCELLANEOUS EXPENDITURE.

[From Abstract G of Revenue Account].

CXXXVI

APPENDIX F—continued.

| RAILWAYS. | | Law charges. | Compensation. | Rates and Taxes. | Payments to other Lines. | Other Charges. | Total. | Deductions. | Net Total. |
|----------------------|----------------------------------|---------------|---------------|------------------|--------------------------|----------------|------------------|--------------|------------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 3,728 | 1,686 | 29,790 | 1,17,259 | 16,990 | 1,69,453 | 2,109 | 1,67,344 |
| 2 | Great Indian Peninsula | — 5,668 | 5,980 | 8,315 | 3,25,226 | 5,086 | 3,38,939 | 2,283 | 3,36,656 |
| 3 | Sind, Punjab and Delhi | 2,719 | 12,065 | 2,772 | 2,36,177 | 1,910 | 2,55,643 | ... | 2,55,643 |
| 4 | Madras | 8,515 | 5,222 | 4,184 | 14,553 | 1,701 | 34,175 | 180 | 33,995 |
| 5 | Bombay, Baroda and Central India | 726 | 4,784 | 4,819 | 38,197 | 14,529 | 63,055 | ... | 63,055 |
| 6 | Eastern Bengal | 564 | 2,561 | 6,333 | 85 | 1,528 | 11,071 | ... | 11,071 |
| 7 | Oudh and Rohilkhand | 318 | 33 | 600 | 15,552 | 1,709 | 18,212 | ... | 18,212 |
| 8 | Indus Valley and Kandahar | 907 | 29,975 | ... | 2,08,450 | 3,730 | 2,43,062 | ... | 2,43,062 |
| 9 | Punjab Northern | 33 | 23,485 | ... | 1,95,628 | 1,454 | 2,20,600 | ... | 2,20,600 |
| 10 | Dhond and Mamad | ... | ... | ... | ... | ... | ... | ... | ... |
| 11 | Patna and Gya | ... | ... | 302 | 43,763 | 518 | 44,583 | ... | 44,583 |
| 12 | Nizam's | ... | 3,327 | ... | 14,425 | 632 | 18,384 | ... | 18,384 |
| 13 | Calcutta and South-Eastern | ... | ... | 667 | 850 | 8 | 1,525 | ... | 1,525 |
| 14 | Khamgaon | ... | ... | ... | ... | ... | ... | ... | ... |
| 15 | Amraoti | ... | ... | ... | ... | ... | ... | ... | ... |
| 16 | Wardha Coal | ... | 782 | ... | 2,343 | 81 | 3,206 | ... | 3,206 |
| 17 | Sindia | ... | ... | ... | ... | ... | ... | ... | ... |
| 18 | Ghazipur and Dildarnagar | ... | ... | ... | ... | ... | 658 | ... | 658 |
| Total | | 11,842 | 89,900 | 57,782 | 12,12,508 | 49,376 | 14,22,566 | 4,572 | 14,17,994 |
| <i>Narrow Gauge.</i> | | | | | | | | | |
| 19 | South Indian | 422 | 1,457 | 2,176 | 483 | 606 | 5,143 | 757 | 4,386 |
| 20 | Rajputana | 6 | 717 | ... | 18,289 | 8,437 | 27,449 | ... | 27,449 |
| 21 | Holkar and Sindia-Neemuch | ... | 378 | ... | ... | 1,547 | 1,925 | ... | 1,925 |
| 22 | Nagpur and Chhattisgarh | ... | ... | ... | ... | 120 | 120 | ... | 120 |
| 23 | Rangoon and Irrawaddy Valley | ... | 143 | 2,763 | ... | 2,709 | 5,615 | ... | 5,615 |
| 24 | Northern Bengal | 83 | 1,868 | 39 | ... | 8,409 | 10,399 | ... | 10,399 |
| 25 | Tirhoot | ... | 38 | 289 | 50 | 941 | 1,318 | ... | 1,318 |
| 26 | Cawnpore and Farukhabad | 5 | ... | ... | ... | ... | 5 | ... | 5 |
| 27 | Bhavnagar-Gondal | ... | 4,138 | ... | ... | ... | 4,138 | ... | 4,138 |
| 28 | Muttra and Hathras | 2 | 80 | ... | ... | 2,282 | 2,364 | ... | 2,364 |
| 29 | Mysore | ... | ... | ... | ... | ... | ... | ... | ... |
| 30 | Nalhati | 43 | ... | 47 | ... | 39 | 129 | ... | 129 |
| 31 | His Highness the Gaekwar's | ... | ... | ... | ... | ... | ... | ... | ... |
| Total | | 561 | 8,819 | 5,314 | 18,821 | 25,090 | 58,605 | 757 | 57,848 |
| GRAND TOTAL | | 12,403 | 98,719 | 63,096 | 12,31,329 | 74,966 | 14,81,171 | 5,329 | 14,75,842 |

No. XII.—STATEMENT OF ROLLING STOCK.

[From No. XII of Revenue Account].

| RAILWAYS. | LOCOMOTIVES. | | | VEHICLES. | | | | | | | |
|------------------------------------|--------------------------|------------------------------------|---|--------------------------|---|--------------------------|---|--------------------------|---|----------------------------|---|
| | Total Stock on the list. | Average number spare or hired out. | Average number constantly under repair. | COACHING. | | GOODS. | | BRAKE-VANS. | | TOTAL. | |
| | | | | Total Stock on the list. | Average number constantly under repair. | Total Stock on the list. | Average number constantly under repair. | Total Stock on the list. | Average number constantly under repair. | Vehicle stock on the list. | Average number of vehicles constantly under repair. |
| <i>Broad Gauge.</i> | | | | | | | | | | | |
| 1 East Indian | 536 | .. | 104 00 | 865 | 94-00 | 7,634 | 417 09 | 295 | 16 22 | 8,794 | 527-31 |
| 2 Great Indian Peninsula | 438 | .. | 125-00 | 933 | 118-00 | 7,815 | 1043-00 | 423 | 59 00 | 9,171 | 1220 00 |
| 3 Sind, Punjab and Delhi | 159 | .. | 34-57 | 474 | 42 33 | 3,370 | 112 91 | 103 | 10-76 | 3,947 | 166-05 |
| 4 Madras | 157 | .. | 51 00 | 452 | 18 00 | 2,770 | 155-00 | 137 ^(a) | 6 00 | 3,359 | 179-09 |
| 5 Bombay, Baroda and Central India | 98 | .. | 19-00 | 323 | 25-00 | 2,670 | 184 00 | 49 | 7-00 | 3,042 | 216 00 |
| 6 Eastern Bengal | 48 | .. | 19 42 | 175 | 25 03 | 953 | 95 77 | 31 | 9 22 | 1,159 | 130 02 |
| 7 Oudh and Rohilkhand | 125 | .. | 30 32 | 275 | 47-15 | 3,094 | 221-43 | 57 | 8-66 | 3,426 | 277-29 |
| 8 Indus Valley and Kandahar | 101 | .. | 8 98 | 264 | 11-69 | 2,408 | 71-59 | 61 | 1-70 | 2,733 | 84-98 |
| 9 Punjab Northern | 95 | .. | 8 31 | 154 | 9-22 | 1,432 | 86-54 | 108 | 18 34 | 1,694 | 114-10 |
| 10 Dhond and Mamrad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 Patna and Gya | 9 | .. | 2 54 | 51 | 6-43 | 81 | 8 05 | 7 | 1-44 | 139 | 15-92 |
| 12 Nizam's | 10 | .. | 1 93 | 61 | 7-59 | 121 | 15 27 | 22 | 0 19 | 204 | 23 05 |
| 13 Calcutta and South-Eastern | 8 | 3-00 | 0-03 | 55 | 0 03 | 247 | 0-43 | 8 | 0-11 | 310 | 0-57 |
| 14 Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 Wardha Coal | 4 | .. | 0-17 | 9 | 0 34 | 154 | 0-34 | 6 | 0-34 | 169 | 1 02 |
| 17 Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 1,788 | 3 00 | 405-27 | 4,091 | 404 86 | 32,749 | 2411-47 | 1,307 | 138 98 | 38,147 | 2955-31 |
| <i>Narrow Gauge.</i> | | | | | | | | | | | |
| 19 South Indian | 114 | .. | 23-46 | 477 | 18 95 | 1,526 | 38 01 | 33 | 0-52 ^(b) | 2,036 | 47-43 |
| 20 Rajputana | 213 | .. | 56-96 | 523 | 53-04 | 2,906 | 87 19 | 168 | 20-18 | 3,597 | 160 41 |
| 21 Holkar and Sindia-Neemuch | 57 | .. | 5 94 | 174 | 15 30 | 912 | 67 32 | 49 | 3 34 | 1,135 | 86 46 |
| 22 Nagpur and Chhattisgarh | 12 | .. | 1-00 | 33 | 0 07 | 360 | 7-54 | 13 | 1 09 | 411 | 8-70 |
| 23 Rangoon and Irrawaddy Valley | 31 | .. | 6 55 | 169 | 5 72 | 636 | 12 95 | 30 | 1 85 | 835 | 20 52 |
| 24 Northern Bengal | 38 | 2-00 | 0-05 | 120 | 0 17 | 730 | 0 31 | 36 | 0-04 | 936 | 0-52 |
| 25 Tirhoot | 10 | .. | 3 35 | 49 | 3 66 | 276 | 9-15 | 12 | 0-81 | 337 | 13 62 |
| 26 Cawnpore and Farukhabad | 11 | .. | .. | 67 | .. | 220 | .. | 10 | .. | 297 | .. |
| 27 Bhavnagar-Gondal | 15 | .. | .. | 67 | .. | 466 | .. | 16 | .. | 549 | .. |
| 28 Muttra and Hathras | 5 | 1-00 | .. | 28 | .. | 75 | .. | 4 | .. | 107 | .. |
| 29 Mysore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 Nalhati | 4 | .. | 0 03 | 10 | 0-03 | 24 | 0-04 | .. | .. | 34 | 0 07 |
| 31 His Highness the Gaekwar's | 6 | .. | .. | 27 | .. | 187 | .. | 6 | .. | 220 | .. |
| Total | 516 | 3 00 | 97 34 | 1,744 | 92 44 | 8,368 | 217-51 | 382 | 27-83 | 10,494 | 337 78 |
| GRAND TOTAL | 2,304 | 6-00 | 502 61 | 5,835 | 497-30 | 41,117 | 2628 98 | 1,689 | 166 81 | 48,641 | 3293-09 |

N.B.—Total stock on the list will be obtained from column 5 of Statement XII in the Revenue Account, and "average number constantly under repair" from column 11.

(a) Includes Luggage Vans.

(b) Exclusive of 16 Passenger Brake-Vans, Post Office and 41 Passenger Brake-Vans, 3rd class included under coaching.

No. XIII.—STATEMENT OF TRAIN-MILEAGE.

[From No. XIV of Revenue Account.]

| RAILWAYS. | TRAIN-MILES. | | | | TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE. | | Total Train-mileage. | Assisting, Shunting and miscellaneous mileage. | Total Engine mileage. |
|------------------------------------|--------------|-----------|-----------|---------|---|-----------|----------------------|--|-----------------------|
| | Passengers. | Goods. | Mixed. | Light. | Coaching. | Goods. | | | |
| <i>Broad Gauge.</i> | | | | | | | | | |
| 1 East Indian | 689,148 | 2,248,508 | 1,031,776 | 122,062 | 1,278,517 | 2,812,977 | 4,091,494 | 544,645 | 4,636,139 |
| 2 Great Indian Peninsula | 892,064 | 2,647,756 | 467,363 | 202,646 | .. | .. | 4,209,829 | 344,257 | 4,554,086 |
| 3 Sind, Punjab and Delhi | 355,207 | 676,185 | 379,283 | 30,359 | 638,313 | 802,721 | 1,441,034 | 201,205 | 1,642,239 |
| 4 Madras | 318,801 | 105,137 | 506,365 | 26,999 | 469,714 | 487,582 | 957,296 | 147,268 | 1,104,564 |
| 5 Bombay, Baroda and Central India | 306,897 | 472,253 | 133,179 | 2,659 | 364,453 | 550,535 | 914,988 | 111,382 | 1,026,370 |
| 6 Eastern Bengal | 124,341 | 86,082 | 103,888 | 810 | 152,395 | 162,726 | 315,121 | 73,550 | 388,671 |
| 7 Ondh and Rohilkhand | 7,509 | 268,306 | 402,188 | 18,941 | 225,896 | 471,048 | 696,944 | 111,354 | 808,298 |
| 8 Indus Valley and Kandahar | 23,496 | 396,559 | 468,014 | 24,517 | 233,488 | 679,098 | 912,586 | 155,378 | 1,068,464 |
| 9 Punjab Northern | 83,716 | 322,537 | 232,199 | 10,096 | 259,021 | 389,577 | 648,598 | 69,420 | 718,018 |
| 10 Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 Patna and Gya | 351 | 15,152 | 41,268 | 491 | 27,317 | 29,945 | 57,262 | 5,968 | 63,230 |
| 12 Nizam's | 1,148 | 36,559 | 90,266 | 84 | 57,273 | 70,784 | 128,057 | 3,220 | 131,277 |
| 13 Calcutta and South-Eastern | 8,218 | 1,858 | 10,602 | 568 | 12,424 | 8,822 | 21,246 | 4,859 | 26,105 |
| 14 Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 Wardha Coal | .. | 3,929 | 32,580 | .. | 12,565 | 23,944 | 36,509 | 9,406 | 45,915 |
| 17 Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 2,810,896 | 7,280,871 | 3,898,971 | 440,226 | 37,31,376 | 6,489,759 | 14,430,964 | 1,782,412 | 16,213,376 |
| <i>Narrow Gauge.</i> | | | | | | | | | |
| 19 South Indian | 5,327 | 111,786 | 571,419 | 6,763 | 232,607 | 302,688 | 635,295 | 158,839 | 794,134 |
| 20 Rajputana | 237,461 | 795,653 | 356,378 | 31,890 | .. | .. | 1,421,382 | 156,473 | 1,577,855 |
| 21 Holkar and Sindia-Neemuch | 30,243 | 132,631 | 156,891 | 7,037 | 138,462 | 188,340 | 326,802 | 46,693 | 373,495 |
| 22 Nagpur and Chhattisgarh | 90 | 21,075 | 29,356 | 504 | 15,081 | 35,944 | 51,025 | 3,145 | 54,170 |
| 23 Rangoon and Irrawaddy Valley | 61,116 | 102,414 | 107,914 | 50 | 113,788 | 157,706 | 271,494 | 49,791 | 321,285 |
| 24 Northern Bengal | 392 | 70,981 | 165,844 | 6,121 | 92,480 | 150,858 | 243,338 | 33,728 | 277,066 |
| 25 Turhoot | 591 | 21,587 | 59,368 | 669 | 81,071 | 51,144 | 82,215 | 12,652 | 94,867 |
| 26 Cawnpore and Farukhabad | .. | 6,535 | 57,784 | 351 | 45,629 | 19,041 | 64,670 | 4,664 | 69,334 |
| 27 Bhavnagar-Gondal | 17,510 | 94,000 | 57,047 | 3,615 | 48,365 | 123,807 | 172,172 | 5,344 | 177,516 |
| 28 Muttra and Hathras | 29 | 359 | 21,130 | .. | 11,713 | 9,805 | 21,518 | 2,209 | 23,727 |
| 29 Mysore | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 Nalhati | 60 | 1,433 | 16,513 | .. | 10,082 | 7,924 | 18,006 | 104 | 18,110 |
| 31 His Highness the Gaekwar's | 960 | 17,307 | 21,396 | 27 | 15,317 | 24,373 | 36,960 | 560 | 40,250 |
| Total | 853,779 | 1,375,761 | 1,561,040 | 57,027 | 754,595 | 1,071,630 | 3,344,877 | 474,202 | 3,821,809 |
| GRAND TOTAL | 3,164,675 | 8,656,632 | 5,460,011 | 497,253 | 4,485,971 | 7,561,389 | 17,775,841 | 2,256,614 | 20,036,185 |

CXXXVIII

APPENDIX F—continued.

STATISTICS OF INDIAN RAILWAYS.

CXXXIX

No. XIV.—NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Account].

| RAILWAYS. | Interest on Capital. | Net Earnings of the half-year. | DIFFERENCE. | |
|---------------------------------------|----------------------|--------------------------------|---------------|-------------|
| | | | Excess. | Deficit. |
| <i>Broad Gauge.</i> | | | | |
| 1 East Indian .. | Rs. 1,01,39,204 | Rs. 1,60,59,149 | Rs. 59,19,945 | Rs. .. |
| 2 Great Indian Peninsula .. | 62,46,600 | 99,59,270 | 37,02,670 | .. |
| 3 Sind, Punjab and Delhi .. | 30,20,531 | 19,10,483 | .. | — 11,10,048 |
| 4 Madras .. | 28,53,182 | 11,14,992 | .. | — 17,43,190 |
| 5 Bombay, Baroda and Central India .. | 21,84,627 | 39,62,774 | 17,78,147 | .. |
| 6 Eastern Bengal .. | 8,44,333 | 8,91,747 | 47,414 | .. |
| 7 Oudh and Rohilkhand .. | 14,40,000 | 11,45,633 | .. | — 2,94,367 |
| 8 Indus Valley and Kandahar .. | 17,06,253 | 4,89,739 | .. | — 12,16,514 |
| 9 Punjab Northern .. | 13,47,557 | 2,41,284 | .. | — 11,06,273 |
| 10 Dhond and Manmad .. | .. | .. | .. | .. |
| 11 Patna and Gya .. | 79,680 | 80,522 | 842 | .. |
| 12 Nizam's .. | 2,77,084 | 1,68,073 | .. | — 1,09,011 |
| 13 Calcutta and South-Eastern .. | 1,54,600 | 33,021 | .. | — 1,21,579 |
| 14 Khamgaon .. | .. | .. | .. | .. |
| 15 Amraoti .. | .. | .. | .. | .. |
| 16 Wardha Coal .. | 1,13,597 | 41,825 | .. | — 71,772 |
| 17 Sindia .. | .. | .. | .. | .. |
| 18 Ghazipur and Dildarnagar .. | 13,240 | 888 | .. | — 12,352 |
| Total .. | 3,04,25,488 | 3,60,99,400 | 1,14,49,018 | — 57,85,106 |
| <i>Narrow Gauge.</i> | | | | |
| 19 South Indian .. | 10,64,347 | 6,22,284 | .. | — 4,42,063 |
| 20 Rajputana .. | 11,76,066 | 16,37,651 | 4,61,585 | .. |
| 21 Holkar and Sindia-Neemuch .. | 6,09,128 | 2,82,907 | .. | — 3,26,221 |
| 22 Nagpur and Chhattisgarh .. | 81,109 | 53,416 | .. | — 27,693 |
| 23 Rangoon and Irrawaddy Valley .. | 2,84,172 | 4,81,246 | 1,97,074 | .. |
| 24 Northern Bengal .. | 4,74,183 | 3,50,049 | .. | 1,24,134 |
| 25 Tirhoot .. | 1,22,594 | 1,45,538 | 22,944 | .. |
| 26 Cawnpore and Farukhabad .. | 66,988 | 39,733 | .. | — 27,255 |
| 27 Bhavnagar-Gondal .. | 1,28,541 | 1,54,294 | 25,753 | .. |
| 28 Muttra and Hathras .. | 24,473 | 20,100 | .. | — 4,373 |
| 29 Mysore .. | .. | .. | .. | .. |
| 30 Nalhati .. | 7,646 | 6,000 | 354 | .. |
| 31 His Highness the Gaekwar's .. | 26,381 | 38,915 | 12,534 | .. |
| Total .. | 40,65,628 | 38,32,133 | 7,20,244 | — 9,51,739 |
| GRAND TOTAL ... | 3,44,91,116 | 3,99,33,533 | 1,21,69,262 | — 67,36,845 |

INDIAN RAILWAYS.

STATISTICS OF THEIR WORKING

FOR THE

HALF-YEAR ENDED 31ST DECEMBER, 1881.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

(Pages cxli to clv).

SUMMARY OF THE REVENUE ACCOUNTS OF INDIAN RAILWAYS FOR THE HALF-YEAR ENDED 31st DECEMBER, 1881.

No. I.—GENERAL RESULTS.

CXIII

| RAILWAYS. | | Gauge. | Capital expended. (f) | Mean Mileage open. | Traffic Train Mileage. | Earnings. | Expenses. | Net Earnings. |
|----------------------|----------------------------------|---------|--------------------------|-----------------------|---------------------------|--------------------|--------------------|--------------------|
| | | Ft. In. | Rs. | | | Rs. | Rs. | Rs. |
| <i>Broad Gauge.</i> | | | | | | | | |
| 1 | East Indian | 5 6 | 83,26,62,788 | 1,596(a) | 4,064,690(j) | 2,26,04,218 | 77,15,057 | 1,48,89,161 |
| 2 | Great Indian Peninsula | 5 6 | 25,10,85,907 | 1,443(b) | 3,569,518 | 1,40,65,180 | 78,04,962 | 62,60,218 |
| 3 | Sind, Punjab and Delhi | 5 6 | 11,61,01,093 | 676½(c) | 1,282,849 | 46,42,686 | 34,76,508 | 11,66,178 |
| 4 | Madras | 5 6 | 11,10,37,589 | 858 | 940,984 | 30,83,506 | 21,22,641 | 9,60,865 |
| 5 | Bombay, Baroda and Central India | 5 6 | 8,37,48,733(i) | 444 | 736,645 | 37,42,160 | 19,59,232 | 17,82,928 |
| 6 | Eastern Bengal | 5 6 | 3,46,50,090 | 172½(d) | 427,622 | 37,88,696 | 13,11,162 | 24,77,534 |
| 7 | Oudh and Rohilkhand | 5 6 | 5,84,40,769 | 547 | 614,685 | 23,63,497 | 15,33,431 | 8,30,066 |
| 8 | Indus Valley and Kandahar | 5 6 | 7,44,77,194 | 660(e) | 921,786 | 26,73,111 | 19,85,562 | 6,87,549 |
| 9 | Punjab Northern | 5 6 | 5,47,31,396 | 357½ | 479,024 | 15,39,901 | 14,21,687 | 1,18,314 |
| 10 | Dhond and Manmad | 5 6 | .. | 145(l) | .. | 2,86,072 | 2,26,472(m) | 59,600 |
| 11 | Patna and Gya | 5 6 | 35,04,401 | 57 | 44,850 | 2,66,964 | 1,68,341 | 98,623 |
| 12 | Nizam's | 5 6 | 1,21,75,473 | 117 | 123,274 | 3,58,548 | 2,33,846 | 1,24,702 |
| 13 | Calcutta and South-Eastern | 5 6 | 67,36,171 | 23 | 19,604 | 68,786 | 50,602 | 18,184 |
| 14 | Khamgaon | 5 6 | .. | 74(l) | .. | 27,080 | 16,549(n) | 10,531 |
| 15 | Amraoti | 5 6 | .. | 5½(l) | .. | 28,820 | 17,219(o) | 11,601 |
| 16 | Wardha Coal | 5 6 | 50,02,023 | 45 | 85,137 | 1,01,733 | 77,622 | 24,161 |
| 17 | Sindia | 5 6 | 85,86,577 | 75(k) | 30,883(k) | 1,51,948(p) | 1,14,129 | 37,819 |
| 18 | Ghazipur and Dildarnagar | 5 6 | 5,92,433 | 12(k) | 8,640(k) | 16,692 | 17,391 | - 699 |
| | Total | .. | 1,15,35,32,577 | 7,002 | 13,260,668 | 5,98,09,648 | 3,02,52,313 | 2,95,57,335 |
| <i>Narrow Gauge.</i> | | | | | | | | |
| 19 | South Indian | Metro. | 4,28,06,756 | 663(l) | 575,967 | 18,43,858 | 12,28,416 | 6,15,442 |
| 20 | Rajputana | " | 5,20,44,975 | 743½ | 1,384,105 | 35,23,090 | 22,93,701 | 12,29,389 |
| 21 | Holkar and Sindia-Neemuch | " | 3,16,69,537 | 289 | 317,797 | 9,56,946 | 6,37,554 | 3,19,392 |
| 22 | Nagpur and Chhattisgarh | " | 56,83,159 | 62 | 36,636 | 1,27,012 | 1,14,372 | 12,640 |
| 23 | Rangoon and Irrawaddy | " | 1,24,92,079 | 161 | 155,193 | 5,74,112 | 4,10,230 | 1,63,882 |
| 24 | Northern Bengal | " | 2,03,79,182 | 233 | 275,861 | 10,25,546 | 4,76,280 | 5,49,266 |
| 25 | Tirhoot | " | 56,62,426 | 79 | 76,488 | 2,71,727 | 1,81,065 | 90,662 |
| 26 | Cawnpore and Farukhabad | " | 31,26,855 | 86½ | 66,508 | 1,64,320 | 1,19,815 | 44,505 |
| 27 | Muttra-Achnera | " | 5,91,245 | 22½ | .. | 6,943 | 6,180 | 763 |
| 28 | Bhavnagar-Gondal | " | 67,34,108 | 157½ | 117,976 | 2,74,048 | 2,23,088 | 50,960 |
| 29 | Muttra and Hathras | " | 10,50,961 | 29 | 22,098 | 67,632 | 46,029 | 21,603 |
| 30 | Mysore | " | (g) | 58 | 42,759 | 76,648 | 47,952 | 28,696 |
| 31 | Nalhati | Ft. In. | 3,07,780 | 27½ | 20,219 | 32,189 | 26,255 | 5,934 |
| 32 | Gaekwar of Baroda's | 2 6 | 12,34,622 | 59 | 23,721 | 51,910 | 41,976 | 9,934 |
| | Total | .. | 18,37,73,685 | 2,670½ | 3,115,328 | 89,95,981 | 58,52,963 | 31,43,018 |
| | GRAND TOTAL | .. | 1,33,73,06,262 | 9,672½ | 16,375,996 | 6,88,05,629 | 3,61,05,276 | 3,27,00,353 |

APPENDIX F—continued.

- (a). Includes 3 miles, the length of the Barrh Branch, 75 miles of the Sindia, and 19 miles of the Dildarnagar and Ghazipur Railways.
- (b). Exclusive of 7½ miles (Dadur Junction to Colaba, Bombay, Baroda and Central India Railway) worked over by the Company.
- (c). Excludes 18 miles of the East Indian Railway from Ghazilabad to Delhi, worked over by the Company.
- (d). Includes 18 miles, the length of the Damukdia Branch.
- (e). Excludes 7 miles of the Sind, Punjab and Delhi Railway from Mooltan to Musafirabad worked over by this Railway.
- (f). Capital expended on open mileage charged to final heads, inclusive of rolling stock.
- (g). Not returned.
- (h). Includes 8 miles of foreign line worked by the Company.

- (i). Includes expenditure on lines in course of construction which has not been shown separately.
- (j). Includes the train mileage of the Sindia and Ghazipur-Dildarnagar Railways also 2,418 train miles for Barrh Branch.
- (k). These figures have not been included in the total, as the lines are worked by the East Indian Railway, and the mileages are shown against that line.
- (l). Ditto ditto ditto by the G. I. P. Railway ditto.
- (m). Of this amount Rs 62,898 are also included with the G. I. P. Railway.
- (n). " Rs 10,381 " " " "
- (o). " Rs 14,601 " " " "
- (p). " Rs 26,269 " " " E. I. Railway.

N.B.—In cases where short lengths of railways are worked over by Foreign Railways, the mileage so worked over should be included in the length used for calculating earnings and expenses per mile of railway worked.

No. II. SUMMARY OF EARNINGS.
[From No. VIII of Revenue Account.]

| RAILWAYS. | | Coaching. | Goods. | Electric Telegraph. | Steam-boat. | SUNDRIES. | | Total. |
|----------------------|-------------------------------------|--------------------|--------------------|---------------------|-----------------|--|-----------------|--------------------|
| | | | | | | Receipts from other lines for hire, mileage and rents. | Other items. | |
| | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| <i>Broad Gauge.</i> | | | | | | | | |
| 1 | East Indian .. | 57,69,319 | 1,62,37,963 | 25,131 | 13,921 | 2,66,498 | 2,91,386 | 2,26,04,218 |
| 2 | Great Indian Peninsula .. | 27,99,446 | 1,10,63,754 | 21,416 | .. | 68,054 | 1,12,510 | 1,40,65,180 |
| 3 | Sind, Punjab and Delhi .. | 15,83,290 | 26,77,179 | 9,926 | 40,210 | 2,74,724 | 57,357 | 46,42,686 |
| 4 | Madras .. | 12,66,791 | 17,31,474 | 9,826 | .. | 23,396 | 52,019 | 80,83,506 |
| 5 | Bombay, Baroda and Central India .. | 15,72,641 | 20,92,815 | 10,494 | .. | 34,153 | 32,057 | 37,42,160 |
| 6 | Eastern Bengal .. | 8,21,529 | 25,19,388 | 1,874 | 4,02,018 | 884 | 43,003 | 37,88,696 |
| 7 | Ondh and Rohilkhand .. | 9,74,346 | 11,81,697 | 5,534 | .. | 1,03,695 | 98,225 | 23,63,497 |
| 8 | Indus Valley and Kandahar .. | 6,06,573 | 13,21,082 | 2,649 | 1,30,432 | 73,859 | 33,486 | 26,73,111 |
| 9 | Punjab Northern .. | 6,34,947 | 8,32,226 | 1,970 | .. | 20,184 | 50,574 | 15,39,901 |
| 10 | Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya .. | 1,90,646 | 73,643 | 1,481 | .. | .. | 1,194 | 2,66,964 |
| 12 | Nizam's .. | 1,37,256 | 2,12,974 | 2,112 | .. | 3,326 | 2,880 | 3,58,548 |
| 13 | Calcutta and South-Eastern .. | 38,800 | 17,518 | 155 | .. | 183 | 12,130 | 63,736 |
| 14 | Khamgaon .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal .. | 16,934 | 61,855 | 484 | .. | 21,084 | 1,426 | 1,01,733 |
| 17 | Sindia .. | 90,945 | 59,697 | 1,285 | .. | .. | 21 | 1,51,948 |
| 18 | Ghazipur and Dildarnagar .. | 8,333 | 7,845 | 514 | .. | .. | .. | 16,692 |
| | Total .. | 1,65,11,796 | 4,05,91,110 | 94,851 | 5,86,581 | 8,90,070 | 7,93,268 | 5,94,67,676 |
| <i>Narrow Gauge.</i> | | | | | | | | |
| 19 | South Indian .. | 10,18,724 | 7,62,885 | 10,858 | .. | 107 | 51,284 | 13,43,858 |
| 20 | Rajputana .. | 11,86,270 | 22,85,860 | 7,953 | .. | .. | 43,007 | 35,23,090 |
| 21 | Holkar and Sindia-Neemuch .. | 3,73,064 | 5,73,099 | 1,892 | .. | .. | 8,891 | 9,56,946 |
| 22 | Nagpur and Chhattisgarh .. | 44,373 | 79,958 | 704 | .. | .. | 1,977 | 1,27,012 |
| 23 | Rangoon and Irrawaddy .. | 3,49,574 | 2,16,381 | 2,227 | .. | .. | 5,930 | 5,74,112 |
| 24 | Northern Bengal .. | 2,69,888 | 6,02,460 | 2,883 | 1,07,050 | .. | 43,265 | 10,25,546 |
| 25 | Tirhoot .. | 1,06,982 | 1,05,607 | 3,537 | 48,064 | 21 | 7,516 | 2,71,727 |
| 26 | Cawnpore and Farukhabad .. | 73,343 | 83,675 | 730 | .. | .. | 572 | 1,64,320 |
| 27 | Muttra-Achnera .. | 6,532 | 362 | 49 | .. | .. | .. | 6,943 |
| 28 | Bhavnagar-Gondal .. | 1,81,582 | 88,422 | 2,034 | .. | .. | 2,010 | 2,74,043 |
| 29 | Muttra and Hathras .. | 48,820 | 17,774 | 902 | .. | .. | 136 | 67,633 |
| 30 | Mysore .. | 57,711 | 18,623 | 22 | .. | .. | 287 | 76,647 |
| 31 | Nalhati .. | 22,576 | 8,973 | 567 | .. | .. | 73 | 32,139 |
| 32 | Gaekwar of Baroda's .. | 39,254 | 12,432 | .. | .. | .. | 224 | 51,910 |
| | Total .. | 37,84,693 | 48,56,516 | 34,358 | 1,55,114 | 128 | 1,65,172 | 89,95,981 |
| | GRAND TOTAL .. | 2,02,96,489 | 4,54,47,626 | 1,29,209 | 7,41,695 | 8,90,198 | 9,58,440 | 6,84,63,657 |

U 2

STATISTICS OF INDIAN RAILWAYS.

CXIII

No. III.—DETAIL OF COACHING TRAFFIC.

[From Abstract H of Revenue Account].

CXII

| RAILWAYS. | PASSENGERS. | | | | | | | | | | | | | | | Miscellaneous, including parcel, luggage, &c. | Total. | Deductious. | Net Total. |
|------------------------------------|----------------------|---------|-----------|----------------------|---------|-----------|------------------------------|-----------|-----------|------------------------|------------|-------------|------------|-------------|-----------|---|--------|-------------|------------|
| | FIRST CLASS. | | | SECOND CLASS. | | | THIRD OR INTERMEDIATE CLASS. | | | FOURTH OR LOWER CLASS. | | | TOTAL. | | | | | | |
| | Single journey fare. | Number. | Receipts. | Single journey fare. | Number. | Receipts. | Single journey fare. | Number. | Receipts. | Single journey fare. | Number. | Receipts. | Number. | Receipts. | | | | | |
| | | Pies. | Rs. | Pies. | Rs. | Pies. | Rs. | Pies. | Rs. | Pies. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| <i>Broad Gauge.</i> | | | | | | | | | | | | | | | | | | | |
| 1 East Indian | 18-00 | 20,484 | 2,31,747 | 9 00 | 76,581 | 3,13,142 | 4-50 | 806,668 | 2,39,196 | 3-00 | 3,969,308 | 43,82,917 | 4,373,041 | 51,67,002 | 6,03,073 | 57,70,075 | 756 | 57,69,319 | |
| 2 Great Indian Peninsula | 18-00 | 16,699 | 1,66,814 | 9-00 | 66,840 | 2,59,909 | 4-00 | 286,906 | 4,29,465 | 2-50 | 2,306,151 | 15,54,519 | 2,676,596 | 24,10,707 | 3,88,739 | 27,99,446 | ... | 27,99,446 | |
| 3 Sind, Punjab and Delhi | 12-00 | 11,200 | 71,849 | 8 00 | 27,832 | 91,812 | 4 50 | 5,529 | 9,762 | 3-00 & 2 50 | 1,873,654 | 12,18,696 | 1,918,215 | 13,92,119 | 1,91,171 | 15,83,290 | ... | 15,83,290 | |
| 4 Madras | 18-00 | 6,521 | 83,642 | 7-00 | 26,090 | 74,243 | ... | ... | ... | 2-00 | 2,080,198 | 9,59,194 | 2,112,809 | 11,17,079 | 1,49,712 | 12,66,791 | ... | 12,66,791 | |
| 5 Bombay, Baroda and Central India | 12-00 | 34,489 | 51,133 | 6-00 | 207,655 | 98,453 | ... | ... | ... | 3 00 & 2 50 | 3,796,483 | 12,54,484 | 4,038,627 | 14,04,070 | 1,68,571 | 15,72,641 | ... | 15,72,641 | |
| 6 Eastern Bengal | 12-00 | 14,825 | 29,844 | 6 00 | 31,343 | 29,532 | 4-50 | 228,837 | 1,65,647 | 3 00 | 906,130 | 5,24,719 | 1,181,185 | 7,49,742 | 71,787 | 8,21,529 | ... | 8,21,529 | |
| 7 Oudh and Rohilkhand | ... | ... | ... | 9-00 | 10,688 | 39,394 | ... | ... | ... | 2 50 | 1,257,332 | 8,82,478 | 1,268,020 | 9,21,872 | 52,474 | 9,74,346 | ... | 9,74,346 | |
| 8 Indus Valley and Kandahar | 12-00 | 1,546 | 16,339 | 8-00 | 5,566 | 22,724 | ... | ... | ... | 2 50 | 739,174 | 4,65,343 | 746,286 | 4,94,406 | 1,12,167 | 6,06,573 | ... | 6,06,573 | |
| 9 Punjab Northern | 12-00 | 3,289 | 19,840 | 8 00 | 11,224 | 28,698 | 2-50 | 603,242 | 4,20,571 | 2 00 | 305,120 | 1,07,539 | 922,875 | 5,76,648 | 60,456 | 6,37,104 | 2,157 | 6,34,947 | |
| 10 Dhond and Manmad | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 11 Patna and Gya | 18 00 | 803 | 3,535 | 9-00 | 1,294 | 2,610 | ... | ... | ... | 3 00 | 293,037 | 1,79,838 | 295,134 | 1,85,981 | 4,665 | 1,90,646 | ... | 1,90,646 | |
| 12 Nizam's | 18 00 | 1,124 | 7,915 | 6-00 | 5,765 | 12,019 | ... | ... | ... | 2 00 | 171,063 | 99,000 | 177,952 | 1,18,934 | 18,322 | 1,37,256 | ... | 1,37,256 | |
| 13 Calcutta and South-Eastern | 18-00 | 229 | 364 | 9-00 | 2,464 | 1,237 | 3-00 | 213,403 | 28,180 | 2 62 | 85,473 | 7,547 | 301,569 | 37,328 | 1,472 | 38,800 | ... | 38,800 | |
| 14 Khamgaon | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15 Amraoti | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16 Wardha Coal | 18 00 | 239 | 459 | 9 00 | 302 | 328 | 4-00 | 1,185 | 646 | 2-00 | 57,925 | 13,762 | 59,651 | 15,195 | 1,739 | 16,934 | ... | 16,934 | |
| 17 Sindia | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 90,945 | ... | 90,945 | |
| 18 Ghazipur and Dildarnagar | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8,333 | ... | 8,333 | |
| Total | Nil. | 111,448 | 683,461 | Nil. | 473,644 | 9,74,101 | Nil. | 1,645,820 | 12,93,467 | Nil. | 17,841,048 | 1,16,40,036 | 20,071,960 | 1,45,91,083 | 18,24,348 | 1,65,14,709 | 2,913 | 1,65,11,796 | |
| <i>Narrow Gauge.</i> | | | | | | | | | | | | | | | | | | | |
| 19 South Indian | 18 00 | 3,950 | 19,921 | 6-00 | 18,137 | 24,605 | ... | ... | ... | 2 50 | 1,926,231 | 9,35,858 | 1,948,318 | 9,79,884 | 38,840 | 10,18,724 | ... | 10,18,724 | |
| 20 Rajputana | 12-00 | 6,203 | 44,658 | 8-00 | 15,998 | 44,469 | 4 00 | 68,326 | 82,528 | 2 00 | 1,451,055 | 8,81,482 | 1,541,582 | 10,53,137 | 1,33,133 | 11,86,270 | ... | 11,86,270 | |
| 21 Holkar and Sindia-Neemuch | 12 00 | 2,154 | 7,429 | 8 00 | 6,355 | 11,793 | 4-00 | 11,799 | 12,032 | 2-00 | 641,456 | 3,04,012 | 661,764 | 3,35,266 | 37,798 | 3,73,064 | ... | 3,73,064 | |
| 22 Nagpur and Chhatusgarh | 18-00 | 1,349 | 1,232 | 8 00 | 7,611 | 2,948 | ... | ... | ... | 2-00 | 228,724 | 37,271 | 237,684 | 41,501 | 2,872 | 44,373 | ... | 44,373 | |
| 23 Rangoon and Irrawaddy | 14 90 | 1,823 | 5,926 | 7-45 | 6,324 | 8,852 | ... | ... | ... | 2 98 | 608,460 | 3,22,496 | 616,607 | 3,37,274 | 12,300 | 3,49,574 | ... | 3,49,574 | |
| 24 Northern Bengal | 18 00 | 2,013 | 24,670 | 9 00 | 3,726 | 18,146 | 4-50 | 9,114 | 13,726 | 2 50 | 334,206 | 1,81,391 | 349,064 | 2,42,933 | 26,955 | 2,69,888 | ... | 2,69,888 | |
| 25 Tirhoot | 18-00 | 1,588 | 6,097 | 9-00 | 1,666 | 3,301 | ... | ... | ... | 2 50 | 212,589 | 89,430 | 215,343 | 98,828 | 8,154 | 1,06,982 | ... | 1,06,982 | |
| 26 Cawnpore and Farnkhabad | 15 00 | 308 | 1,275 | 6-00 | 1,185 | 1,776 | ... | ... | ... | 2-00 | 257,311 | 71,402 | 258,804 | 74,453 | 4,890 | 79,343 | ... | 79,343 | |
| 27 Muttra-Achnera | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9,461 | ... | 6,532 | |
| 28 Bhavnagar-Gondal | 12-00 | 495 | 1,430 | 8 00 | 3,310 | 4,134 | ... | ... | ... | 2-00 | 284,579 | 1,66,557 | 288,384 | 1,72,121 | ... | 1,81,582 | ... | 1,81,582 | |
| 29 Muttra and Hathras | 13 42 | 349 | 670 | 5-46 | 817 | 445 | ... | ... | ... | 2-97 | 174,125 | 45,792 | 175,291 | 46,907 | 1,913 | 48,820 | ... | 48,820 | |
| 30 Mysore | 12 00 | 906 | 3,071 | 6-00 | 617 | 675 | ... | ... | ... | 3 00 | 90,915 | 47,648 | 92,438 | 51,394 | 6,317 | 57,711 | ... | 57,711 | |
| 31 Nalhati | 18 00 | 497 | 1,298 | 6 00 | 1,713 | 1,549 | ... | ... | ... | 3 00 | 54,398 | 17,466 | 56,608 | 20,313 | 2,263 | 22,576 | ... | 22,576 | |
| 32 Gaekwar of Baroda's | ... | ... | ... | 7 00 | 892 | 681 | ... | ... | ... | 3 00 | 130,641 | 37,438 | 131,533 | 38,119 | 1,135 | 39,254 | ... | 39,254 | |
| Total | Nil. | 21,640 | 1,17,727 | Nil. | 68,351 | 1,23,374 | Nil. | 89,239 | 1,13,286 | Nil. | 6,394,690 | 31,37,743 | 6,573,920 | 34,92,130 | 2,86,031 | 37,84,963 | ... | 37,84,693 | |
| GRAND TOTAL | ... | 133,088 | 8,01,208 | Nil. | 541,995 | 10,97,475 | Nil. | 1,735,059 | 14,06,753 | Nil. | 24,235,738 | 1,47,77,779 | 26,645,880 | 1,80,83,213 | 21,10,379 | 2,02,99,402 | 2,913 | 2,02,96,489 | |

APPENDIX FF—continued.

NOTE.—Season tickets included with the traffic of the classes to which they belong.

No. IV.—DETAIL OF GOODS TRAFFIC.

[From Abstract I of Revenue Account].

| RAILWAYS. | | GENERAL MERCHANDISE. | | MILITARY STORES. | | RAILWAY MATERIALS AND REVENUE STORES, EXCEPT COAL. | | MINERALS. | | Miscellaneous. | Total. | Deductions. | Net Total. | |
|----------------------|----------------------------------|----------------------|-------------|------------------|-----------|--|------------|------------|-------------|----------------|----------|-------------|------------|-------------|
| | | Ton-miles | Receipts. | Ton-miles | Receipts. | Ton-miles. | Receipts. | Ton-miles. | Receipts. | | | | | |
| | | | Rs. | | Rs. | | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1 | East Indian | .. | 363,441,895 | 1,23,67,239 | 3,499,679 | 2,83,059 | 26,251,920 | 3,90,546 | 116,154,907 | 26,37,070 | 60,097 | 1,62,38,011 | 48 | 1,62,37,963 |
| 2 | Great Indian Peninsula | .. | 211,716,239 | 1,03,74,792 | 954,561 | 84,783 | 13,969,710 | 2,66,600 | 10,912,270 | 2,60,521 | 77,058 | 1,10,63,754 | .. | 1,10,63,754 |
| 3 | Sind, Punjab and Delhi | .. | 47,258,815 | 23,14,420 | 761,597 | 67,170 | 4,284,118 | 1,21,472 | 5,683,736 | 1,34,298 | 39,819 | 26,77,179 | .. | 26,77,179 |
| 4 | Madras | .. | 33,707,449 | 16,27,737 | 413,506 | 39,766 | 2,177,166 | 41,015 | 23,106 | 858 | 22,098 | 17,31,474 | .. | 17,31,474 |
| 5 | Bombay, Baroda and Central India | .. | 33,635,468 | 18,20,511 | 107,777 | 10,672 | 3,694,477 | 75,688 | 6,378,138 | 1,19,437 | 66,510 | 20,92,818 | 3 | 20,92,815 |
| 6 | Eastern Bengal | .. | 36,250,154 | 24,37,090 | 83,080 | 7,148 | 310,125 | 6,461 | 1,884,826 | 61,885 | 6,804 | 25,19,388 | .. | 25,19,388 |
| 7 | Oudh and Rohilkhand | .. | 33,917,418 | 10,38,617 | 151,363 | 10,928 | 4,358,044 | 57,488 | 2,990,436 | 70,993 | 3,671 | 11,81,697 | .. | 11,81,697 |
| 8 | Indus Valley and Kandahar | .. | 47,935,588 | 15,86,181 | 266,383 | 25,095 | 6,362,047 | 1,65,609 | 295,161 | 7,159 | 37,038 | 13,21,032 | .. | 13,21,032 |
| 9 | Punjab Northern | .. | 8,321,644 | 6,11,112 | 138,332 | 16,949 | 3,377,673 | 1,62,703 | 1,055,106 | 29,330 | 13,345 | 8,33,439 | 1,213 | 8,32,226 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | .. | 1,074,401 | 58,177 | .. | .. | 517,919 | 11,245 | 81,619 | 3,910 | 811 | 73,643 | .. | 73,643 |
| 12 | Nizam's | .. | 3,533,856 | 1,97,743 | 98,206 | 9,499 | 146,303 | 4,127 | 7,665 | 266 | 1,367 | 2,13,002 | 28 | 2,13,002 |
| 13 | Calcutta and South-Eastern | .. | 370,951 | 16,211 | .. | .. | 7,666 | 317 | 10,370 | 347 | 643 | 17,518 | .. | 17,518 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | .. | 349,543 | 19,303 | 93 | 6 | 36,726 | 1,303 | 1,210,077 | 39,827 | 1,416 | 61,855 | .. | 61,855 |
| 17 | Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 59,697 | .. | 59,697 |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,845 | .. | 7,845 |
| | Total | .. | 821,512,921 | 3,49,69,083 | 6,474,577 | 5,55,075 | 65,493,894 | 13,04,574 | 146,687,417 | 33,65,901 | 3,30,227 | 4,05,92,402 | 1,292 | 4,05,91,110 |
| Narrow Gauge. | | | | | | | | | | | | | | |
| 19 | South Indian | .. | 16,136,874 | 6,80,961 | 18,590 | 2,422 | 3,231,020 | 72,405 | 299,246 | 6,283 | 814 | 7,62,885 | .. | 7,62,885 |
| 20 | Rajputana | .. | 41,950,369 | 20,15,529 | 79,875 | 8,813 | 3,943,244 | 1,08,999 | 6,478,005 | 1,47,420 | 5,099 | 22,85,860 | .. | 22,85,860 |
| 21 | Holkar and Sindia-Neemuch | .. | 6,983,797 | 5,88,579 | 82,791 | 9,370 | 658,761 | 21,685 | 11,262 | 299 | 3,166 | 5,73,099 | .. | 5,73,099 |
| 22 | Nagpur and Chhattisgarh | .. | 543,760 | 60,084 | 2,287 | 207 | 382,760 | 14,010 | 150,301 | 4,915 | 742 | 79,958 | .. | 79,958 |
| 23 | Rangoon and Irrawaddy | .. | 3,825,141 | 1,93,569 | .. | .. | 477,960 | 3,464 | 3,512 | 149 | 14,198 | 2,16,381 | .. | 2,16,381 |
| 24 | Northern Bengal | .. | 9,051,214 | 5,73,570 | 29,382 | 2,442 | 158,740 | 6,085 | 552,508 | 19,150 | 1,213 | 6,02,460 | .. | 6,02,460 |
| 25 | Tirhoot | .. | 1,483,027 | 82,677 | 194 | 17 | 325,907 | 13,539 | 235,810 | 8,723 | 651 | 1,05,607 | .. | 1,05,607 |
| 26 | Cawnpore and Farukhabad | .. | 1,398,608 | 69,036 | 56,409 | 6,240 | 81,769 | 1,556 | 142,563 | 6,597 | 246 | 83,675 | .. | 83,675 |
| 27 | Muttra-Achnera | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 362 | .. | 362 |
| 28 | Bhavnagar-Gondal | .. | 595,888 | 46,869 | .. | .. | 2,394,705 | 38,314 | 131,352 | 2,877 | 362 | 88,422 | .. | 88,422 |
| 29 | Muttra and Hathras | .. | 204,346 | 17,331 | 811 | 84 | 478 | 21 | 3,728 | 127 | 211 | 17,774 | .. | 17,774 |
| 30 | Mysore | .. | 41,731 | 2,953 | 612 | 43 | 437,786 | 15,517 | .. | .. | 110 | 18,628 | .. | 18,628 |
| 31 | Nalhati | .. | 84,397 | 7,290 | .. | .. | 5,144 | 200 | 22,416 | 1,347 | 136 | 8,973 | .. | 8,973 |
| 32 | Gaekwar of Baroda's | .. | 188,747 | 11,802 | .. | .. | 17,130 | 474 | 2,383 | 65 | 91 | 12,432 | .. | 12,432 |
| | Total | .. | 82,487,899 | 43,00,255 | 270,951 | 29,638 | 12,115,404 | 3,01,269 | 8,033,586 | 1,97,952 | 27,039 | 48,56,516 | .. | 48,56,516 |
| | GRAND TOTAL | .. | 904,000,820 | 3,92,69,338 | 6,745,528 | 5,84,713 | 77,609,298 | 16,05,843 | 154,721,003 | 35,63,853 | 8,57,266 | 4,54,48,918 | 1,292 | 4,54,47,626 |

STATISTICS OF INDIAN RAILWAYS.

CXIV

No. V.—SUMMARY OF EXPENSES.

[From No. VIII of Revenue Account.]

| RAILWAYS. | | Maintenance of Way, Works and Stations. | Locomotive Expenses. | Carriage and Wagon Expenses. | Traffic Expenses. | General Charges. | Steam-boat Service. | Special and Miscellaneous Expenses. | Total. |
|---------------------|-------------------------------------|---|----------------------|------------------------------|-------------------|------------------|---------------------|-------------------------------------|--------------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian .. | 23,43,214 | 22,03,466 | 7,35,240 | 13,25,816 | 8,67,598 | 13,319 | 2,26,409 | 77,15,057 |
| 2 | Great Indian Peninsula .. | 19,22,039 | 29,40,522 | 10,85,134 | 10,42,473 | 5,46,350 | .. | 2,68,444 | 78,04,962 |
| 3 | Sind, Punjab and Delhi .. | 7,69,180 | 11,98,243 | 3,33,468 | 5,24,980 | 3,33,624 | 97,684 | 1,69,329 | 34,76,508 |
| 4 | Madras .. | 6,44,667 | 6,56,432 | 2,34,931 | 3,29,715 | 2,23,942 | .. | 32,954 | 21,22,641 |
| 5 | Bombay, Baroda and Central India .. | 4,89,360 | 6,59,686 | 2,36,573 | 2,92,762 | 2,40,477 | .. | 40,374 | 19,59,232 |
| 6 | Eastern Bengal .. | 1,65,474 | 3,65,200 | 1,10,390 | 3,04,903 | 1,54,520 | 1,73,156 | 37,519 | 13,11,162 |
| 7 | Oudh and Rohilkhand .. | 3,56,563 | 4,77,044 | 1,61,055 | 2,62,669 | 1,98,289 | .. | 77,811 | 15,33,431 |
| 8 | Indus Valley and Kandahar .. | 3,34,377 | 7,78,648 | 81,872 | 2,72,302 | 2,03,153 | 1,19,149 | 1,96,060 | 19,85,561 |
| 9 | Punjab Northern .. | 2,42,246 | 7,05,207 | 74,347 | 2,06,180 | 1,23,026 | .. | 70,581 | 14,21,587 |
| 10 | Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya .. | 17,468 | 43,118 | 8,499 | 23,313 | 20,326 | .. | 55,617 | 1,68,341 |
| 12 | Nizam's .. | 37,241 | 66,670 | 36,286 | 49,649 | 28,868 | .. | 15,132 | 2,33,846 |
| 13 | Calcutta and South-Eastern .. | 22,051 | 10,945 | 2,801 | 7,067 | 6,316 | .. | 1,422 | 60,602 |
| 14 | Khamgaon .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal .. | 11,856 | 23,638 | 10,238 | 10,051 | 19,308 | .. | 2,531 | 77,622 |
| 17 | Sindia .. | 25,129 | 17,771 | 9,019 | 14,571 | 9,687 | .. | 37,952 | 1,14,129 |
| 18 | Ghazipur and Dildarnagar .. | 5,065 | 5,202 | 1,818 | 2,937 | 1,946 | .. | 423 | 17,391 |
| | Total .. | 73,85,930 | 1,01,51,792 | 31,71,671 | 46,69,388 | 29,77,425 | 4,03,308 | 12,32,558 | 2,99,92,072 |
| | <i>Narrow Gauge.</i> | | | | | | | | |
| 19 | South Indian .. | 3,27,395 | 4,37,719 | 1,20,604 | 1,70,110 | 1,55,380 | .. | 17,208 | 12,28,416 |
| 20 | Rajputana .. | 5,23,404 | 10,71,198 | 1,53,853 | 2,97,389 | 2,06,721 | .. | 36,136 | 22,93,701 |
| 21 | Holkar and Sindia-Neemuch .. | 1,68,011 | 2,30,801 | 52,177 | 1,09,433 | 71,390 | .. | 5,742 | 6,37,554 |
| 22 | Nagpur and Chhattisgarh .. | 25,318 | 31,788 | 10,126 | 24,792 | 22,017 | .. | 331 | 1,14,372 |
| 23 | Rangoon and Irrawaddy .. | 1,01,776 | 1,17,610 | 27,101 | 93,926 | 56,405 | .. | 13,462 | 4,10,280 |
| 24 | Northern Bengal .. | 1,02,514 | 1,40,267 | 21,489 | 73,610 | 79,329 | 50,484 | 8,687 | 4,76,280 |
| 25 | Tirhoot .. | 37,603 | 38,326 | 7,486 | 30,716 | 25,966 | 40,045 | 923 | 1,81,065 |
| 26 | Cawnpore and Farukhabad .. | 27,574 | 29,741 | 2,099 | 19,148 | 40,618 | .. | 635 | 1,19,815 |
| 27 | Muttra-Achnera .. | .. | 3,782 | 426 | 946 | 737 | .. | 289 | 6,180 |
| 28 | Bhavnagar-Gondal .. | 49,031 | 70,128 | 11,347 | 33,029 | 53,715 | .. | 838 | 2,23,088 |
| 29 | Muttra and Hathras .. | 6,865 | 12,153 | 5,980 | 8,405 | 10,369 | .. | 2,257 | 46,029 |
| 30 | Mysore .. | .. | 18,593 | 4,323 | 9,227 | 14,094 | .. | 1,215 | 47,952 |
| 31 | Nalhati .. | 7,636 | 5,827 | 1,658 | 3,478 | 7,497 | .. | 159 | 26,255 |
| 32 | Gaekwar of Baroda's .. | 15,205 | 13,074 | 1,119 | 9,191 | 3,387 | .. | .. | 41,976 |
| | Total .. | 13,97,332 | 22,12,007 | 4,20,288 | 8,88,400 | 7,47,625 | 90,529 | 87,782 | 58,52,963 |
| | GRAND TOTAL .. | 87,83,262 | 1,23,72,799 | 35,91,959 | 55,57,788 | 37,25,050 | 4,93,837 | 13,20,340 | 3,58,45,035 |

CXVI

APPENDIX F—continued.

NO. VI.—DETAIL OF EXPENSES FOR MAINTENANCE OF WAY, WORKS AND STATIONS.

[From Abstract A of Revenue Account.]

| RAILWAYS. | | General Superintendence. | Maintenance of Permanent-way. | Repairs of Bridges, &c. | Conservancy of Rivers. | Repairs of Stations and Buildings. | Other Charges. | Total. | Deductions. | Net Total. |
|----------------------|----------------------------------|--------------------------|-------------------------------|-------------------------|------------------------|------------------------------------|----------------|-----------|-------------|------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 3,20,550 | 17,49,073 | 92,597 | .. | 1,63,009 | 3,96,401 | 27,21,632 | 3,78,417 | 23,43,215 |
| 2 | Great Indian Peninsula | 2,19,571 | 10,60,433 | 2,26,917 | .. | 1,24,321 | 2,94,037 | 19,25,279 | 3,240 | 19,22,039 |
| 3 | Sind, Punjab and Delhi | 1,26,289 | 2,97,989 | 1,56,282 | .. | 1,04,753 | 90,663 | 7,75,976 | 6,796 | 7,69,180 |
| 4 | Madras | 1,39,933 | 3,50,030 | 51,601 | .. | 50,902 | 52,201 | 6,44,667 | .. | 6,44,667 |
| 5 | Bombay, Baroda and Central India | 79,593 | 2,59,593 | 61,139 | .. | 35,028 | 54,007 | 4,89,360 | .. | 4,89,360 |
| 6 | Eastern Bengal | 33,495 | 1,16,260 | 13,825 | .. | 17,831 | 12,556 | 1,93,967 | 28,493 | 1,65,474 |
| 7 | Oudh and Rohilkhand | 93,081 | 1,01,446 | 87,440 | .. | 33,094 | 41,502 | 3,56,563 | .. | 3,56,563 |
| 8 | Indus Valley and Kandahar | 1,08,049 | 1,53,455 | 20,855 | .. | 35,205 | 16,813 | 3,34,377 | .. | 3,34,377 |
| 9 | Punjab Northern | 65,869 | 1,17,484 | 17,935 | 5,616 | 20,586 | 14,757 | 2,42,246 | .. | 2,42,246 |
| 10 | Dhond and Maunad | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 7,688 | 6,993 | 870 | .. | 694 | 1,223 | 17,468 | .. | 17,468 |
| 12 | Nizam's | 8,351 | 25,589 | 892 | .. | 1,413 | 996 | 37,241 | .. | 37,241 |
| 13 | Calcutta and South-Eastern | 1,412 | 16,988 | 1,886 | .. | 589 | 1,176 | 22,051 | .. | 22,051 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | 1,015 | 7,702 | 1,944 | .. | 963 | 232 | 11,856 | .. | 11,856 |
| 17 | Sindia | .. | .. | .. | .. | .. | .. | 25,129 | .. | 25,129 |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | 5,065 | .. | 5,065 |
| Total | | 12,04,896 | 42,63,085 | 7,34,183 | 5,616 | 5,88,388 | 9,76,564 | 78,02,877 | 4,16,946 | 73,85,931 |
| <i>Narrow Gauge.</i> | | | | | | | | | | |
| 19 | South Indian | 79,512 | 1,66,101 | 22,883 | .. | 11,665 | 55,993 | 3,36,154 | 8,759 | 3,27,395 |
| 20 | Rajputana | 1,02,627 | 2,70,128 | 45,574 | 1,879 | 40,303 | 67,893 | 5,28,404 | .. | 5,28,404 |
| 21 | Holkar and Sindia-Neemuch | 13,891 | 1,16,067 | 8,901 | .. | 4,983 | 19,169 | 1,68,011 | .. | 1,68,011 |
| 22 | Nagpur and Chhattisgarh | 4,837 | 15,932 | 256 | .. | 480 | 3,313 | 25,318 | .. | 25,318 |
| 23 | Rangoon and Irrawaddy | 13,915 | 64,239 | 6,244 | .. | 4,852 | 7,526 | 1,01,776 | .. | 1,01,776 |
| 24 | Northern Bengal | 29,229 | 54,929 | 3,040 | .. | 8,886 | 6,430 | 1,02,514 | .. | 1,02,514 |
| 25 | Tirhoot | 5,802 | 16,936 | 5,451 | .. | 4,416 | 4,998 | 37,603 | .. | 37,603 |
| 26 | Cawnpore and Farnkhabad | 7,705 | 12,851 | 1,990 | .. | 2,340 | 2,688 | 27,574 | .. | 27,574 |
| 27 | Matra-Achnera | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 28 | Bhavnagar-Gondal | 13,037 | 35,238 | .. | .. | 12 | 744 | 49,031 | .. | 49,031 |
| 29 | Mutra and Hathras | 881 | 4,363 | 474 | .. | 865 | 282 | 6,865 | .. | 6,865 |
| 30 | Mysore | 6,381 | 16,254 | 1,451 | .. | .. | 92 | 24,128 | .. | 24,128 |
| 31 | Nalhati | 722 | 6,346 | 7 | .. | 86 | 525 | 7,636 | .. | 7,636 |
| 32 | Gaekwar of Baroda's | 2,243 | 10,025 | 1,753 | .. | 766 | 418 | 15,205 | .. | 15,205 |
| Total | | 2,90,732 | 7,89,409 | 98,024 | 1,879 | 79,604 | 1,70,571 | 14,30,219 | 8,759 | 14,21,460 |
| GRAND TOTAL | | 14,95,628 | 50,52,444 | 8,32,207 | 7,495 | 6,67,992 | 11,47,135 | 92,33,096 | 4,25,705 | 88,07,391 |

STATISTICS OF INDIAN RAILWAYS.

CXLVII

NO. VII.—DETAIL OF LOCOMOTIVE EXPENSES.

[From Abstract B of Revenue Account.]

| RAILWAYS. | | General Superintendence. | Wages of Drivers and Firemen, fueling, cleaning engines, &c. | Fuel. | Water. | Oil, Tallow, and other Stores. | Maintenance and Renewal of Locomotive Engines and Machinery. | Other Charges. | Total. | Deductions. | Net Total. |
|----------------------|----------------------------------|--------------------------|--|-----------|----------|--------------------------------|--|----------------|-------------|-------------|-------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 2,65,461 | 5,35,726 | 1,88,654 | 33,133 | 87,225 | 10,38,481 | 3,07,718 | 24,36,399 | 2,32,933 | 22,03,466 |
| 2 | Great Indian Peninsula | 1,64,047 | 6,57,762 | 10,57,509 | 63,143 | 88,412 | 5,71,974 | 3,37,675 | 29,40,522 | .. | 29,40,522 |
| 3 | Sind, Punjab and Delhi | 82,947 | 1,98,490 | 4,54,288 | 14,099 | 31,133 | 2,11,186 | 2,06,100 | 11,98,243 | .. | 11,98,243 |
| 4 | Madras | 53,256 | 1,38,303 | 1,98,906 | 70,541 | 12,903 | 2,06,796 | 35,727 | 6,56,432 | .. | 6,56,432 |
| 5 | Bombay, Baroda and Central India | 46,031 | 1,27,151 | 2,47,804 | 15,721 | 12,126 | 86,837 | 1,24,016 | 6,59,686 | .. | 6,59,686 |
| 6 | Eastern Bengal | 31,391 | 68,699 | 92,952 | 5,753 | 10,101 | 1,38,649 | 23,703 | 3,71,248 | 6,048 | 3,65,200 |
| 7 | Oudh and Rohilkhand | 48,402 | 67,272 | 1,94,356 | 6,679 | 14,469 | 48,844 | 67,022 | 4,77,044 | .. | 4,77,044 |
| 8 | Indus Valley and Kandahar | 59,739 | 1,50,194 | 3,62,745 | 38,809 | 23,620 | 1,25,146 | 18,394 | 7,78,647 | .. | 7,78,647 |
| 9 | Punjab Northern | 49,493 | 1,23,609 | 3,89,480 | 21,976 | 16,757 | 71,791 | 32,101 | 7,05,207 | .. | 7,05,207 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 3,721 | 9,753 | 17,593 | 1,708 | 1,607 | 8,621 | 115 | 43,118 | .. | 43,118 |
| 12 | Nizam's | 4,805 | 16,604 | 26,480 | 3,737 | 2,743 | 9,464 | 2,837 | 66,670 | .. | 66,670 |
| 13 | Calcutta and South-Eastern | 1,541 | 1,536 | 4,929 | 318 | 389 | 2,232 | .. | 10,945 | .. | 10,945 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | 1,022 | 3,397 | 8,054 | 738 | 1,408 | 8,051 | 968 | 23,638 | .. | 23,638 |
| 17 | Sindia | .. | .. | .. | .. | .. | .. | .. | 17,771 | .. | 17,771 |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | .. | 5,202 | .. | 5,202 |
| Total | | 8,11,856 | 20,98,496 | 32,23,750 | 2,16,355 | 3,02,893 | 25,58,072 | 11,56,376 | 1,03,90,772 | 2,38,981 | 1,01,51,791 |
| <i>Narrow Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 19 | South Indian | 37,159 | 74,801 | 1,48,489 | 8,055 | 9,091 | 1,32,100 | 28,300 | 4,37,995 | 276 | 4,37,719 |
| 20 | Rajputana | 78,248 | 2,20,847 | 3,75,540 | 20,303 | 25,863 | 2,13,201 | 1,51,000 | 10,85,002 | 13,804 | 10,71,198 |
| 21 | Holkar and Sindia-Neemuch | 25,019 | 62,035 | 87,337 | 8,111 | 8,176 | 34,657 | 5,394 | 2,30,801 | .. | 2,30,801 |
| 22 | Nagpur and Chhattisgarh | 5,413 | 7,970 | 9,461 | 1,485 | 2,094 | 4,777 | 608 | 31,788 | .. | 31,788 |
| 23 | Rangoon and Irrawaddy | 17,112 | 37,042 | 25,787 | 2,255 | 4,330 | 28,630 | 2,454 | 1,17,610 | .. | 1,17,610 |
| 24 | Northern Bengal | 16,163 | 33,842 | 49,327 | 2,693 | 7,893 | 14,253 | 16,096 | 1,40,267 | .. | 1,40,267 |
| 25 | Tirhoot | 3,557 | 11,846 | 12,877 | 810 | 1,679 | 7,460 | 97 | 38,326 | .. | 38,326 |
| 26 | Cawnpore and Farukhabad | 6,049 | 2,192 | 16,412 | 652 | 1,306 | 2,629 | 501 | 29,741 | .. | 29,741 |
| 27 | Muttra-Achnera | .. | .. | .. | .. | .. | .. | .. | 8,782 | .. | 8,782 |
| 28 | Bhavnagar-Gondal | 9,187 | 20,720 | 31,414 | 2,668 | 2,816 | 2,824 | 499 | 70,128 | .. | 70,128 |
| 29 | Muttra and Hathras | 1,865 | 770 | 6,059 | 268 | 477 | 2,548 | 166 | 12,153 | .. | 12,153 |
| 30 | Mysore | 1,513 | 978 | 5,487 | 322 | 911 | 7,795 | 587 | 18,593 | .. | 18,593 |
| 31 | Nalhati | 1,064 | 681 | 1,973 | 288 | 250 | 1,557 | 14 | 5,827 | .. | 5,827 |
| 32 | Gaekwar of Baroda's | 456 | 2,258 | 5,246 | 946 | 387 | 3,562 | 219 | 13,074 | .. | 13,074 |
| Total | | 2,02,877 | 4,75,982 | 7,75,409 | 49,356 | 65,274 | 1,55,979 | 2,05,935 | 22,35,087 | 14,080 | 22,21,007 |
| GRAND TOTAL | | 10,14,733 | 25,74,478 | 39,99,159 | 2,65,711 | 3,68,166 | 30,14,051 | 13,62,311 | 1,26,25,859 | 2,53,061 | 1,23,72,798 |

CXLVIII

APPENDIX F—continued

No. VIII.—DETAIL OF CARRIAGE AND WAGON EXPENSES.

[From Abstract C of Revenue Account.]

| RAILWAYS | | General Superintendence. | REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY. | | Cleaning and Oiling. | Other Charges. | Total. | Deductions. | Net Total. |
|----------------------|----------------------------------|--------------------------|---|------------------|----------------------|-----------------|------------------|---------------|------------------|
| | | | Coaching. | Goods. | | | | | |
| | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| <i>Broad Gauge.</i> | | | | | | | | | |
| 1 | East Indian | 70,370 | 1,98,449 | 4,26,239 | 41,815 | 11,278 | 7,48,152 | 12,912 | 7,85,240 |
| 2 | Great Indian Peninsula | 46,825 | 2,84,807 | 6,18,331 | 84,106 | 54,874 | 10,88,943 | 3,809 | 10,85,134 |
| 3 | Sind, Punjab and Delhi | 21,684 | 85,424 | 1,83,441 | 38,437 | 54,482 | 3,83,468 | .. | 3,83,468 |
| 4 | Madras | 17,314 | 1,12,330 | 71,485 | 26,681 | 7,122 | 2,84,932 | .. | 2,84,932 |
| 5 | Bombay, Baroda and Central India | 16,953 | 65,109 | 1,29,877 | 13,375 | 11,259 | 2,36,573 | .. | 2,36,573 |
| 6 | Eastern Bengal | 12,490 | 47,916 | 39,404 | 8,199 | 2,429 | 1,10,438 | 48 | 1,10,390 |
| 7 | Oudh and Rohilkhand | 11,045 | 68,013 | 60,547 | 17,556 | 3,894 | 1,61,055 | .. | 1,61,055 |
| 8 | Indus Valley and Kandahar | 9,995 | 19,856 | 31,767 | 13,144 | 1,110 | 81,372 | .. | 81,372 |
| 9 | Punjab Northern | 5,213 | 9,985 | 41,887 | 13,010 | 4,352 | 74,347 | .. | 74,347 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 1,240 | 2,557 | 3,183 | 1,165 | 354 | 8,499 | .. | 8,499 |
| 12 | Nizam's | 1,500 | 7,862 | 24,617 | 2,212 | 95 | 36,286 | .. | 36,286 |
| 13 | Calcutta and South-Eastern | 904 | 944 | 402 | 551 | .. | 2,801 | .. | 2,801 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | 824 | 864 | 6,327 | 1,669 | 54 | 10,238 | .. | 10,238 |
| 17 | Sindia | .. | .. | .. | .. | .. | 9,019 | .. | 9,019 |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | 1,818 | .. | 1,818 |
| | Total | 2,16,357 | 9,04,116 | 16,38,007 | 2,67,920 | 1,51,203 | 31,88,441 | 16,769 | 31,71,672 |
| <i>Narrow Gauge.</i> | | | | | | | | | |
| 19 | South Indian | 8,528 | 26,261 | 66,981 | 12,894 | 7,356 | 1,22,520 | 1,916 | 1,20,604 |
| 20 | Rajputana | 14,978 | 58,353 | 55,552 | 22,455 | 10,457 | 1,61,795 | 7,942 | 1,53,853 |
| 21 | Holkar and Sindia-Neemuch | 4,874 | 20,803 | 19,557 | 4,515 | 2,428 | 52,177 | .. | 52,177 |
| 22 | Nagpur and Chhattisgarh | 3,156 | 656 | 4,888 | 1,416 | 10 | 10,126 | .. | 10,126 |
| 23 | Rangoon and Irrawaddy | 4,916 | 12,536 | 5,743 | 3,379 | 527 | 27,101 | .. | 27,101 |
| 24 | Northern Bengal | 7,165 | 5,738 | 3,202 | 3,583 | 1,751 | 21,489 | .. | 21,489 |
| 25 | Tirhoot | 1,186 | 945 | 2,737 | 1,179 | 1,439 | 7,486 | .. | 7,486 |
| 26 | Cawnpore and Farukhabad | 261 | 824 | 399 | 615 | .. | 2,099 | .. | 2,099 |
| 27 | Muttra-Achnera | .. | .. | .. | .. | .. | 426 | .. | 426 |
| 28 | Bhavnagar-Gondal | 3,010 | 1,641 | 1,377 | 5,320 | .. | 11,347 | .. | 11,347 |
| 29 | Muttra and Hathras | 782 | 889 | 2,279 | 169 | 1,861 | 5,980 | .. | 5,980 |
| 30 | Mysore | 1,196 | 610 | 1,362 | 1,653 | .. | 4,823 | .. | 4,823 |
| 31 | Nalhati | 709 | 137 | 605 | 207 | .. | 1,653 | .. | 1,653 |
| 32 | Gaekwar of Baroda's | 152 | 96 | 524 | 347 | .. | 1,119 | .. | 1,119 |
| | Total | 50,913 | 1,29,539 | 1,65,206 | 57,734 | 26,329 | 4,30,146 | 9,858 | 4,20,288 |
| | GRAND TOTAL | 2,67,270 | 10,33,655 | 18,03,213 | 3,25,654 | 1,77,532 | 36,18,587 | 26,627 | 35,91,960 |

STATISTICS OF INDIAN RAILWAYS.

CXLIX

No. IX.—DETAIL OF TRAFFIC EXPENSES.

[From Abstract D of Revenue Account.]

| RAILWAYS. | | General Superintendence. | Station Staff. | Train Staff. | Fuel, Lighting and General Stores. | Clothing. | Printing, Stationery, and Tickets. | Charges for delivery and collection of goods. | Miscellaneous Expenses. | Payments to other lines for expenses at joint stations. | Other Charges. | Total. | Deductions. | Net Total. |
|---------------------|----------------------------------|--------------------------|------------------|-----------------|------------------------------------|-----------------|------------------------------------|---|-------------------------|---|----------------|------------------|---------------|------------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 1,66,879 | 7,70,993 | 2,38,471 | 74,760 | 13,290 | 56,994 | .. | 21,139 | .. | 1,585 | 13,44,112 | 18,296 | 13,25,816 |
| 2 | Great Indian Peninsula | 1,23,384 | 4,46,600 | 2,85,956 | 82,210 | 28,840 | 32,590 | 1,601 | 7,095 | 23,014 | 11,183 | 10,42,473 | .. | 10,42,473 |
| 3 | Sind, Punjab and Delhi | 87,881 | 2,22,775 | 91,146 | 56,384 | 3,222 | 36,583 | 1,505 | 1,427 | 16,195 | 7,912 | 5,24,980 | .. | 5,24,980 |
| 4 | Madras | 58,737 | 1,59,562 | 34,337 | 45,895 | 3,686 | 20,041 | .. | 3,250 | .. | 4,252 | 3,29,760 | 45 | 3,29,715 |
| 5 | Bombay, Baroda and Central India | 42,497 | 1,71,157 | 23,915 | 32,466 | 5,151 | 14,333 | 2,228 | 990 | .. | 25 | 2,92,762 | .. | 2,92,762 |
| 6 | Eastern Bengal | 38,616 | 2,06,658 | 25,177 | 23,935 | 2,255 | 7,842 | .. | 267 | .. | 153 | 3,04,903 | .. | 3,04,903 |
| 7 | Oudh and Rohilkhand | 34,731 | 1,45,014 | 31,651 | 19,160 | 4,202 | 11,850 | 515 | 603 | 13,245 | 1,698 | 2,62,669 | .. | 2,62,669 |
| 8 | Indus Valley and Kandahar | 41,674 | 1,15,113 | 46,732 | 37,664 | 2,659 | 9,165 | 954 | 1,643 | 13,959 | 2,842 | 2,72,302 | .. | 2,72,302 |
| 9 | Punjab Northern | 38,287 | 71,859 | 41,077 | 17,891 | 17,186 | 3,787 | .. | 987 | 11,576 | 3,530 | 2,06,180 | .. | 2,06,180 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 5,555 | 8,113 | 3,112 | 867 | 200 | 468 | .. | .. | 4,825 | .. | 23,313 | .. | 23,313 |
| 12 | Nizam's | 9,514 | 18,180 | 5,993 | 8,360 | 4 | 2,427 | .. | 873 | 3,884 | 414 | 49,649 | .. | 49,649 |
| 13 | Calcutta and South-Eastern | 1,244 | 3,651 | 837 | 922 | 173 | 144 | .. | 95 | .. | 1 | 7,067 | .. | 7,067 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | 2 | 4,610 | 1,510 | 1,065 | 40 | 167 | 2 | 296 | 2,427 | 12 | 10,051 | .. | 10,051 |
| 17 | Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14,571 | .. | 14,571 |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,937 | .. | 2,937 |
| | Total | 6,48,948 | 23,44,285 | 8,29,914 | 4,01,479 | 80,828 | 1,96,391 | 6,865 | 38,838 | 89,125 | 33,607 | 46,87,729 | 18,341 | 46,69,388 |
| | <i>Narrow Gauge.</i> | | | | | | | | | | | | | |
| 19 | South Indian | 25,273 | 95,303 | 16,300 | 10,874 | 5,980 | 10,241 | 298 | 1,136 | .. | 4,724 | 1,70,129 | 19 | 1,70,110 |
| 20 | Rajputana | 45,451 | 1,26,517 | 42,870 | 38,896 | 7,270 | 15,280 | .. | 619 | 19,172 | 2,259 | 2,98,334 | 945 | 2,97,389 |
| 21 | Holkar and Sindia-Neemuch | 13,893 | 40,887 | 20,046 | 11,188 | 3,014 | 10,078 | .. | 453 | 9,635 | 239 | 1,09,433 | .. | 1,09,433 |
| 22 | Nagpur and Chhattisgarh | 5,167 | 7,632 | 2,234 | 1,414 | 74 | 377 | .. | 183 | 7,646 | 65 | 24,792 | .. | 24,792 |
| 23 | Rangoon and Irrawaddy | 15,617 | 53,072 | 11,562 | 5,889 | 1,353 | 4,099 | .. | 2,081 | .. | 248 | 93,926 | .. | 93,926 |
| 24 | Northern Bengal | 12,027 | 42,456 | 6,323 | 8,350 | 546 | 2,449 | .. | 879 | .. | 80 | 73,610 | .. | 73,610 |
| 25 | Tirhoot | 5,462 | 16,821 | 4,044 | 3,223 | 542 | 413 | .. | 204 | .. | 7 | 30,716 | .. | 30,716 |
| 26 | Cawnpore and Farukhabad | 5,246 | 7,988 | 690 | 3,563 | 150 | 1,355 | .. | 109 | 40 | 7 | 19,148 | .. | 19,148 |
| 27 | Muttra-Achnera | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 946 | .. | 946 |
| 28 | Bhavnagar-Gondal | 7,009 | 10,909 | 3,765 | 1,937 | 49 | 11,882 | .. | 383 | 1,958 | 137 | 88,029 | .. | 88,029 |
| 29 | Muttra and Hathras | 3,353 | 2,450 | 283 | 275 | 41 | 507 | 135 | 24 | 1,334 | 3 | 8,405 | .. | 8,405 |
| 30 | Mysore | 4,247 | 3,154 | 788 | 577 | .. | 89 | .. | 277 | .. | 95 | 9,227 | .. | 9,227 |
| 31 | Nalhati | 783 | 1,278 | 460 | 154 | 42 | 87 | .. | 36 | .. | 636 | 3,478 | .. | 3,478 |
| 32 | Gaekwar of Baroda's | 608 | 3,953 | 610 | 2,207 | 128 | 366 | .. | .. | 1,319 | .. | 9,191 | .. | 9,191 |
| | Total | 1,44,136 | 4,12,420 | 1,10,475 | 88,547 | 19,194 | 57,223 | 433 | 6,384 | 41,740 | 7,866 | 8,89,364 | 964 | 8,88,400 |
| | GRAND TOTAL | 7,93,084 | 27,56,705 | 9,40,389 | 4,90,026 | 1,00,022 | 2,53,614 | 7,238 | 45,222 | 1,30,865 | 41,473 | 55,77,093 | 19,305 | 55,57,788 |

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APPENDIX F—continued.

No. X.—DETAIL OF GENERAL CHARGES.

[From Abstract E of Revenue Account.]

| RAILWAYS. | | Home Ex- penditure or General Adminis- tration. | Agent's Office. | Audit, Ac- counts and Pay Office. | Stores De- partment. | Medical De- partment. | Rents and Miscella- neous. | Police. | Advertis- ing. | Electric Telegraph. | Other Charges | Total. | Deductions | Net Total. |
|----------------------|----------------------------------|---|--------------------|---|-------------------------|--------------------------|----------------------------------|----------|-------------------|------------------------|------------------|-----------|------------|------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 71,372 | 75,290 | 1,82,672 | 1,12,436 | 54,015 | 66,343 | 70,445 | 1,717 | 1,97,073 | 53,746 | 8,85,110 | 17,517 | 8,67,593 |
| 2 | Great Indian Peninsula | 52,992 | 39,503 | 1,28,921 | 41,572 | 27,985 | 36,138 | 67,314 | 2,307 | 1,43,213 | 11,405 | 5,46,350 | .. | 5,46,350 |
| 3 | Sind, Punjab and Delhi | 40,994 | 30,793 | 95,837 | 31,826 | 12,230 | 23,397 | 25,947 | 1,365 | 64,567 | 9,292 | 3,36,248 | 2,624 | 3,33,624 |
| 4 | Madras | 35,492 | 21,390 | 66,838 | 10,468 | 15,923 | 9,676 | 17,134 | 1,747 | 38,834 | 6,630 | 2,24,152 | 210 | 2,23,942 |
| 5 | Bombay, Baroda and Central India | 32,841 | 14,272 | 55,598 | 34,710 | 9,593 | 15,762 | 31,207 | 648 | 40,041 | 5,805 | 2,40,477 | .. | 2,40,477 |
| 6 | Eastern Bengal | 22,257 | 30,635 | 30,549 | 1,877 | 8,763 | 18,410 | 14,040 | 2,676 | 23,043 | 2,770 | 1,54,520 | .. | 1,54,520 |
| 7 | Oudh and Rohilkhand | 39,065 | 21,407 | 43,715 | 5,322 | 11,788 | 6,730 | 13,827 | 101 | 44,949 | 11,385 | 1,98,289 | .. | 1,98,289 |
| 8 | Indus Valley and Kandahar | .. | 19,628 | 64,775 | 9,411 | 10,951 | 31,182 | 285 | 633 | 65,766 | 522 | 2,03,153 | .. | 2,03,153 |
| 9 | Punjab Northern | —102 | 14,359 | 39,849 | 14,196 | 4,976 | 26,551 | 1,336 | 403 | 21,791 | —333 | 1,23,026 | .. | 1,23,026 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 1,920 | 3,736 | 6,463 | 2,439 | 270 | 1,492 | .. | 129 | 3,828 | 49 | 20,326 | .. | 20,326 |
| 12 | Nizam's | 1,516 | 4,381 | 9,460 | 2,632 | 1,607 | 2,178 | .. | 218 | 6,811 | 65 | 28,868 | .. | 28,868 |
| 13 | Calcutta and South-Eastern | .. | 2,397 | 1,815 | 264 | 160 | 318 | .. | 80 | 1,276 | 6 | 6,316 | .. | 6,316 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | .. | 9,051 | 4,026 | 568 | 1,272 | 2,215 | .. | 12 | 2,162 | 2 | 19,308 | .. | 19,308 |
| 17 | Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9,687 | .. | 9,687 |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,946 | .. | 1,946 |
| Total | | 2,98,347 | 2,86,842 | 7,25,518 | 2,67,241 | 1,59,533 | 2,40,392 | 2,41,535 | 12,026 | 6,53,855 | 1,01,344 | 29,97,776 | 20,351 | 29,77,425 |
| <i>Narrow Gauge.</i> | | | | | | | | | | | | | | |
| 19 | South Indian | 31,511 | 19,782 | 42,505 | 10,681 | 5,433 | 10,794 | .. | 972 | 26,002 | 7,700 | 1,55,380 | .. | 1,55,380 |
| 20 | Rajputana | .. | 25,280 | 68,530 | 15,411 | 12,509 | 19,037 | .. | 966 | 59,722 | 6,003 | 2,07,458 | 737 | 2,06,721 |
| 21 | Holkar and Sindia-Neemuch | .. | 11,530 | 20,257 | 7,376 | 3,583 | 6,321 | .. | 14 | 22,282 | 27 | 71,390 | .. | 71,390 |
| 22 | Nagpur and Chhattisgarh | .. | 7,922 | 5,819 | 1,290 | 21 | 2,992 | .. | 63 | 3,905 | 5 | 22,017 | .. | 22,017 |
| 23 | Rangoon and Irrawaddy | .. | 10,024 | 16,150 | 7,562 | 1,258 | 4,364 | .. | 602 | 16,367 | 78 | 56,405 | .. | 56,405 |
| 24 | Northern Bengal | .. | 18,820 | 27,826 | 1,333 | 6,811 | 2,307 | .. | 191 | 21,958 | 83 | 79,329 | .. | 79,329 |
| 25 | Tirhoot | 2,880 | 3,736 | 6,463 | 1,624 | 1,296 | 2,084 | .. | 430 | 7,031 | 422 | 25,966 | .. | 25,966 |
| 26 | Cawnpore and Farukhabad | 8,479 | 6,207 | 8,223 | 1,137 | 131 | 3,980 | .. | 79 | 12,432 | .. | 40,618 | .. | 40,618 |
| 27 | Muttra-Achnera | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 737 | .. | 737 |
| 28 | Bhavnagar-Gondal | .. | 5,791 | 10,645 | 1,829 | 1,773 | 8,103 | 10,834 | 137 | 14,557 | 39 | 53,715 | .. | 53,715 |
| 29 | Muttra and Hathras | 3,485 | 1,999 | 2,750 | 144 | 200 | .. | .. | 49 | 1,741 | 1 | 10,369 | .. | 10,369 |
| 30 | Mysore | .. | 7,736 | 2,600 | 2,812 | .. | 470 | .. | .. | 399 | 77 | 14,094 | .. | 14,094 |
| 31 | Nalhati | 810 | 2,666 | 2,301 | 442 | 15 | 472 | .. | 26 | 763 | 2 | 7,497 | .. | 7,497 |
| 32 | Gaekwar of Baroda's | .. | 608 | 1,615 | 152 | .. | .. | 1,012 | .. | .. | .. | 3,387 | .. | 3,387 |
| Total | | 47,165 | 1,22,101 | 2,15,684 | 51,793 | 32,835 | 61,076 | 11,846 | 3,529 | 1,87,159 | 14,437 | 7,48,362 | 737 | 7,47,625 |
| GRAND TOTAL | | 3,45,512 | 4,00,943 | 9,41,202 | 3,19,034 | 1,92,368 | 3,01,468 | 2,53,381 | 15,565 | 8,40,514 | 1,15,781 | 37,46,138 | 21,088 | 37,25,050 |

STATISTICS OF INDIAN RAILWAYS.

31

No. XI.—SPECIAL AND MISCELLANEOUS EXPENDITURE.

[From Abstract G of Revenue Account.]

ciii

| RAILWAYS. | | Law Charges. | Compensation. | Rates and Taxes. | Payments to other Lines. | Other Charges. | Total. | Deductions. | Net Total. |
|----------------------|----------------------------------|---------------|-----------------|------------------|--------------------------|-----------------|------------------|--------------|------------------|
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | 5,481 | 1,239 | 26,335 | 1,79,590 | 16,285 | 2,28,930 | 2,521 | 2,26,409 |
| 2 | Great Indian Peninsula | 2,914 | 4,736 | 8,445 | 2,44,783 | 10,140 | 2,71,018 | 2,574 | 2,68,444 |
| 3 | Sind, Punjab and Delhi | 1,921 | 9,277 | 8,056 | 1,52,140 | 2,935 | 1,69,329 | .. | 1,69,329 |
| 4 | Madras | 2,181 | 960 | 10,430 | 17,937 | 1,598 | 33,106 | 152 | 32,954 |
| 5 | Bombay, Baroda and Central India | 1,553 | 2,452 | 5,221 | 20,187 | 10,961 | 40,374 | .. | 40,374 |
| 6 | Eastern Bengal | 1,957 | 28,230 | 5,661 | 268 | 1,403 | 37,519 | .. | 37,519 |
| 7 | Ouda and Rohilkhand | -1,032 | 144 | 303 | 25,923 | 52,473 | 77,811 | .. | 77,811 |
| 8 | Indus Valley and Kandahar | 341 | 12,775 | .. | 1,79,201 | 3,743 | 1,96,060 | .. | 1,96,060 |
| 9 | Punjab Northern | 2 | 26,713 | .. | 43,165 | 701 | 70,581 | .. | 70,581 |
| 10 | Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | Patna and Gya | 206 | .. | 108 | 53,800 | 1,503 | 55,617 | .. | 55,617 |
| 12 | Nizam's | .. | 604 | .. | 13,029 | 1,499 | 15,132 | .. | 15,132 |
| 13 | Calcutta and South-Eastern | .. | 574 | 690 | 12 | 146 | 1,422 | .. | 1,422 |
| 14 | Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 | Amraoti | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 | Wardha Coal | .. | -99 | .. | 2,421 | 209 | 2,531 | .. | 2,531 |
| 17 | Sindia | .. | .. | .. | .. | .. | 37,952 | .. | 37,952 |
| 18 | Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | 423 | .. | 423 |
| | Total, | 15,524 | 87,605 | 60,249 | 9,32,456 | 1,03,596 | 12,37,805 | 5,247 | 12,32,558 |
| <i>Narrow Gauge.</i> | | | | | | | | | |
| 19 | South Indian | 1,511 | 7,738 | 7,478 | 482 | .. | 17,209 | 1 | 17,208 |
| 20 | Rajputana | 35 | 2,244 | .. | 12,684 | 21,271 | 36,234 | 98 | 36,136 |
| 21 | Holkar and Sindia-Neemuch | .. | .. | .. | 4,040 | 1,702 | 5,742 | .. | 5,742 |
| 22 | Nagpur and Chhattisgarh | .. | 59 | .. | .. | 272 | 331 | .. | 331 |
| 23 | Rangoon and Irrawaddy | 100 | 196 | 5,871 | .. | 7,295 | 13,462 | .. | 13,462 |
| 24 | Northern Bengal | 20 | 798 | 48 | .. | 7,721 | 8,587 | .. | 8,587 |
| 25 | Tirhoot | 25 | 20 | 197 | .. | 681 | 923 | .. | 923 |
| 26 | Cawnpore and Farukhabad | 5 | 63 | .. | .. | 567 | 635 | .. | 635 |
| 27 | Muttra-Achnera | .. | .. | .. | .. | .. | 289 | .. | 289 |
| 28 | Bhavnagar-Gondal | .. | 584 | .. | .. | 254 | 838 | .. | 838 |
| 29 | Muttra and Hathras | .. | 2 | .. | .. | 2,255 | 2,257 | .. | 2,257 |
| 30 | Mysore | 39 | 1,013 | .. | .. | 163 | 1,215 | .. | 1,215 |
| 31 | Nalhati | 81 | .. | 48 | .. | 29 | 158 | .. | 158 |
| 32 | Gackwar of Baroda's | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 1,816 | 12,717 | 13,642 | 17,206 | 42,210 | 87,880 | 99 | 87,781 |
| | GRAND TOTAL | 17,340 | 1,00,322 | 73,891 | 9,49,662 | 1,45,806 | 13,25,685 | 5,346 | 13,20,339 |

APPENDIX FF—continued.

No. XII.—STATEMENT OF ROLLING STOCK.

[From No. XII of Revenue Account.]

| RAILWAYS. | LOCOMOTIVES. | | | VEHICLES. | | | | | | | |
|------------------------------------|--------------------------|------------------------------------|---|--------------------------|---|--------------------------|---|--------------------------|---|----------------------------|---|
| | Total Stock on the list. | Average number spare or hired out. | Average number constantly under repair. | COACHING. | | GOODS. | | BRAKE-VANS. | | TOTAL. | |
| | | | | Total Stock on the list. | Average number constantly under repair. | Total Stock on the list. | Average number constantly under repair. | Total Stock on the list. | Average number constantly under repair. | Vehicle Stock on the list. | Average number of vehicles constantly under repair. |
| <i>Broad Gauge.</i> | | | | | | | | | | | |
| 1 East Indian | 539 | .. | 17 00 | 988 | 60.88 | 7,934 | 459 22 | 295 | 14.71 | 9,167 | 534.31 |
| 2 Great Indian Peninsula | 438 | .. | 119 00 | 938 | 114 00 | 7,815 | 1,291.00 | 457 | 68.00 | 9,210 | 1,473 00 |
| 3 Sind, Punjab and Delhi | 159 | .. | 37.51 | 487 | 50 10 | 3,388 | 177 06 | 109 | 14.94 | 3,984 | 242 10 |
| 4 Madias | 157 | .. | 50 00 | 453 | 29 00 | 2,771 | 131 00 | (b) 138 | 13 00 | 3,362 | 173 00 |
| 5 Bombay, Baroda and Central India | 98 | .. | 20 00 | 355 | 34 00 | 2,729 | 225 00 | 49 | 10 00 | 3,133 | 269 00 |
| 6 Eastern Bengal | 48 | .. | 11 89 | 175 | 36 58 | 959 | 100 60 | 31 | 9 60 | 1,159 | 146 78 |
| 7 Oudh and Rohilkhand | 125 | .. | 31.83 | 275 | 53 48 | 3,094 | 280 99 | 57 | 10 50 | 3,426 | 344 97 |
| 8 Indus Valley and Kandahar | 101 | .. | 8 71 | 292 | 9 64 | 2,580 | 61.26 | 73 | 2 35 | 2,945 | 73 25 |
| 9 Punjab Northern | 119 | .. | 9.86 | 154 | 5 10 | 1,431 | 61.64 | 108 | 5.80 | 1,693 | 72 54 |
| 10 Dhond and Manmad | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 Patna and Gya | 6 | .. | 3 80 | 51 | 5 33 | 81 | 12 15 | 7 | 0.91 | 139 | 18 39 |
| 12 Nizam's | 10 | .. | 1 00 | 61 | 5 49 | 121 | 5.70 | 22 | 1 94 | 204 | 13 13 |
| 13 Calcutta and South-Eastern | 8 | 8 | 0 01 | 55 | 0 05 | 243 | 0.27 | 8 | 0 02 | 306 | 0 34 |
| 14 Khamgaon | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 Amraoti | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 Wardha Coal | 5 | .. | 0 17 | 9 | .. | 154 | 1.50 | 6 | 0 17 | 169 | 1.67 |
| 17 Sindia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 18 Ghazipur and Dildarnagar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 1,813 | 3 | 309 78 | 4,243 | 403 15 | 33,294 | 2,807 39 | 1,360 | 151 94 | 38,897 | 3,362 48 |
| <i>Narrow Gauge.</i> | | | | | | | | | | | |
| 19 South Indian | 120 | .. | 22 81 | 491 | 22 12 | 1,575 | 51 94 | (a) 35 | 1 49 | 2,101 | 75 55 |
| 20 Rajputana | 216 | .. | 67 46 | 549 | 61 54 | 3,096 | 97 86 | 168 | 16 94 | 3,813 | 176 34 |
| 21 Holkar and Sindia-Neemuch | 57 | .. | 21 07 | 185 | 10 84 | 962 | 55 67 | 49 | 4 89 | 1,196 | 71 40 |
| 22 Nagpur and Chhattisgarh | 12 | .. | 2 99 | 44 | 0 33 | 368 | 28 18 | 18 | 0 56 | 430 | 29 05 |
| 23 Rangoon and Irrawaddy | 31 | .. | 4 58 | 169 | 6 74 | 636 | 13 67 | 30 | 0 88 | 835 | 21 49 |
| 24 Northern Bengal | 36 | .. | 0 12 | 120 | 0 30 | 730 | 0 49 | 30 | 0 06 | 930 | 0 85 |
| 25 Tirhoot | 14 | .. | 3 99 | 49 | 2 55 | 302 | 12 05 | 20 | 2 44 | 371 | 17 04 |
| 26 Cawnpore and Farukhabad | 11 | .. | 0 96 | (c) 98 | 1 60 | 219 | 0 16 | .. | .. | 317 | 1 76 |
| 27 Muttra-Achnera | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 28 Bhavnagar-Gondal | 20 | .. | 1 50 | 82 | 1 00 | 494 | 4 00 | 22 | 1 00 | 598 | 6 00 |
| 29 Muttra and Hathras | 5 | .. | 1 10 | 28 | 1.50 | 75 | 3 00 | (d) 4 | 0 50 | 107 | 5 00 |
| 30 Mysore | 7 | .. | .. | 36 | .. | 77 | .. | 5 | .. | 118 | .. |
| 31 Nalhati | 4 | .. | 0 02 | 10 | 0 03 | 24 | 0 04 | .. | .. | 34 | 0 07 |
| 32 Gaekwar of Baroda's | 6 | .. | 1 00 | 27 | .. | 187 | .. | 6 | .. | 220 | .. |
| Total | 539 | .. | 127 60 | 1,868 | 108 55 | 8,795 | 267 24 | 387 | 28 76 | 11,070 | 404 55 |
| GRAND TOTAL | 2,352 | 3 | 437 38 | 6,131 | 511 70 | 42,089 | 3,074 63 | 1,747 | 180 70 | 49,967 | 3,767 03 |

STATISTICS OF INDIAN RAILWAYS.

N B.—Total stock on the list will be obtained from column 5 of Statement XII in the Revenue Account, and "average number constantly under repair" from column 11.
 (a) Exclusive of 16 passenger brake vans, Post Office, and 41 passenger brake-vans 3rd class included under Coaching.
 (b) Includes luggage vans.
 (c) Includes 10 combined brake-vans.
 (d) Postal accommodation was provided in one fourth of a brake-van.

No. XIII.—STATEMENT OF TRAIN-MILEAGE.

[From No. XIV of Revenue Account.]

cliv

| RAILWAYS | TRAIN-MILES. | | | | TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE. | | Total Train-mileage. | Assisting, Shunting and Miscellaneous mileage. | Total Engine mileage. |
|---------------------------------------|--------------|-----------|-----------|---------|---|------------|----------------------|--|-----------------------|
| | Passengers. | Goods. | Mixed. | Light. | Coaching | Goods. | | | |
| | | | | | | | | | |
| <i>Broad Gauge.</i> | | | | | | | | | |
| 1 East Indian .. | 689,951 | 2,363,204 | 1,072,666 | 113,220 | 1,302,724 | 2,936,317 | (a) 4,292,962 | 563,818 | 4,856,780 |
| 2 Great Indian Peninsula .. | 961,824 | 2,042,621 | 451,677 | 177,004 | 1,175,873 | 2,457,253 | 3,633,126 | 310,930 | 3,944,056 |
| 3 Sind, Punjab and Delhi .. | 314,442 | 623,607 | 376,941 | 86,169 | 581,595 | 769,564 | 1,351,159 | 185,251 | 1,536,410 |
| 4 Madras .. | 317,754 | 110,509 | 511,065 | 25,292 | 456,086 | 508,534 | 964,620 | 143,178 | 1,107,798 |
| 5 Bombay, Baroda and Central India .. | 350,513 | 251,642 | 148,384 | 1,299 | 414,969 | 336,869 | 751,838 | 80,561 | 832,399 |
| 6 Eastern Bengal .. | 126,808 | 198,920 | 102,710 | 221 | 154,206 | 274,453 | 428,659 | 98,776 | 527,435 |
| 7 Oudh and Rohilkhand .. | 764 | 202,650 | 405,273 | 18,994 | 232,213 | 395,468 | 627,681 | 109,080 | 736,761 |
| 8 Indus Valley and Kandahar .. | 6,388 | 378,345 | 515,741 | 21,312 | 258,832 | 662,954 | 921,736 | 141,524 | 1,063,310 |
| 9 Punjab Northern .. | 2,367 | 206,140 | 288,464 | 3,234 | 239,972 | 260,233 | 500,205 | 73,510 | 573,715 |
| 10 Dhond and Manmad .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 Patna and Gya .. | 1,734 | 16,393 | 41,952 | 594 | 30,129 | 30,544 | 60,673 | 7,116 | 67,789 |
| 12 Nizam's .. | 2,056 | 34,351 | 87,858 | 578 | 58,846 | 65,997 | 124,843 | 2,440 | 127,283 |
| 13 Calcutta and South-Eastern .. | 7,478 | 732 | 11,366 | 28 | 11,658 | 7,946 | 19,604 | 4,018 | 23,622 |
| 14 Khamgaon .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 15 Amraoti .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 16 Wardha Coal .. | .. | 4,615 | 33,120 | 107 | 14,261 | 23,581 | 37,842 | 8,731 | 46,573 |
| 17 Sindia .. | 342 | 14,461 | 28,060 | .. | .. | .. | 42,863 | 935 | 43,798 |
| 18 Ghazipur and Dildarnagar .. | .. | .. | .. | .. | .. | .. | 8,640 | .. | 8,640 |
| Total .. | 2,732,421 | 6,448,190 | 4,075,277 | 398,052 | 4,931,364 | 8,729,713 | 13,714,998 | 1,729,868 | 15,444,866 |
| <i>Narrow Gauge.</i> | | | | | | | | | |
| 19 South Indian .. | 621 | 113,168 | 508,507 | 3,916 | 238,079 | 388,133 | 626,212 | 155,810 | 782,022 |
| 20 Rajputana .. | 277,775 | 726,239 | 440,355 | 29,320 | 718,130 | 756,059 | 1,474,189 | 148,823 | 1,623,012 |
| 21 Holkar and Sindia-Neemuch .. | 34,203 | 105,507 | 183,302 | 5,809 | 165,747 | 163,074 | 328,821 | 49,062 | 377,883 |
| 22 Nagpur and Chhattisgarh .. | 18 | 12,955 | 30,080 | 3 | 15,785 | 27,271 | 43,056 | 1,993 | 45,049 |
| 23 Rangoon and Irrawaddy .. | 59,418 | 40,536 | 75,827 | 9 | 96,123 | 79,667 | 175,790 | 34,050 | 209,840 |
| 24 Northern Bengal .. | 73,658 | 101,750 | 98,230 | 4,947 | 102,004 | 176,581 | 278,585 | 32,208 | 310,793 |
| 25 Tirhoot .. | 566 | 18,407 | 58,370 | 2,208 | 34,243 | 45,308 | 79,551 | 18,223 | 97,784 |
| 26 Cawnpore and Farukhabad .. | .. | 2,546 | 65,596 | 108 | 42,563 | 25,687 | 68,250 | 4,062 | 72,312 |
| 27 Muttra-Achnera .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 28 Bhavnagar-Gondal .. | 20,775 | 55,667 | 39,500 | 2,034 | 54,814 | 63,162 | 117,976 | 2,979 | 120,955 |
| 29 Muttra and Hathras .. | .. | .. | 22,098 | .. | 14,970 | 7,128 | 22,098 | 2,396 | 24,494 |
| 30 Mysore .. | 19,392 | 23,620 | 518 | .. | 19,565 | 23,965 | 43,530 | 17,388 | 60,918 |
| 31 Nalhati .. | .. | 163 | 20,056 | .. | 13,170 | 7,049 | 20,219 | 1,659 | 21,878 |
| 32 Gekwar of Baroda's .. | 971 | 1,491 | 21,804 | 135 | 17,540 | 6,861 | 24,401 | 248 | 24,649 |
| Total .. | 487,397 | 1,202,049 | 1,564,243 | 48,989 | 1,532,733 | 1,769,945 | 3,302,678 | 468,911 | 3,771,589 |
| GRAND TOTAL .. | 3,269,818 | 7,650,239 | 5,639,520 | 447,041 | 6,464,097 | 10,499,658 | 17,017,676 | 2,198,779 | 19,216,455 |

(a). Includes 53,921 train-miles for State Railways, not shown in any of the previous columns.

APPENDIX F—continued.

NO. XIV.—NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Account.]

| RAILWAYS. | | Interest on Capital. | Net Earnings of the half-year. | DIFFERENCE. | |
|----------------------|----------------------------------|----------------------|--------------------------------|-------------|-----------|
| | | | | Deficient. | Excess. |
| <i>Broad Gauge.</i> | | Rs. | Rs. | Rs. | Rs. |
| 1 | East Indian | .. 1,01,80,288 | 1,48,89,161 | 47,08,873 | .. |
| 2 | Great Indian Peninsula | .. 62,46,600 | 62,60,218 | 13,618 | 13,54,353 |
| 3 | Sind, Punjab and Delhi | .. 30,20,531 | 11,66,178 | .. | 18,97,318 |
| 4 | Madras | .. 28,58,183 | 9,60,865 | .. | 4,01,699 |
| 5 | Bombay, Baroda and Central India | .. 21,84,627 | 17,82,928 | .. | .. |
| 6 | Eastern Bengal | .. 8,43,933 | 24,77,910 | 16,33,977 | 6,44,071 |
| 7 | Oudh and Rohilkhand | .. 14,74,137 | 8,30,066 | .. | 6,94,035 |
| 8 | Indus Valley and Kandahar | .. 13,81,584 | 6,87,549 | .. | 10,34,019 |
| 9 | Punjab Northern | .. 11,52,333 | 1,18,314 | .. | .. |
| 10 | Dhond and Mauwad | | .. | .. | .. |
| 11 | Patna and Gya | .. 72,745 | 98,623 | 25,878 | 1,21,022 |
| 12 | Nizam's | .. 2,45,724 | 1,24,702 | .. | 1,17,918 |
| 13 | Calcutta and South-Eastern | .. 1,36,102 | 18,184 | .. | .. |
| 14 | Khamgaon | | .. | .. | .. |
| 15 | Amraoti | | .. | .. | 84,481 |
| 16 | Wardha Coal | .. 1,16,589 | 32,108 | .. | .. |
| 17 | Sindia | | .. | .. | .. |
| 18 | Ghazipur and Dildarnagar | .. 12,652 | - 699 | .. | 13,351 |
| Total | | .. 2,99,26,028 | 2,94,46,107 | 63,82,346 | 68,62,267 |
| <i>Narrow Gauge.</i> | | | | | |
| 19 | South Indian | .. 10,64,321 | 6,15,443 | .. | 4,48,878 |
| 20 | Rajputana | .. 10,81,411 | 12,29,989 | 1,47,978 | .. |
| 21 | Holkar and Sindia-Neemuch | .. 6,47,420 | 3,19,392 | .. | 3,28,028 |
| 22 | Nagpur and Chhattisgarh | .. 1,40,725 | 12,640 | .. | 1,28,085 |
| 23 | Rangoon and Irrawaddy | .. 2,54,661 | 1,63,832 | .. | 90,829 |
| 24 | Northern Bengal | .. 4,20,690 | 5,49,266 | 1,28,576 | .. |
| 25 | Tirhoot | .. 1,35,581 | 90,662 | .. | 44,919 |
| 26 | Cawnpore and Farnkhabad | .. 63,068 | 44,505 | .. | 18,563 |
| 27 | Muttra-Achnera | .. 11,272 | 768 | .. | 10,509 |
| 28 | Bhavnagar-Gondal | .. 1,39,529 | 50,960 | .. | 88,569 |
| 29 | Muttra and Hathras | .. 21,750 | 21,608 | .. | 127 |
| 30 | Mysore | .. 63,184 | 23,696 | .. | 34,488 |
| 31 | Nalhati | .. 6,620 | 5,934 | .. | 686 |
| 32 | Gaskwar of Baroda's | .. 22,760 | 9,934 | .. | 12,826 |
| Total | | .. 40,72,972 | 31,43,019 | 2,76,554 | 12,06,507 |
| GRAND TOTAL | | .. 3,39,99,000 | 3,25,89,126 | 66,58,900 | 80,68,774 |

STATISTICS OF INDIAN RAILWAYS.

CIV

INDIAN RAILWAYS.

STATISTICS OF THEIR WORKING

FOR THE

HALF-YEAR ENDED 30TH JUNE, 1881.

PART II.

SUMMARY OF ANALYSES OF WORKING.

(Pages clvii to clxxix).

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---|--|-------------------|-------------------------|-------------------------|----------------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| No. I. | | | | | | | | |
| DESCRIPTION OF RAILWAY WORKED. | | | | | | | | |
| 1 | Gauge of Railway, | 5' 6" | 5' 6" | 5' 6" | 5' 6" | 5' 6" | 5' 6" | 5' 6" |
| 2 | Mean mileage worked, Miles. | 1504.25 | (c) 1446.50 | 663.51 | 857.98 | 444.00 | (a) 171.75 | 546.85 |
| 3 | Number of stations, No. | 159 | 181 | 84 | 109 | 77 | (b) 36 | 80 |
| 4 | Total length of the following gradients— | | | | | | | |
| | (a), $\frac{1}{100}$ and less, Miles. | .. | 19.31 | .. | .. | .. | .. | .. |
| | (b), $\frac{1}{75}$ to $\frac{1}{100}$, " | 4.04 | 2.36 | .. | 17 | .. | .. | .. |
| | (c), $\frac{1}{50}$ to $\frac{1}{75}$, " | 12.46 | 61.87 | .. | 47.50 | 0.18 | .. | .. |
| | (d), $\frac{1}{25}$ to $\frac{1}{50}$, " | 98.04 | 487.49 | 10.40 | 206.75 | 1.53 | 0.55 | 1.54 |
| | (e), $\frac{1}{10}$ to $\frac{1}{25}$, " | 97.54 | 199.18 | 24.25 | 123.75 | 8.98 | 0.41 | 3.55 |
| 5 | Steepest gradient worked— | | | | | | | |
| | Length, " | *.9848 | 5.84 | 7.20 | 0.75 | 0.18 | 0.14 | 0.40 |
| | Inclination, " | † $\frac{1}{100}$ | $\frac{1}{17}$ | $\frac{1}{100}$ | $\frac{1}{80}$ | $\frac{1}{100}$ | $\frac{1}{100}$ | $\frac{1}{100}$ |
| No. II. | | | | | | | | |
| FINANCIAL RESULTS. | | | | | | | | |
| 6 | Percentage of net earnings (including steam-boat traffic) on capital outlay, .. Per cent. | 4.17 | 3.81 | 3.18 | 0.98 | 4.62 | 2.50 | 1.89 |
| 7 | Percentage of net earnings on paid up capital, " | .. | 3.90 | 3.16 | (j) 0.96 | 4.47 | 2.52 | 1.85 |
| No. III. | | | | | | | | |
| OUTLAY, EARNINGS AND EXPENSES. | | | | | | | | |
| <i>(Exclusive of Steam-boat Service).</i> | | | | | | | | |
| 8 | Capital outlay per mile open, Rs. | 2,47,299 | 1,73,123 | 1,66,056 | 1,29,274 | 1,85,931 | 2,09,040 | 1,06,223 |
| 9 | Total earnings per mile open per week, .. " | 585.91 | 478.00 | 307.00 | 145.40 | 520.00 | 390.00 | 180.42 |
| 10 | Total working expenses per mile open per week, " | 173.10 | 214.00 | 195.00 | 95.20 | 177.00 | 197.00 | 99.84 |
| 11 | Total earnings per train-mile, " | 5.57 | 4.27 | 3.76 | 3.37 | 6.56 | 5.53 | 3.68 |
| 12 | Total working expenses per train mile, .. " | 1.65 | 1.91 | 2.37 | 2.21 | 2.23 | 2.79 | 2.04 |
| 13 | Net earnings per train-mile, " | 3.92 | 2.36 | 1.39 | 1.16 | 4.33 | 2.74 | 1.64 |
| 14 | Cost per 1,000 gross ton-miles moved (freight and dead-weight), " | 4.65 | 7.62 | 7.62 | 9.76 | 6.33 | 10.15 | 6.61 |
| 15 | Percentage of total working expenses upon total earnings, Per cent. | 29.54 | 44.65 | 63.17 | 65.46 | 34.06 | 50.51 | 55.34 |
| 16 | Percentage of total working expenses upon total earnings, excluding from both sides of the account the charges for carriage of revenue stores, " | 27.76 | 42.92 | 61.52 | 65.02 | 33.85 | 50.17 | 54.34 |
| <i>(Inclusive of Steam-boat Service).</i> | | | | | | | | |
| 17 | Percentage of total working expenses on total earnings (for details, see Table No. VII), " | 29.59 | 44.64 | 65.46 | .. | 33.99 | 53.39 | 55.34 |

(a)—Includes 13 miles of the Porajaha Section of the Northern Bengal State Railway.
 (b)—Includes two stations on the Pofadaha Section.
 (c)—Includes 158½ miles for Dhond-Manmad, Khamgaon and Amraoti lines, and 12½ miles for Mohpan branch opened for coal traffic.
 (d)—Includes 1.62 miles on the 5' 6" gauge.

(e)—Includes 0.17 which is the gradient of the 5' 6" gauge line.
 (f)—Includes 0.53 which is the gradient of the 5' 6" line.
 (g)— " 0.19 " "
 (h)— " 0.17 " length of "
 (i)—Includes 8 miles of the Pondicherry Railway."
 (j)—Includes 2 stations of the " "

* Kurhurballee Branch, 4.81 Main Line, 5.682 Jubbulpore Line.
 † $\frac{1}{100}$ " $\frac{1}{100}$

STATISTICS OF INDIAN RAILWAYS.

clix

| GAUGE 5' 6". | | | | | NARROW GAUGE, METRE = 3' 3 3/4". | | | | | | | | | | Progressive number. |
|---------------------------|---------------------------|---|---|-----------------------|----------------------------------|-------------------------------|---------------------------|--------------------------|-------------------------------|---------------------------|------------------------------|---------------------------|---------------------------|--------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Manmad. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindh-Neebuch. | Nagpur and Chhat-tugurh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Turkoot. | Cawnpore and Fa-rnkhabad. | Bhavnagar-Gondal. | | |
| 5' 6" (n) 659 67 66 | (o) 5' 6" 323.75 55 | Worked by the Great Indian Peninsula Railway. | 5' 6" 57 20 8 | 5' 6" 120 44 15 | 3' 3 3/4" (s) 663 (j) 102 | 3' 3 3/4" (d) 728.37 88 | 3' 3 3/4" 276 17 36 | 3' 3 3/4" 61.57 9 | 3' 3 3/4" 161 27 | 3' 3 3/4" 230 69 29 | 3' 3 3/4" 82 02 (p) 12 | 3' 3 3/4" 86.00 16 | 3' 3 3/4" 178 00 27 | 1 | |
| .. | 2.84 | | .. | .. | .. | .. | .. | 3.40 | .. | .. | .. | .. | .. | 2.95 | 2 |
| .. | 14.87 | | .. | .. | .. | .. | .. | 0.23 | .. | .. | .. | .. | .. | 0.30 | 3 |
| 1.00 | 72.33 | | .. | .. | 2.73 | 8.82 | (e) 2.78 | 15.91 | .. | .. | .. | .. | .. | 1.66 | 4 |
| 9.20 | 48.07 | | .. | .. | 68.50 | 72.00 | (f) 173.84 | 83.07 | 28.42 | 4.90 | .. | .. | .. | 45.51 | 5 |
| 30.51 | 13.57 | | .. | 4.74 | 5.08 | 41.58 | (g) 117.87 | 46.32 | 10.29 | 6.40 | .. | 7.35 | 2.86 | 22.03 | 6 |
| 1.00 | 2.84 | | .. | 0.20 | 1.14 | 8.82 | (h) 2.78 | 3.40 | 1.08 | 4.90 | 0.37 | 1.43 | 1.78 | 2.27 | 7 |
| 1/75 | 1/40 | | .. | 1/20 | 1/10 | 1/10 | 1/10 | 1/40 | 1/10 | 1/10 | 1/10 | 1/10 | 1/10 | 1/10 | 8 |
| 0.65 | 0.45 | | .. | 2.24 | 1.37 | 1.38 | 3.09 | 1.01 | 1.48 | 3.80 | 1.66 | 2.29 | 1.36 | 2.37 | 9 |
| .. | .. | | .. | .. | .. | 1.40 | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| 116,236 | 1,44,187 | | Worked by the Great Indian Peninsula Railway. | 62,871 | 1,03,881 | 64,696 | 70,117 | 93,605 | 42,915 | 76,856 | (m) 80,731 | 74,726 | 35,368 | 33,539 | 11 |
| 163 | 229.24 | | | 166 | 127 00 | 113 | 197 | 138 24 | 97 00 | 231.61 | 118 49 | 123 48 | 51.00 | 84 64 | 12 |
| 136 | 200 58 | | | 112 | 74 00 | 76 | 110 | 98 84 | 63.00 | 116.64 | 68 73 | 64.78 | 33 00 | 53 12 | 13 |
| 3 05 | 2 97 | | | 4 30 | 3 11 | 3 01 | 2 62 | 3 04 | 3 03 | 3 57 | 2 92 | 3 20 | .. 76 | 2 41 | 14 |
| 2 54 | 2 60 | | | 2 90 | 1 80 | (k) 2 02 | 1 47 | 2 17 | 1 98 | 1 80 | 1 69 | 1 68 | 1 15 | 1 51 | 15 |
| 0 51 | 0 37 | | | 1 41 | 1 31 | 0 98 | 1 15 | 0 87 | 1 05 | 1 77 | 1 23 | 1 17 | 0 61 | 0 90 | 16 |
| 9.59 | 13 70 | | | 12 68 | 8 16 | 13 19 | 10 18 | 16 07 | 14 84 | 11.17 | 11 06 | 12 84 | 10 28 | 13 25 | 17 |
| 83.27 | 87 50 | 67.33 | | 57 30 | 67 45 | 55.97 | 71 50 | 65.43 | 50.36 | 57 14 | 52.46 | 65.22 | 62 76 | 18 | |
| 82.61 | 87 14 | 67.17 | | 56.97 | 66 33 | .. | 71 23 | 64 25 | 50.05 | 56 24 | 52 26 | 64 96 | 62.71 | 19 | |
| 82.89 | 87 50 | 67.33 | | .. | 67.45 | 55 97 | 71 50 | 65 43 | 50.36 | 57 22 | 53.43 | 65.22 | 62.76 | 20 | |

(k) — Includes mileage run on Pondicherry Company's line
 (l) — Excluding £10,122 2s. 3d. capital not bearing interest.
 (m) — Capital outlay, Poradaha Section per mile open is Rs. 1,03,527.

(n) — Includes 6.57 miles of Foreign line worked by State.
 (o) — The Salt line is on the metre gauge.
 (p) — Including Ganges bank.

| Progressive number. | HEADINGS, | BROAD | | | | | | |
|--|--|--------------|--------------------------|-------------------------|-------------|----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Penninsula. | Sind, Punjab and Delhi. | Madras. | Bombay Baroda and Central India. | Eastern Bengal. | Ordh and Rohilkhand. |
| No. IV. | | | | | | | | |
| DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC. | | | | | | | | |
| 18 | Total Working Expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts and leaving only the balance of payments to other lines for mileage, &c., <i>Rs.</i> | 62,98,742 | 77,93,026 | 31,19,478 | 20,40,272 | 19,33,451 | 8,56,222 | 13,33,717 |
| Proportions, dividing expenditure in ratio of gross ton mileage (freight and dead-load). | | | | | | | | |
| 19 | Coaching, " | 13,35,133 | 14,02,655 | 10,53,030 | 8,01,890 | 4,89,125 | 3,26,851 | 3,96,929 |
| 20 | Goods, " | 49,63,609 | 63,90,371 | 20,61,448 | 12,38,382 | 14,44,326 | 5,29,371 | 9,36,788 |
| No. V. | | | | | | | | |
| COACHING TRAFFIC. | | | | | | | | |
| GROSS RECEIPTS AND TRAIN-MILEAGE— | | | | | | | | |
| 21 | Receipts from coaching traffic, <i>Rs.</i> | 61,22,814 | 35,68,973 | 20,60,494 | 13,76,117 | 17,57,846 | 7,95,753 | 10,84,709 |
| 22 | Coaching train miles run, <i>No.</i> | 1,278,517 | 1,102,948 | 638,313 | 469,714 | 364,453 | 152,395 | 225,896 |
| 23 | Average coaching receipts per train-mile, <i>Rs.</i> | 4.79 | 3.24 | 3.23 | 2.93 | 4.82 | 5.22 | 4.80 |
| UNITS AND UNIT-MILEAGE— | | | | | | | | |
| Number of units carried one mile— | | | | | | | | |
| 24 | 1st class, <i>Unit-miles</i> | 3,118,902 | 3,104,795 | 1,473,009 | 1,063,402 | 962,347 | 505,989 | } 850,270 |
| 25 | 2nd " " | 13,115,784 | 20,684,719 | 5,628,003 | 2,962,493 | 5,534,421 | 987,675 | |
| 26 | 3rd or intermediate class, " | 11,889,425 | 30,438,401 | 2,476 | .. | 24,806,336 | 7,991,228 | .. |
| 27 | 4th or lowest class, " | 295,065,264 | 126,158,850 | 123,302,655 | 96,416,867 | 77,907,492 | 33,629,248 | 75,027,085 |
| 28 | Total passenger unit-mileage, " | 322,689,375 | 180,386,765 | 130,406,143 | 100,442,762 | 109,210,596 | 43,114,140 | 75,877,855 |
| 29 | Other coaching traffic, <i>Ton-miles</i> | 4,104,883 | 2,295,924 | 1,636,075 | 993,449 | 1,209,619 | 198,824 | 300,042 |
| Average sum received for carrying a unit one mile— | | | | | | | | |
| 30 | 1st class, <i>Pies.</i> | 15.40 | 14.46 | 10.19 | 16.21 | 10.33 | 10.50 | } 9.16 |
| 31 | 2nd " " | 5.09 | 4.95 | 4.08 | 6.30 | 4.62 | 5.07 | |
| 32 | 3rd or intermediate class, " | 4.02 | 3.91 | 4.50 | .. | 3.03 | 3.78 | .. |
| 33 | 4th or lowest class, " | 3.00 | 2.48 | 2.42 | 1.99 | 2.45 | 2.92 | 2.52 |
| 34 | Average for all classes, " | 3.25 | 3.21 | 2.58 | 2.27 | 2.76 | 3.22 | 2.59 |
| 35 | Other coaching traffic per ton-mile, " | 31.19 | 46.20 | 35.34 | 36.54 | 29.55 | 63.34 | 38.87 |
| Average number of units in a train— | | | | | | | | |
| 36 | 1st class, <i>No.</i> | 2.44 | 2.81 | 2.31 | 2.26 | 2.64 | 3.32 | } 3.76 |
| 37 | 2nd " " | 10.26 | 18.75 | 8.82 | 6.31 | 15.19 | 6.48 | |
| 38 | 3rd or intermediate class, " | 8.90 | 27.60 | .. | .. | 68.06 | 52.43 | .. |
| 39 | 4th or lowest class, " | 230.79 | 114.38 | 193.17 | 205.27 | 213.77 | 226.67 | 332.13 |
| 40 | Total passenger units, " | 252.39 | 163.55 | 204.30 | 213.84 | 299.66 | 282.90 | 335.89 |
| 41 | Other coaching traffic, <i>Tons</i> | 3.21 | 2.08 | 2.56 | 2.12 | 3.32 | 1.30 | 1.33 |

STATISTICS OF INDIAN RAILWAYS.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | | Progressive number. |
|---------------|------------------|---|----------------|------------|---------------|------------|----------------------------|---------------------------|-------------------------------|------------------|-----------|--------------------------|------------------|----|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Maunmad | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tesgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rukhabad | Bhavnagar-Gondal | | |
| 21,46,292 | 16,32,692 | .. | 1,62,516 | 2,20,844 | 12,44,091 | 20,35,825 | 7,08,664 | 1,00,324 | 4,79,254 | 3,97,038 | 1,33,310 | 73,528 | 2,55,503 | 18 | |
| 6,26,745 | 6,21,162 | .. | 80,454 | 1,00,289 | 4,68,418 | 6,44,315 | 2,82,022 | 29,162 | 1,87,293 | 1,37,484 | 55,309 | 50,779 | 1,04,634 | 19 | |
| 15,19,547 | 10,11,530 | .. | 82,062 | 1,20,555 | 7,75,673 | 13,91,510 | 4,26,642 | 71,162 | 2,91,961 | 2,59,554 | 78,001 | 22,749 | 1,50,869 | 20 | |
| 8,92,128 | 7,17,199 | .. | 1,56,549 | 1,57,940 | 10,87,726 | 10,49,429 | 3,68,757 | 43,125 | 4,61,325 | 2,67,027 | 1,23,232 | 74,827 | 1,79,961 | 21 | |
| 233,488 | 259,021 | .. | 27,317 | 57,273 | 232,607 | 515,182 | 138,462 | 15,081 | 113,788-25 | 92,480 | 31,071 | 45,629 | 48,365 | 22 | |
| 3.82 | 2.76 | .. | 5.73 | 2.76 | 4.67 | 2.04 | 2.66 | 2.86 | 4.05 | 2.89 | 3.97 | 1.64 | 3.72 | 23 | |
| 411,736 | 323,348 | Worked by the Great Indian Peninsula Railway. | 31,112 | 109,496 | 271,735 | 5,80,705 | 123,848 | 14,796 | 82,255 | 231,333 | 67,771 | 2,557 | 35,830 | 24 | |
| 1,994,926 | 720,591 | | 54,740 | 460,160 | 925,786 | 12,55,770 | 4,96,762 | 96,758 | 493,733 | 360,605 | 75,462 | 54,268 | 171,907 | 25 | |
| .. | 8,925,418 | | .. | .. | .. | 4,148,752 | 1,050,514 | .. | .. | 768,823 | .. | .. | 15,059,785 | 26 | |
| 50,445,401 | 42,680,850 | | 9,396,322 | 10,090,368 | 75,406,531 | 79,745,855 | 23,241,499 | 3,610,520 | 27,438,711 | 14,191,651 | 8,205,949 | 6,632,735 | .. | 27 | |
| 52,852,063 | 52,650,207 | | 9,482,174 | 10,660,024 | 76,604,052 | 85,731,032 | 29,912,623 | 3,722,074 | 28,014,699 | 15,552,412 | 8,349,182 | 6,689,560 | 15,267,522 | 28 | |
| 4,453,360 | 280,667 | | 14,025 | 109,700 | 190,452 | 498,152 | 185,376 | 5,809 | 74,982 | 103,592 | 27,291 | 16,624 | 48,839 | 29 | |
| 9.87 | 12.00 | | 17.97 | 17.40 | 18.15 | 11.26 | 11.08 | 15.77 | 14.04 | 17.49 | 16.03 | 13.70 | 12.32 | 30 | |
| 3.42 | 0.64 | | 8.96 | 5.43 | 5.93 | 6.31 | 4.26 | 5.90 | 4.81 | 7.64 | 9.85 | 5.46 | 8.20 | 31 | |
| .. | 3.00 | | .. | .. | .. | 3.69 | 3.09 | .. | .. | 4.50 | .. | .. | 2.00 | 32 | |
| 2.24 | 2.67 | | 3.00 | 2.08 | 2.49 | 1.90 | 2.00 | 1.96 | 2.98 | 2.50 | 2.41 | 2.00 | .. | 33 | |
| 2.34 | 2.32 | | 3.08 | 2.39 | 2.58 | 2.11 | 2.11 | 2.11 | 3.04 | 2.94 | 2.59 | 2.03 | 2.09 | 34 | |
| 32.59 | 55.34 | | 58.44 | 44.88 | 44.34 | 40.96 | 40.87 | 70.13 | 44.96 | 53.33 | 76.08 | 46.38 | 52.85 | 35 | |
| 1.76 | 1.24 | | 1.14 | 1.91 | 1.17 | 1.12 | 0.89 | 0.98 | 0.72 | 2.59 | 2.18 | 0.05 | 0.74 | 36 | |
| 8.55 | 2.73 | | 2.00 | 8.03 | 3.98 | 2.43 | 3.59 | 6.42 | 4.34 | 3.90 | 2.43 | 1.19 | 3.55 | 37 | |
| .. | 34.46 | | .. | .. | .. | 8.06 | 7.59 | .. | .. | 8.81 | .. | .. | 311.38 | 38 | |
| 216.05 | 164.77 | 343.97 | 176.18 | 324.18 | 154.80 | 203.96 | 239.41 | 241.14 | 153.46 | 264.10 | 145.36 | .. | 39 | | |
| 226.36 | 203.25 | 347.11 | 186.12 | 329.33 | 166.41 | 216.03 | 246.81 | 246.20 | 168.17 | 268.71 | 146.60 | 315.67 | 40 | | |
| 6.22 | 1.08 | 0.51 | 1.92 | 0.82 | 0.97 | 1.34 | 0.38 | 0.66 | 1.12 | 0.88 | 0.36 | 1.01 | 41 | | |

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|--|--|--------------|-------------------------|-------------------------|-------------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| No. V.—contd. | | | | | | | | |
| COACHING TRAFFIC—contd. | | | | | | | | |
| VEHICLES AND VEHICLE-MILEAGE— | | | | | | | | |
| Number of coaching vehicles hauled one mile— | | | | | | | | |
| 42 | 1st class, <i>Vehicle-miles.</i> | 2,517,620 | 2,070,025 | 919,314 | 785,352 | 544,870 | 340,807 | } 569,815 |
| 43 | 2nd „ „ | 2,652,402 | 2,446,422 | 874,659 | 1,175,540 | 776,858 | 237,636 | |
| 44 | 3rd or intermediate class, „ | 1,502,319 | 5,436,347 | 99,544 | .. | } 4,055,323 | 632,809 | .. |
| 45 | 4th or lowest class, „ | 12,690,955 | 3,004,166 | 6,614,672 | 3,545,567 | | 899,277 | 4,050,346 |
| 46 | Other vehicles, „ | 2,655,378 | 1,902,060 | 1,887,920 | 628,195 | 495,159 | 352,080 | 468,199 |
| 47 | Brake-vans, „ | 2,479,634 | 2,318,118 | 1,304,115 | 557,819 | 529,522 | 327,933 | 313,858 |
| 48 | Total, „ | 24,498,308 | 17,177,138 | 11,700,224 | 6,692,473 | 6,401,732 | 2,790,542 | 5,402,218 |
| Average number of vehicles in a coaching train— | | | | | | | | |
| 49 | 1st class, <i>No.</i> | 1 97 | 1 88 | 1 44 | 1 67 | 1 50 | 2 24 | } 2 52 |
| 50 | 2nd „ „ | 2 07 | 2 22 | 1 36 | 2 50 | 2 13 | 1 56 | |
| 51 | 3rd or intermediate class, „ | 1 17 | 4 93 | 0 16 | .. | } 11 13 | 4 15 | .. |
| 52 | 4th or lowest class, „ | 9 93 | 2 72 | 10 37 | 7 55 | | 5 90 | 17 93 |
| 53 | Other vehicles, „ | 2 08 | 1 72 | 2 96 | 1 34 | 1 36 | 2 31 | 2 07 |
| 54 | Brake-vans, „ | 1 94 | 2 10 | 2 04 | 1 19 | 1 45 | 2 15 | 1 39 |
| 55 | Total, „ | 19 16 | 15 57 | 18 33 | 14 25 | 17 57 | 18 31 | 23 91 |
| Average earnings per coaching vehicle per mile— | | | | | | | | |
| 56 | 1st class, <i>Pres.</i> | 19 07 | 21 68 | 16 33 | 21 96 | 18 24 | 15 59 | } 13 67 |
| 57 | 2nd „ „ | 25 18 | 41 81 | 26 28 | 15 89 | 32 94 | 21 09 | |
| 58 | 3rd or intermediate class, „ | 30 51 | 21 88 | 0 01 | .. | } 65 65 | 47 77 | .. |
| 59 | 4th or lowest class, „ | 69 88 | 104 21 | 45 17 | 54 15 | | 109 46 | 46 61 |
| 60 | Other vehicles, „ | 48 22 | 55 77 | 31 15 | 57 79 | 72 20 | 89 16 | 24 91 |
| Carrying capacity hauled one mile (excluding brakes)— | | | | | | | | |
| 61 | 1st class, <i>Seats.</i> | 40,153,986 | 58,719,057 | 13,467,771 | 10,665,133 | 10,108,842 | 6,893,807 | } 5,114,809 |
| 62 | 2nd „ „ | 57,584,419 | 96,900,329 | 22,462,173 | 41,794,009 | 28,923,437 | 7,580,602 | |
| 63 | 3rd or intermediate class, „ | 72,336,659 | 211,334,139 | 3,185,408 | .. | } 231,370,120 | 44,737,271 | .. |
| 64 | 4th or lowest class, „ | 729,201,770 | 150,208,300 | 359,904,303 | 173,296,817 | | 52,001,783 | 234,982,360 |
| 65 | Other vehicles, <i>Tons.</i> | 20,718,092 | 1,503,082 | 5,663,760 | 3,774,166 | 2,124,232 | 708,680 | 2,106,895 |
| Percentage of freight upon capacity hauled— | | | | | | | | |
| 66 | 1st class, <i>Per cent.</i> | 7 77 | 5 29 | 10 94 | 9 97 | 9 52 | 7 34 | } 1 66 |
| 67 | 2nd „ „ | 22 78 | 21 35 | 25 05 | 7 09 | 19 13 | 13 02 | |
| 68 | 3rd or intermediate class, „ | 15 74 | 14 40 | 0 08 | .. | } 44 39 | 17 86 | .. |
| 69 | 4th or lowest class, „ | 40 46 | 83 99 | 34 26 | 55 64 | | 64 66 | 31 92 |
| 70 | Other vehicles, „ | 19 81 | 152 75 | 28 88 | 26 32 | 56 94 | 28 05 | 14 24 |
| WEIGHT OF TRAIN AND TON-MILEAGE— | | | | | | | | |
| Gross ton-mileage of all coaching trains— | | | | | | | | |
| 71 | Freight, <i>Ton-miles.</i> | 23,853,317 | 13,657,016 | 9,631,924 | 7,121,800 | 7,911,437 | 2,825,663 | 4,886,701 |
| 72 | Dead weight, „ | 263,234,015 | 170,391,998 | 129,134,658 | 75,032,647 | 69,358,107 | 29,353,028 | 55,121,853 |
| 73 | Total, „ | 287,087,332 | 184,049,014 | 138,766,582 | 82,154,447 | 77,269,544 | 32,178,691 | 60,008,554 |
| Average weight of a coaching train— | | | | | | | | |
| 74 | Freight, <i>Tons.</i> | 18 66 | 12 38 | 15 09 | 15 16 | 21 71 | 13 54 | 21 63 |
| 75 | Dead-weight, „ | 205 89 | 154 49 | 202 30 | 159 74 | 190 31 | 192 61 | 244 01 |
| 76 | Total, „ | 224 55 | 166 87 | 217 39 | 174 90 | 212 02 | 211 15 | 265 64 |

STATISTICS OF INDIAN RAILWAYS.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | |
|---------------|------------------|---|----------------|------------|---------------|-------------|----------------------------|---------------------------|--------------------------------|------------------|------------|---------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mamnad | Fauna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgadh. | Rangoon and Irra-waddy Valley. | Northern Bengal. | Turkoo. | Cawnpore and Fa-rukhabad. | Dhavanagar-Gondal | Progressive number. |
| 470,923 | 225,705 | | 44,157 | 118,845 | 374,319 | 869,224 | 228,095 | 41,303 | 133,525 | 189,552 | 71,200 | 18,648 | 43,321 | 42 |
| 463,507 | 165,203 | | 43,491 | 135,890 | 388,498 | 754,183 | 194,427 | 42,042 | 281,018 | 158,553 | 58,320 | 64,757 | 130,738 | 43 |
| .. | 2,191,889 | | .. | .. | .. | .. | 286,384 | .. | .. | 216,659 | .. | .. | 951,613 | 44 |
| 3,770,397 | .. | | 434,319 | 546,828 | 3,668,698 | 5,429,268 | 1,641,170 | 190,661 | 1,734,327 | 875,124 | 373,357 | 642,982 | .. | 45 |
| 781,830 | 266,478 | | 41,513 | 150,613 | 459,265 | 915,804 | 170,208 | 1,958 | 235,524 | 184,032 | 98,127 | 53,664 | .. | 46 |
| 273,546 | 736,512 | | 10,517 | 183,621 | .. | 941,317 | 375,500 | 60,225 | 180,537 | 151,208 | 29,784 | 24,402 | 113,892 | 47 |
| 5,765,203 | 3,585,787 | | 573,997 | 1,135,797 | 4,890,780 | 8,909,796 | 2,895,784 | 336,189 | 2,565,431 | 1,775,128 | 631,288 | 804,453 | 1,244,564 | 48 |
| 2 02 | 0 87 | | 1.62 | 2 07 | 1.61 | 1 69 | 1.65 | 2.74 | 1 17 | 2.05 | 2 29 | 0 41 | 0 99 | 49 |
| 1 98 | 0 64 | | 1.59 | 2 37 | 1.67 | 1.46 | 1.40 | 2 79 | 2.47 | 1.71 | 1.88 | 1.42 | 2 71 | 50 |
| .. | 8 46 | | .. | .. | .. | .. | 2 07 | .. | .. | 2 34 | .. | .. | 19 68 | 51 |
| 16.15 | .. | | 15.90 | 9.55 | 15.77 | 10.54 | 11.85 | 12.64 | 15.25 | 9 46 | 12.03 | 14 09 | .. | 52 |
| 2.35 | 1.03 | | 1 52 | 2.63 | 1.97 | 1 78 | 1 23 | 0.13 | 2.07 | 1 99 | 3.16 | 1 18 | .. | 53 |
| 1.19 | 2 84 | | 0.3 | 3.21 | .. | 1.82 | 2.71 | 3.99 | 1 59 | 1.64 | 0 96 | 0 53 | 2.35 | 54 |
| 24 69 | 13 84 | | 21.01 | 19 83 | 21.02 | 17.29 | 20 91 | 22 29 | 22 55 | 19 19 | 20.32 | 17 63 | 25 73 | 55 |
| 8 63 | 13 40 | | 12.60 | 16.00 | 13.28 | 7.52 | 6.02 | 5.65 | 8 65 | 21 35 | 15.26 | 1.82 | 9.13 | 56 |
| 14.71 | 36.90 | | 11.28 | 18.38 | 14.14 | 10.51 | 10.90 | 13.59 | 8.46 | 17 37 | 12.40 | 4 57 | 10.73 | 57 |
| .. | 51 06 | | .. | .. | .. | .. | 11 34 | .. | .. | 15 97 | .. | .. | 31 65 | 58 |
| 29 98 | .. | | 64 90 | 38 40 | 51.11 | 30 69 | 34.42 | 37.07 | 47.08 | 40.50 | 52 89 | 20.63 | .. | 59 |
| 60.58 | 53.29 | | 19.74 | 32 69 | 18.39 | 22 28 | 44 52 | 208 07 | 14 32 | 30.02 | 21.16 | 14 37 | .. | 60 |
| 4,697,655 | 2,178,821 | Worked by the Great Indian Peninsula Railway. | 540,030 | 1,650,048 | 6,416,904 | 8,605,317 | 2,194,838 | 334,972 | 1,371,072 | 1,069,443 | 567,348 | 149,134 | 579,352 | 61 |
| 4,597,864 | 2,371,141 | | 532,044 | 3,261,360 | 11,816,652 | 11,448,498 | 3,205,206 | 586,314 | 6,014,572 | 1,115,009 | 927,884 | 1,036,096 | 3,137,712 | 62 |
| .. | 94,404,702 | | .. | .. | .. | .. | 9,164,288 | .. | .. | 4,333,180 | .. | .. | 38,064,520 | 63 |
| 166,392,842 | .. | | 16,644,263 | 26,247,744 | 133,504,425 | 169,447,454 | 52,517,440 | 6,646,442 | 64,012,819 | 28,868,896 | 14,317,719 | 20,575,424 | .. | 64 |
| 4,140,001 | 1,756,682 | | 151,669 | 547,634 | 1,290,128 | 3,324,908 | 378,858 | 5,290 | 912,570 | 355,182 | 225,394 | 108,978 | .. | 65 |
| 8.76 | 14 84 | | 5.76 | 6 64 | 4 23 | 6.75 | 5.64 | 4 42 | 6.00 | 21 63 | 11 93 | 1 71 | 6.13 | 66 |
| 43.39 | 30.39 | | 10.29 | 14.11 | 7.83 | 10.97 | 15.50 | 16.50 | 8 21 | 32 34 | 8 13 | 5.24 | 5 48 | 67 |
| .. | 54.66 | | .. | .. | .. | .. | 11 46 | .. | .. | 17.74 | .. | .. | 39 56 | 68 |
| 30 32 | .. | | 56 45 | 38.44 | 54.44 | 49.51 | 53.78 | 54.32 | 42 86 | 49.16 | 57 31 | 32 23 | .. | 69 |
| 35 11 | 16 00 | | 9 25 | 20 03 | 14 75 | 14 98 | 48.93 | 109.81 | 8 22 | 29.17 | 12.11 | 15 25 | .. | 70 |
| 4,680,852 | 3,467,024 | Worked by the G I P Railway. | 585,295 | 762,885 | 4,816,080 | 5,690,361 | 1,995,023 | 231,660 | 1,769,029 | 1,053,201 | 532,462 | 419,135 | 969,762 | 71 |
| 60,689,546 | 41,873,630 | | 5,757,531 | 11,525,266 | 30,687,136 | 57,582,039 | 15,552,500 | 1,733,790 | 14,992,714 | 11,373,931 | 3,776,267 | 4,518,709 | 6,924,885 | 72 |
| 65,370,398 | 45,340,654 | | 6,342,826 | 12,288,151 | 35,503,216 | 63,272,400 | 17,547,523 | 1,965,460 | 16,761,743 | 12,427,132 | 4,308,729 | 4,937,894 | 7,894,647 | 73 |
| 20.05 | 13 39 | | 21 42 | 13 32 | 20.70 | 11 05 | 14 41 | 15 36 | 15 54 | 11 89 | 17 14 | 9.19 | 20.06 | 74 |
| 259 92 | 161 66 | | 210 77 | 201.23 | 131.93 | 111.77 | 112 32 | 114 97 | 131.76 | 122 99 | 121.53 | 99 03 | 143 17 | 75 |
| 279 97 | 175.05 | | 232.19 | 214 55 | 152 63 | 122.82 | 126 73 | 130.33 | 147 30 | 134.38 | 138.67 | 108 22 | 163.23 | 76 |

| Progressive number. | HEADINGS. | BROAD | | | | | | | |
|--|---|-----------------------|-------------------------|-------------------------|-------------|-----------------------------------|----------------|-----------------------|-------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal | Ordn and Kohli-Khand. | |
| No. V—concl'd. | | | | | | | | | |
| COACHING TRAFFIC—concl'd. | | | | | | | | | |
| COST OF WORKING AND PROFIT— | | | | | | | | | |
| 77 | Average cost of hauling a coaching train one mile, | <i>Rs.</i> | 1-04 | 1-27 | 1 65 | 1-71 | 1-34 | 2 14 | 1-75 |
| 78 | Average cost of hauling a coaching vehicle with its load one mile, .. | <i>Pes.</i> | 10-46 | 18-12 | 19 54 | 25 10 | 15-99 | 25 48 | 14-97 |
| Average cost of hauling a coaching unit one mile— | | | | | | | | | |
| 79 | Per passenger-unit, | " | 0-70 | 1 14 | 1-28 | 1 37 | 0-79 | 1 27 | 0-94 |
| 80 | Other traffic per ton, | " | 7-12 | 28 01 | 22-29 | 16 34 | 6-74 | 38 76 | 16-61 |
| 81 | Average profit on working a coaching train one mile, | <i>Rs.</i> | 3-75 | 1-97 | 1 58 | 1 22 | 3-48 | 3 08 | 3 05 |
| Average profit on working a coaching vehicle one mile— | | | | | | | | | |
| 82 | 1st class, | <i>Pes.</i> | 8-61 | 3-46 | -3 21 | -3 14 | 2 25 | -9-89 | } |
| 83 | 2nd " | " | 14-72 | 23 69 | 6-74 | -9 21 | 16 95 | -4 39 | |
| 84 | 3rd or Intermediate class, | " | 20 05 | 3 76 | " | " | 22-29 | 22-29 | } |
| 85 | 4th or Lowest " | " | 59-42 | 86-09 | 25 63 | 29-05 | 49 66 | 83 98 | |
| 86 | Other vehicles, | " | 37-76 | 37-65 | 11-61 | 32-69 | 56-21 | 13 63 | 31-64 |
| Average profit on working a coaching unit one mile— | | | | | | | | | |
| 87 | Per passenger-unit, | " | 2 55 | 2 07 | 1 30 | 0 90 | 1-97 | 1 95 | 1-65 |
| 88 | Other traffic per ton, | " | 24-07 | 18 19 | 13-05 | 20 20 | 22 81 | 30 58 | 22-26 |
| No. VI. | | | | | | | | | |
| GOODS TRAFFIC. | | | | | | | | | |
| GROSS RECEIPTS AND TRAIN-MILEAGE— | | | | | | | | | |
| 89 | Receipts from goods traffic, | <i>Rs.</i> | 1,60,00,532 | 14,177,688 | 30,17,031 | 1,753,971 | 4,094,343 | 920,818 | 13,45,438 |
| 90 | Goods train-miles run, | <i>No.</i> | 2,812,977 | 3,106,881 | 802,721 | 455,548 | 550,535 | 157,769 | 471,048 |
| 91 | Average goods receipts per train-mile, | <i>Rs.</i> | 5 69 | 4 56 | 3-76 | 3-85 | 7-44 | 5 83 | 2 86 |
| UNITS AND UNIT-MILEAGE— | | | | | | | | | |
| 92 | Tons of goods carried one mile, | <i>Ton-miles.</i> | 454,818,125 | 286,239,632 | 75,262,027 | 35,053,253 | 78,697,365 | 19,446,738 | 47,419,976 |
| 93 | Average sum received for carrying a ton one mile, | <i>Pes.</i> | 6-75 | 9-51 | 7-70 | 9-61 | 9 99 | 9 09 | 5-44 |
| 94 | Average number of tons in a train, | <i>Tons.</i> | 161 69 | 92 13 | 93 76 | 76 96 | 142 95 | 123 26 | 100-66 |
| VEHICLES AND VEHICLE-MILEAGE.— | | | | | | | | | |
| Number of goods vehicles hauled one mile— | | | | | | | | | |
| 95 | Loaded, | <i>Vehicle-miles.</i> | 57,904,321 | 45,052,513 | 15,098,322 | 7,723,571 | 16,285,481 | 3,175,094 | 8,043,667 |
| 96 | Empty, | " | 22,188,139 | 21,776,596 | 9,046,545 | 1,627,221 | 4,913,159 | 691,609 | 4,264,944 |
| 97 | Brake-vans, | " | 3,038,390 | 5,733,054 | 756,325 | 1,259,621 | 474,565 | 91,047 | 567,344 |
| 98 | Total, | " | 83,130,850 | 72,562,163 | 24,901,192 | 10,615,413 | 21,673,205 | 3,957,750 | 12,875,955 |
| Average number of vehicles on a goods train— | | | | | | | | | |
| 99 | Freight vehicles, | <i>No.</i> | 28 47 | 21-51 | 30-08 | 20 54 | 38-51 | 24-51 | 26 13 |
| 100 | Brake-vans, | " | 1-08 | 1 85 | 0 94 | 2 76 | 0 86 | 0 57 | 1 20 |
| 101 | Total, | " | 29-55 | 23-36 | 31 02 | 23 30 | 39 37 | 25 08 | 27-33 |
| 102 | Average earnings per goods vehicle per mile (excluding brakes), | <i>Pes.</i> | 38 36 | 40 73 | 23 99 | 35 99 | 37-08 | 45-72 | 20 98 |
| 103 | Carrying capacity hauled one mile (excluding brakes), | <i>Tons.</i> | 754,764,565 | 564,533,628 | 192,620,780 | 76,708,508 | 172,641,817 | 37,359,452 | 122,241,688 |
| 104 | Percentage of freight upon capacity hauled, | <i>Per cent.</i> | 60-26 | 50-70 | 39 07 | 45-70 | 45-58 | 52 05 | 38 79 |
| 105 | Average load of a goods vehicle, including both loaded and empty, | <i>Tons.</i> | 5 68 | 4 28 | 3 12 | 3-75 | 3 71 | 5-03 | 3 85 |
| 106 | Average load of a loaded goods vehicle, | " | 7-85 | 6 35 | 4 98 | 4-54 | 4 83 | 6-12 | 5-89 |

STATISTICS OF INDIAN RAILWAYS.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | Progressive number. |
|---------------|------------------|-----------------|----------------|-----------|---------------|------------|----------------------------|---------------------------|--------------------------------|------------------|-----------|---------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mand. | Patus and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irra-waddy Valley. | Northern Bengal. | Tuboot. | Cawnpore and Fa-rukhabad. | Bhavnagar-Gondal. | |
| 2-68 | 2-40 | | 2-95 | 1-75 | 2-01 | 1-25 | 2-04 | 1-93 | 1-65 | 1-49 | 1-78 | 1-11 | 2-16 | 77 |
| 21-93 | 41-86 | | 27-41 | 20-22 | 18-38 | 15-52 | 21-48 | 20-29 | 15-08 | 16-26 | 17-65 | 12-50 | 17-77 | 78 |
| 1-95 | 2-14 | | 1-52 | 1-55 | 1-07 | 1-28 | 1-70 | 1-49 | 1-17 | 1-54 | 1-09 | 1-36 | 1-20 | 79 |
| 11-84 | 24-08 | | 71-01 | 24-83 | 42-02 | 27-78 | 13-40 | 11-47 | 44-08 | 24-06 | 55-10 | 37-27 | 37-49 | 80 |
| 1-14 | 0-36 | | 2-78 | 1-01 | 2-66 | 0-79 | 0-62 | 0-93 | 2-40 | 1-40 | 2-19 | 0-53 | 1-56 | 81 |
| -13-90 | -23-46 | | -14-75 | -4-22 | -5-11 | -8-00 | -15-46 | -14-64 | 6-43 | 5-09 | -2-39 | -10-68 | -8-64 | 82 |
| -7-22 | -4-96 | | -16-13 | -1-84 | -4-25 | -5-01 | -10-58 | -6-70 | 6-62 | 1-11 | -5-25 | -7-93 | -6-99 | 83 |
| 8-05 | 9-20 | | 37-41 | 18-18 | 32-72 | 15-17 | 12-94 | 16-78 | 32-00 | -2-29 | 35-24 | 8-13 | 13-88 | 84 |
| 33-65 | 16-43 | | -7-67 | 12-47 | .. | 6-76 | 23-04 | 187-78 | 0-76 | 13-76 | 3-51 | 1-87 | .. | 85 |
| 0-39 | 0-18 | | 1-56 | 0-84 | 1-51 | 0-83 | 0-41 | 0-62 | 1-87 | 1-40 | 1-50 | 0-67 | 0-89 | 87 |
| 20-75 | 31-26 | | -12-57 | 20-05 | 2-32 | 13-18 | 22-47 | 58-66 | 0-88 | 29-27 | 20-98 | 9-11 | 15-86 | 88 |
| 1,720,310 | 1,156,778 | | 86,490 | 230,977 | 778,648 | 2,624,047 | 622,814 | 109,352 | 499,175 | 428,475 | 135,267 | 38,434 | 229,836 | 89 |
| 679,098 | 374,381 | | 29,945 | 70,784 | 402,688 | 906,200 | 188,340 | 30,932 | 157,705 | 150,858 | 51,144 | 19,041 | 122,030 | 90 |
| 2-53 | 3-09 | | 2-89 | 3-26 | 1-93 | 2-90 | 3-31 | 3-54 | 3-17 | 2-84 | 2-64 | 2-02 | 1-88 | 91 |
| 38,693,171 | 16,169,834 | | 1,745,956 | 4,139,794 | 20,984,226 | 55,031,103 | 8,474,735 | 1,627,507 | 10,253,833 | 7,700,602 | 2,185,801 | 670,401 | 2,263,628 | 92 |
| 8-54 | 13-73 | | 9-51 | 10-71 | 7-12 | 9-16 | 14-11 | 12-90 | 9-35 | 10-68 | 11-88 | 11-01 | 19-49 | 93 |
| 58-98 | 43-00 | | 58-31 | 58-48 | 52-11 | 60-72 | 45-00 | 52-61 | 65-02 | 51-05 | 42-74 | 35-21 | 18-54 | 94 |
| 7,108,888 | 3,858,172 | | 351,254 | 708,057 | 5,514,305 | 12,966,133 | 2,701,370 | 513,735 | 2,068,579 | 2,454,424 | 653,319 | 242,179 | 1,197,729 | 95 |
| 6,079,016 | 2,263,056 | | 170,780 | 474,851 | 2,077,672 | 4,975,753 | 824,260 | 217,380 | 1,359,906 | 726,067 | 245,165 | 70,780 | 586,179 | 96 |
| 780,904 | 238,532 | | 16,823 | 68,826 | 206,734 | 744,978 | 277,292 | 34,731 | 119,959 | 222,027 | 19,761 | 30,811 | 53,453 | 97 |
| 13,968,308 | 6,359,760 | | 538,857 | 1,251,734 | 7,798,761 | 18,686,864 | 3,802,922 | 765,846 | 3,548,444 | 3,402,518 | 918,245 | 343,770 | 1,837,861 | 98 |
| 19-42 | 16-35 | | 17-43 | 16-71 | 18-85 | 19-80 | 18-72 | 23-64 | 21-74 | 21-08 | 17-57 | 16-44 | 22-98 | 99 |
| 1-15 | 0-63 | | 0-56 | 0-97 | 0-51 | 0-82 | 1-47 | 1-12 | 0-76 | 1-47 | 0-39 | 1-61 | 0-68 | 100 |
| 20-57 | 16-93 | | 17-99 | 17-68 | 19-36 | 20-62 | 20-19 | 24-76 | 22-50 | 22-55 | 17-96 | 18-05 | 23-66 | 101 |
| 25-05 | 36-28 | | 31-81 | 37-48 | 19-69 | 28-08 | 33-92 | 28-72 | 27-95 | 25-87 | 28-91 | 23-58 | 24-96 | 102 |
| 111,467,041 | 51,588,925 | | 3,148,091 | 9,729,015 | 44,257,461 | 87,243,663 | 16,821,830 | 3,655,575 | 17,142,425 | 14,705,955 | 4,389,553 | 1,564,795 | 8,419,540 | 103 |
| 84-71 | 31-34 | | 55-46 | 42-55 | 47-41 | 63-08 | 50-38 | 44-52 | 59-82 | 52-36 | 49-80 | 42-84 | 26-89 | 104 |
| 2-93 | 2-62 | | 3-34 | 3-50 | 2-76 | 3-07 | 2-40 | 2-22 | 2-99 | 2-42 | 2-43 | 2-14 | 1-27 | 105 |
| 5-44 | 4-19 | | 4-97 | 5-85 | 3-80 | 4-24 | 3-14 | 3-17 | 4-96 | 3-14 | 3-35 | 2-77 | 1-89 | 106 |

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|--|---|---------------|-------------------------|-------------------------|-------------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| No. VI—contd. | | | | | | | | |
| GOODS TRAFFIC—contd. | | | | | | | | |
| WEIGHT OF TRAIN AND TON-MILEAGE— | | | | | | | | |
| Gross ton-mileage of all goods trains— | | | | | | | | |
| 107 | Freight, Tons. | 454,818,125 | 286,239,632 | 75,262,027 | 35,058,253 | 78,697,365 | 19,446,738 | 47,419,976 |
| 108 | Dead-weight, " | 612,483,386 | 552,271,371 | 195,108,634 | 91,815,190 | 149,470,066 | 32,670,218 | 94,205,823 |
| 109 | Total, " | 1,067,301,461 | 838,511,003 | 270,370,661 | 126,873,443 | 228,167,431 | 52,116,956 | 141,625,799 |
| Average weight of a goods train— | | | | | | | | |
| 110 | Freight, " | 161.69 | 92.13 | 93.76 | 76.96 | 142.95 | 123.26 | 100.67 |
| 111 | Dead-weight, " | 217.73 | 177.76 | 243.06 | 201.55 | 271.50 | 207.07 | 199.99 |
| 112 | Total, " | 379.42 | 269.89 | 336.82 | 278.51 | 414.45 | 320.33 | 300.66 |
| COST OF WORKING AND PROFIT— | | | | | | | | |
| 113 | Average cost of hauling a goods train one mile, Rs. | 1.76 | 2.06 | 2.57 | 2.72 | 2.62 | 3.35 | 1.98 |
| 114 | Average cost of hauling a goods vehicle with its load one mile, Pies. | 11.90 | 18.36 | 16.39 | 25.41 | 13.08 | 28.29 | 14.61 |
| 115 | Average cost of hauling a goods unit (viz., one ton) one mile, " | 2.09 | 4.29 | 5.26 | 6.78 | 3.52 | 5.23 | 3.79 |
| 116 | Average profit on working a goods train one mile, Rs. | 3.93 | 2.50 | 1.19 | 1.13 | 4.82 | 2.48 | 0.88 |
| 117 | Average profit on working a goods vehicle with its load one mile, Pies. | 26.46 | 22.37 | 7.60 | 10.58 | 24.00 | 19.43 | 6.87 |
| 118 | Average profit on working a goods unit (viz., one ton) one mile, " | 4.66 | 5.22 | 2.44 | 2.83 | 6.47 | 3.86 | 1.65 |
| No. VII. | | | | | | | | |
| DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE. | | | | | | | | |
| Percentage to Total Earnings— | | | | | | | | |
| 119 | Coaching Traffic, Per cent. | 26.85 | 19.84 | 37.36 | 42.63 | 29.28 | 41.59 | 42.28 |
| 120 | Goods Traffic, " | 70.15 | 78.80 | 54.70 | 54.34 | 68.21 | 48.13 | 52.45 |
| 121 | Sundries including Telegraph, " | 2.92 | 1.36 | 5.89 | 3.03 | 2.51 | 1.37 | 5.27 |
| 122 | Steam-boat Earnings, " | 0.08 | .. | 2.05 | .. | .. | 8.91 | .. |
| | Total, " | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Percentage of Working Expenses upon Total Earnings. | | | | | | | | |
| 23 | Maintenance, Per cent. | 8.81 | 9.30 | 13.77 | 18.89 | 7.10 | 9.03 | 12.74 |
| 24 | Locomotive Expenses, " | 7.31 | 17.40 | 22.29 | 20.74 | 12.96 | 11.30 | 19.20 |
| 25 | Carriage and Wagon Expenses, " | 3.17 | 6.85 | 5.38 | 7.75 | 3.42 | 4.53 | 4.73 |
| 26 | Traffic Expenses, " | 5.73 | 6.20 | 9.66 | 10.01 | 5.64 | 12.65 | 10.47 |
| 27 | General Charges, " | 3.77 | 3.02 | 6.16 | 7.01 | 3.89 | 7.92 | 7.49 |
| 28 | Miscellaneous Expenses, " | 0.73 | 1.87 | 3.58 | 1.08 | 1.05 | 0.58 | 0.71 |
| 29 | Steam-boat Expenses, " | 0.07 | .. | 4.62 | .. | -0.07 | 7.38 | .. |
| 30 | Total Working Expenses, " | 29.59 | 44.64 | 65.46 | 65.46 | 33.99 | 53.39 | 55.34 |

STATISTICS OF INDIAN RAILWAYS.

clxvii

| GAUGE. | | | NARROW GAUGE. | | | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|------------|---------------|-------------|----------------------------|---------------------------|-------------------------------|------------------|-----------|---------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mand. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tasgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Turkoo. | Cawnpore and Fe-rukhabad. | Bhavnagar-Gondal. | |
| 38,693,171 | 16,169,834 | Worked by the G. I. P. Ry. | 1,745,956 | 4,139,794 | 20,984,226 | 55,031,103 | 8,474,785 | 1,627,507 | 10,253,833 | 7,700,602 | 2,185,801 | 670,401 | 2,263,623 | 107 |
| 119,797,699 | 57,664,964 | | 4,723,673 | 10,631,412 | 37,307,014 | 81,616,658 | 18,071,063 | 3,163,717 | 15,875,110 | 15,760,505 | 3,890,761 | 1,541,718 | 9,119,472 | 108 |
| 153,490,870 | 73,834,798 | | 6,469,629 | 14,771,206 | 53,791,240 | 136,647,761 | 26,545,848 | 4,796,224 | 26,128,943 | 23,461,107 | 6,076,562 | 2,212,119 | 11,383,095 | 109 |
| 56-97 | 43 19 | Worked by the G. I. P. Ry. | 53 31 | 58 48 | 52 11 | 60 73 | 45-00 | 52 62 | 65 02 | 51-05 | 42 74 | 35 21 | 18 54 | 110 |
| 176 41 | 154-03 | | 157-74 | 150 20 | 93 89 | 90 06 | 95-95 | 102 44 | 100 66 | 104 47 | 76 07 | 80 96 | 74 73 | 111 |
| 233 38 | 197 22 | | 216 05 | 208 68 | 146 00 | 150-79 | 140 95 | 155 06 | 165 68 | 155-52 | 118 81 | 116 17 | 93 27 | 112 |
| 2-24 | 2-70 | Worked by the G. I. P. Railway. | 2 74 | 1 70 | 1 92 | 1-54 | 2 27 | 2 30 | 1-35 | 1 72 | 1 52 | 1 19 | 1 24 | 113 |
| 22 12 | 31-73 | | 30 18 | 19-57 | 19 61 | 14-89 | 23 23 | 18 69 | 16-35 | 15 67 | 16 67 | 13 95 | 16 24 | 114 |
| 7-54 | 12 01 | | 9 02 | 5 59 | 7-09 | 4 85 | 9 67 | 8 40 | 5-47 | 6 47 | 6 85 | 6 51 | 12 80 | 115 |
| 0 29 | 0-39 | | 0 15 | 1-56 | .. | 1-36 | 1-04 | 1 24 | 1-32 | 1 12 | 1-12 | 0 83 | 0 64 | 116 |
| 2-93 | 4 55 | | 1-63 | 17 91 | 0 07 | 13-19 | 10 69 | 10 03 | 11-60 | 10 20 | 12 24 | 9 63 | 8-72 | 117 |
| 1 00 | 1 72 | | 0 49 | 5-12 | 0 02 | 4 31 | 4 44 | 4 50 | 3 88 | 4 21 | 5-03 | 4-50 | 6-69 | 118 |
| 31-17 | 37 16 | Worked by the C. I. P. Railway | 63 52 | 39-66 | 56 89 | 28 22 | 37 15 | 27 91 | 47 58 | 32 63 | 39-44 | 65 48 | 43 43 | 119 |
| 60 11 | 59 95 | | 35 09 | 57-99 | 40 74 | 70-55 | 62 74 | 70 77 | 51 49 | 52 36 | 43 28 | 33 64 | 55-47 | 120 |
| 6-06 | 2 89 | | 1 39 | 2-35 | 0-57 | 1-23 | 0-11 | 1-32 | 00 93 | 4 54 | 1-54 | 0 88 | 1 01 | 121 |
| 2-66 | .. | | .. | .. | 1-80 | .. | .. | .. | .. | 10 47 | 15-75 | .. | .. | 122 |
| 100 | 100 | .. | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | |
| 16-58 | 12-56 | Worked by the G. I. P. Railway. | 8 30 | 9-29 | 20 07 | 10 93 | 22 73 | 7-44 | 12 08 | 13-17 | 9 39 | 10-16 | 11-08 | 123 |
| 31 06 | 42-96 | | 18-16 | 19 17 | 23 48 | 28-44 | 26 08 | 22 78 | 16 12 | 15 67 | 12 35 | 22-53 | 22 93 | 124 |
| 4-78 | 4-10 | | 5 44 | 4 44 | 6 05 | 3-21 | 4-98 | 5-76 | 2 27 | 2 32 | 2 21 | 2-18 | 2 46 | 125 |
| 12-58 | 10-93 | | 7-99 | 12 13 | 8 94 | 7 11 | 10 45 | 15-69 | 12-86 | 8 82 | 10 20 | 12-55 | 11-84 | 126 |
| 7-57 | 5 52 | | 9 35 | 8 15 | 8-68 | 5-54 | 7 07 | 13 68 | 6 45 | 9-90 | 9 63 | 17-81 | 13-45 | 127 |
| 8-49 | 11 43 | | 18 09 | 4-62 | 0 23 | 0-74 | 0-19 | 0 08 | 0-53 | 1 27 | 0 42 | .. | 1-00 | 128 |
| 1 83 | .. | | .. | .. | .. | .. | .. | .. | .. | 6 07 | 9-23 | .. | .. | 129 |
| 82 89 | 87 50 | | 67-33 | 57 80 | 67 45 | 55-97 | 71 50 | 65 43 | 50 86 | 57 22 | 53-43 | 65 23 | 62 76 | 130 |

Table A—Maintenance of Way,

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|--|--|--------------|------------------------------|----------------------------|---------|--------------------------------------|-----------------|--------------------|
| | | East Indian. | Great Indian Penin- sula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Ondh and Khond. |
| PER MILE OF LINE MAINTAINED. | | | | | | | | |
| 131a | General Superintendence (including office expenses), <i>Rs.</i> | 214.63 | 130.65 | 179.88 | 159.44 | 180.73 | 214.94 | 196.06 |
| 132a | Maintenance and Renewal of Permanent-way, " | 1,156.17 | 665.63 | 339.22 | 399.70 | 525.28 | 713.76 | 191.06 |
| 133a | Repairs of Bridges, &c., " | 54.02 | 165.89 | 141.74 | 50.31 | 72.71 | 98.04 | 87.90 |
| 134a | Conservancy of Rivers, " | .. | .. | 153.56 | .. | .. | .. | .. |
| 135a | Repairs of Stations and Buildings, " | 103.26 | 85.09 | 132.87 | 45.81 | 84.22 | 117.52 | 30.30 |
| 136a | Other Charges (net), " | -191.49 | 109.58 | 200.84 | 55.26 | 96.83 | -139.40 | 92.44 |
| 137a | Total Maintenance, &c., " | 1,336.59 | 1,156.84 | 1,148.11 | 710.52 | 959.77 | 1,004.86 | 597.82 |
| PER MILE OF TRACK, INCLUDING SIDINGS. | | | | | | | | |
| 131b | General Superintendence (including office expenses), <i>Rs.</i> | 143.87 | 94.87 | 150.17 | 137.35 | 146.70 | 171.16 | 171.02 |
| 132b | Maintenance and Renewal of Permanent-way, " | 775.03 | 483.30 | 283.20 | 344.32 | 426.37 | 568.36 | 166.65 |
| 133b | Repairs of Bridges, &c., " | 36.22 | 118.45 | 118.34 | 43.34 | 59.02 | 78.06 | 76.67 |
| 134b | Conservancy of Rivers, " | .. | .. | 128.20 | .. | .. | .. | .. |
| 135b | Repairs of Stations and Buildings, " | 69.23 | 61.78 | 110.94 | 39.47 | 68.36 | 93.58 | 26.49 |
| 136b | Other Charges (net), " | -123.37 | 79.57 | 167.67 | 47.60 | 78.60 | -111.01 | 80.63 |
| 137b | Total Maintenance, &c., " | 895.98 | 837.97 | 958.52 | 612.08 | 779.05 | 800.15 | 521.46 |
| PER TOTAL TRAIN-MILE. | | | | | | | | |
| 131c | General Superintendence (including office expenses), <i>Annas.</i> | 1.26 | 0.72 | 1.32 | 2.29 | 1.40 | 1.87 | 2.46 |
| 132c | Maintenance and Renewal of Permanent-way, " | 6.80 | 3.66 | 2.50 | 5.73 | 4.08 | 6.24 | 2.39 |
| 133c | Repairs of Bridges, &c., " | 0.32 | 0.92 | 1.04 | 0.72 | 0.56 | 0.85 | 1.11 |
| 134c | Conservancy of Rivers, " | .. | .. | 1.13 | .. | .. | .. | .. |
| 135c | Repairs of Stations and Buildings, " | 0.61 | 0.47 | 0.98 | 0.66 | 0.66 | 1.02 | 0.38 |
| 136c | Other Charges (net), " | -1.13 | 0.59 | 1.48 | 0.79 | 0.75 | -1.21 | 1.17 |
| 137c | Total Maintenance, &c., " | 7.86 | 6.36 | 8.45 | 10.19 | 7.45 | 8.77 | 7.51 |
| PER 1,000 GROSS TON-MILES. | | | | | | | | |
| 131d | General Superintendence (including office expenses), <i>Rs.</i> | 0.24 | 0.19 | 0.29 | 0.65 | 0.26 | 0.44 | 0.53 |
| 132d | Maintenance and Renewal of Permanent-way, " | 1.29 | 0.94 | 0.55 | 1.64 | 0.76 | 1.46 | 0.52 |
| 133d | Repairs of Bridges, &c., " | 0.06 | 0.23 | 0.23 | 0.21 | 0.11 | 0.20 | 0.23 |
| 134d | Conservancy of Rivers, " | .. | .. | 0.25 | .. | .. | .. | .. |
| 135d | Repairs of Stations and Buildings, " | 0.11 | 0.12 | 0.22 | 0.19 | 0.12 | 0.24 | 0.09 |
| 136d | Other Charges (net), " | -0.22 | 0.15 | 0.32 | 0.23 | 0.14 | -0.29 | 0.25 |
| 137d | Total Maintenance, &c., " | 1.43 | 1.63 | 1.86 | 2.92 | 1.39 | 2.05 | 1.62 |

STATISTICS OF INDIAN RAILWAYS.

EXPENSES.

Works and Stations.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|----------------------------|---------------------------|-------------------------------|------------------|----------|---------------------------|-------------------|--------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mand. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Bangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rukhabad. | Bhavnagar-Gondal. | | |
| 198.61 | 191.11 | Worked by the G. I. P. Railway. | 135.72 | 74.08 | 124.68 | 116.05 | 72.90 | 44.13 | 112.162 | 110.26 | 76.77 | 63.04 | 51.16 | 131a | |
| 370.05 | 314.70 | | 159.94 | 209.65 | 277.60 | 402.87 | 622.16 | 112.66 | 394.677 | 237.80 | 145.43 | 63.14 | 133.73 | 132a | |
| 35.94 | 66.71 | | 24.37 | 6.39 | 95.55 | 15.36 | 17.79 | 1.13 | 125.100 | 18.61 | 19.27 | 0.64 | .. | 133a | |
| .. | 90.93 | | .. | .. | .. | 1.38 | .. | .. | 2.45 | .. | .. | .. | .. | 134a | |
| 61.71 | 42.85 | | 18.87 | 10.97 | 26.67 | 43.23 | 27.05 | 0.98 | 41.48 | 75.11 | 43.84 | 3.47 | 0.38 | 135a | |
| 60.46 | 42.18 | | 18.51 | 14.87 | 93.47 | 40.60 | 77.13 | 58.02 | 51.33 | 25.41 | 73.10 | 4.65 | 3.24 | 136a | |
| 726.77 | 748.48 | | .. | 357.51 | 315.96 | 617.97 | 619.49 | 817.03 | 216.92 | 727.21 | 467.19 | 357.91 | 134.94 | 238.51 | 137a |
| 183.43 | 173.09 | Worked by the G. I. P. Railway. | 123.37 | 68.53 | 113.89 | 101.71 | 66.36 | 40.68 | 93.70 | 97.60 | 66.81 | 56.63 | 44.83 | 131b | |
| 341.77 | 285.03 | | 145.41 | 193.93 | 253.58 | 353.11 | 566.38 | 103.85 | 329.71 | 210.49 | 126.56 | 56.71 | 160.94 | 132b | |
| 33.19 | 60.42 | | 22.16 | 5.92 | 87.28 | 13.47 | 16.19 | 1.04 | 104.50 | 16.48 | 16.76 | 0.57 | .. | 133b | |
| .. | 82.35 | | .. | .. | .. | 1.21 | .. | .. | 2.05 | .. | .. | .. | .. | 134b | |
| 56.99 | 38.81 | | 17.24 | 10.15 | 24.36 | 37.89 | 24.63 | 0.90 | 34.65 | 66.49 | 37.72 | 3.11 | 0.34 | 135b | |
| 55.84 | 38.20 | | 16.83 | 13.77 | 85.38 | 35.53 | 70.21 | 53.48 | 42.88 | 22.49 | 63.61 | 4.18 | 2.85 | 136b | |
| 671.22 | 677.90 | | .. | 325.01 | 292.30 | 564.49 | 542.97 | 743.77 | 199.95 | 607.51 | 413.55 | 311.46 | 121.20 | 208.96 | 137b |
| 2.27 | 1.53 | Worked by the G. I. P. Railway. | 2.17 | 1.08 | 1.95 | 0.86 | 0.99 | 0.73 | 1.06 | 1.67 | 1.23 | 1.34 | 0.91 | 131c | |
| 4.24 | 2.51 | | 2.55 | 3.07 | 4.34 | 2.98 | 8.41 | 1.87 | 3.74 | 3.61 | 2.32 | 1.34 | 3.29 | 132c | |
| 0.41 | 0.53 | | 0.99 | 0.09 | 1.50 | 0.11 | 0.24 | 0.02 | 1.18 | 0.28 | 0.31 | 0.02 | .. | 133c | |
| .. | 0.73 | | .. | .. | .. | 0.01 | .. | .. | 0.02 | .. | .. | .. | .. | 134c | |
| 0.71 | 0.34 | | 0.30 | 0.16 | 0.42 | 0.32 | 0.37 | 0.02 | 0.39 | 1.14 | 0.69 | 0.07 | 0.01 | 135c | |
| 0.69 | 0.34 | | 0.30 | 0.21 | 1.45 | 0.30 | 1.04 | 0.96 | 0.48 | 0.39 | 1.16 | 0.10 | 0.06 | 136c | |
| 8.32 | 5.98 | | .. | 5.71 | 4.61 | 9.66 | 4.58 | 11.05 | 3.60 | 6.90 | 7.09 | 5.71 | 2.87 | 4.27 | 137c |
| 0.58 | 0.52 | Worked by the G. I. P. Railway. | 0.61 | 0.32 | 0.82 | 0.38 | 0.46 | 0.34 | 0.42 | 0.71 | 0.61 | 0.76 | 0.51 | 131d | |
| 1.08 | 0.85 | | 0.71 | 0.91 | 1.83 | 1.32 | 3.89 | 0.89 | 1.48 | 1.53 | 0.15 | 0.76 | 1.83 | 132d | |
| 0.10 | 0.18 | | 0.11 | 0.03 | 0.62 | 0.05 | 0.11 | 0.01 | 0.47 | 0.12 | 0.15 | 0.01 | .. | 133d | |
| .. | 0.25 | | .. | .. | .. | 0.01 | .. | .. | 0.01 | .. | .. | .. | .. | 134d | |
| 0.18 | 0.12 | | 0.09 | 0.05 | 0.17 | 0.14 | 0.17 | 0.01 | 0.15 | 0.48 | 0.34 | 0.04 | .. | 135d | |
| 0.18 | 0.11 | | 0.08 | 0.07 | 0.61 | 0.13 | 0.49 | 0.45 | 0.19 | 0.16 | 0.58 | 0.05 | 0.04 | 136d | |
| 2.12 | 2.03 | | .. | 1.60 | 1.38 | 4.05 | 2.03 | 5.12 | 1.70 | 2.72 | 3.00 | 2.83 | 1.62 | 2.38 | 137d |

Table B—Locomotive

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---------------------|---|--------------|--------------------------|-------------------------|---------|----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsular. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India | Eastern Bengal. | Oudh and Rohilkhand. |
| † | Average price of fuel per ton in terms of { coal, .. Rs. .. wood, .. " | 4 47 | 15 28 | 21 55 | .. | 17 60 | 9 49 | 15 50 |
| | | .. | .. | .. | 5 24 | .. | .. | .. |
| | PER TOTAL TRAIN-MILE. | | | | | | | |
| 138a | General Superintendence (including office expenses), Annas. | 1 01 | 0 64 | 0 86 | 0 90 | 0 85 | 1 51 | 1 24 |
| 139a | Running Expenses, " | 2 09 | 2 79 | 2 40 | 2 28 | 2 69 | 3 07 | 1 55 |
| 140a | Fuel, † " | 0 61 | 4 56 | 6 01 | 3 58 | 5 96 | 3 28 | 5 13 |
| 141a | Water, " | 0 12 | 0 26 | 0 15 | 0 18 | 0 40 | 0 30 | 0 15 |
| 142a | Oil, tallow, and other stores, " | 0 34 | 0 36 | 0 39 | 0 22 | 0 25 | 0 43 | 0 39 |
| 143a | Maintenance and Renewal of Locomotives and Machinery, " | 1 39 | 2 11 | 2 20 | 3 45 | 1 69 | 1 94 | 1 70 |
| 144a | Other Charges (net), " | 0 96 | 1 19 | 1 68 | 0 58 | 0 94 | 0 44 | 1 20 |
| 145a | Total Locomotive Expenses, " | 6 52 | 11 91 | 13 69 | 11 19 | (a) 13 60 | 10 97 | 11 36 |
| † | Fuel consumed in terms of { coal, .. lbs. .. wood, .. " | 50 58 | 41 36 | 39 04 | .. | 47 41 | 48 73 | 46 85 |
| | | .. | .. | .. | 95 50 | .. | .. | .. |
| | PER ENGINE MILE. | | | | | | | |
| 138b | General Superintendence (including office expenses), Annas. | 0 89 | 0 59 | 0 75 | 0 78 | 0 76 | 1 22 | 1 07 |
| 139b | Running Expenses, " | 1 84 | 2 58 | 2 10 | 1 98 | 2 39 | 2 49 | 1 34 |
| 140b | Fuel, † " | 0 54 | 4 21 | 5 27 | 3 09 | 5 31 | 2 66 | 4 43 |
| 141b | Water, " | 0 10 | 0 23 | 0 13 | 0 15 | 0 36 | 0 24 | 0 12 |
| 142b | Oil, tallow, and other stores, " | .. | .. | .. | .. | .. | .. | .. |
| 143b | Maintenance and Renewal of Locomotives and Machinery, " | 0 30 | 0 34 | 0 35 | 0 19 | 0 23 | 0 35 | 0 34 |
| 144b | Other Charges (net), " | 1 23 | 1 95 | 1 93 | 2 99 | 1 51 | 1 57 | 1 46 |
| 145b | Total Locomotive Expenses, " | 5 75 | 11 00 | 12 01 | 9 69 | (b) 12 12 | 8 89 | 9 79 |
| † | Fuel consumed in terms of { coal, .. lbs. .. wood, .. " | 44 64 | 38 23 | 34 26 | .. | 42 26 | 39 51 | 39 97 |
| | | .. | .. | .. | 82 77 | .. | .. | .. |
| | PER 1,000 GROSS TON-MILES. | | | | | | | |
| 138c | General Superintendence (including office expenses), Rs. | 0 19 | 0 16 | 0 19 | 0 26 | 0 16 | 0 35 | 0 27 |
| 139c | Running Expenses, " | 0 39 | 0 72 | 0 53 | 0 65 | 0 50 | 0 72 | 0 33 |
| 140c | Fuel, † " | 0 12 | 1 17 | 1 32 | 1 02 | 1 12 | 0 77 | 1 11 |
| 141c | Water, " | 0 02 | 0 07 | 0 03 | 0 05 | 0 07 | 0 07 | 0 03 |
| 142c | Oil, tallow, and other stores, " | 0 07 | 0 09 | 0 09 | 0 06 | 0 05 | 0 10 | 0 09 |
| 143c | Maintenance and Renewal of Locomotives and Machinery, " | 0 26 | 0 54 | 0 48 | 0 99 | 0 31 | 0 45 | 0 36 |
| 144c | Other Charges (net), " | 0 18 | 0 31 | 0 37 | 0 17 | 0 18 | 0 10 | 0 26 |
| 145c | Total Locomotive Expenses, " | 1 23 | 3 06 | 3 01 | 3 20 | (c) 2 54 | 2 56 | 2 45 |
| † | Fuel consumed in terms of { coal, .. lbs. .. wood, .. " | 152 81 | 170 28 | 137 25 | .. | 142 01 | 182 19 | 160 23 |
| | | .. | .. | .. | 0 44 | .. | .. | .. |

(a) Includes 0 82 on account of cost of duplicate parts of
 (b) " 0 73 " " "
 (c) " 0 15 " " "

STATISTICS OF INDIAN RAILWAYS.

EXPENSES—contd.

Expenses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | | Progressive Number. |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|-----------------------------|---------------------------|-------------------------------|------------------|----------|---------------------------|-------------------|--------|---------------------|
| India Valley. | Punjab Northern. | Dhond and Mandmad. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Necmunch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Turhook. | Cawnpore and Fe-rukhabad. | Bhavnagar-Gondal. | | |
| 30.44 | 31.11 | | 12.58 | .. | 16.75 | 23.88 | .. | 8.61 | 17.47 | 12.31 | 12.72 | 15.03 | 19.75 | † | |
| .. | .. | | .. | 5.30 | .. | .. | 8.54 | .. | .. | .. | .. | .. | .. | .. | |
| 1.12 | 0.94 | Worked by the G. I. R. Railway. | 0.97 | 0.66 | 0.99 | 0.72 | 1.06 | 1.24 | 1.01 | 1.18 | 0.67 | 1.41 | 0.42 | 138a | |
| 3.13 | 3.83 | | 2.67 | 2.14 | 1.90 | 2.38 | 3.24 | 3.12 | 2.68 | 2.13 | 2.25 | 0.51 | 2.16 | 139a | |
| 6.88 | 10.55 | | 5.06 | 4.00 | 3.48 | 5.26 | 4.40 | 4.05 | 2.84 | 3.08 | 2.79 | 3.18 | 5.50 | 140a | |
| 0.32 | 0.66 | | 0.20 | 0.61 | 0.19 | 0.22 | 0.39 | 0.33 | 0.14 | 0.18 | 0.20 | 0.15 | 0.18 | 141a | |
| 0.30 | 1.26 | | 0.49 | 0.42 | 0.25 | 0.35 | 0.47 | 0.79 | 0.44 | 0.46 | 0.36 | 0.43 | 0.40 | 142a | |
| 2.19 | 1.96 | | 2.30 | 0.58 | 3.53 | 2.39 | 2.80 | 0.85 | 1.83 | 0.52 | 1.16 | 0.48 | 0.13 | 143a | |
| 1.65 | 1.25 | | 0.31 | 1.12 | 0.95 | 0.59 | 0.32 | 0.63 | 0.25 | 0.88 | 0.08 | 0.21 | 0.04 | 144a | |
| 15.59 | 20.45 | | | 12.50 | 9.53 | 11.29 | 12.02 | 12.68 | 11.08 | 9.21 | 8.43 | 7.51 | 6.37 | 8.83 | 145a |
| 31.65 | 47.47 | | | 56.27 | .. | 29.07 | 30.82 | .. | 65.81 | 22.83 | 35.09 | 50.65 | 29.62 | 39.10 | † |
| .. | .. | | | .. | 96.53 | .. | .. | 72.21 | .. | .. | .. | .. | .. | .. | .. |
| 0.96 | 0.85 | Worked by the G. I. R. Railway. | 0.88 | 0.65 | 0.79 | 0.65 | 0.93 | 1.16 | 0.85 | 1.03 | 0.58 | 1.31 | 0.40 | 138b | |
| 2.67 | 3.46 | | 2.43 | 2.09 | 1.52 | 2.14 | 2.83 | 2.93 | 2.26 | 1.87 | 1.95 | 0.48 | 2.09 | 139b | |
| 5.88 | 9.53 | | 4.58 | 3.90 | 2.79 | 4.73 | 3.85 | 3.81 | 2.40 | 2.71 | 2.41 | 2.97 | 5.34 | 140b | |
| 0.27 | 0.60 | | 0.18 | 0.59 | 0.16 | 0.20 | 0.34 | 0.36 | 0.11 | 0.16 | 0.18 | 0.14 | 0.18 | 141b | |
| 0.25 | 1.13 | | 0.44 | 0.41 | 0.20 | 0.32 | 0.41 | 0.74 | 0.37 | 0.40 | 0.31 | 0.40 | 0.39 | 142b | |
| 1.87 | 1.77 | | 2.53 | 0.57 | 2.83 | 2.15 | 2.45 | 0.81 | 1.54 | 0.46 | 1.01 | 0.44 | 0.13 | 143b | |
| 1.41 | 1.13 | | 0.28 | 1.09 | 0.75 | 0.53 | 0.28 | 0.59 | 0.21 | 0.78 | 0.07 | 0.20 | 0.04 | 144b | |
| 13.31 | 18.47 | | | 11.32 | 9.30 | 9.04 | 10.82 | 11.09 | 10.40 | 7.78 | 7.41 | 6.51 | 5.94 | 8.57 | 145b |
| 27.03 | 42.88 | | | 50.96 | .. | 23.26 | 27.77 | .. | 61.98 | 19.29 | 30.82 | 26.56 | 27.62 | 37.91 | † |
| .. | .. | | | .. | 94.16 | .. | .. | 63.18 | .. | .. | .. | .. | .. | .. | .. |
| 0.29 | 0.32 | Worked by the G. I. R. Railway. | 0.27 | 0.20 | 0.41 | 0.32 | 0.49 | 0.58 | 0.40 | 0.50 | 0.33 | 0.80 | 0.23 | 138c | |
| 0.80 | 1.31 | | 0.74 | 0.63 | 0.80 | 1.06 | 1.50 | 1.46 | 1.06 | 0.90 | 1.11 | 0.29 | 1.21 | 139c | |
| 1.75 | 3.59 | | 1.41 | 1.18 | 1.46 | 2.34 | 2.04 | 1.91 | 1.12 | 1.31 | 1.38 | 1.80 | 3.07 | 140c | |
| 0.08 | 0.22 | | 0.06 | 0.18 | 0.08 | 0.10 | 0.18 | 0.18 | 0.05 | 0.08 | 0.10 | 0.08 | 0.10 | 141c | |
| 0.07 | 0.43 | | 0.14 | 0.13 | 0.10 | 0.15 | 0.22 | 0.37 | 0.17 | 0.19 | 0.18 | 0.24 | 0.22 | 142c | |
| 0.56 | 0.66 | | 0.78 | 0.17 | 1.48 | 1.06 | 1.29 | 0.40 | 0.72 | 0.22 | 0.58 | 0.27 | 0.08 | 143c | |
| 0.42 | 0.43 | | 0.09 | 0.33 | 0.39 | 0.26 | 0.15 | 0.30 | 0.10 | 0.37 | 0.04 | 0.12 | 0.02 | 144c | |
| 3.97 | 6.96 | | | 3.49 | 2.82 | 4.72 | 5.34 | 5.87 | 5.20 | 3.64 | 3.57 | 3.72 | 3.60 | 4.93 | 145c |
| 129.02 | 258.39 | | | 251.49 | .. | 195.86 | 219.14 | .. | 496.65 | 144.68 | 237.95 | 242.62 | 267.93 | 349.27 | † |
| .. | .. | | | .. | 456.83 | .. | .. | 535.17 | .. | .. | .. | .. | .. | .. | .. |

Locomotive Engines used in previous half-years but not charged.

..

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---------------------|--|--------------|------------------------------|----------------------------|---------|--------------------------------------|-----------------|---------------------------|
| | | East Indian. | Great Indian Pen- insula. | Sind, Punjab and Delhi. | Madras. | Bombay, Beroda and Central India. | Eastern Bengal. | Oudh and Rohil- khand. |
| | PER TOTAL TRAIN-MILE, | | | | | | | |
| 146a | General Superintendence (including office expenses), <i>Annas.</i> | 0.26 | 0.17 | 0.24 | 0.33 | 0.23 | 0.67 | 0.24 |
| 147a | Repairs and Renewals of Coaching Vehicles, " | 0.92 | 1.16 | 1.89 | 1.42 | 0.58 | 1.59 | 1.09 |
| 148a | " " of Goods Vehicles, " | 1.44 | 2.64 | 2.35 | 1.79 | 2.49 | 1.68 | 0.98 |
| 149a | Cleaning and Oiling, " | 0.16 | 0.33 | 0.47 | 0.45 | 0.29 | 0.36 | 0.44 |
| 150a | Other Charges (net), " | 0.04 | 0.38 | 0.44 | 0.19 | 0.19 | 0.10 | 0.08 |
| 151a | Total Carriage and Wagon Expenses, " | 2.82 | 4.68 | 5.39 | 4.18 | (a) 3.58 | 4.40 | 2.78 |
| | PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES. | | | | | | | |
| 146b | General Superintendence (including office expenses), <i>Rs.</i> | 0.59 | 0.53 | 0.68 | 1.16 | 0.44 | 1.94 | 0.48 |
| 147b | Repairs and Renewals of Coaching Vehicles (c), " | 9.45 | 17.77 | 6.90 | 10.71 | 5.24 | 11.22 | 8.78 |
| 148b | Repairs and Renewals of Goods Vehicles (c), " | 4.18 | 9.53 | 5.67 | 11.65 | 6.17 | 8.87 | 2.62 |
| 149b | Cleaning and Oiling, " | 0.38 | 0.98 | 1.35 | 1.55 | 0.56 | 1.06 | 0.87 |
| 150b | Other Charges (net), " | 0.08 | 1.10 | 1.24 | 0.68 | 0.88 | 0.80 | 0.06 |
| 151b | Total Carriage and Wagon Expenses, " | 6.38 | 13.73 | 9.36 | 14.62 | (b) 12.39 | 12.86 | 5.58 |

(a) Exclusive of 0.20 being the amount transferred to Wagon Renewal Reserve
 (b) 0.40
 (c) These two items are calculated respectively upon the "coaching" and goods

STATISTICS OF INDIAN RAILWAYS.

clxxiii

EXPENSES—contd.

and Wagon Expenses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|--------------------------|---------------------------|-------------------------------|------------------|----------|---------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mandmad. | Panna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindhanemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Farrukhabad. | Bhavnagar-Gondal. | |
| 0.19 | 0.09 | Worked by the G. I. P. Railway. | 0.32 | 0.19 | 0.17 | 0.16 | 0.22 | 0.83 | 0.16 | 0.50 | 0.22 | 0.15 | 0.15 | 146a |
| 0.50 | 0.45 | | 1.72 | 0.98 | 0.84 | 0.66 | 0.43 | 0.14 | 0.32 | 0.30 | 0.42 | 0.13 | 0.05 | 147a |
| 1.05 | 1.17 | | 0.67 | 0.82 | 1.64 | 0.35 | 1.22 | 1.09 | 0.41 | 0.16 | 0.43 | 0.09 | 0.05 | 148a |
| 0.47 | 0.23 | | 0.37 | 0.18 | 0.17 | 0.24 | 0.30 | 0.72 | 0.29 | 0.26 | 0.27 | 0.19 | 0.70 | 149a |
| 0.19 | 0.01 | | 0.67 | 0.04 | 0.09 | -0.06 | 0.25 | .. | 0.09 | 0.03 | .. | 0.06 | .. | 150a |
| 2.40 | 1.95 | .. | 3.75 | 2.21 | 2.91 | 1.43 | 2.42 | 2.78 | 1.29 | 1.25 | 1.30 | 0.62 | 0.95 | 151a |
| 0.62 | 0.48 | Worked by the G. I. P. Railway. | 1.26 | 0.81 | 0.55 | 0.52 | 0.66 | 2.42 | 0.47 | 1.48 | 0.74 | 0.51 | 0.55 | 146b |
| 5.99 | 5.05 | | 11.76 | 7.06 | 6.83 | 6.60 | 2.77 | 1.63 | 2.03 | 2.28 | 3.36 | 0.67 | 0.42 | 147b |
| 4.78 | 11.22 | | 5.95 | 8.72 | 8.29 | 1.67 | 6.99 | 4.20 | 2.05 | 0.79 | 2.42 | 1.05 | 0.26 | 148b |
| 1.54 | 1.22 | | 1.42 | 0.77 | 9.53 | 0.77 | 0.93 | 2.08 | 0.81 | 0.75 | 0.89 | 0.66 | 2.45 | 149b |
| 0.60 | 0.06 | | 2.59 | 0.21 | 0.28 | -0.24 | 0.77 | 0.01 | 0.26 | 0.08 | .. | 0.19 | .. | 150b |
| 7.88 | 10.15 | .. | 14.50 | 9.52 | 16.48 | 3.59 | 7.37 | 8.06 | 3.59 | 3.67 | 4.45 | 2.16 | 3.30 | 151b |

Account.

vehicle mileage; all other items in the table being calculated upon the aggregate of both coaching and goods vehicle mileage.

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|--|--|-------------|-------------------------|-------------------------|---------|-----------------------------------|-----------------|----------------------|
| | | East Indian | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oradh and Kohlkhand. |
| PER TOTAL TRAIN-MILE. | | | | | | | | |
| 152a | General Superintendence (including office expenses), <i>Annas.</i> | 0.63 | 0.47 | 0.93 | 0.97 | 0.69 | 1.54 | 0.81 |
| 153a | Station Staff, " | 2.97 | 1.79 | 2.53 | 2.68 | 3.37 | 3.85 | 3.27 |
| 154a | Train Staff, " | 0.91 | 1.22 | 1.04 | 0.59 | 0.53 | 1.09 | 0.79 |
| 155a | Fuel, Lighting, Water and General Stores, .. " | 0.32 | 0.39 | 0.70 | 0.64 | 0.84 | 0.84 | 0.41 |
| 156a | Clothing, " | 0.06 | 0.03 | 0.08 | 0.04 | 0.12 | 0.05 | 0.09 |
| 157a | Printing, Stationery and Tickets, .. " | 0.18 | 0.18 | 0.47 | 0.34 | 0.29 | 0.36 | 0.42 |
| 158a | Charges for delivery and collection of goods, &c., " | .. | 0.01 | 0.02 | .. | 0.04 | .. | 0.02 |
| 159a | Miscellaneous Expenses, " | 0.08 | 0.01 | 0.47 | 0.06 | 0.02 | 0.02 | 0.02 |
| 160a | Payments to other lines, " | .. | 0.11 | .. | .. | .. | .. | 0.28 |
| 161a | Other charges (net), " | -0.04 | 0.04 | 0.12 | 0.08 | 0.02 | 0.03 | 0.05 |
| 162a | Total traffic expenses, " | 5.11 | 4.25 | 5.93 | 5.40 | 5.92 | 12.28 | 6.16 |
| PER CENT. ON TRAFFIC EARNINGS. <i>(Abstracts H. and I. of Revenue Accounts).</i> | | | | | | | | |
| 152b | General Superintendence (including office expenses), † <i>Per cent.</i> | 0.72 | 0.70 | 1.64 | 1.86 | 0.68 | 1.78 | 1.46 |
| 153b | Station Staff, " | 3.43 | 2.66 | 4.50 | 5.12 | 3.29 | 9.58 | 5.86 |
| 154b | Train Staff, " | 1.05 | 1.81 | 1.85 | 1.13 | 0.52 | 1.25 | 1.43 |
| 155b | Fuel, Lighting, Water and General Stores, .. " | 0.37 | 0.57 | 1.23 | 1.22 | 0.82 | 0.97 | 0.73 |
| 156b | Clothing, " | 0.06 | 0.04 | 0.14 | 0.08 | 0.12 | 0.06 | 0.17 |
| 157b | Printing, Stationery and Tickets, .. " | 0.21 | 0.26 | 0.84 | 0.66 | 0.28 | 0.41 | 0.75 |
| 158b | Charges for delivery and collection of goods, &c., " | .. | 0.01 | 0.03 | .. | 0.04 | .. | 0.03 |
| 159b | Miscellaneous Expenses, " | 0.10 | 0.01 | 0.08 | 0.10 | 0.02 | 0.02 | 0.04 |
| 160b | Payments to other lines, " | .. | 0.17 | .. | .. | .. | .. | 0.50 |
| 161b | Other charges (net), " | -0.04 | 0.06 | 0.21 | 0.15 | 0.02 | 0.03 | 0.08 |
| 162b | Total traffic expenses, " | 5.90 | 6.29 | 10.52 | 10.32 | 5.79 | 14.10 | 11.05 |
| † | General Superintendence per cent. on traffic earnings (including steam-boat) .. <i>Per cent.</i> | 0.72 | 0.70 | 1.61 | 1.86 | 0.68 | 1.62 | 1.46 |

STATISTICS OF INDIAN RAILWAYS.

clxxv.

EXPENSES—contd.

Traffic Expenses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|----------------------------|---------------------------|-------------------------------|------------------|----------|---------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mandi. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Turhoot. | Cawnpore and Ferozkhabad. | Bhavnagar-Gondal. | |
| 0 72 | 0 82 | Worked by the G. I. R. Railway. | 1 37 | 0 96 | 0 63 | 0 44 | 0 72 | 1 43 | 0 83 | 0 80 | 0 90 | 1 01 | 0 61 | 152a |
| 2 62 | 1 74 | | 2 29 | 2 27 | 2 41 | 1 30 | 1 88 | 2 84 | 4 18 | 2 70 | 3 42 | 1 63 | 1 14 | 153a |
| 0 88 | 1 31 | | 0 87 | 0 77 | 0 41 | 0 49 | 0 90 | 0 86 | 0 70 | 0 45 | 0 86 | 0 16 | 0 41 | 154a |
| 0 87 | 0 71 | | 0 23 | 1 07 | 0 31 | 0 29 | 0 49 | 0 29 | 0 69 | 0 52 | 0 78 | 0 27 | 0 35 | 155a |
| 0 12 | 0 03 | | 0 05 | 0 06 | 0 07 | 0 04 | 0 10 | 0 04 | 0 05 | 0 03 | 0 11 | 0 04 | .. | 156a |
| 0 80 | 0 12 | | 0 20 | 0 31 | 0 30 | 0 18 | 0 51 | 0 14 | 0 69 | 0 14 | 0 09 | 0 40 | 1 45 | 157a |
| .. | 0 01 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 158a |
| 0 01 | 0 01 | | 0 05 | 0 09 | 0 02 | 0 02 | 0 04 | 0 04 | 0 13 | 0 04 | 0 04 | 0 01 | 0 07 | 159a |
| 0 28 | 0 44 | | 0 44 | 0 46 | .. | 0 21 | 0 43 | 1 95 | .. | .. | .. | .. | 0 07 | 160a |
| 0 01 | 0 02 | | .. | 0 05 | 0 15 | 0 01 | 0 01 | 0 01 | 0 03 | 0 07 | .. | 0 02 | 0 52 | 161a |
| 6 31 | 5 21 | .. | 5 50 | 6 04 | 4 30 | 2 98 | 5 08 | 7 60 | 7 34 | 4 75 | 6 20 | 3 54 | 4 56 | 162a |
| 1 58 | 1 79 | Worked by the G. I. R. Railway. | 2 02 | 1 99 | 1 33 | 1 05 | 1 47 | 2 98 | 1 46 | 1 75 | 1 79 | 3 59 | 1 60 | 152b |
| 5 72 | 3 77 | | 3 37 | 4 68 | 5 12 | 3 15 | 3 88 | 5 94 | 7 39 | 5 90 | 6 79 | 5 80 | 2 99 | 153b |
| 1 94 | 2 82 | | 1 28 | 1 58 | 0 88 | 1 18 | 1 85 | 1 81 | 1 24 | 0 98 | 1 71 | 0 58 | 1 07 | 154b |
| 1 83 | 1 53 | | 0 34 | 2 20 | 0 66 | 0 71 | 1 00 | 0 61 | 1 23 | 1 13 | 1 56 | 0 98 | 0 91 | 155b |
| 0 27 | 0 07 | | 0 08 | 0 12 | 0 14 | 0 11 | 0 21 | 0 08 | 0 09 | 0 07 | 0 22 | 0 15 | .. | 156b |
| 1 77 | 0 28 | | 0 29 | 0 64 | 0 65 | 0 43 | 1 05 | 0 29 | 1 23 | 0 31 | 0 18 | 1 41 | 3 81 | 157b |
| .. | 0 01 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | 0 01 | .. | 158b |
| 0 01 | 0 01 | | 0 07 | 0 19 | 0 05 | 0 04 | 0 08 | 0 09 | 0 23 | 0 09 | 0 08 | 0 05 | 0 19 | 159b |
| 0 62 | 0 95 | | 0 65 | 0 94 | .. | 0 50 | 0 89 | 4 07 | .. | .. | .. | .. | 1 38 | 160b |
| 0 04 | 0 02 | | .. | 0 09 | 0 33 | 0 03 | 0 03 | 0 03 | 0 06 | 0 15 | .. | 0 08 | 0 02 | 161b |
| 13 78 | 11 25 | .. | 8 10 | 12 43 | 9 16 | 7 20 | 10 46 | 15 90 | 12 97 | 10 88 | 12 33 | 12 65 | 11 97 | 162b |
| 1 54 | 1 78 | .. | 2 03 | 1 98 | 1 32 | 1 04 | 1 47 | 2 98 | 1 46 | 1 56 | 1 50 | 3 59 | 1 60 | † |

Tables E and G.—General Charges

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---|--|--------------|-------------------------|-------------------------|-------------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Ordn and Kohlikhand. |
| Table E.—General Charges. | | | | | | | | |
| PER TOTAL TRAIN-MILE. | | | | | | | | |
| 163a | Home Expenditure (and General Administration), <i>Annas.</i> | 0.31 | 0.18 | 0.46 | 0.59 | 0.55 | 1.16 | 0.79 |
| 164a | Agent's Office—Salaries and Expenses, | 0.28 | 0.14 | 0.34 | 0.36 | 0.20 | 1.37 | 0.47 |
| 165a | Audit, Accounts and Pay Offices | 0.71 | 0.48 | 1.11 | 1.12 | 0.92 | 1.61 | 0.99 |
| 166a | Stores Department Expenses, | 0.42 | 0.14 | 0.35 | 0.17 | 0.72 | 0.08 | 0.13 |
| 167a | Medical | 0.22 | 0.11 | 0.14 | 0.28 | 0.17 | 0.42 | 0.27 |
| 168a | Rents and Miscellaneous Expenses, | 0.46 | 0.15 | 0.28 | 0.18 | 0.24 | 0.91 | 0.20 |
| 169a | Police, | 0.28 | 0.27 | 0.30 | 0.30 | 0.52 | 0.67 | 0.32 |
| 170a | Advertising, | 0.01 | 0.01 | 0.03 | 0.03 | 0.01 | 0.15 | 0.01 |
| 171a | Electric Telegraph, | 0.75 | 0.55 | 0.70 | 0.63 | 0.66 | 1.16 | 1.08 |
| 172a | Other Charges (net), | -0.08 | 0.04 | 0.07 | 0.12 | 0.09 | 0.16 | 0.20 |
| 173a | Total General Charges, | 3.36 | 2.07 | 3.78 | 3.78 | 4.08 | 7.69 | 4.41 |
| PER CENT. ON TOTAL EARNINGS. | | | | | | | | |
| 163b | Home Expenditure, <i>Per cent.</i> | 0.34 | 0.27 | 0.74 | 1.09 | 0.52 | 1.18 | 1.33 |
| 164b | Agent's Office—Salaries and Expenses, | 0.32 | 0.20 | 0.56 | 0.66 | 0.19 | 1.41 | 0.81 |
| 165b | Audit, Accounts and Pay Offices | 0.80 | 0.69 | 1.81 | 2.07 | 0.88 | 1.65 | 1.68 |
| 166b | Stores Department Expenses, | 0.47 | 0.20 | 0.58 | 0.32 | 0.68 | 0.08 | 0.22 |
| 167b | Medical | 0.23 | 0.16 | 0.22 | 0.54 | 0.16 | 0.44 | 0.45 |
| 168b | Rents and Miscellaneous Expenses, | 0.53 | 0.23 | 0.46 | 0.33 | 0.23 | 0.94 | 0.34 |
| 169b | Police, | 0.32 | 0.39 | 0.49 | 0.56 | 0.50 | 0.69 | 0.54 |
| 170b | Advertising, | 0.01 | 0.01 | 0.05 | 0.05 | 0.01 | 0.15 | 0.01 |
| 171b | Electric Telegraph, | 0.84 | 0.80 | 1.13 | 1.18 | 0.63 | 1.20 | 1.75 |
| 172b | Other Charges (net), | -0.09 | 0.06 | 0.12 | 0.21 | 0.09 | 0.18 | 0.25 |
| 173b | Total General Charges, | 3.77 | 3.01 | 6.16 | 7.01 | 3.89 | 7.92 | 7.48 |
| Table G.—Special and Miscellaneous Expenses. | | | | | | | | |
| PER CENT. ON GROSS EARNINGS. | | | | | | | | |
| 174 | Law Charges, <i>Per cent.</i> | 0.02 | -0.03 | 0.05 | 0.26 | 0.01 | 0.03 | 0.01 |
| 175 | Compensation, | 0.01 | 0.03 | 0.22 | 0.16 | 0.08 | 0.13 | .. |
| 176 | Rates and Taxes, | 0.13 | 0.05 | 0.05 | 0.13 | 0.08 | 0.33 | 0.02 |
| 177 | Payments to other Lines, | 0.51 | 1.81 | 4.27 | 0.45 | 0.64 | .. | 0.61 |
| 178 | Other Charges (net), | 0.06 | 0.02 | 0.03 | 0.04 | 0.26 | 0.09 | 0.07 |
| 179 | Total Special and Miscellaneous Expenses, | 0.73 | 1.88 | 4.62 | 1.04 | 1.05 | 0.58 | 0.71 |

STATISTICS OF INDIAN RAILWAYS.

clxxvii

EXPENSES—*concd.*

and Special and Miscellaneous Expenses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | Progressive number. | |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|----------------------------|---------------------------|--------------------------------|------------------|----------|---------------------------|-----------------|---------------------|------|
| Indus Valley. | Punjab Northern. | Dhond and Manmad | Patna and Cya. | Nizam's. | South-Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irra-waddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rakhabad. | Dharwad-Gondal. | | |
| 0.09 | —0.19 | Worked by the G. I. P. Railway. | 0.47 | .. | 0.88 | 0.08 | .. | 0.81 | .. | 0.28 | 1.11 | 0.93 | 0.01 | 163a | |
| 0.29 | 0.37 | | 1.42 | 0.83 | 0.50 | 0.22 | 0.56 | 1.64 | 0.78 | 1.13 | 0.99 | 1.35 | 0.72 | 164a | |
| 1.13 | 0.71 | | 1.89 | 1.24 | 1.05 | 0.69 | 0.83 | 1.48 | 1.23 | 1.77 | 1.81 | 1.69 | 0.90 | 165a | |
| 0.49 | 0.18 | | 0.75 | 0.28 | 0.27 | 0.18 | 0.53 | 0.22 | 0.43 | 0.12 | 0.36 | 0.26 | 0.23 | 166a | |
| 0.20 | 0.08 | | 0.08 | 0.20 | 0.14 | 0.14 | 0.16 | .. | 0.07 | 0.45 | 0.21 | .. | 0.21 | 167a | |
| 0.86 | 0.69 | | 0.57 | 0.32 | 0.27 | 0.28 | 0.47 | 1.14 | 0.28 | 0.14 | 0.51 | 0.56 | 0.83 | 168a | |
| —0.03 | 0.05 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 0.99 | 169a |
| 0.01 | 0.04 | | .. | .. | 0.03 | 0.01 | 0.02 | 0.04 | 0.02 | 0.01 | 0.03 | 0.02 | 0.02 | 0.09 | 170a |
| 0.73 | 0.62 | | 1.16 | 0.91 | 0.67 | 0.65 | 0.69 | 1.56 | 0.82 | 1.39 | 1.25 | 0.19 | 1.19 | 171a | |
| 0.03 | 0.06 | | 0.10 | 0.28 | 0.37 | 0.07 | 0.17 | 0.22 | 0.02 | 0.04 | 0.09 | 0.08 | .. | 172a | |
| 3.80 | 2.63 | .. | 6.44 | 4.06 | 4.18 | 2.32 | 3.43 | 6.61 | 3.68 | 5.33 | 5.86 | 5.03 | 5.17 | 173a | |
| 0.18 | —0.40 | Worked by the G. I. P. Railway. | 0.68 | .. | 1.33 | 0.19 | .. | 0.65 | .. | 0.51 | 1.82 | 3.29 | 0.01 | 163b | |
| 0.57 | 0.78 | | 2.07 | 1.68 | 1.03 | 0.52 | 1.14 | 3.39 | 1.37 | 2.10 | 1.63 | 4.78 | 1.88 | 164b | |
| 2.25 | 1.51 | | 2.74 | 2.49 | 2.18 | 1.65 | 1.71 | 3.06 | 2.15 | 3.23 | 2.16 | 5.98 | 2.35 | 165b | |
| 0.97 | 0.38 | | 1.08 | 0.56 | 0.56 | 0.42 | 1.08 | 0.46 | 0.76 | 0.22 | 0.60 | 0.92 | 0.60 | 166b | |
| 0.42 | 0.18 | | 0.11 | 0.41 | 0.28 | 0.34 | 0.33 | .. | 0.13 | 0.84 | 0.34 | .. | 0.54 | 167b | |
| 1.71 | 1.45 | | 0.84 | 0.63 | 0.55 | 0.69 | 0.99 | 2.36 | 0.49 | 0.27 | 0.83 | 1.97 | 2.15 | 168b | |
| —0.06 | 0.12 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2.57 | 169b |
| 0.02 | 0.07 | | .. | 0.01 | 0.06 | 0.02 | 0.05 | 0.08 | 0.04 | 0.02 | 0.06 | 0.08 | 0.08 | 0.24 | 170b |
| 1.45 | 1.31 | | 1.69 | 1.84 | 1.41 | 1.55 | 1.40 | 3.23 | 1.44 | 2.58 | 2.05 | 0.67 | 3.10 | 171b | |
| 0.06 | 0.12 | | 0.14 | 0.56 | 0.78 | 0.16 | 0.36 | 0.45 | 0.04 | 0.08 | 0.14 | 0.11 | 0.01 | 0.01 | 172b |
| 7.57 | 5.52 | .. | 9.35 | 8.18 | 8.68 | 5.54 | 7.06 | 13.69 | 6.45 | 9.90 | 9.63 | 17.80 | 13.45 | 173b | |
| 0.03 | 0.01 | Worked by the G. I. P. Railway. | .. | .. | 0.02 | .. | .. | .. | .. | 0.01 | .. | .. | .. | 174 | |
| 1.05 | 1.21 | | .. | 0.83 | 0.07 | 0.02 | 0.04 | .. | 0.01 | 0.23 | 0.01 | .. | 1.00 | 175 | |
| .. | .. | | 0.12 | .. | 0.11 | .. | .. | .. | 0.28 | .. | 0.09 | .. | .. | 176 | |
| 7.28 | 10.13 | | 17.76 | 3.62 | 0.03 | 0.49 | .. | .. | .. | .. | 0.01 | .. | .. | 177 | |
| 0.13 | 0.08 | | 0.21 | 0.16 | .. | 0.23 | 0.15 | 0.08 | 0.28 | 1.03 | 0.31 | .. | .. | 178 | |
| 8.49 | 11.43 | .. | 18.09 | 4.61 | 0.23 | 0.74 | 0.19 | 0.08 | 0.57 | 1.27 | 0.42 | .. | 1.00 | 179 | |

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|--|---|--------------|-------------------------|-------------------------|-----------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Haroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| FROM APPENDIX I. | | | | | | | | |
| 180 | Average number of Locomotives on the line, <i>No.</i> | 532 | 433 | 154 | 152 | 98 | 48 | 125 |
| 181 | Average train-mileage hauled per Locomotive per diem, <i>Miles.</i> | 49.25 | 58.00 | 58.36 | 40.19 | 57.75 | 44.74 | 37.21 |
| Lbs. coal per train-mile (coal-burning engines)— | | | | | | | | |
| 182 | Coaching, <i>lbs.</i> | 43.22 | 38.00 | 40.41 | 23.68 | 41.87 | 39.51 | 39.97 |
| 183 | Goods, „ | | | | | | | |
| 184 | Mixed, „ | | | | | | | |
| Lbs. wood (wood-burning engines)— | | | | | | | | |
| 185 | Coaching, <i>lbs.</i> | .. | .. | 78.50 | 84.89 | .. | .. | .. |
| 186 | Goods, „ | | | | | | | |
| 187 | Mixed, „ | | | | | | | |
| Average gross weight of trains— | | | | | | | | |
| 188 | Coaching, <i>Tons.</i> | 167.68 | 124.87 | 119.22 | 109.16 | 141.00 | 111.63 | .. |
| 189 | Goods, „ | 376.95 | 224.09 | 189.33 | 239.48 | 494.00 | 300.14 | .. |
| 190 | Mixed, „ | 370.82 | .. | 164.90 | 200.96 | 300.00 | 198.38 | .. |
| Average through speed of trains— | | | | | | | | |
| 191 | Coaching, <i>Miles per hour.</i> | 25.00 | 21.63 | 20.38 | 20.59 | 19.50 | 21.55 | 22.50 |
| 192 | Goods, „ | 11.25 | 11.47 | 12.25 | 16.61 | 9.50 | 14.90 | 13.50 |
| 193 | Mixed, „ | 18.00 | 14.77 | 17.06 | 14.47 | 13.25 | 17.00 | 20.00 |
| FROM APPENDIX II. | | | | | | | | |
| 194 | Average mileage <i>per diem</i> of coaching vehicles, including brakes, <i>Miles.</i> | 134,846.38 | 94,901.31 | 61,620.30 | 43,697.92 | 35,389.18 | 15,399.43 | 29,679.50 |
| 195 | Goods „ „ | 460,699.28 | 400,895.93 | 141,276.24 | 51,967.18 | 119,741.46 | 21,899.92 | 71,304.88 |
| FROM APPENDIX IV. | | | | | | | | |
| Average age of rails— | | | | | | | | |
| 196 | Steel, <i>Years.</i> | 15.0 | .. | .. | 16.05 | .. | 0.5 | 2.0 |
| 197 | Iron, „ | | | | | | | |
| Proportion renewed per mile of rail— | | | | | | | | |
| 198 | Steel, <i>Per Mile.</i> | 0.02 | .. | .. | 0.003 | .. | 0.004 | 0.004 |
| 199 | Iron, „ | | | | | | | |
| FROM APPENDIX V. | | | | | | | | |
| Average age of sleepers— | | | | | | | | |
| 200 | Wood, <i>Years.</i> | 12.0 | .. | 16.0 | 6.05 | 15.0 | 8.5 | 8.5 |
| 201 | Iron, „ | | | | | | | |
| Percentage of renewals— | | | | | | | | |
| 202 | Wood, <i>Per cent.</i> | 4.09 | 4.49 | 2.52 | 27.42 | 3.22 | 2.58 | 0.72 |
| 203 | Iron, „ | | | | | | | |

INDIAN RAILWAYS.

STATISTICS OF THEIR WORKING

FOR THE

HALF-YEAR ENDED 31ST DECEMBER, 1881.

PART II.

SUMMARY OF ANALYSES OF WORKING.

(Pages clxxxi to cciii).

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---|--|-----------------|-------------------------|-------------------------|----------------|-----------------------------------|--------------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| No. I. | | | | | | | | |
| DESCRIPTION OF RAILWAY WORKED. | | | | | | | | |
| 1 | Gauge of Railway, | 5' 6" | 5' 6" | 5' 6" | 5' 6" | 5' 6" | 5' 6" | 5' 6" |
| 2 | Mean mileage worked, Miles. | 1,506.75 | (a) 1,446.50 | 663.51 | 857.98 | (a) 444 | (e) 159.91 | 546.85 |
| 3 | Number of stations, No. | 159 | 182 | 84 | 114 | (d) 77 | (h) 34 | 80 |
| 4 | Total length of the following gradients— | | | | | | | |
| | (a), $\frac{1}{100}$ and less, Miles. | .. | (b) 19.31 | .. | .. | .. | .. | .. |
| | (b), $\frac{1}{75}$ to $\frac{1}{100}$, " | 4.04 | (b) 2.36 | .. | 17.00 | .. | .. | .. |
| | (c), $\frac{1}{50}$ to $\frac{1}{75}$, " | 12.46 | 62.09 | .. | 47.50 | 0.18 | .. | .. |
| | (d), $\frac{1}{25}$ to $\frac{1}{50}$, " | 93.04 | 491.96 | 10.40 | 206.75 | 1.53 | 0.55 | 1.63 |
| | (e), $\frac{1}{10}$ to $\frac{1}{25}$, " | 97.54 | 202.45 | 24.25 | 128.75 | 8.98 | 0.41 | 3.56 |
| 5 | Steepest gradient worked— | | | | | | | |
| | Length, " | *4.81 | (b) 5.84 | 7.20 | 0.75 | 0.18 | 0.14 | 0.40 |
| | Inclination, " | $\frac{1}{100}$ | $\frac{1}{57}$ | $\frac{1}{200}$ | $\frac{1}{80}$ | $\frac{1}{100}$ | $\frac{1}{103.70}$ | (j) $\frac{1}{150}$ |
| No. II. | | | | | | | | |
| FINANCIAL RESULTS. | | | | | | | | |
| 6 | Percentage of net earnings (including steam-boat traffic) on capital outlay, .. Per cent. | 3.88 | 2.43 | 1.94 | 0.84 | 2.06 | 7.29 | 1.36 |
| 7 | Percentage of net earnings on paid up capital, " | .. | 2.45 | 1.93 | (h) 0.82 | (g) 2.01 | 7.34 | 1.28 |
| No. III. | | | | | | | | |
| OUTLAY, EARNINGS AND EXPENSES. | | | | | | | | |
| <i>(Exclusive of Steam-boat Service).</i> | | | | | | | | |
| 8 | Capital outlay per mile open, Rs. | 2,49,127 | 1,78,582 | 1,67,861 | 1,29,417 | 1,37,136 | (i) 2,07,327 | 1,06,868 |
| 9 | Total earnings per mile open per week, " | 576.64 | 374 | 267 | 136.72 | 324 | (j) 744 | 166.23 |
| 10 | Total working expenses per mile open per week, " | 196.56 | 208 | 196 | 94.12 | 170 | (j) 253 | 107.85 |
| 11 | Total earnings per train-mile, " | 5.33 | 3.87 | 3.40 | 3.19 | 4.98 | (j) 7.00 | 3.77 |
| 12 | Total working expenses per train-mile, " | 1.62 | 2.15 | 2.50 | 2.20 | 2.61 | (j) 2.65 | 2.44 |
| 13 | Net earnings per train-mile, " | 3.51 | 1.72 | 0.90 | 0.99 | 2.37 | (j) 5.24 | 1.32 |
| 14 | Cost per 1,000 gross ton-miles moved (freight and dead-weight), " | 4.95 | 9.19 | 9.07 | 9.68 | 8.91 | (j) 8.04 | 7.78 |
| 15 | Percentage of total working expenses upon total earnings, Per cent. | 34.09 | 55.49 | 73.41 | 68.84 | 52.35 | (j) 33.60 | 64.88 |
| 16 | Percentage of total working expenses upon total earnings, excluding from both sides of the account the charges for carriage of revenue stores, " | 32.29 | 54.76 | 72.38 | 68.41 | 50.28 | (j) 33.54 | 63.36 |
| <i>(Inclusive of Steam-boat Service).</i> | | | | | | | | |
| 17 | Percentage of total working expenses on total earnings (for details, see Table No. VII), " | 34.13 | 55.49 | 74.88 | 68.84 | 52.35 | (j) 34.60 | 64.88 |

(a) Includes 158½ miles for Dhond-Manmad, Khamgaon and Amraoti Lines, and 12½ miles for Mohpani branch opened for all traffic.
 (b) Bhore and Thul Ghants.
 (c) 81 miles, 1,622 feet sidings in addition.
 (d) Including Carnac Bridge.
 (e) Poradaha Section, 13 miles, on the 5' 6" gauge, worked by Eastern Bengal Railway Co.

(f) On the temporary line from the Benares Cantonment Station to Benares river.
 (g) Excluding ₹31,537 not bearing interest.
 (h) Including Chitpore and Chitpore Junction.
 (i) Eastern Bengal Railway only.
 (j) Includes Poradaha Section of Northern Bengal State Railway.

* Jubbulpore line 5 682, Kurhurbaree Branch 0 9848.
 †

STATISTICS OF INDIAN RAILWAYS.

clxxxiii

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | | Progressive number. |
|-----------------------------|---|---|---|---------------------------------|------------------------------|-----------------------------------|--|----------------------------------|--------------------------------|--------------------------------|--------------------------------|-------------------------------|----------------------------|--|----------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mandmad. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindhia-Neesmunch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rukhabad. | Bhavnagar-Gondal. | | |
| 5' 6" (k) 659 67 66 | (l) 5' 6" 357-75 53 | Worked by the Great Indian Peninsula Railway. | 5' 6" 57-20 8 | 5' 6" (o) 120-44 15 | 3' 3 3/4" (q) 663 (r) 102 | 3' 3 3/4" (m) 743-77 99 | 2' 3 3/4" 289 22 36 | 3' 3 3/4" 62 11 | 3' 3 3/4" 161 28 | (e) 3' 3 3/4" 233 28 | 3' 3 3/4" 78 84 (n) 12 | 3' 3 3/4" 86 50 22 | 3' 3 3/4" 157-50 24 | 1 2 3 4 5 | |
| 0-99 9-20 30-51 | 14-03 42-11 29-41 48-58 13-40 | | 4-74 | 68 50 5-07 | 2 73 72 41 | 8 207 26 132-38 | 3-40 0-23 2 60 83 07 46 32 | 28 42 10 28 | 4-90 6 40 | 7-35 4 90 | 2 86 0-76 | | | 2-95 0-30 1 66 45 51 23 03 | |
| 0-99 7 5/8 | 2-51 4 3/8 | | 0-20 2 3/8 | 1-14 1 1/8 | 8 1 1/8 | 2-61 1 1/8 | 3 40 1 1/8 | 1-08 1 3/8 | 4 90 3 1/8 | 0-87 1 1/8 | 1-43 2 1/8 | 1-78 2 1/8 | 2-70 3 1/8 | 6 7 | |
| 0-89 .. | 0-21 .. | | | 2-68 .. | 1 01 .. | 1-16 1-38 | 2-10 .. | 1-16 .. | 0-22 .. | 1-28 .. | 2-62 .. | 1-26 .. | 1-42 .. | 0-68 .. | 6 7 |
| 1,14,035 147 | 1,52,988 165-55 | | Worked by the Great Indian Peninsula Railway. | 64,306 180 | 1,04,913 113 | 65,354 107 | 67,641 182 | 95,083 127-26 | 87,991 79 | 79,464 137-15 | 80,208 147 | 19,361 109 | 36,152 73 | 38,383 66-16 | 8 9 |
| 108 2 76 2-02 0-74 | 152-83 2-69 2 48 0 21 | | | 113 4 40 2 77 1-63 | 74 2 87 1-87 1 00 | 71 2-94 1-96 0 98 | 119 2-39 1-56 0-83 | 84 78 2 91 1 94 0-97 | 71 2 95 2 66 0 29 | 98-01 3-26 2-33 0-93 | 70 3-19 1 53 1 66 | 68 80 2 81 1 77 0-54 | 53 2 41 1 76 0-65 | 49 03 2 82 1 89 0 43 | 10 11 12 13 |
| 7-24 73-40 73-13 | 13 36 92 31 92 11 | | | 12-46 63-05 62-99 | .. 65 22 64-93 | 13-19 66 62 65-68 | 10-42 65-10 63-16 | 14-18 66 63 66-05 | 19 98 90-05 89-70 | 15-93 71-46 71-23 | 9-13 46 36 45 27 | 13 31 63-05 62-71 | 10 94 72 92 72-71 | 13 11 81-40 81-36 | 14 15 16 |
| 74-28 | 92 31 | | | 63-05 | 65-22 | 66 62 | 65-10 | 66-63 | 90-05 | 71-46 | 46 44 | 66 63 | 72-92 | 81 40 | 17 |

(k) Includes 6-57 miles of Foreign Lines worked by the State.
 (l) The gauge of the Salt Branch Line is 3' 3 3/4".
 (m) Including Ganges bank.
 (n) 1-62 miles on the 5' 6" gauge.

(o) The length of line actually constructed is 117 10 miles; the additional 3-34 miles represents the distance run over twice by each train.
 (p) Excluding £10,548 Capital not bearing interest.
 (q) Includes 8 miles of the Pondicherry Railway.
 (r) " 2 stations of the ditto.

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|--|--|--------------|-------------------------|-------------------------|------------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| No. IV. | | | | | | | | |
| DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC. | | | | | | | | |
| 18 | Total Working Expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts and leaving only the balance of payments to other lines for mileage, &c., <i>Rs.</i> | 72,52,318 | 76,02,982 | 31,60,501 | 20,54,396 | 19,12,952 | 10,93,040 | 14,04,198 |
| Proportions, dividing expenditure in ratio of gross ton mileage (freight and dead-load). | | | | | | | | |
| 19 | Coaching, <i>Rs.</i> | 14,40,454 | 15,79,889 | 11,34,654 | 7,72,103 | 7,43,276 | 2,46,862 | 4,85,882 |
| 20 | Goods, <i>Rs.</i> | 58,11,864 | 60,23,093 | 20,25,847 | 12,82,293 | 11,69,676 | 8,46,178 | 9,18,316 |
| No. V. | | | | | | | | |
| COACHING TRAFFIC. | | | | | | | | |
| GROSS RECEIPTS AND TRAIN-MILEAGE— | | | | | | | | |
| 21 | Receipts from coaching traffic, .. <i>Rs.</i> | 57,69,319 | 27,99,446 | 15,83,290 | 12,66,791 | 15,72,641 | 8,21,528 | 9,74,346 |
| 22 | Coaching train miles run, .. <i>No.</i> | 1,302,724.50 | 1,175,872 | 581,596 | 456,086 | (a) 414,970 | 154,205 | 232,213 |
| 23 | Average coaching receipts per train-mile, <i>Rs.</i> | 4.43 | 2.38 | 2.72 | 2.78 | 3.79 | 5.32 | 4.20 |
| UNITS AND UNIT-MILEAGE— | | | | | | | | |
| Number of units carried one mile— | | | | | | | | |
| 24 | 1st class, <i>Unit-miles.</i> | 2,904,515 | 2,163,407 | 1,318,874 | 1,042,737 | 954,185 | 542,856 | } 840,400 |
| 25 | 2nd „ „ „ | 11,429,816 | 9,189,092 | 4,494,463 | 2,744,971 | 3,900,102 | 1,123,121 | |
| 26 | 3rd or intermediate class, „ | 11,532,783 | 21,251,005 | 449,445 | .. | 16,261,377 | 8,385,027 | |
| 27 | 4th or lowest class, „ | 282,667,314 | 120,299,490 | 96,142,719 | 92,303,152 | 78,335,266 | 33,945,734 | 67,553,522 |
| 28 | Total passenger unit-mileage, | 308,534,428 | 152,902,994 | 102,405,501 | 96,090,860 | 99,450,930 | 43,996,738 | 68,393,922 |
| 29 | Other coaching traffic, <i>Ton-miles.</i> | 3,604,092 | 1,398,687 | 920,645 | 737,657 | 988,807 | 273,678 | 257,391 |
| Average sum received for carrying a unit one mile— | | | | | | | | |
| 30 | 1st class, <i>Pies.</i> | 15.32 | 14.80 | 10.46 | 15.40 | 10.29 | 10.55 | } 9.00 |
| 31 | 2nd „ „ | 5.26 | 5.43 | 3.92 | 5.19 | 4.85 | 5.05 | |
| 32 | 3rd or intermediate class, „ | 3.98 | 3.88 | 4.00 | .. | 3.02 | 3.79 | |
| 33 | 4th or lowest class, „ | 2.98 | 2.48 | 2.43 | 2.00 | 2.45 | 2.97 | 2.51 |
| 34 | Average for all classes, „ | 3.22 | 3.03 | 2.61 | 2.23 | 2.71 | 3.27 | 2.59 |
| 35 | Other coaching traffic per ton-mile, | 32.09 | 53.36 | 39.87 | 38.97 | 32.73 | 50.36 | 39.14 |
| Average number of units in a train— | | | | | | | | |
| 36 | 1st class, <i>No.</i> | 2.23 | 1.84 | 2.27 | 2.29 | 2.30 | 3.52 | } 3.62 |
| 37 | 2nd „ „ | 8.78 | 7.81 | 7.73 | 6.02 | 9.40 | 7.28 | |
| 38 | 3rd or intermediate class, „ | 8.85 | 18.07 | 0.77 | .. | 113.52 | 54.38 | |
| 39 | 4th or lowest class, „ | 216.98 | 102.31 | 165.30 | 202.38 | 288.29 | 220.13 | 290.91 |
| 40 | Total passenger units, | 236.84 | 130.03 | 176.07 | 210.69 | 239.66 | 235.31 | 294.53 |
| 41 | Other coaching traffic, <i>Tons.</i> | 2.77 | 1.19 | 1.58 | 2.62 | 2.38 | 1.71 | 1.11 |

(a) Includes 143,244 miles run by mail trains.

STATISTICS OF INDIAN RAILWAYS.

clxxxv

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | Progressive number. |
|---------------|------------------|------------------|----------------|------------|---------------|------------|----------------------------|---------------------------|--------------------------------|------------------|-----------|---------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Manna. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irra-waddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rukhabad. | Bhavnagar-Gondal. | |
| 17,61,389 | 13,48,859 | .. | 1,65,666 | 2,25,527 | 11,66,167 | 22,42,741 | 6,26,770 | 1,12,243 | 4,02,123 | 4,09,358 | 1,29,946 | 1,13,514 | 2,19,044 | 18 |
| 4,22,931 | 5,84,923 | .. | 84,509 | 1,05,703 | 4,53,207 | 7,49,829 | 2,94,058 | 39,135 | 2,12,248 | 1,24,355 | 55,368 | 69,317 | 93,626 | 19 |
| 13,25,458 | 7,63,936 | .. | 81,157 | 1,19,824 | 7,12,960 | 14,92,912 | 3,32,712 | 73,108 | 1,89,875 | 2,85,003 | 74,578 | 49,197 | 1,25,418 | 20 |
| 6,06,573 | 6,34,947 | .. | 1,90,646 | 1,37,256 | 10,18,724 | 11,86,271 | 3,73,064 | 44,373 | 3,49,574 | 2,69,888 | 1,06,983 | 79,343 | 1,31,583 | 21 |
| 258,832 | 239,972 | .. | 30,129 | 58,846 | 238,079 | 574,942 | 165,747 | 15,785 | 96,123 | 102,004 | 34,243 | 42,563 | 54,814 | 22 |
| 2.34 | 2.65 | .. | 6.33 | 2.33 | 4.27 | 2.06 | 2.25 | 2.81 | 3.64 | 2.65 | 3.12 | 1.86 | 3.31 | 23 |
| 298,451 | 302,388 | | 37,710 | 106,259 | 230,118 | 747,709 | 126,387 | 16,780 | 77,414 | 267,824 | 65,410 | 17,219 | 21,235 | 24 |
| 1,126,451 | 636,661 | | 55,684 | 499,147 | 904,731 | 1,322,744 | 4,86,687 | 89,215 | 267,336 | 446,445 | 70,947 | 68,446 | 116,975 | 25 |
| .. | 32,538,771 | | .. | .. | .. | 5,076,427 | 667,681 | .. | .. | 798,967 | .. | .. | .. | 26 |
| 39,072,384 | 10,323,732 | | 11,509,613 | 9,413,940 | 71,945,268 | 84,622,255 | 29,186,836 | 3,598,630 | 20,791,996 | 13,938,269 | 6,868,871 | 6,854,565 | 13,227,572 | 27 |
| 40,497,286 | 43,801,552 | | 11,603,007 | 10,019,346 | 73,080,117 | 91,769,135 | 30,467,591 | 3,704,675 | 21,136,746 | 15,451,505 | 7,005,228 | 6,940,230 | 13,365,782 | 28 |
| 576,057 | 203,491 | | 16,092 | 67,793 | 124,722 | 593,165 | 182,522 | 6,330 | 48,396 | 89,070 | 24,494 | 20,597 | 30,765 | 29 |
| 10.51 | 12 | | 18.00 | 14.30 | 16.62 | 11.47 | 11.28 | 14.67 | 14.70 | 17.69 | 18.00 | 14.22 | 10.77 | 30 |
| 3.87 | 8 | | 9.00 | 4.62 | 5.22 | 6.45 | 4.65 | 6.34 | 6.36 | 7.80 | 9.00 | 4.99 | 5.65 | 31 |
| .. | 2.50 | | .. | .. | .. | 3.12 | 3.46 | .. | .. | 4.50 | .. | .. | .. | 32 |
| 2.24 | 2 | | 3.00 | 2.02 | 2.49 | 2.00 | 2.00 | 1.99 | 2.98 | 2.50 | 2.50 | 2.00 | 2.61 | 33 |
| 2.34 | 2.78 | | 3.08 | 2.28 | 2.57 | 2.20 | 2.11 | 2.15 | 3.06 | 3.02 | 2.71 | 2.06 | 2.06 | 34 |
| 37.39 | 57.05 | | 55.65 | 51.89 | 59.79 | 43.09 | 39.76 | 87.10 | 48.80 | 57.78 | 63.92 | 45.58 | 49.21 | 35 |
| 1.15 | 1.26 | | 1.25 | 1.81 | 0.96 | 1.30 | 0.76 | 1.06 | 0.80 | 2.63 | 1.91 | 0.40 | 0.39 | 36 |
| 4.35 | 2.65 | | 1.85 | 8.48 | 3.80 | 2.30 | 2.94 | 5.65 | 2.78 | 4.38 | 2.07 | 1.61 | 2.13 | 37 |
| .. | 135.60 | | .. | .. | .. | 8.83 | 4.03 | .. | .. | 7.83 | .. | .. | .. | 38 |
| 150.96 | 43.02 | | 382.01 | 159.97 | 302.19 | 147.18 | 176.09 | 227.98 | 216.31 | 136.64 | 200.59 | 161.04 | 241.32 | 39 |
| 156.46 | 182.53 | | 385.11 | 170.26 | 306.95 | 159.61 | 183.82 | 234.69 | 219.89 | 151.48 | 204.57 | 163.05 | 243.84 | 40 |
| 2.23 | 0.85 | | 0.53 | 1.15 | 0.52 | 1.03 | 1.10 | 0.40 | 0.50 | 0.87 | 0.72 | 0.48 | 0.56 | 41 |

Worked by the Great Indian Peninsula Railway.

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---------------------|---|--------------|-------------------------|-------------------------|---------------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Ordn and Rohilkhand. |
| | No. V.—contd. | | | | | | | |
| | COACHING TRAFFIC—contd. | | | | | | | |
| | VEHICLES AND VEHICLE-MILEAGE— | | | | | | | |
| | Number of coaching vehicles hauled one mile— | | | | | | | |
| 42 | 1st class, <i>Vehicle-miles.</i> | 2,667,187 | 2,034,999 | 946,592 | 749,122 | 577,796 | 321,484 | } 858,553 |
| 43 | 2nd „ „ | 2,727,235 | 2,240,712 | 897,180 | 1,090,750 | 884,888 | 216,010 | |
| 44 | 3rd or intermediate class, „ | 1,460,252 | 4,132,829 | 497,650 | } 3,471,948 | } 4,218,449 | 659,879 | .. |
| 45 | 4th or lowest class, „ | 12,817,496 | 4,636,293 | 5,735,261 | | | | |
| 46 | Other vehicles, „ | 2,671,678 | 1,806,176 | 1,686,654 | 572,227 | 594,928 | 275,611 | 477,867 |
| 47 | Brake-vans, „ | 2,447,811 | 2,509,411 | 1,321,348 | 603,952 | 582,852 | 292,398 | 329,965 |
| 48 | Total, | 24,791,659 | 17,360,420 | 11,084,685 | 6,487,999 | 6,858,913 | 2,646,718 | 5,624,384 |
| | Average number of vehicles in a coaching train— | | | | | | | |
| 49 | 1st class, <i>No.</i> | 2.05 | 1.73 | 1.63 | 1.64 | 1.89 | 2.08 | } 3.70 |
| 50 | 2nd „ „ | 2.09 | 1.91 | 1.54 | 2.39 | 2.13 | 1.40 | |
| 51 | 3rd or intermediate class, „ | 1.12 | 3.51 | 0.86 | } 7.61 | } 10.17 | 4.28 | .. |
| 52 | 4th or lowest class, „ | 9.84 | 3.94 | 9.86 | | | | |
| 53 | Other vehicles, „ | 2.05 | 1.54 | 2.90 | 1.26 | 1.43 | 1.79 | 2.05 |
| 54 | Brake-vans, „ | 1.88 | 2.13 | 2.27 | 1.33 | 1.41 | 1.90 | 1.42 |
| 55 | Total, | 19.03 | 14.76 | 19.06 | 14.23 | 16.53 | 17.16 | 24.22 |
| | Average earnings per coaching vehicle per mile— | | | | | | | |
| 56 | 1st class, <i>Per.</i> | 16.68 | 15.74 | 14.57 | 21.44 | 16.99 | 17.82 | } 8.81 |
| 57 | 2nd „ „ | 22.05 | 22.27 | 19.65 | 13.07 | 21.36 | 26.25 | |
| 58 | 3rd or intermediate class, „ | 31.45 | 19.95 | 3.77 | } 53.04 | } 57.10 | 48.19 | .. |
| 59 | 4th or lowest class, „ | 65.65 | 64.38 | 40.79 | | | | |
| 60 | Other vehicles, „ | 43.29 | 41.32 | 22.36 | 50.23 | 54.40 | 50.01 | 21.10 |
| | Carrying capacity hauled one mile (excluding brakes)— | | | | | | | |
| 61 | 1st class, <i>Seats.</i> | 42,644,273 | 56,899,549 | 13,432,868 | 10,005,572 | 10,576,280 | 6,250,646 | } 7,726,977 |
| 62 | 2nd „ „ | 57,283,756 | 82,202,196 | 23,089,404 | 39,372,775 | 32,913,987 | 6,821,429 | |
| 63 | 3rd or intermediate class, „ | 70,311,133 | 165,270,150 | 15,924,800 | } 169,755,017 | } 263,054,039 | 46,689,561 | .. |
| 64 | 4th or lowest class, „ | 747,584,137 | 231,814,650 | 309,704,092 | | | | |
| 65 | Other vehicles, <i>Tons.</i> | 18,582,570 | 8,710,794 | 5,059,962 | 3,491,054 | 2,546,292 | 748,668 | 2,960,315 |
| | Percentage of freight upon capacity hauled— | | | | | | | |
| 66 | 1st class, <i>Per cent.</i> | 6.51 | 3.18 | 9.82 | 10.42 | 9.02 | 8.63 | } 10.88 |
| 67 | 2nd „ „ | 19.95 | 11.18 | 19.47 | 6.97 | 11.85 | 16.47 | |
| 68 | 3rd or intermediate class, „ | 16.40 | 12.86 | 2.82 | } 54.37 | } 35.96 | 17.96 | .. |
| 69 | 4th or lowest class, „ | 37.31 | 51.89 | 31.04 | | | | |
| 70 | Other vehicles, „ | 19.39 | 16.06 | 18.19 | 21.13 | 38.83 | 36.55 | 8.69 |
| | WEIGHT OF TRAIN AND TON-MILEAGE— | | | | | | | |
| | Gross ton-mileage of all coaching trains— | | | | | | | |
| 71 | Freight, <i>Ton-miles.</i> | 22,460,934 | 10,843,185 | 7,207,619 | 6,099,718 | 7,072,032 | 2,957,663 | } 4,394,642 |
| 72 | Dead weight, „ | 268,631,184 | 161,124,459 | 117,886,010 | 73,116,027 | 76,386,636 | 27,737,547 | |
| 73 | Total, | 291,092,118 | 171,967,644 | 125,093,629 | 79,715,745 | 83,458,668 | 30,695,210 | 62,884,733 |
| | Average weight of a coaching train— | | | | | | | |
| 74 | Freight, <i>Tons.</i> | 17.24 | 9.22 | 12.39 | 14.47 | 17.04 | 19.18 | 18.93 |
| 75 | Dead-weight, „ | 206.21 | 137.03 | 202.70 | 160.31 | 184.08 | 179.87 | 251.88 |
| 76 | Total, | 223.45 | 146.25 | 215.09 | 174.78 | 201.12 | 199.05 | 270.81 |

STATISTICS OF INDIAN RAILWAYS.

clxxxvii

| G.E. | | NARROW GAUGE. | | | | | | | | | | | | Progressive number. |
|---------------|------------------|------------------|----------------|------------|---------------|-------------|----------------------------|---------------------------|--------------------------------|------------------|------------|---------------------------|-------------------|---------------------|
| INDUS VALLEY. | Punjab Northern. | Dhond and Maunad | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Bangoon and Irra-waddy Valley. | Northern Bengal. | Tripoot. | Cawnpore and Fe-rukhabad. | Bhavnagar-Gondal. | |
| 136,983 | 280,496 | | 45,213 | 101,134 | 355,219 | 951,436 | 262,578 | 23,660 | 125,385 | 226,785 | 67,471 | 67,220 | 51,103 | 42 |
| 163,319 | 259,756 | | 45,306 | 135,199 | 431,833 | 805,706 | 247,735 | 29,774 | 205,030 | 169,110 | 58,153 | 64,710 | 76,033 | 43 |
| .. | 2,032,114 | | .. | .. | .. | .. | 336,245 | .. | .. | 227,054 | .. | .. | .. | 44 |
| 109,033 | .. | | 446,623 | 541,304 | 3,470,096 | 6,321,931 | 1,724,557 | 226,541 | 1,349,769 | 945,012 | 337,739 | 760,108 | 763,254 | 45 |
| 386,443 | 165,815 | | 45,504 | 139,365 | 376,800 | 881,095 | 153,672 | 7,966 | 199,898 | 418,024 | 96,427 | 102,096 | 48,068 | 46 |
| 367,865 | 747,447 | | 11,179 | 181,636 | 276,284 | 1,325,598 | 435,724 | 25,443 | 135,681 | .. | 29,695 | 56,652 | 115,594 | 47 |
| 963,643 | 3,485,628 | | 593,830 | 1,098,638 | 4,910,282 | 10,285,760 | 3,165,511 | 313,384 | 2,015,763 | 1,985,985 | 589,485 | 1,050,786 | 1,054,052 | 48 |
| 1.69 | 1 17 | | 1.50 | 1 72 | 1.49 | 1 65 | 1.58 | 1 50 | 1 31 | 2.22 | 1.97 | 1 57 | 0.93 | 49 |
| 1.79 | 1.08 | | 1.50 | 2 30 | 1.81 | 1.40 | 1 49 | 1 89 | 2 13 | 1.66 | 1 70 | 1.52 | 1.39 | 50 |
| .. | 8 47 | | .. | .. | .. | .. | 2.03 | .. | .. | 2.23 | .. | .. | .. | 51 |
| 11.63 | .. | | 14.82 | 9.20 | 14.57 | 11.00 | 10.41 | 14.35 | 14.04 | 9.26 | 9.86 | 17 86 | 13 92 | 52 |
| 2 65 | 0.69 | | 1 51 | 2.37 | 1 58 | 1 53 | 0 96 | 0 50 | 2 08 | 4 10 | 2 31 | 2.40 | 0.88 | 53 |
| 1.42 | 3 11 | | 0 37 | 3 08 | 1.16 | 2.31 | 2 63 | 1 61 | 1 41 | .. | 0 87 | 1.33 | 2 11 | 54 |
| 19.18 | 14 52 | | 19.70 | 18 67 | 20 62 | 17 89 | 19 10 | 19 85 | 20 97 | 19 47 | 17 21 | 24 68 | 19 23 | 55 |
| 7.18 | 13 60 | | 15 01 | 15.03 | 10.76 | 9 01 | 5 43 | 10 40 | 9 08 | 20 89 | 17 35 | 3.64 | 5 37 | 56 |
| 9.42 | 21.21 | | 11.06 | 17 07 | 10.93 | 10 60 | 9 14 | 19.01 | 8 29 | 20 60 | 10.90 | 5 27 | 10 44 | 57 |
| .. | 49 89 | | .. | .. | .. | .. | 6 87 | .. | .. | 15 83 | .. | .. | .. | 58 |
| 29.05 | .. | | 77.31 | 35 11 | 51.75 | 29 28 | 33.78 | 31 59 | 45.87 | 36 85 | 50.84 | 18 04 | 41 90 | 59 |
| 31 37 | 70.00 | | 19.68 | 25 24 | 19.79 | 29.01 | 45 74 | 69 21 | 11 81 | 12 31 | 16.24 | 8 80 | 37 79 | 60 |
| 169,117 | 2,312,551 | | 542,556 | 1,242,100 | 6,257,424 | 9,398,963 | 2,577,117 | 269,607 | 1,210,338 | 1,199,238 | 538,625 | 537,760 | 511,030 | 61 |
| 682,532 | 2,573,843 | | 543,672 | 3,244,760 | 15,395,016 | 12,351,367 | 4,031,394 | 373,308 | 4,157,336 | 1,196,458 | 926,936 | 1,035,360 | 1,824,792 | 62 |
| .. | 88,118,080 | | .. | .. | .. | .. | 10,759,840 | .. | .. | 4,541,080 | .. | .. | .. | 63 |
| 615,320 | .. | | 16,995,031 | 25,837,733 | 139,239,060 | 195,795,957 | 55,184,820 | 7,967,447 | 50,130,420 | 32,226,016 | 13,032,054 | 24,323,456 | 30,530,160 | 64 |
| 476,244 | 713,367 | | 165,438 | 449,328 | 1,903,983 | 3,116,077 | 319,980 | 35,382 | 775,061 | 1,181,429 | 214,833 | 204,192 | 153,013 | 65 |
| 7.16 | 13 07 | | 6 95 | 8 55 | 3 67 | 7.96 | 4 90 | 6.22 | 6.40 | 22 33 | 12 14 | 3 20 | 4.16 | 66 |
| 12.97 | 24.73 | | 10.24 | 15.38 | 5 87 | 10.71 | 12 07 | 23 90 | 6 43 | 37 31 | 7 65 | 6 61 | 6.41 | 67 |
| .. | 48 64 | | .. | .. | .. | .. | 6.21 | .. | .. | 17.59 | .. | .. | .. | 68 |
| 27 02 | .. | | 67.72 | 36 43 | 51.67 | 45 81 | 52 89 | 45.17 | 41 48 | 43 25 | 52 71 | 28 81 | 43.33 | 69 |
| 10.52 | 28 52 | | 9.73 | 15 08 | 6 55 | 19 04 | 57 04 | 17.89 | 6.24 | 7 54 | 11.40 | 10 08 | 19.47 | 70 |
| 040,361 | 2,856,413 | | 714,895 | 683,187 | 4,536,828 | 6,155,676 | 2,025,367 | 231,066 | 1,325,044 | 1,035,802 | 448,843 | 439,068 | 835,901 | 71 |
| 366,597 | 40,904,377 | | 6,068,502 | 10,983,264 | 32,119,011 | 65,792,975 | 19,075,967 | 1,732,444 | 11,997,612 | 12,580,743 | 3,710,164 | 5,895,693 | 6,306,240 | 72 |
| 406,958 | 43,760,490 | | 6,783,397 | 11,666,451 | 36,655,839 | 71,948,651 | 21,101,334 | 1,963,510 | 13,322,656 | 13,616,545 | 4,159,007 | 6,334,761 | 7,142,141 | 73 |
| 11 75 | 11 90 | | 23 73 | 11 61 | 19.05 | 10 71 | 12.22 | 14 64 | 13 78 | 10.15 | 13 11 | 10.31 | 15.25 | 74 |
| 213 01 | 170 45 | | 201 42 | 186.64 | 134.91 | 114 43 | 115 09 | 109 75 | 124.82 | 123 34 | 108.35 | 138 52 | 175 05 | 75 |
| 225 66 | 182 35 | | 225.15 | 198.25 | 153 96 | 125.14 | 127.31 | 124.89 | 138 60 | 133 49 | 121.46 | 148.83 | 130 30 | 76 |

Worked by the Great Indian Peninsula Railway.

Worked by the G. I. P. Railway.

| Progressive number. | HEADINGS. | BROAD | | | | | | | |
|--|---|----------------|-------------------------|-------------------------|-------------|-----------------------------------|-----------------|----------------------|------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. | |
| No. V—concl'd. | | | | | | | | | |
| COACHING TRAFFIC—concl'd. | | | | | | | | | |
| COST OF WORKING AND PROFIT— | | | | | | | | | |
| 77 | Average cost of hauling a coaching train one mile, | Rs. | 1-10 | 1-34 | 1-95 | 1-69 | 1-79 | 1-60 | 2-09 |
| 78 | Average cost of hauling a coaching vehicle with its load one mile, .. | Pies. | 12-38 | 20-42 | 19-65 | 25-19 | 22-74 | 20-13 | 17-62 |
| Average cost of hauling a coaching unit one mile— | | | | | | | | | |
| 79 | Per passenger-unit, | " | 0-77 | 1-45 | 1-80 | 1-39 | 1-31 | 0-86 | 1-28 |
| 80 | Other traffic per ton, | " | 8-30 | 57-86 | 36-54 | 19-61 | 13-07 | 15-45 | 22-49 |
| 81 | Average profit on working a coaching train one mile, | Rs. | 3-33 | 1-04 | 0-77 | 1-09 | 2-00 | 3-72 | 2-11 |
| Average profit on working a coaching vehicle one mile— | | | | | | | | | |
| 82 | 1st class, | Pies. | 4-30 | -4-68 | -5-08 | -3-75 | -5-75 | -2-31 | -3-81 |
| 83 | 2nd " | " | 9-67 | 1-85 | .. | -12-12 | -1-38 | 6-12 | .. |
| 84 | 3rd or Intermediate class, | " | 19-06 | -0-47 | -15-88 | .. | .. | 28-06 | .. |
| 85 | 4th or Lowest " | " | 53-27 | 43-96 | 21-14 | 27-85 | 34-86 | 94-18 | 27-09 |
| 86 | Other vehicles, | " | 30-91 | 20-90 | 2-71 | 25-04 | 31-66 | 29-88 | 3-48 |
| Average profit on working a coaching unit one mile— | | | | | | | | | |
| 87 | Per passenger-unit, | " | 2-45 | 1-58 | 0-81 | 0-84 | 1-40 | 2-41 | 1-81 |
| 88 | Other traffic per ton, | " | 23-79 | -4-50 | 3-33 | 19-36 | 19-66 | 34-91 | 16-65 |
| No. VI. | | | | | | | | | |
| GOODS TRAFFIC. | | | | | | | | | |
| GROSS RECEIPTS AND TRAIN-MILEAGE— | | | | | | | | | |
| 89 | Receipts from goods traffic, | Rs. | 1,62,37,963 | 1,10,63,754 | 26,77,179 | 17,31,474 | 20,92,815 | 25,19,387 | 11,81,697 |
| 90 | Goods train-miles run, | No. | 2,936,318 75 | 2,457,252-75 | 769,564 | 484,898 | 336,869 | 274,454 | 395,468 |
| 91 | Average goods receipts per train-mile, | Rs. | 5 53 | 4 50 | 3 48 | 3-57 | 6-21 | 9 17 | 2-99 |
| UNITS AND UNIT-MILEAGE— | | | | | | | | | |
| 92 | Tons of goods carried one mile, .. | Ton-miles. | 509,670,832-92 | 238,335,797 | 58,112,687 | 36,417,670 | 44,434,533 | 38,528,853 | 41,417,731 |
| 93 | Average sum received for carrying a ton one mile, | Pies. | 6-12 | 8-90 | 8-84 | 9-13 | 9-04 | 12-55 | 5-48 |
| 94 | Average number of tons in a train, .. | Tons. | 173 57 | 96-99 | 75 51 | 75 10 | 131-90 | 140 38 | 104-73 |
| VEHICLES AND VEHICLE-MILEAGE— | | | | | | | | | |
| Number of goods vehicles hauled one mile— | | | | | | | | | |
| 95 | Loaded, | Vehicle-miles. | 63,905,339 | 33,867,964 | 12,314,734 | 7,984,832 | 9,438,063 | 5,435,347 | 6,322,876 |
| 96 | Empty, | " | 24,065,328 | 16,453,002 | 6,902,592 | 1,801,239 | 2,545,238 | 2,756,440 | 3,046,237 |
| 97 | Brake-vans, | " | 3,465,981 | 4,683,238 | 710,163 | 1,278,289 | 236,567 | 237,902 | 486,996 |
| 98 | Total, | " | 91,436,648 | 55,004,204 | 19,927,489 | 11,064,360 | 12,219,868 | 8,429,689 | 10,456,099 |
| Average number of vehicles on a goods train— | | | | | | | | | |
| 99 | Freight vehicles, | No. | 29 96 | 20-48 | 24 97 | 20-18 | 35 57 | 29 85 | 25 21 |
| 100 | Brake-vans, | " | 1-18 | 1-91 | 0-92 | 2-64 | 0-70 | 0-86 | 1-23 |
| 101 | Total, | " | 31-14 | 22-39 | 25-89 | 22-82 | 36-27 | 30-71 | 26-44 |
| 102 | Average earnings per goods vehicle per mile (excluding brakes), | Pies. | 35-44 | 42-21 | 26-74 | 33-97 | 33-53 | 59-05 | 22-76 |
| 103 | Carrying capacity hauled one mile (excluding brakes), | Tons. | 830,321,157 | 441,683,758 | 157,911,823 | 80,191,675 | 100,343,378 | 78,684,402 | 98,670,278 |
| 104 | Percentage of freight upon capacity hauled, | Per cent. | 61-38 | 53-96 | 36-80 | 45-41 | 44-28 | 48-96 | 41-98 |
| 105 | Average load of a goods vehicle, including both loaded and empty, .. | Tons. | 5-79 | 4-74 | 3-02 | 3-72 | 3-71 | 4-70 | 4-16 |
| 106 | Average load of a loaded goods vehicle, | " | 7-98 | 7-04 | 4-72 | 4-56 | 4-71 | 7-09 | 5-98 |

STATISTICS OF INDIAN RAILWAYS.

clxxxix

| GGE. | | NARROW GAUGE. | | | | | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|------------|---------------|------------|----------------------------|---------------------------|-------------------------------|------------------|-----------|---------------------------|-------------------|----|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mandmad. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rnkhabad. | Bhavnagar-Gondal. | | |
| 1 63 | 2 43 | | 2 80 | 1 80 | 1 90 | 1 30 | 1 77 | 2 48 | 2 21 | 1 22 | 1 62 | 1 63 | 1 71 | 77 | |
| 17 67 | 41 01 | | 27 85 | 22 13 | 18 77 | 16 07 | 20 68 | 26 10 | 21 68 | 12 02 | 18 99 | 13 39 | 21 43 | 78 | |
| 1 80 | 2 47 | | 1 80 | 1 74 | 1 10 | 1 42 | 1 73 | 1 96 | 1 74 | 1 27 | 1 27 | 1 73 | 1 28 | 79 | |
| 14 46 | 19 03 | | 70 31 | 41 62 | 51 17 | 23 75 | 19 83 | 39 25 | 82 46 | 47 19 | 69 09 | 62 31 | 27 55 | 80 | |
| 0 71 | 0 22 | | 3 53 | 0 53 | 2 37 | 0 76 | 0 48 | 0 33 | 1 43 | 1 43 | 1 50 | 0 23 | 1 60 | 81 | |
| -10 49 | -27 41 | Worked by the G. I. P. Railway. | -12 84 | -7 10 | -8 01 | 1 7 06 | -15 25 | -15 70 | -12 60 | 8 87 | -1 64 | -9 75 | -16 06 | 82 | |
| -8 25 | -19 80 | | -16 78 | -5 06 | -7 84 | -5 47 | -11 54 | -7 09 | -13 39 | 8 58 | -8 09 | -6 12 | -10 99 | 83 | |
| 11 38 | 8 88 | | 49 46 | 12 98 | 32 97 | 13 21 | -13 81 | 5 49 | 24 19 | 3 81 | 31 85 | 4 65 | 26 79 | 84 | |
| 13 70 | 28 99 | | -8 17 | 3 11 | 1 01 | 12 94 | 25 06 | 43 11 | -9 87 | 24 83 | 31 85 | 4 59 | 16 36 | 85 | |
| 0 54 | 0 31 | | 1 78 | 0 54 | 1 47 | 0 78 | 0 38 | 0 19 | 1 32 | 1 75 | 1 44 | 0 33 | 0 78 | 87 | |
| 22 93 | 38 02 | | -14 66 | 10 27 | 8 61 | 19 34 | 19 93 | 47 85 | -33 66 | 10 59 | -5 17 | -16 73 | 21 66 | 88 | |
| 18,21,082 | 8,32,226 | | 73,643 | 2,12,974 | 7,62,885 | 22,85,860 | 5,73,099 | 79,958 | 2,16,381 | 6,02,460 | 1,05,607 | 83,675 | 83,422 | 89 | |
| 662,954 | 239,052 | | 30,544 | 65,997 | 388,133 | 899,247 | 163,074 | 27,271 | 79,667 | 176,581 | 45,308 | 25,687 | 69,162 | 90 | |
| 2 75 | 3 48 | | 2 41 | 3 22 | 1 96 | 3 54 | 3 51 | 2 93 | 2 71 | 3 41 | 2 83 | 3 26 | 1 40 | 91 | |
| 54,951,260 | 12,960,028 | | 1,673,939 | 3,789,115 | 19,691,520 | 52,464,574 | 7,737,012 | 1,079,268 | 4,383,586 | 9,791,344 | 2,044,938 | 1,679,349 | 3,121,945 | 92 | |
| 6 36 | 12 33 | 8 45 | 10 71 | 7 43 | 8 37 | 14 22 | 14 22 | 9 48 | 11 81 | 9 92 | 9 57 | 5 41 | 93 | | |
| 82 89 | 54 21 | 54 80 | 57 40 | 50 73 | 58 34 | 46 83 | 39 58 | 55 02 | 55 45 | 45 13 | 65 38 | 49 43 | 94 | | |
| 8,415,630 | 2,777,781 | 441,187 | 604,690 | 5,358,159 | 13,801,046 | 2,167,137 | 319,812 | 1,266,871 | 3,524,775 | 622,035 | 499,420 | 880,519 | 95 | | |
| 6,577,038 | 1,745,338 | 91,825 | 407,216 | 1,881,287 | 5,257,246 | 660,256 | 198,181 | 389,180 | 1,234,296 | 198,753 | 161,719 | 657,448 | 96 | | |
| 756,309 | 373,290 | 18,870 | 68,110 | 171,738 | 720,131 | 202,498 | 45,911 | 29,340 | 3,866 | 16,026 | 45,444 | 56,311 | 97 | | |
| 15,748,977 | 4,896,409 | 551,882 | 1,080,016 | 7,411,184 | 19,778,423 | 3,029,891 | 563,904 | 1,685,391 | 4,762,937 | 836,314 | 706,588 | 1,594,273 | 98 | | |
| 22 62 | 18 92 | 17 45 | 15 33 | 18 65 | 21 19 | 17 34 | 18 99 | 20 79 | 26 95 | 18 12 | 25 73 | 24 35 | 99 | | |
| 1 14 | 1 56 | 0 62 | 1 03 | 0 44 | 0 80 | 1 24 | 1 68 | 0 37 | 0 02 | 0 35 | 1 77 | 0 89 | 100 | | |
| 23 76 | 20 48 | 18 07 | 16 36 | 19 09 | 21 99 | 18 08 | 20 67 | 21 16 | 26 97 | 18 47 | 27 50 | 25 24 | 101 | | |
| 23 32 | 35 33 | 26 53 | 40 41 | 20 23 | 23 03 | 38 92 | 29 64 | 25 09 | 24 31 | 24 70 | 24 30 | 11 04 | 102 | | |
| 128,042,215 | 40,449,962 | 3,151,178 | 8,477,752 | 41,604,874 | 92,622,002 | 13,454,659 | 2,590,461 | 8,230,255 | 21,773,226 | 4,019,621 | 3,299,030 | 5,636,677 | 103 | | |
| 42 92 | 32 04 | 53 12 | 44 69 | 47 32 | 56 64 | 57 50 | 41 66 | 52 94 | 44 97 | 50 87 | 50 90 | 55 39 | 104 | | |
| 3 67 | 2 86 | 3 14 | 3 74 | 2 72 | 2 75 | 2 74 | 2 08 | 2 65 | 2 06 | 2 49 | 2 54 | 2 03 | 105 | | |
| 6 53 | 4 66 | 3 79 | 6 27 | 3 67 | 3 80 | 3 57 | 3 37 | 3 46 | 2 73 | 3 29 | 3 36 | 3 54 | 106 | | |

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|--|---|------------------|-------------------------|-------------------------|-------------|----------------------------------|-----------------|------------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India | Eastern Bengal. | Oriss and Rohil-khand. |
| No. VI—contd. | | | | | | | | |
| GOODS TRAFFIC—contd. | | | | | | | | |
| WEIGHT OF TRAIN AND TON-MILEAGE— | | | | | | | | |
| Gross ton-mileage of all goods trains— | | | | | | | | |
| 107 | Freight, Tons. | 509,670,832.92 | 238,335,797 | 58,112,687 | 36,417,670 | 44,434,533 | 38,528,853 | 11,417,731 |
| 108 | Dead-weight, " | 664,810,739 | 417,265,466 | 165,232,642 | 95,972,613 | 86,902,460 | 66,686,426 | 77,434,254 |
| 109 | Total, " | 1,174,481,571.92 | 655,601,263 | 223,345,329 | 132,390,283 | 131,336,993 | 105,215,279 | 118,851,985 |
| Average weight of a goods train— | | | | | | | | |
| 110 | Freight, " | 173.57 | 96.99 | 75.51 | 75.10 | 131.90 | 140.38 | 104.73 |
| 111 | Dead-weight, " | 226.41 | 169.81 | 214.71 | 197.93 | 257.97 | 242.98 | 195.81 |
| 112 | Total, " | 399.98 | 266.80 | 290.22 | 273.03 | 389.87 | 383.36 | 300.54 |
| COST OF WORKING AND PROFIT— | | | | | | | | |
| 113 | Average cost of hauling a goods train one mile, Rs. | 1.98 | 2.45 | 2.63 | 2.64 | 3.47 | 3.08 | 2.32 |
| 114 | Average cost of hauling a goods vehicle with its load one mile, Pies. | 12.68 | 23.98 | 20.24 | 25.16 | 18.74 | 19.83 | 17.69 |
| 115 | Average cost of hauling a goods unit (viz., one ton) one mile, " | 2.19 | 4.85 | 6.69 | 6.76 | 5.05 | 4.22 | 4.26 |
| 116 | Average profit on working a goods train one mile, Rs. | 3.55 | 2.05 | 0.85 | 0.93 | 2.74 | 6.09 | 0.67 |
| 117 | Average profit on working a goods vehicle with its load one mile, Pies. | 22.76 | 19.23 | 6.50 | 8.81 | 14.79 | 39.22 | 5.07 |
| 118 | Average profit on working a goods unit (viz., one ton) one mile, " | 3.93 | 4.05 | 2.15 | 2.37 | 3.99 | 8.33 | 1.22 |
| No. VII. | | | | | | | | |
| DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE. | | | | | | | | |
| Percentage to Total Earnings— | | | | | | | | |
| 119 | Coaching Traffic, Per cent. | 25.52 | 19.90 | 34.10 | 41.08 | 42.02 | 21.68 | 41.22 |
| 120 | Goods Traffic, " | 71.84 | 78.66 | 57.67 | 56.15 | 55.93 | 66.50 | 50.00 |
| 121 | Sundries including Telegraph, " | 2.58 | 1.44 | 7.37 | 2.77 | 2.05 | 1.21 | 6.78 |
| 122 | Steam-boat Earnings, " | 0.06 | .. | 0.86 | .. | .. | 10.61 | .. |
| | Total, " | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Percentage of Working Expenses upon Total Earnings. | | | | | | | | |
| 123 | Maintenance, Per cent. | 10.37 | 13.67 | 16.57 | 20.91 | 13.07 | 4.37 | 15.09 |
| 124 | Locomotive Expenses, " | 9.74 | 20.91 | 25.81 | 21.29 | 17.63 | 9.64 | 20.18 |
| 125 | Carriage and Wagon Expenses, " | 3.25 | 7.72 | 8.26 | 7.62 | 6.33 | 2.91 | 6.82 |
| 126 | Traffic Expenses, " | 5.87 | 7.41 | 11.31 | 10.69 | 7.82 | 8.05 | 11.11 |
| 127 | General Charges, " | 3.84 | 3.88 | 7.18 | 7.26 | 6.42 | 4.07 | 8.31 |
| 128 | Miscellaneous Expenses, " | 1.00 | 1.90 | 3.65 | 1.07 | 1.08 | 4.57 | 3.29 |
| 129 | Steam-boat Expenses, " | 0.06 | .. | 2.10 | .. | .. | 0.99 | .. |
| 130 | Total Working Expenses, " | 34.13 | 55.49 | 74.88 | 68.84 | 52.35 | 34.60 | 64.88 |

STATISTICS OF INDIAN RAILWAYS.

cxci

| GAUGE. | | | NARROW GAUGE. | | | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|------------|---------------|-------------|----------------------------|---------------------------|-------------------------------|------------------|-----------|---------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mand. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rukhabad. | Bhavnagar-Gondal. | |
| 54,951,260 | 12,960,028 | Worked by the G. I. P. Ry. | 1,673,939 | 3,789,115 | 19,691,520 | 52,464,574 | 7,737,012 | 1,079,268 | 4,383,586 | 9,791,844 | 2,044,938 | 1,679,349 | 3,121,945 | 107 |
| 128,509,544 | 44,193,139 | | 4,840,380 | 9,435,981 | 37,973,347 | 90,785,326 | 16,193,129 | 2,588,836 | 7,594,731 | 31,415,170 | 3,556,981 | 2,316,743 | 6,445,339 | 108 |
| 183,460,804 | 57,153,167 | | 6,514,319 | 13,225,096 | 57,664,867 | 143,249,900 | 23,875,134 | 3,668,104 | 11,918,317 | 31,207,014 | 5,601,919 | 4,496,092 | 9,567,284 | 109 |
| 82 89 | 54 21 | Worked by the G. I. P. Ry. | 54 80 | 57 41 | 50 73 | 53 34 | 47 44 | 39 58 | 55 02 | 55 45 | 45 13 | 65 38 | 49 43 | 110 |
| 193 84 | 134 87 | | 158 47 | 142 98 | 97 33 | 100 96 | 98 96 | 94 93 | 94 58 | 121 28 | 78 51 | 109 66 | 102 04 | 111 |
| 276 73 | 239 08 | | 213 27 | 200 39 | 148 56 | 159 30 | 146 40 | 134 51 | 149 60 | 176 73 | 123 64 | 175 04 | 151 47 | 112 |
| 2 00 | 3 19 | Worked by the G. I. P. Railway. | 2 66 | 1 62 | 1 33 | 1 66 | 2 04 | 2 68 | 2 38 | 1 61 | 1 65 | 1 91 | 2 04 | 113 |
| 17 01 | 32 43 | | 29 23 | 22 73 | 18 90 | 15 04 | 22 59 | 27 10 | 22 01 | 11 50 | 17 44 | 14 29 | 16 06 | 114 |
| 4 64 | 11 32 | | 9 31 | 6 07 | 6 95 | 5 46 | 8 26 | 13 01 | 8 32 | 5 59 | 7 00 | 5 62 | 7 91 | 115 |
| 0 75 | 0 29 | | 0 25 | 1 40 | 0 12 | 0 88 | 1 47 | 0 25 | 0 33 | 1 80 | 0 68 | 1 35 | 0 64 | 116 |
| 6 31 | 2 90 | | 2 70 | 17 68 | 1 32 | 7 99 | 16 33 | 2 54 | 3 08 | 12 81 | 7 26 | 10 01 | 5 02 | 117 |
| 1 72 | 1 01 | 0 86 | 4 64 | 0 48 | 2 91 | 5 96 | 1 21 | 1 16 | 6 22 | 2 92 | 3 95 | 2 50 | 118 | |
| 22 69 | 41 23 | Worked by the G. I. P. Railway. | 71 41 | 38 28 | 55 25 | 33 07 | 38 98 | 34 93 | 60 89 | 26 32 | 39 37 | 48 29 | 66 26 | 119 |
| 68 13 | 54 05 | | 27 59 | 59 40 | 41 37 | 64 88 | 59 89 | 62 96 | 37 69 | 58 74 | 38 86 | 50 92 | 32 27 | 120 |
| 4 30 | 4 72 | | 1 00 | 2 32 | 3 38 | 1 45 | 1 13 | 2 11 | 1 42 | 4 50 | 4 08 | 0 79 | 0 74 | 121 |
| 4 88 | .. | | .. | .. | .. | .. | .. | .. | .. | 10 44 | 17 89 | .. | 0 73 | 122 |
| 100 | 100 | .. | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | |
| 12 51 | 15 73 | Worked by the G. I. P. Railway. | 6 54 | 10 39 | 17 75 | 15 00 | 17 56 | 19 93 | 17 73 | 10 00 | 13 84 | 16 78 | 17 89 | 123 |
| 29 13 | 45 80 | | 16 15 | 18 60 | 23 74 | 30 40 | 24 12 | 25 03 | 20 49 | 13 68 | 14 10 | 18 27 | 25 58 | 124 |
| 3 06 | 4 82 | | 3 18 | 10 12 | 6 54 | 4 37 | 5 45 | 7 97 | 4 72 | 2 09 | 2 75 | 1 11 | 4 14 | 125 |
| 10 19 | 13 39 | | 8 73 | 13 84 | 9 23 | 8 44 | 11 44 | 19 52 | 16 36 | 7 18 | 11 30 | 11 65 | 13 88 | 126 |
| 7 60 | 7 99 | | 7 62 | 8 05 | 8 43 | 5 87 | 7 46 | 17 34 | 9 82 | 7 73 | 9 56 | 24 72 | 19 60 | 127 |
| 7 33 | 4 58 | | 20 83 | 4 22 | 0 93 | 1 02 | 0 60 | 0 26 | 2 34 | 0 84 | 0 34 | 0 39 | 0 31 | 128 |
| 4 46 | .. | | .. | .. | .. | .. | .. | .. | .. | 4 92 | 14 74 | .. | .. | 129 |
| 74 28 | 92 31 | | 63 06 | 65 22 | 66 62 | 65 10 | 66 63 | 90 05 | 71 46 | 46 44 | 66 63 | 72 92 | 81 40 | 130 |

Table A—Maintenance of Way,

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---------------------------------------|--|--------------|------------------------------|----------------------------|---------|--------------------------------------|-----------------|----------------------------|
| | | East Indian. | Great Indian Penin- sula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Orchh and Rohil- khand. |
| PER MILE OF LINE MAINTAINED. | | | | | | | | |
| 131a | General Superintendence (including office expenses), <i>Rs.</i> | 212-74 | 151-79 | 190-34 | 163-09 | 179-73 | 193-61 | 170-21 |
| 132a | Maintenance and Renewal of Permanent-way, " | 1,160-82 | 733-08 | 449-11 | 407-96 | 586-16 | 672-02 | 185-51 |
| 133a | Repairs of Bridges, &c., " | 61-46 | 165-87 | 188-64 | 60-14 | 133-06 | 79-91 | 159-90 |
| 134a | Conservancy of Rivers, " | .. | .. | 46-90 | .. | .. | .. | .. |
| 135a | Repairs of Stations and Buildings, " | 108-19 | 85-94 | 148-33 | 59-33 | 79-09 | 103-07 | 60-52 |
| 136a | Other Charges (net), " | 11-93 | 201-03 | 135-94 | 60-84 | 121-96 | -92-12 | 75-89 |
| 137a | Total Maintenance, &c., " | 1,555-14 | 1,328-71 | 1,159-26 | 751-36 | 1,105-00 | 956-49 | 652-03 |
| PER MILE OF TRACK, INCLUDING SIDINGS. | | | | | | | | |
| 131b | General Superintendence (including office expenses), <i>Rs.</i> | 142-47 | 110-21 | 158-50 | 140-36 | 145-57 | 154-35 | 148-28 |
| 132b | Maintenance and Renewal of Permanent-way, " | 777-36 | 532-25 | 374-95 | 351-08 | 474-80 | 535-76 | 161-60 |
| 133b | Repairs of Bridges, &c., " | 41-15 | 113-90 | 157-49 | 51-75 | 111-82 | 63-71 | 139-29 |
| 134b | Conservancy of Rivers, " | .. | .. | 39-15 | .. | .. | .. | .. |
| 135b | Repairs of Stations and Buildings, " | 72-45 | 62-39 | 123-84 | 51-06 | 64-07 | 82-17 | 52-72 |
| 136b | Other Charges (net), " | 8-00 | 145-95 | 113-49 | 52-36 | 98-78 | -73-44 | 66-11 |
| 137b | Total Maintenance, &c., " | 1,041-43 | 964-71 | 967-32 | 646-61 | 895-04 | 762-55 | 568-00 |
| PER TOTAL TRAIN-MILE. | | | | | | | | |
| 131c | General Superintendence (including office expenses), <i>Annas.</i> | 1-21 | 0-96 | 1-49 | 2-32 | 1-69 | 1-25 | 2-37 |
| 132c | Maintenance and Renewal of Permanent-way, " | 6-60 | 4-67 | 3-53 | 5-81 | 5-52 | 4-34 | 2-59 |
| 133c | Repairs of Bridges, &c., " | 0-35 | 1-00 | 1-48 | 0-86 | 1-30 | 0-52 | 2-23 |
| 134c | Conservancy of Rivers, " | .. | .. | 0-37 | .. | .. | .. | .. |
| 135c | Repairs of Stations and Buildings, " | 0-62 | 0-55 | 1-17 | 0-84 | 0-75 | 0-66 | 0-84 |
| 136c | Other Charges (net), " | 0-06 | 1-28 | 1-07 | 0-86 | 1-15 | -0-60 | 1-05 |
| 137c | Total Maintenance, &c., " | 8-84 | 8-46 | 9-11 | 10-69 | 10-41 | 6-17 | 9-08 |
| PER 1,000 GROSS TON-MILES. | | | | | | | | |
| 131d | General Superintendence (including office expenses); <i>Rs.</i> | 0-22 | 0-27 | 0-36 | 0-66 | 0-37 | 0-24 | 0-51 |
| 132d | Maintenance and Renewal of Permanent-way, " | 1-19 | 1-28 | 0-86 | 1-65 | 1-21 | 0-85 | 0-56 |
| 133d | Repairs of Bridges, &c., " | 0-06 | 0-27 | 0-36 | 0-24 | 0-29 | 0-09 | 0-48 |
| 134d | Conservancy of Rivers, " | .. | .. | 0-09 | .. | .. | .. | .. |
| 135d | Repairs of Stations and Buildings, " | 0-11 | 0-15 | 0-28 | 0-24 | 0-16 | 0-16 | 0-18 |
| 136d | Other Charges (net), " | 0-02 | 0-35 | 0-26 | 0-25 | 0-25 | -0-12 | 0-23 |
| 137d | Total Maintenance, &c., " | 1-60 | 2-32 | 2-21 | 3-04 | 2-28 | 1-22 | 1-96 |

STATISTICS OF INDIAN RAILWAYS.

cxciii

EXPENSES.

Works and Stations.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|----------------------------|---------------------------|-------------------------------|------------------|----------|---------------------------|-------------------|------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mand. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindis-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rukhabad. | Bhavnagar-Gondal. | | |
| 165-44 | 184-12 | Worked by the G. I. P. Railway. | 134-41 | 71-32 | 123-95 | 141-85 | 65-32 | 87-93 | 117-48 | 125-44 | 73-59 | 89-07 | 67-20 | 131a | |
| 234-96 | 328-40 | | 122-26 | 218-52 | 258-93 | 372-04 | 401-31 | 239-68 | 399-00 | 235-75 | 214-82 | 148-56 | 181-64 | 132a | |
| 31-93 | 50-13 | | 15-21 | 7-62 | 85-67 | 62-76 | 30-77 | 4-65 | 38-78 | 13-05 | 69-14 | 23-01 | .. | 133a | |
| .. | 15-70 | | .. | .. | .. | 2-59 | .. | .. | .. | .. | .. | .. | .. | 134a | |
| 53-91 | 57-54 | | 12-14 | 12-07 | 18-18 | 55-51 | 17-23 | 8-74 | 30-14 | 38-14 | 56-01 | 27-05 | 0-06 | 135a | |
| 25-74 | 41-23 | | 21-36 | 8-49 | 73-64 | 93-51 | 66-28 | 69-33 | 46-75 | 27-59 | 63-39 | 31-08 | 3-84 | 136a | |
| 511-98 | 677-13 | .. | 305-38 | 318-02 | 510-37 | 727-76 | 580-91 | 460-33 | 632-15 | 439-97 | 476-95 | 318-77 | 252-74 | 137a | |
| 152-80 | 165-78 | Worked by the G. I. P. Railway. | 122-19 | 65-37 | 113-02 | 126-22 | 59-57 | 81-28 | 98-15 | 112-52 | 63-02 | 80-47 | 59-34 | 131b | |
| 217-00 | 295-68 | | 111-14 | 202-14 | 236-10 | 332-23 | 365-97 | 267-77 | 333-33 | 211-45 | 183-95 | 134-22 | 160-36 | 132b | |
| 29-49 | 45-14 | | 13-82 | 7-05 | 32-53 | 56-05 | 28-06 | 4-29 | 32-40 | 11-70 | 59-20 | 20-79 | .. | 133b | |
| .. | 14-13 | | .. | .. | .. | 2-31 | .. | .. | .. | .. | .. | .. | .. | 134b | |
| 49-78 | 51-81 | | 11-03 | 11-16 | 16-58 | 49-57 | 15-71 | 8-08 | 25-18 | 34-21 | 47-36 | 24-44 | 0-05 | 135b | |
| 23-78 | 37-13 | | 19-42 | 7-86 | 67-14 | 83-49 | 60-44 | 64-09 | 39-04 | 24-75 | 54-29 | 28-07 | 3-38 | 136b | |
| 472-85 | 609-67 | .. | 277-60 | 294-18 | 465-37 | 649-87 | 529-75 | 425-51 | 528-10 | 394-63 | 408-42 | 287-99 | 223-13 | 137b | |
| 1-88 | 2-11 | Worked by the G. I. P. Railway. | 2-03 | 1-07 | 2-03 | 1-12 | 0-92 | 1-80 | 1-72 | 1-68 | 1-16 | 1-80 | 1-77 | 131c | |
| 2-66 | 3-76 | | 1-84 | 3-28 | 4-24 | 2-93 | 5-65 | 5-92 | 5-85 | 3-16 | 3-41 | 3-02 | 4-78 | 132c | |
| 0-36 | 0-57 | | 0-23 | 0-11 | 0-58 | 0-49 | 0-43 | 0-10 | 0-56 | 0-17 | 1-10 | 0-46 | .. | 133c | |
| .. | 0-18 | | .. | .. | .. | 0-02 | .. | .. | .. | .. | .. | .. | .. | 134c | |
| 0-61 | 0-66 | | 0-18 | 0-18 | 0-30 | 0-43 | 0-25 | 0-17 | 0-44 | 0-51 | 0-89 | 0-55 | .. | 135c | |
| 0-29 | 0-47 | | 0-33 | 0-13 | 1-21 | 0-74 | 0-93 | 1-42 | 0-69 | 0-37 | 1-00 | 0-63 | 0-10 | 136c | |
| 5-80 | 7-75 | | .. | 4-61 | 4-77 | 8-36 | 5-73 | 8-18 | 9-41 | 9-26 | 5-89 | 7-56 | 6-46 | 6-65 | 137c |
| 0-45 | 0-65 | Worked by the G. I. P. Railway. | 0-57 | 0-33 | 0-84 | 0-48 | 0-42 | 0-86 | 0-75 | 0-65 | 0-59 | 0-71 | 0-78 | 131d | |
| 0-63 | 1-17 | | 0-52 | 1-03 | 1-76 | 1-25 | 2-58 | 2-83 | 2-54 | 1-23 | 1-74 | 1-19 | 2-11 | 132d | |
| 0-09 | 0-17 | | 0-07 | 0-03 | 0-24 | 0-21 | 0-20 | 0-04 | 0-25 | 0-07 | 0-56 | 0-19 | .. | 133d | |
| .. | 0-06 | | .. | .. | .. | 0-01 | .. | .. | .. | .. | .. | .. | .. | 134d | |
| 0-14 | 0-20 | | 0-05 | 0-06 | 0-12 | 0-19 | 0-11 | 0-09 | 0-19 | 0-20 | 0-45 | 0-22 | .. | 135d | |
| 0-07 | 0-15 | | 0-10 | 0-05 | 0-51 | 0-32 | 0-43 | 0-67 | 0-30 | 0-14 | 0-51 | 0-24 | 0-04 | 136d | |
| 1-38 | 2-40 | | .. | 1-31 | 1-50 | 3-47 | 2-46 | 3-74 | 4-50 | 4-03 | 2-29 | 3-85 | 2-55 | 2-93 | 137d |

Table B—Locomotive

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---------------------|---|--------------|-------------------------|------------------------|---------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delh. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| † | Average price of fuel per ton in terms of { coal, .. Rs. .. wood, .. " | 4 57 | 14 75 | 21 17 | .. | 17 23 | 8 75 | 12 86 |
| | | .. | .. | .. | 4 93 | .. | .. | .. |
| | PER TOTAL TRAIN-MILE. | | | | | | | |
| 138a | General Superintendence (including office expenses), | 1 00 | 0 72 | 0 98 | 0 88 | 0 98 | 1 17 | 1 23 |
| 139a | Running Expenses, | 2 02 | 2 89 | 2 35 | 2 29 | 2 71 | 2 56 | 1 73 |
| 140a | Fuel, † | 0 64 | 4 66 | 5 38 | 3 30 | 5 27 | 3 47 | 4 95 |
| 141a | Water, | 0 13 | 0 28 | 0 17 | 0 17 | 0 33 | 0 21 | 0 17 |
| 142a | Oil, tallow, and other stores, | 0 33 | 0 39 | 0 37 | 0 22 | 0 26 | 0 38 | 0 37 |
| 143a | Maintenance and Renewal of Locomotives and Machinery, | 3 92 | 2 52 | 2 50 | 3 43 | 1 85 | 5 18 | 2 01 |
| 144a | Other Charges (net), | 0 28 | 1 49 | 2 44 | 0 59 | 2 64 | 0 66 | 1 70 |
| 145a | Total Locomotive Expenses, | 8 32 | 12 95 | 14 19 | 10 88 | 14 04 | 13 63 | 12 18 |
| † | Fuel consumed in terms of { coal, .. lbs. .. wood, .. " | 50 53 | 43 72 | 35 58 | .. | 42 84 | 55 48 | 53 94 |
| | | .. | .. | .. | 93 70 | .. | .. | .. |
| | PER ENGINE MILE. | | | | | | | |
| 138b | General Superintendence (including office expenses), | 0 88 | 0 66 | 0 86 | 0 77 | 0 89 | 0 95 | 1 05 |
| 139b | Running Expenses, | 1 79 | 2 67 | 2 06 | 2 00 | 2 45 | 2 08 | 1 46 |
| 140b | Fuel, † | 0 56 | 4 29 | 4 73 | 2 87 | 4 76 | 2 82 | 4 22 |
| 141b | Water, | 0 11 | 0 25 | 0 15 | 0 15 | 0 30 | 0 17 | 0 15 |
| 142b | Oil, tallow, and other stores, | 0 29 | 0 36 | 0 32 | 0 19 | 0 23 | 0 31 | 0 31 |
| 143b | Maintenance and Renewal of Locomotives and Machinery, | 3 46 | 2 32 | 2 20 | 2 99 | 1 67 | 4 21 | 1 71 |
| 144b | Other Charges (net), | 0 25 | 1 37 | 2 15 | 0 51 | 2 38 | 0 53 | 1 45 |
| 145b | Total Locomotive Expenses, | 7 34 | 11 92 | 12 47 | 9 48 | 12 68 | 11 08 | 10 36 |
| † | Fuel consumed in terms of { coal, .. lbs. .. wood, .. " | 44 60 | 40 27 | 31 29 | .. | 38 69 | 45 26 | 45 95 |
| | | .. | .. | .. | 81 59 | .. | .. | .. |
| | PER 1,000 GROSS TON-MILES. | | | | | | | |
| 138c | General Superintendence (including office expenses), | 0 19 | 0 20 | 0 24 | 0 25 | 0 22 | 0 23 | 0 26 |
| 139c | Running Expenses, | 0 36 | 0 79 | 0 57 | 0 65 | 0 59 | 0 51 | 0 37 |
| 140c | Fuel, † | 0 12 | 1 28 | 1 31 | 0 94 | 1 15 | 0 68 | 1 07 |
| 141c | Water, | 0 02 | 0 08 | 0 04 | 0 05 | 0 07 | 0 04 | 0 04 |
| 142c | Oil, tallow, and other stores, | 0 06 | 0 10 | 0 09 | 0 06 | 0 06 | 0 07 | 0 08 |
| 143c | Maintenance and Renewal of Locomotives and Machinery, | 0 71 | 0 69 | 0 60 | 0 97 | 0 40 | 1 02 | 0 43 |
| 144c | Other Charges (net), | 0 05 | 0 41 | 0 59 | 0 17 | 0 58 | 0 13 | 0 87 |
| 145c | Total Locomotive Expenses, | 1 51 | 3 55 | 3 44 | 3 09 | 3 07 | 2 69 | 2 62 |
| † | Fuel consumed in terms of { coal, .. lbs. .. wood, .. " | 146 15 | 191 94 | 138 10 | .. | 149 87 | 174 91 | 186 29 |
| | | .. | .. | .. | 426 14 | .. | .. | .. |

STATISTICS OF INDIAN RAILWAYS.

CXCV.

EXPENSES—contd.

Expenses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|-----------------------------|---------------------------|-------------------------------|------------------|----------|---------------------------|-------------------|------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mandmad. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindhia-Neemuch. | Nagpur and Chhat-tusgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rukhabad. | Bhavnagar-Gondal. | | |
| 29.06 | 35.00 | .. | 12.60 | .. | 17.50 | 19.42 | .. | 8.99 | .. | 11.88 | 11.94 | 16.79 | 20.30 | † | |
| .. | .. | .. | .. | 5.24 | .. | .. | 9.28 | .. | 5.43 | .. | .. | .. | .. | .. | |
| 1.04 | 1.58 | Worked by the G. I. R. Railway. | 0.98 | 0.61 | 0.95 | 0.85 | 1.22 | 2.01 | 1.56 | 0.93 | 0.72 | 1.42 | 1.25 | 138a | |
| 2.61 | 3.95 | | 2.57 | 2.12 | 1.91 | 2.40 | 3.02 | 2.95 | 3.37 | 1.94 | 2.38 | 0.51 | 2.82 | 139a | |
| 6.30 | 12.45 | | 4.64 | 3.39 | 3.79 | 4.08 | 4.25 | 3.52 | 2.35 | 2.83 | 2.59 | 3.85 | 4.26 | 140a | |
| 0.67 | 0.71 | | 0.45 | 0.49 | 6.21 | 0.22 | 0.39 | 0.55 | 0.20 | 0.16 | 0.16 | 0.15 | 0.36 | 0.36 | 141a |
| 0.41 | 0.53 | | 0.42 | 0.35 | 0.23 | 0.28 | 0.40 | 0.78 | 0.39 | 0.45 | 0.34 | 0.31 | 0.38 | 0.38 | 142a |
| 2.17 | 2.30 | 2.27 | 1.22 | 3.38 | 2.31 | 1.69 | 1.77 | 2.61 | 0.82 | 1.50 | 0.61 | 0.38 | 0.38 | 143a | |
| 0.32 | 1.03 | 0.03 | 0.36 | 0.72 | 1.49 | 0.26 | 0.23 | 0.22 | 0.93 | 0.02 | 0.12 | 0.06 | 0.06 | 144a | |
| 13.52 | 22.55 | .. | 11.36 | 8.54 | 11.19 | 11.78 | 11.23 | 11.81 | 10.70 | 8.06 | 7.71 | 6.97 | 9.51 | 145a | |
| 30.35 | 49.83 | .. | 51.55 | .. | 30.33 | 29.33 | .. | 54.77 | .. | 33.33 | 30.37 | 32.08 | 29.37 | † | |
| .. | .. | .. | .. | 91.13 | .. | .. | 64.12 | .. | 59.99 | .. | .. | .. | .. | .. | |
| 0.90 | 1.38 | Worked by the G. I. R. Railway. | 0.88 | 0.61 | 0.76 | 0.77 | 1.06 | 1.92 | 1.30 | 0.83 | 0.58 | 1.34 | 1.21 | 138b | |
| 2.26 | 3.45 | | 2.30 | 2.08 | 1.53 | 2.18 | 2.63 | 2.83 | 2.82 | 1.74 | 1.94 | 0.49 | 2.74 | 139b | |
| 5.46 | 10.86 | | 4.15 | 3.33 | 3.04 | 3.70 | 3.70 | 3.36 | 1.97 | 2.54 | 2.11 | 3.63 | 4.16 | 140b | |
| 0.58 | 0.61 | | 0.40 | 0.47 | 0.17 | 0.20 | 0.34 | 0.53 | 0.17 | 0.14 | 0.13 | 0.15 | 0.35 | 141b | |
| 0.36 | 0.46 | | 0.38 | 0.34 | 0.19 | 0.25 | 0.35 | 0.75 | 0.33 | 0.41 | 0.27 | 0.29 | 0.37 | 142b | |
| 1.88 | 2.00 | 2.03 | 1.19 | 2.70 | 2.10 | 1.47 | 1.68 | 2.18 | 0.73 | 1.22 | 0.58 | 0.38 | 0.38 | 143b | |
| 0.28 | 0.90 | 0.03 | 0.36 | 0.57 | 1.36 | 0.22 | 0.22 | 0.19 | 0.83 | 0.02 | 0.11 | 0.06 | 0.06 | 144b | |
| 11.72 | 19.66 | .. | 10.17 | 8.38 | 8.96 | 10.70 | 9.77 | 11.29 | 8.96 | 7.22 | 6.27 | 6.58 | 9.28 | 145b | |
| 26.31 | 43.45 | .. | 46.14 | .. | 24.32 | 26.69 | .. | 52.35 | .. | 29.92 | 24.71 | 30.28 | 23.65 | † | |
| .. | .. | .. | .. | 89.39 | .. | .. | 55.80 | .. | 50.26 | .. | .. | .. | .. | .. | |
| 0.25 | 0.49 | Worked by the G. I. R. Railway. | 0.28 | 0.19 | 0.39 | 0.37 | 0.56 | 0.96 | 0.63 | 0.36 | 0.37 | 0.55 | 0.56 | 138c | |
| 0.62 | 1.22 | | 0.73 | 0.67 | 0.79 | 1.03 | 1.38 | 1.42 | 1.47 | 0.75 | 1.21 | 0.20 | 1.24 | 139c | |
| 1.50 | 3.86 | | 1.32 | 1.06 | 1.57 | 1.74 | 1.94 | 1.68 | 1.02 | 1.10 | 1.32 | 1.52 | 1.88 | 140c | |
| 0.16 | 0.22 | | 0.13 | 0.15 | 0.09 | 0.09 | 0.18 | 0.26 | 0.09 | 0.06 | 0.08 | 0.06 | 0.16 | 141c | |
| 0.10 | 0.17 | | 0.12 | 0.11 | 0.10 | 0.12 | 0.18 | 0.37 | 0.17 | 0.18 | 0.17 | 0.12 | 0.17 | 142c | |
| 0.51 | 0.71 | 0.65 | 0.38 | 1.40 | 1.00 | 0.77 | 0.84 | 1.13 | 0.32 | 0.76 | 0.25 | 0.17 | 143c | | |
| 0.08 | 0.31 | 0.01 | 0.11 | 0.29 | 0.63 | 0.12 | 0.11 | 0.09 | 0.36 | 0.01 | 0.05 | 0.02 | 144c | | |
| 3.22 | 6.98 | .. | 3.24 | 2.67 | 4.64 | 5.04 | 5.13 | 5.64 | 4.65 | 3.13 | 3.92 | 2.75 | 4.20 | 145c | |
| 115.68 | 247.01 | .. | 235.11 | .. | 201.70 | 201.27 | .. | 418.77 | .. | 207.44 | 247.53 | 202.19 | 207.38 | † | |
| .. | .. | .. | .. | 0.46 | .. | .. | 468.79 | .. | 417.86 | .. | .. | .. | .. | .. | |

Table C.—Carriage

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---------------------|--|--------------|-------------------------|-------------------------|---------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Haroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| | PER TOTAL TRAIN-MILE. | | | | | | | |
| 146a | General Superintendence (including office expenses), <i>Annas.</i> | 0.27 | 0.21 | 0.26 | 0.29 | 0.36 | 0.45 | 0.28 |
| 147a | Repairs and Renewals of Coaching Vehicles, " | 0.75 | 1.25 | 1.01 | 1.86 | 1.39 | 1.78 | 1.73 |
| 148a | " " of Goods Vehicles, " | 1.61 | 2.72 | 2.17 | 1.19 | 2.77 | 1.47 | 1.54 |
| 149a | Cleaning and Oiling, " | 0.16 | 0.37 | 0.45 | 0.44 | 0.28 | 0.30 | 0.45 |
| 150a | Other Charges (net), " | -0.01 | 0.22 | 0.65 | 0.12 | 0.24 | 0.08 | 0.10 |
| 151a | Total Carriage and Wagon Expenses, " | 2.78 | 4.77 | 4.54 | 3.90 | 5.04 | 4.08 | 4.10 |
| | PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES. | | | | | | | |
| 146b | General Superintendence (including office expenses), <i>Rs.</i> | 0.61 | (b) 0.65 | 0.59 | 1.03 | 0.84 | 1.11 | 0.51 |
| 147b | Repairs and Renewals of Coaching Vehicles (a), " | 7.95 | 3.94 | 7.75 | 14.46 | 9.49 | 18.60 | 11.79 |
| 148b | Repairs and Renewals of Goods Vehicles (a), " | 4.70 | 8.54 | 7.18 | 7.89 | 9.66 | 4.62 | 3.83 |
| 149b | Cleaning and Oiling, " | 0.36 | 1.16 | 1.05 | 1.59 | 0.66 | 0.73 | 0.81 |
| 150b | Other Charges (net), " | -0.01 | 0.70 | 1.49 | 0.42 | 0.55 | 0.21 | 0.18 |
| 151b | Total Carriage and Wagon Expenses, " | 6.37 | 14.99 | 10.49 | 13.96 | 11.65 | 25.27 | 7.46 |

(a) These two items are calculated respectively upon the coaching and goods vehicle mileage.
 (b) The calculations are made per 1,000 vehicle miles on home line.

STATISTICS OF INDIAN RAILWAYS.

cxcvii

EXPENSES—contd.

and Wagon Expenses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|-----------------|----------|---------------|------------|----------------------------|---------------------------|-------------------------------|------------------|----------|--------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mandmad. | Patna and Gaya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Farukhabad. | Bhavnagar-Gondal. | |
| 0.17 | 0.16 | Worked by the G. I. P. Railway. | 0.32 | 0.19 | 0.22 | 0.16 | 0.24 | 1.18 | 0.45 | 0.41 | 0.24 | 0.06 | 0.42 | 146a |
| 0.35 | 0.32 | | 0.68 | 1.01 | 0.67 | 0.64 | 1.01 | 0.25 | 1.14 | 0.33 | 0.19 | 0.19 | 0.22 | 147a |
| 0.55 | 1.34 | | 0.84 | 3.16 | 1.71 | 0.60 | 0.95 | 1.81 | 0.52 | 0.18 | 0.55 | 0.10 | 0.18 | 148a |
| 0.33 | 0.41 | | 0.31 | 0.23 | 0.33 | 0.25 | 0.22 | 0.52 | 0.31 | 0.21 | 0.24 | 0.14 | 0.72 | 149a |
| 0.02 | 0.14 | | 0.09 | 0.01 | 0.15 | 0.02 | 0.12 | .. | 0.05 | 0.10 | 0.29 | .. | .. | 150a |
| 1.42 | 2.37 | .. | 2.24 | 4.65 | 3.08 | 1.76 | 2.54 | 3.76 | 2.47 | 1.23 | 1.51 | 0.49 | 1.54 | 151a |
| 0.68 | 0.64 | Worked by the G. I. P. Railway. | 1.24 | 0.87 | 0.69 | 0.50 | 0.78 | 3.58 | 1.33 | 1.06 | 0.83 | 0.14 | 2.25 | 146b |
| 3.66 | 2.78 | | 4.39 | 7.14 | 5.36 | 5.75 | 6.26 | 1.79 | 6.13 | 2.67 | 1.56 | 0.77 | 1.22 | 147b |
| 3.47 | 9.22 | | 7.65 | 39.43 | 9.02 | 2.77 | 7.00 | 9.44 | 3.46 | 0.70 | 3.32 | 0.55 | 1.03 | 148b |
| 1.31 | 1.60 | | 1.16 | 1.23 | 1.04 | 0.74 | 0.73 | 1.60 | 0.91 | 0.53 | 0.83 | 0.34 | 3.97 | 149b |
| 0.08 | 0.55 | | 0.35 | 0.05 | 0.48 | 0.08 | 0.39 | 0.01 | 0.14 | 0.26 | 1.01 | .. | .. | 150b |
| 5.61 | 9.14 | .. | 8.49 | 48.77 | 16.59 | 5.36 | 8.41 | 11.47 | 7.32 | 3.18 | 5.24 | 1.19 | 8.47 | 151b |

all other items in the table being calculated upon the aggregate of both coaching and goods vehicle mileage.

Table D.—

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---------------------|--|-------------|-------------------------|-------------------------|---------|-----------------------------------|-----------------|----------------------|
| | | East Indian | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| | PER TOTAL TRAIN-MILE. | | | | | | | |
| 152a | General Superintendence (including office expenses), <i>Annas.</i> | 0.63 | 0.54 | 1.04 | 0.98 | 0.90 | 1.44 | 0.88 |
| 153a | Station Staff, " | 2.90 | 1.97 | 2.64 | 2.65 | 3.64 | 7.71 | 3.69 |
| 154a | Train Staff, " | 0.90 | 1.26 | 1.08 | 0.57 | 0.51 | 0.94 | 0.81 |
| 155a | Fuel, Lighting, Water and General Stores, .. " | 0.28 | 0.36 | 0.67 | 0.76 | 0.69 | 0.89 | 0.49 |
| 156a | Clothing, " | 0.05 | 0.13 | 0.04 | 0.06 | 0.11 | 0.08 | 0.11 |
| 157a | Printing, Stationery and Tickets, .. " | 0.22 | 0.14 | 0.43 | 0.33 | 0.31 | 0.29 | 0.30 |
| 158a | Charges for delivery and collection of goods, &c., " | .. | 0.01 | 0.02 | .. | 0.05 | .. | 0.01 |
| 159a | Miscellaneous Expenses, " | 0.08 | 0.03 | 0.01 | 0.05 | 0.02 | 0.01 | 0.02 |
| 160a | Payments to other lines, " | .. | 0.10 | 0.19 | .. | .. | .. | 0.34 |
| 161a | Other charges (net), " | -0.06 | 0.05 | 0.09 | 0.07 | .. | 0.01 | 0.04 |
| 162a | Total traffic expenses, " | 5.00 | 4.59 | 6.21 | 5.47 | 6.23 | 11.37 | 6.69 |
| | PER CENT. ON TRAFFIC EARNINGS. <i>(Abstracts H. and I. of Revenue Accounts).</i> | | | | | | | |
| 152b | General Superintendence (including office expenses), † <i>Per cent.</i> | 0.76 | 0.89 | 2.07 | 1.96 | 1.16 | 1.15 | 1.61 |
| 153b | Station Staff, " | 3.50 | 3.22 | 5.23 | 5.32 | 4.67 | 6.19 | 6.73 |
| 154b | Train Staff, " | 1.08 | 2.06 | 2.14 | 1.15 | 0.65 | 0.75 | 1.47 |
| 155b | Fuel, Lighting, Water and General Stores, .. " | 0.34 | 0.59 | 1.32 | 1.53 | 0.89 | 0.72 | 0.89 |
| 156b | Clothing, " | 0.06 | 0.21 | 0.08 | 0.12 | 0.14 | 0.07 | 0.20 |
| 157b | Printing, Stationery and Tickets, .. " | 0.26 | 0.24 | 0.86 | 0.67 | 0.39 | 0.24 | 0.55 |
| 158b | Charges for delivery and collection of goods, &c., " | .. | 0.01 | 0.04 | .. | 0.06 | .. | 0.02 |
| 159b | Miscellaneous Expenses, " | 0.10 | 0.05 | 0.03 | 0.11 | 0.03 | 0.01 | 0.02 |
| 160b | Payments to other lines, " | .. | 0.17 | 0.38 | .. | .. | .. | 0.62 |
| 161b | Other charges (net), " | -0.07 | 0.08 | 0.17 | 0.14 | .. | .. | 0.07 |
| 162b | Total traffic expenses, " | 6.03 | 7.52 | 12.32 | 11.00 | 7.99 | 9.13 | 12.18 |
| † | General Superintendence per cent. on traffic earnings (including steam-boat) .. <i>Per cent.</i> | 0.76 | 0.89 | 2.06 | 1.96 | 1.16 | 1.16 | 1.61 |

STATISTICS OF INDIAN RAILWAYS.

CXCIX

EXPENSES—*contd.*

Traffic Expenses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|----------------------------|---------------------------|-------------------------------|------------------|----------|--------------------------|-------------------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Mand. | Palsa and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tisgarh. | Rangoon and Irrawaddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Farukhabad. | Bhavnagar-Gondal. | |
| 0.72 | 1.22 | Worked by the G. I. P. Railway. | 1.46 | 1.21 | 0.65 | 0.49 | 0.67 | 1.92 | 1.42 | 0.69 | 1.10 | 1.23 | 0.95 | 152a |
| 2.00 | 2.30 | | 2.14 | 2.33 | 2.44 | 1.37 | 1.99 | 2.84 | 4.84 | 2.44 | 3.38 | 1.87 | 1.48 | 153a |
| 0.81 | 1.31 | | 0.82 | 0.77 | 0.42 | 0.47 | 0.98 | 0.83 | 1.05 | 0.39 | 0.81 | 0.16 | 0.51 | 154a |
| 0.65 | 0.57 | | 0.23 | 1.07 | 0.28 | 0.42 | 0.54 | 0.52 | 0.54 | 0.48 | 0.65 | 0.33 | 0.26 | 155a |
| 0.05 | 0.56 | | 0.05 | 0.01 | 0.15 | 0.08 | 0.15 | 0.03 | 0.12 | 0.03 | 0.11 | 0.03 | 0.01 | 156a |
| 0.16 | 0.12 | | 0.12 | 0.31 | 0.26 | 0.17 | 0.49 | 0.14 | 0.37 | 0.14 | 0.08 | 0.32 | 1.61 | 157a |
| 0.02 | .. | | .. | .. | 0.01 | .. | .. | .. | .. | .. | .. | .. | .. | 158a |
| 0.03 | 0.03 | | 0.05 | 0.11 | 0.02 | 0.01 | 0.02 | 0.07 | 0.19 | 0.05 | 0.04 | 0.03 | 0.05 | 159a |
| 0.24 | 0.37 | | 1.27 | 0.50 | .. | 0.21 | 0.47 | 2.84 | .. | .. | .. | 0.01 | 0.27 | 160a |
| 0.05 | 0.11 | | .. | 0.05 | 0.12 | 0.01 | 0.01 | 0.02 | 0.02 | 0.01 | .. | .. | 0.02 | 161a |
| 4.73 | 6.59 | .. | 6.14 | 6.36 | 4.35 | 3.24 | 5.32 | 9.21 | 8.55 | 4.23 | 6.17 | 4.48 | 5.16 | 162a |
| 1.72 | 2.61 | Worked by the G. I. P. Railway. | 2.10 | 2.72 | 1.42 | 1.31 | 1.46 | 4.16 | 2.76 | 1.38 | 2.57 | 3.22 | 2.59 | 162b |
| 4.74 | 4.90 | | 3.07 | 5.19 | 5.35 | 3.64 | 4.32 | 6.14 | 9.38 | 4.87 | 7.91 | 4.90 | 4.04 | 163b |
| 1.92 | 2.80 | | 1.19 | 1.71 | 0.91 | 1.23 | 2.12 | 1.80 | 2.04 | 0.78 | 1.90 | 0.42 | 1.39 | 164b |
| 1.55 | 1.21 | | 0.33 | 2.39 | 0.61 | 1.12 | 1.13 | 1.14 | 1.04 | 0.96 | 1.52 | 2.19 | 0.72 | 165b |
| 0.11 | 1.17 | | 0.07 | .. | 0.34 | 0.21 | 0.32 | 0.06 | 0.24 | 0.06 | 0.26 | 0.09 | 0.02 | 166b |
| 0.38 | 0.25 | | 0.18 | 0.69 | 0.57 | 0.44 | 1.07 | 0.30 | 0.72 | 0.28 | 0.19 | 0.83 | 4.40 | 167b |
| 0.04 | .. | | .. | .. | 0.02 | .. | .. | .. | .. | .. | .. | .. | .. | 168b |
| 0.07 | 0.07 | | 0.06 | 0.25 | 0.06 | 0.02 | 0.05 | 0.14 | 0.37 | 0.10 | 0.10 | 0.06 | 0.14 | 169b |
| 0.57 | 0.80 | | 1.83 | 1.11 | .. | 0.55 | 1.02 | 6.15 | .. | .. | .. | 0.03 | 0.73 | 160b |
| 0.12 | 0.24 | | .. | 0.12 | 0.26 | 0.04 | 0.03 | 0.05 | 0.04 | 0.01 | .. | .. | 0.05 | 161b |
| 11.22 | 14.05 | .. | 8.82 | 14.18 | 9.54 | 8.59 | 11.57 | 19.94 | 16.59 | 8.44 | 14.45 | 11.74 | 14.08 | 162b |
| 1.79 | 2.61 | .. | 2.10 | 2.71 | 1.42 | 1.31 | 1.47 | 4.15 | 2.76 | 1.23 | 2.09 | 3.22 | 2.60 | † |

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|---|--|--------------|-------------------------|-------------------------|---------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Panjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| Table E.—General Charges. | | | | | | | | |
| PER TOTAL TRAIN-MILE. | | | | | | | | |
| 163a | Home Expenditure (and General Administration), <i>Annas.</i> | 0.28 | 0.23 | 0.48 | 0.58 | 0.70 | 0.83 | 1.00 |
| 164a | Agent's Office—Salaries and Expenses, | 0.28 | 0.17 | 0.36 | 0.35 | 0.30 | 1.14 | 0.55 |
| 165a | Audit, Accounts and Pay Offices | 0.69 | 0.55 | 1.14 | 1.11 | 1.18 | 1.14 | 1.11 |
| 166a | Stores Department Expenses, | 0.42 | 0.18 | 0.38 | 0.17 | 0.74 | 0.05 | 0.13 |
| 167a | Medical | 0.20 | 0.12 | 0.14 | 0.26 | 0.21 | 0.33 | 0.30 |
| 168a | Rents and Miscellaneous Expenses, | 0.44 | 0.16 | 0.28 | 0.16 | 0.34 | 0.69 | 0.17 |
| 169a | Police, | 0.27 | 0.30 | 0.31 | 0.29 | 0.67 | 0.52 | 0.85 |
| 170a | Advertising, | 0.01 | 0.01 | 0.02 | 0.03 | 0.01 | 0.10 | .. |
| 171a | Electric Telegraph, | 0.74 | 0.63 | 0.77 | 0.65 | 0.85 | 0.86 | 1.15 |
| 172a | Other Charges (net), | -0.06 | 0.05 | 0.07 | 0.11 | 0.12 | 0.10 | 0.29 |
| 173a | Total General Charges, | 3.27 | 2.40 | 3.95 | 3.71 | 5.12 | 5.76 | 5.05 |
| PER CENT. ON TOTAL EARNINGS. | | | | | | | | |
| 163b | Home Expenditure, <i>Per cent.</i> | 0.32 | 0.37 | 0.88 | 1.15 | 0.88 | 0.59 | 1.65 |
| 164b | Agent's Office—Salaries and Expenses, | 0.33 | 0.28 | 0.67 | 0.69 | 0.38 | 0.81 | 0.91 |
| 165b | Audit, Accounts and Pay Offices | 0.80 | 0.88 | 2.07 | 2.17 | 1.49 | 0.81 | 1.85 |
| 166b | Stores Department Expenses, | 0.50 | 0.29 | 0.68 | 0.34 | 0.93 | 0.03 | 0.23 |
| 167b | Medical | 0.24 | 0.20 | 0.26 | 0.52 | 0.25 | 0.23 | 0.50 |
| 168b | Rents and Miscellaneous Expenses, | 0.52 | 0.26 | 0.50 | 0.31 | 0.42 | 0.49 | 0.28 |
| 169b | Police, | 0.31 | 0.48 | 0.56 | 0.55 | 0.83 | 0.37 | 0.58 |
| 170b | Advertising, | 0.01 | 0.02 | 0.03 | 0.06 | 0.02 | 0.07 | .. |
| 171b | Electric Telegraph, | 0.87 | 1.02 | 1.39 | 1.26 | 1.07 | 0.60 | 1.90 |
| 172b | Other Charges (net), | -0.06 | 0.08 | 0.14 | 0.21 | 0.15 | 0.08 | 0.48 |
| 173b | Total General Charges, | 3.84 | 3.88 | 7.18 | 7.26 | 6.42 | 4.08 | 8.38 |
| Table G.—Special and Miscellaneous Expenses. | | | | | | | | |
| PER CENT. ON GROSS EARNINGS. | | | | | | | | |
| 174 | Law Charges, <i>Per cent.</i> | 0.02 | -0.02 | 0.04 | 0.07 | 0.04 | 0.05 | -0.04 |
| 175 | Compensation, | 0.01 | 0.03 | 0.20 | 0.03 | 0.07 | 0.74 | 0.01 |
| 176 | Rates and Taxes, | 0.12 | 0.06 | 0.07 | 0.34 | 0.14 | 0.15 | 0.01 |
| 177 | Payments to other Lines, | 0.79 | 1.74 | 3.28 | 0.58 | 0.54 | 0.01 | 1.09 |
| 178 | Other Charges (net), | 0.06 | 0.05 | 0.06 | 0.05 | 0.29 | 0.04 | 2.22 |
| 179 | Total Special and Miscellaneous Expenses, | 1.00 | 1.90 | 3.65 | 1.07 | 1.08 | 0.99 | 3.29 |

STATISTICS OF INDIAN RAILWAYS.

cci

EXPENSES—concl'd.

and Special and Miscellaneous Expenses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | | Progressive number. |
|---------------|------------------|---------------------------------|----------------|----------|---------------|------------|----------------------------|---------------------------|--------------------------------|------------------|----------|---------------------------|-------------------|------|---------------------|
| Indus Valley. | Punjab Northern. | Dhond and Manmad. | Patna and Gya. | Nizam's. | South-Indian. | Rajputana. | Holkar and Sindia-Neemuch. | Nagpur and Chhat-tasgarh. | Bangcon and Irra-waddy Valley. | Northern Bengal. | Tirhoot. | Cawnpore and Fa-rukhabad. | Dhyanagar-Gondal. | | |
| .. | -0.01 | Worked by the G. I. P. Railway. | 0.51 | .. | 0.81 | .. | .. | .. | .. | .. | 0.58 | 1.99 | .. | 163a | |
| 0.34 | 0.46 | | 0.99 | 0.76 | 0.51 | 0.27 | 0.56 | 2.94 | 0.91 | 1.08 | 0.75 | 1.45 | 0.79 | 164a | |
| 1.13 | 1.28 | | 1.70 | 1.22 | 1.09 | 0.74 | 0.99 | 2.18 | 1.47 | 1.60 | 1.30 | 1.93 | 1.44 | 165a | |
| 0.16 | 0.45 | | 0.64 | 0.33 | 0.27 | 0.17 | 0.36 | 0.48 | 0.69 | 0.08 | 0.33 | 0.26 | 0.25 | 166a | |
| 0.19 | 0.16 | | 0.07 | 0.20 | 0.14 | 0.14 | 0.17 | 0.01 | 0.11 | 0.39 | 0.26 | 0.03 | 0.24 | 167a | |
| 0.54 | 0.84 | | 0.40 | 0.28 | 0.28 | 0.21 | 0.31 | 1.10 | 0.40 | 0.13 | 0.42 | 0.93 | 1.10 | 168a | |
| 0.01 | 0.04 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1.47 | 169a | |
| 0.01 | 0.01 | | 0.03 | 0.03 | 0.02 | 0.01 | .. | 0.02 | 0.05 | 0.01 | 0.09 | 0.02 | 0.02 | 170a | |
| 1.14 | 0.70 | | 1.01 | 0.87 | 0.66 | 0.65 | 1.08 | 1.45 | 1.49 | 1.26 | 1.41 | 2.91 | 1.98 | 171a | |
| 0.01 | .. | | 0.01 | 0.01 | 0.19 | 0.05 | .. | .. | 0.01 | 0.01 | 0.08 | .. | .. | 172a | |
| 3.53 | 3.93 | .. | 5.36 | 3.70 | 3.97 | 2.25 | 3.47 | 8.18 | 5.13 | 4.56 | 5.22 | 9.52 | 7.29 | 173a | |
| .. | -0.01 | Worked by the G. I. P. Railway. | 0.72 | .. | 1.71 | .. | .. | .. | .. | .. | 1.06 | 5.16 | .. | 163b | |
| 0.74 | 0.93 | | 1.40 | 1.64 | 1.07 | 0.72 | 1.21 | 6.24 | 1.75 | 1.84 | 1.37 | 3.78 | 2.11 | 164b | |
| 2.42 | 2.59 | | 2.42 | 2.63 | 2.31 | 1.94 | 2.11 | 4.57 | 2.31 | 2.71 | 2.38 | 5.00 | 3.88 | 165b | |
| 0.35 | 0.92 | | 0.91 | 0.74 | 0.58 | 0.44 | 0.77 | 1.02 | 1.32 | 0.13 | 0.60 | 0.69 | 0.67 | 166b | |
| 0.41 | 0.32 | | 0.10 | 0.45 | 0.29 | 0.36 | 0.38 | 0.02 | 0.22 | 0.66 | 0.48 | 0.08 | 0.65 | 167b | |
| 1.17 | 1.72 | | 0.56 | 0.62 | 0.69 | 0.54 | 0.67 | 2.36 | 0.76 | 0.22 | 0.77 | 2.39 | 2.96 | 168b | |
| 0.01 | 0.08 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3.95 | 169b | |
| 0.02 | 0.03 | | 0.05 | 0.06 | 0.05 | 0.03 | .. | 0.05 | 0.10 | 0.02 | 0.16 | 0.05 | 0.05 | 170b | |
| 2.46 | 1.42 | | 1.43 | 1.90 | 1.41 | 1.70 | 2.32 | 3.07 | 2.85 | 2.14 | 2.59 | 7.56 | 5.32 | 171b | |
| 0.02 | -0.01 | | 0.02 | 0.01 | 0.42 | 0.14 | .. | .. | 0.01 | 0.01 | 0.15 | .. | 0.01 | 172b | |
| 7.60 | 7.99 | .. | 7.61 | 8.05 | 8.43 | 5.89 | 7.46 | 17.33 | 9.82 | 7.73 | 9.56 | 24.71 | 19.60 | 173b | |
| 0.01 | .. | Worked by the G. I. P. Railway. | 0.08 | .. | 0.08 | .. | .. | .. | 0.02 | .. | 0.01 | .. | .. | 174 | |
| 0.48 | 1.73 | | .. | 0.17 | 0.42 | 0.07 | .. | 0.05 | 0.03 | 0.08 | 0.01 | 0.04 | 0.22 | 175 | |
| .. | .. | | 0.04 | .. | 0.41 | .. | .. | .. | 1.02 | 0.01 | 0.07 | .. | .. | 176 | |
| 6.70 | 2.80 | | 20.15 | 3.63 | 0.02 | 0.36 | 0.42 | .. | .. | .. | .. | .. | .. | 177 | |
| 0.14 | 0.05 | | 0.56 | 0.42 | .. | 0.60 | 0.18 | 0.21 | 1.27 | 0.75 | 0.25 | 0.34 | 0.09 | 178 | |
| 7.33 | 4.58 | .. | 20.83 | 4.22 | 0.93 | 1.03 | 0.60 | 0.26 | 2.34 | 0.84 | 0.34 | 0.33 | 0.31 | 179 | |

| Progressive number. | HEADINGS. | BROAD | | | | | | |
|--|---|--------------|-------------------------|-------------------------|-----------|-----------------------------------|-----------------|----------------------|
| | | East Indian. | Great Indian Peninsula. | Sind, Punjab and Delhi. | Madras. | Bombay, Baroda and Central India. | Eastern Bengal. | Oudh and Rohilkhand. |
| FROM APPENDIX I. | | | | | | | | |
| 180 | Average number of Locomotives on the line, <i>No.</i> | 505 | 438 | 154 | 152 | 98 | (b) 48 | (a) 125 |
| 181 | Average train-mileage hauled per Locomotive per diem, <i>Miles.</i> | 51.75 | 49 | 54.22 | 39.60 | 46 | 59.72 | 33.37 |
| lbs. coal per train-mile (coal-burning engines)— | | | | | | | | |
| 182 | Coaching, <i>lbs.</i> | 50.53 | 40 | 39.09 | 22.86 | 39.14 | 45.00 | 45.95 |
| 183 | Goods, " | | | | | | | |
| 184 | Mixed, " | | | | | | | |
| lbs. wood (wood-burning engines)— | | | | | | | | |
| 185 | Coaching, <i>lbs.</i> | .. | .. | 74.15 | 83.76 | .. | 0.07 | .. |
| 186 | Goods, " | | | | | | | |
| 187 | Mixed, " | | | | | | | |
| Average gross weight of trains— | | | | | | | | |
| 188 | Coaching, <i>Tons.</i> | 164.80 | 146.16 | 221.70 | 102.42 | 134.00 | 105.98 | † |
| 189 | Goods, " | 370.12 | 226.80 | 300.60 | 213.35 | 356.00 | 341.68 | † |
| 190 | Mixed, " | 258.57 | .. | 271.50 | 205.64 | 230.00 | 204.11 | † |
| Average through speed of trains— | | | | | | | | |
| 191 | Coaching, <i>Miles per hour.</i> | 25.40 | 21.68 | 17.83 | 20.59 | 19.50 | 21.00 | 22.50 |
| 192 | Goods, " | 11.50 | 11.25 | 11.53 | 16.61 | 9.50 | 15.00 | 13.50 |
| 193 | Mixed, " | 17.46 | 14.11 | 15.34 | 14.47 | 13.25 | 16.75 | 20.00 |
| FROM APPENDIX II. | | | | | | | | |
| 194 | Average mileage <i>per diem</i> of coaching vehicles, including brakes, <i>Miles.</i> | 1,34,261.05 | 94,350.11 | 60,330.72 | 42,167.82 | 37,279.29 | 1,39,932.72 | 31,112.34 |
| 195 | Goods, " | 496,329.47 | 298,935.89 | 108,953.31 | 53,260.08 | 66,412.32 | 46,353.33 | 56,523.54 |
| FROM APPENDIX IV. | | | | | | | | |
| Average age of rails— | | | | | | | | |
| 196 | Steel, <i>Years.</i> | 15.72 | *.. | 15.12 | 16.44 | 15.46 | 16.73 | 9.04 |
| 197 | Iron, " | | | | | | | |
| Proportion renewed per mile of rail— | | | | | | | | |
| 198 | Steel, <i>Per Mile.</i> | 0.01 | 0.013 | 0.0078 | 0.006 | 0.0107 | 0.005 | 0.004 |
| 199 | Iron, " | | | | | | | |
| FROM APPENDIX V. | | | | | | | | |
| Average age of sleepers— | | | | | | | | |
| 200 | Wood, <i>Years.</i> | 11.75 | *.. | 12.88 | 6.21 | 14.91 | 8.19 | .. |
| 201 | Iron, " | | | | | | | |
| Percentage of renewals— | | | | | | | | |
| 202 | Wood, <i>Per cent.</i> | 5.62 | 5.80 | 1.63 | 32.52 | 4.137 | 1.64 | 0.982 |
| 203 | Iron, " | | | | | | | |

(a) Calculation based on 120 Locomotive Engines.

(b) Exclusive of 5 Engines erected as a reserve stock.

* Information not furnished.

† Cannot be given in detail with weight of loads.

STATISTICS OF INDIAN RAILWAYS.

IX.

as Appendices to the Analyses.

| GAUGE. | | | | | NARROW GAUGE. | | | | | | | | | | Progressive number. | |
|---------------|------------------|---------------------------------|----------------|----------|---------------|---|---------------------------|-------------------------|-------------------------------|------------------|-----------|--------------------------|-------------------|----------|---------------------|-----|
| Indus Valley. | Punjab Northern. | Dhond and Mandmad. | Patna and Gya. | Nizam's. | South Indian. | Rajputana. | Holkar and Sindia-Nemuch. | Nagpur and Chhatnagarh. | Bangoon and Irrawaddy Valley. | Northern Bengal. | Tinhoot. | Cawnpore and Farukhabad. | Dhawnagar-Gondal. | | | |
| 97 | 89 | Worked by the G. I. P. Railway. | 6 | 10 | 118 | 216 | 51 | 12 | 24 | 36 | 14 | 10 | 20 | 180 | | |
| 59.58 | 34.95 | | 61.40 | 112.05 | 36 | 40.84 | 40.17 | 20.40 | 48.04 | 46.92 | 37.96 | 39.30 | 32.87 | 181 | | |
| 28.34 | 43.45 | | 46.14 | .. | 30.38 | 26.69 | .. | 52.35 | .. | 29.92 | 24.71 | 30.28 | 28.63 | 182 | | |
| 85.02 | .. | | .. | 89.39 | .. | .. | 56.26 | .. | 50.26 | .. | .. | .. | .. | 183 | | |
| 178.51 | 182.35 | | .. | 13.82 | 150.05 | 99.04 | 69.85 | 68.94 | 115.20 | 110.60 | 94.17 | 15.32 | 123.71 | 111.44 | 184 | |
| 218.51 | 239.08 | | .. | 106.33 | 137.95 | 136.39 | 131.83 | 109.10 | 163.63 | 186.58 | 166.97 | 105.29 | 149.91 | 124.27 | 185 | |
| 199.13 | .. | | .. | 273.39 | 154.09 | 177.62 | 100.18 | 104.80 | 136.08 | 131.92 | 124.95 | 99.62 | 133.57 | 92.72 | 186 | |
| 17.55 | .. | | .. | 17.50 | 14.50 | 17 Mail trans. 14 Mixed trans. | 15.88 | 12.92 | 10.15 | 15.00 | 15.70 | 17.24 | .. | .. | 187 | |
| 11.60 | (d)10.73 | | .. | 10.00 | 10.03 | | 9.04 | 9.86 | | 12.50 | 11.34 | 10.56 | 10.00 | 20.00 | 20.00 | 188 |
| 11.60 | (e)11.73 | | .. | 17.50 | 14.18 | | 11.69 | 9.86 | | 12.50 | 13.00 | 14.32 | 12.00 | 20.00 | 20.00 | 189 |
| 29,963.46 | 19,323.51 | | .. | 3,196.64 | 5,942.22 | 26,627.64 | 55,730.04 | 18,286.81 | 1,986.41 | 11,115.18 | 11,787.07 | 3,290.42 | 5,959.94 | 5,728.54 | 194 | |
| 82,605.12 | 26,610.92 | | .. | 3,034.69 | 5,898.28 | 40,370.35 | 107,781.36 | 15,444.25 | 2,815.18 | 9,019.49 | 24,891.32 | 4,473.22 | 3,593.15 | 8,664.55 | 195 | |
| 3.72 | 3.00 | | .. | 2.50 | 8.00 | 7.94 | 3.50 | 3.50 | 1.50 | 4.50 | 5.49 | 5.96 | 1.25 | 1.42 | 196 | |
| 0.008 | 0.003 | | .. | .. | 0.0128 | 0.0033 | 0.003 | 0.005 | 0.001 | 0.003 | 0.002 | 0.0015 | .. | .. | 197 | |
| (c) 4.93 | 3.00 | | .. | 2.49 | 8.00 | 6.65 | 5.00 | 3.50 | 1.50 | 4.50 | 5.43 | .. | .. | 1.49 | 198 | |
| 1.75 | .. | .. | 2.50 | 8.00 | 14.25 | .. | | .. | .. | .. | 5.50 | 0.50 | .. | .. | 199 | |
| 0.12 | 0.12 | .. | .. | 0.588 | 0.61 | 0.28 | 2.50 | 0.36 | 0.008 | 1.39 | .. | 0.017 | 0.22 | 200 | | |
| 0.06 | .. | .. | 0.35 | 0.039 | .. | | .. | .. | .. | .. | 0.02 | .. | .. | .. | 201 | |

(c) Longitudinal sal sleepers 10" x 5" - 1.75.

(d) Salt Branch Line - 13.00.

(e) " " " - 11.70.

SUPPLEMENT TO PART II OF THE STATISTICS OF INDIAN RAILWAYS.

GENERAL RESULTS OF THE WORKING
OF THE PRINCIPAL
INDIAN RAILWAYS
DURING THE YEARS 1877 TO 1881.

(Pages ccv to ccxvii).

Statement showing the general results of working

| No. | RAILWAYS. | MEAN LENGTH OF LINE OPEN—MILES. | | | | | | |
|-----|--|---------------------------------|---------------------|-------|-------|-------|-----------|-----------|
| | | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. |
| | | 1 | East Indian, | 1,506 | 1,507 | 1,507 | 1,507 | 1,507 |
| 2 | Great Indian Peninsula, | 1,268 | 1,268 | 1,272 | 1,276 | 1,282 | 58,53,868 | 61,72,160 |
| 3 | Sind, Punjab and Delhi, | 663 | 663 | 663 | 663 | 676 | 25,78,941 | 30,77,570 |
| 4 | Madras, | 858 | 857 | 857 | 858 | 858 | 26,99,426 | 27,82,517 |
| 5 | Bombay, Baroda and Central India, | 444 | 444 | 444 | 444 | 444 | 23,96,211 | 23,67,422 |
| 6 | Eastern Bengal, | 171 | 172 | 172 | 172 | 172 | 12,85,016 | 15,29,856 |
| 7 | Oudh and Rohilkhand, | 544 | 547 | 547 | 547 | 547 | 17,28,690 | 17,18,037 |
| 8 | Indus Valley and Kandahar, | ... | 501 | 508 | 642 | 653 | ... | 2,29,084 |
| 9 | Punjab Northern, | 103 | 103 | 103 | 228 | 343 | 3,38,552 | 3,94,881 |
| 10 | Dhond and Manmad, | ... | 145 | 145 | 145 | 145 | ... | 49,641 |
| 11 | Patna-Gya, | ... | ... | 57 | 57 | 57 | ... | ... |
| 12 | Nizam's, | 120 | 120 | 120 | 120 | 120 | 2,97,145 | 2,62,213 |
| 13 | South Indian, | 600 | 611 | 625 | 647 | 663 | 15,96,193 | 19,06,087 |
| 14 | Rajputana, | 396 | 428 | 445 | 484 | 735 | 8,91,288 | 8,23,173 |
| 15 | Holkar and Sindia-Neemuch, | 107 | 172 | 172 | 254 | 289 | 2,03,655 | 3,31,845 |
| 16 | Nagpur and Chhattisgarh, | ... | ... | ... | 53 | 62 | ... | ... |
| 17 | Rangoon and Irrawaddy Valley, | 161 | 161 | 161 | 161 | 161 | 2,80,860 | 6,73,079 |
| 18 | Northern Bengal, | 134 | 219 | 225 | 231 | 233 | 16,008 | 3,18,304 |
| 19 | Turhoot, | 76 | 82 | 82 | 82 | 80 | 1,53,815 | 1,92,904 |
| 20 | Cawnpore and Farkhabad,* | ... | ... | ... | ... | 86 | ... | ... |
| 21 | Bhavanagar-Gondal,† | ... | ... | ... | ... | 170 | ... | ... |

* Opened for traffic on the 15th December, 1880.

† Opened for traffic on the 20th December, 1880.

STATISTICS OF INDIAN RAILWAYS.

ccvii

of Indian Railways during the years 1877 to 1881.

| EARNINGS—RUPEES. | | | | | | | | No. |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----|
| COACHING. | | | GOODS. | | | | | |
| 1879. | 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | |
| 1,11,77,844 | 1,16,73,269 | 1,18,92,133 | 2,13,34,202 | 2,75,56,929 | 3,02,19,425 | 2,98,32,892 | 3,22,38,495 | 1 |
| 60,82,221 | 61,30,903 | 63,68,419 | 2,58,16,905 | 2,11,05,590 | 1,85,21,797 | 1,83,14,143 | 2,52,41,441 | 2 |
| 38,76,099 | 43,83,619 | 36,43,784 | 50,94,748 | 46,53,186 | 63,83,378 | 67,34,266 | 56,94,210 | 3 |
| 26,21,195 | 25,45,839 | 26,42,909 | 70,87,341 | 35,69,536 | 37,30,522 | 33,41,731 | 34,85,445 | 4 |
| 23,20,288 | 27,00,522 | 33,30,487 | 47,86,326 | 43,48,398 | 46,17,278 | 51,81,628 | 61,87,158 | 5 |
| 14,92,425 | 14,88,015 | 16,17,285 | 29,31,399 | 26,19,807 | 25,10,442 | 28,73,263 | 34,40,206 | 6 |
| 17,89,287 | 19,13,161 | 20,59,055 | 21,86,177 | 24,86,714 | 21,81,663 | 22,16,668 | 25,27,135 | 7 |
| 7,93,996 | 18,03,906 | 14,98,701 | ... | 3,18,543 | 22,01,809 | 40,08,327 | 35,41,392 | 8 |
| 6,90,372 | 10,79,731 | 13,52,146 | 3,38,479 | 4,92,304 | 10,99,774 | 18,78,514 | 19,89,004 | 9 |
| 1,43,473 | 3,20,825 | 3,33,899 | ... | 80,029 | 2,46,822 | 3,39,760 | 2,96,622 | 10 |
| 1,69,452 | 3,38,392 | 3,47,195 | ... | ... | 50,009 | 1,38,952 | 1,60,133 | 11 |
| 3,00,359 | 3,08,771 | 2,95,196 | 5,31,700 | 5,27,443 | 3,81,623 | 3,79,944 | 4,43,951 | 12 |
| 20,03,022 | 20,62,513 | 21,06,450 | 15,14,783 | 12,26,495 | 13,09,533 | 14,45,911 | 15,41,534 | 13 |
| 9,27,916 | 10,66,881 | 22,35,699 | 17,31,470 | 20,61,368 | 25,08,999 | 25,75,546 | 49,09,907 | 14 |
| 3,97,998 | 5,79,716 | 7,41,821 | 2,60,503 | 5,68,818 | 7,08,909 | 7,33,979 | 11,95,913 | 15 |
| .. | 19,712 | 87,498 | ... | ... | ... | 83,823 | 1,89,310 | 16 |
| 6,96,980 | 7,45,221 | 7,10,899 | 61,736 | 2,79,213 | 2,44,123 | 5,58,177 | 7,15,555 | 17 |
| 4,41,998 | 5,32,237 | 5,36,915 | 13,983 | 4,42,359 | 6,75,877 | 8,07,999 | 10,30,935 | 18 |
| 2,12,236 | 2,27,433 | 2,30,214 | 96,263 | 1,58,087 | 1,48,660 | 2,03,339 | 2,40,374 | 19 |
| .. | ... | 1,54,170 | ... | ... | ... | ... | 1,22,109 | 20 |
| .. | ... | 3,61,543 | ... | ... | ... | ... | 3,13,259 | 21 |

Statement showing the general results of working

| No. | RAILWAYS. | EARNINGS | | | | | |
|-----|---|----------------------------|----------|----------|----------|----------|-----------|
| | | STEAM BOAT SERVICE—RUPEES. | | | | | SUNDRIES, |
| | | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. |
| 1 | East Indian, | 45,550 | 41,118 | 28,801 | 30,686 | 31,849 | 22,17,157 |
| 2 | Great Indian Peninsula, | .. | .. | .. | .. | .. | 11,09,376 |
| 3 | Sind, Punjab and Delhi, | 15,09,300 | 8,48,436 | 4,48,861 | 2,43,930 | 1,53,303 | 6,63,392 |
| 4 | Madras, | .. | .. | .. | .. | .. | 2,48,528 |
| 5 | Bombay, Baroda and Central India, | .. | 727 | 215 | .. | .. | 6,16,375 |
| 6 | Eastern Bengal, | 4,71,031 | 4,28,833 | 4,38,113 | 4,84,843 | 5,72,434 | 1,39,587 |
| 7 | Oudh and Rohilkhand, | .. | .. | .. | .. | .. | 4,26,938 |
| 8 | Indus Valley and Kandahar, | .. | 18,061 | 81,224 | 1,89,723 | 2,06,471 | .. |
| 9 | Punjab Northern, | .. | .. | .. | .. | .. | 19,730 |
| 10 | Dhond and Manmad, | .. | .. | .. | .. | .. | .. |
| 11 | Patna-Gya, | .. | .. | .. | .. | .. | .. |
| 12 | Nizam's, | .. | .. | .. | .. | .. | 1,929 |
| 13 | South Indian, | .. | .. | .. | .. | .. | 1,22,270 |
| 14 | Rajputana, | .. | .. | .. | .. | .. | 73,929 |
| 15 | Holkar and Sindia-Neemuch, | .. | .. | .. | .. | .. | 15,970 |
| 16 | Nagpur and Chhattisgarh, | .. | .. | .. | .. | .. | .. |
| 17 | Rangoon and Irrawaddy Valley, | .. | .. | .. | .. | .. | 1,856 |
| 18 | Northern Bengal, | .. | 92,059 | 1,31,949 | 1,63,505 | 1,92,708 | 18,726 |
| 19 | Tirhoot, | 15,635 | 72,159 | 74,194 | 98,143 | 97,267 | 33,844 |
| 20 | Cawnpore and Farnkhabad, | .. | .. | .. | .. | .. | .. |
| 21 | Bhavnagar-Gondal, | .. | .. | .. | .. | .. | .. |

STATISTICS OF INDIAN RAILWAYS.

ccix

of Indian Railways during the years 1877 to 1881—contd.

| —concl'd. | | | | | | | | | |
|-----------------------------|-----------|-----------|-----------|---------------|-------------|-------------|-------------|-------------|-----|
| INCLUDING TELEGRAPH—RUPEES. | | | | TOTAL RUPEES. | | | | | No. |
| 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | |
| 15,25,786 | 18,90,151 | 14,08,269 | 12,48,996 | 4,43,51,760 | 3,97,78,009 | 4,33,16,221 | 4,29,45,116 | 4,54,11,472 | 1 |
| 10,87,061 | 6,44,297 | 5,08,207 | 4,46,963 | 3,27,74,149 | 2,83,64,811 | 2,52,48,315 | 2,49,53,253 | 3,20,56,822 | 2 |
| 3,51,023 | 7,06,337 | 10,49,703 | 6,82,850 | 98,46,381 | 89,30,215 | 1,14,14,676 | 1,24,11,518 | 1,10,74,147 | 3 |
| 2,78,121 | 2,74,769 | 2,74,975 | 1,82,958 | 1,00,35,295 | 66,30,174 | 66,26,486 | 61,62,545 | 63,11,312 | 4 |
| 1,89,135 | 2,15,007 | 3,62,225 | 2,27,487 | 77,98,912 | 69,05,677 | 71,52,788 | 82,44,375 | 97,45,132 | 5 |
| 67,825 | 62,945 | 90,040 | 72,117 | 48,27,033 | 46,45,821 | 45,03,925 | 49,36,161 | 57,02,042 | 6 |
| 4,17,286 | 4,23,893 | 3,25,321 | 3,42,541 | 43,41,805 | 46,22,037 | 43,44,343 | 44,55,150 | 49,28,730 | 7 |
| 6,421 | 2,00,511 | 6,60,426 | 2,83,596 | .. | 5,72,109 | 32,77,540 | 66,62,382 | 55,35,161 | 8 |
| 21,886 | 59,935 | 4,10,038 | 1,28,414 | 6,96,761 | 9,09,571 | 18,50,081 | 33,68,284 | 34,69,564 | 9 |
| 5,584 | 77,262 | 34,509 | .. | .. | 1,35,254 | 4,67,557 | 6,95,094 | 6,33,862 | 10 |
| .. | 11,048 | 4,212 | 6,104 | .. | .. | 2,30,509 | 4,81,556 | 5,13,431 | 11 |
| 2,097 | 12,419 | 14,001 | 17,687 | 8,30,768 | 7,91,753 | 6,94,401 | 7,02,716 | 7,56,834 | 12 |
| 1,00,557 | 49,452 | 51,170 | 1,07,704 | 32,33,246 | 32,33,139 | 33,62,067 | 35,59,594 | 37,55,888 | 13 |
| 88,060 | 1,08,504 | 1,81,292 | 96,641 | 26,96,687 | 29,72,601 | 35,45,420 | 37,28,719 | 72,42,247 | 14 |
| 28,382 | 38,931 | 37,564 | 11,846 | 4,80,128 | 9,29,045 | 11,45,338 | 14,01,259 | 19,49,579 | 15 |
| .. | .. | 417 | 4,721 | .. | .. | .. | 1,03,952 | 2,81,529 | 16 |
| 10,677 | 14,815 | 19,312 | 17,168 | 3,44,452 | 9,62,969 | 9,55,918 | 13,22,710 | 15,43,622 | 17 |
| 1,26,808 | 1,34,436 | 1,09,060 | 83,331 | 48,717 | 9,79,530 | 13,84,260 | 16,12,801 | 18,43,390 | 18 |
| 18,158 | 23,643 | 22,152 | 15,899 | 2,99,557 | 4,41,308 | 4,53,733 | 5,51,067 | 5,84,255 | 19 |
| .. | .. | .. | 2,305 | .. | .. | .. | .. | 2,78,584 | 20 |
| .. | .. | .. | 3,584 | .. | .. | .. | .. | 6,88,385 | 21 |

Statement showing the general results of working

| No. | RAILWAYS. | EXPEN | | | | | | | | | |
|-----|---|--|-------|-------|-------|-------|-----------------------------|-------|-------|-------|-------|
| | | MAINTENANCE PER MILE OF TRACK INCLUDING SIDINGS. | | | | | Loco | | | | |
| | | RUPEES. | | | | | Total per total train-mile. | | | | |
| | | | | | | | Annas. | | | | |
| | | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. |
| 1 | East Indian, | 1,584 | 1,912 | 1,946 | 1,974 | 1,858 | 5-95 | 6-49 | 6-63 | 7-02 | 7-43 |
| 2 | Great Indian Peninsula, | 1,618 | 1,810 | 2,264 | 1,894 | 2,156 | 11-91 | 12-28 | 13-30 | 12-32 | 13-39 |
| 3 | Sind, Punjab and Delhi, | 1,924 | 1,859 | 1,923 | 1,521 | 1,925 | 12-20 | 13-23 | 12-18 | 12-38 | 13-93 |
| 4 | Madras, | 1,244 | 1,272 | 1,321 | 1,248 | 1,259 | 9-52 | 11-88 | 11-86 | 11-48 | 11-04 |
| 5 | Bombay, Baroda and Central India, | 1,814 | 1,426 | 1,385 | 1,391 | 1,674 | 12-46 | 13-90 | 13-90 | 16-23 | 13-80 |
| 6 | Eastern Bengal, | 1,698 | 1,630 | 1,830 | 1,902 | 1,569 | 9-26 | 10-61 | 10-11 | 9-83 | 12-51 |
| 7 | Oudh and Rohilkhand, | 817 | 670 | 829 | 980 | 1,090 | 9-06 | 10-41 | 9-93 | 8-79 | 11-71 |
| 8 | Indus Valley and Kandahar, | .. | 478 | 910 | 1,237 | 1,144 | .. | 12-83 | 14-50 | 16-54 | 14-55 |
| 9 | Punjab Northern, | 1,459 | 2,499 | 1,602 | 1,482 | 1,284 | 12-52 | 15-46 | 20-96 | 17-70 | 21-37 |
| 10 | Dhond and Manmad, | .. | .. | 637 | 620 | * | .. | 16-73 | 18-61 | 17-25 | * |
| 11 | Patna-Gya, | .. | .. | 423 | 672 | 603 | .. | .. | 7-91 | 10-16 | 11-32 |
| 12 | Nizam's, | 828 | 1,076 | 928 | 559 | 636 | * | * | 15-38 | 11-03 | 9-05 |
| 13 | South Indian, | 710 | 1,033 | 832 | 854 | 1,029 | 10-34 | 11-20 | 10-06 | 13-17 | 11-24 |
| 14 | Rajputana, | 1,054 | 796 | 962 | 944 | 1,197 | 12-61 | 11-58 | 11-39 | 13-44 | 11-81 |
| 15 | Holkar and Sindia-Neemuch, | 668 | 872 | 907 | 1,099 | 1,269 | 10-30 | 9-48 | 11-24 | 11-96 | 11-95 |
| 16 | Nagpur and Chhattisgarh, | .. | .. | .. | .. | 629 | .. | .. | .. | 14-29 | 11-39 |
| 17 | Rangoon and Irrawaddy Valley, | 552 | 1,595 | 1,420 | 1,132 | 1,136 | 14-94 | 10-87 | 11-60 | 9-75 | 9-80 |
| 18 | Northern Bengal, | .. | 524 | 1,175 | 738 | 808 | 10-62 | 9-04 | 9-57 | 7-65 | 8-23 |
| 19 | Tirhoot, | 411 | 639 | 729 | 706 | 719 | 8-00 | 8-67 | 9-27 | 8-69 | 7-61 |
| 20 | Cawnpore and Farukhabad, | .. | .. | .. | .. | 409 | .. | .. | .. | .. | 6-68 |
| 21 | Bhavnagar-Gondal, | .. | .. | .. | .. | 432 | .. | .. | .. | .. | 9-11 |

* Included with G. I. P. Railway.

STATISTICS OF INDIAN RAILWAYS.

CCXI

of Indian Railways during the years 1877 to 1881—contd.

| DITURE. | | | | | | | | | | | | | | | | | | | | | |
|---|------|-------|-------|-------|--------------------------------------|------|------|-------|-------|-------|------------------------------|-------|-------|-------|-------|---|------|------|-------|-----|-----|
| MOTIVE | | | | | | | | | | | CARRIAGE AND WAGON. | | | | | | | | | | |
| Cost of fuel per total train-mile. Annas. | | | | | Repairs per total train-mile. Annas. | | | | | | Per total train-mile. Annas. | | | | | Repairs of stock per total train-mile. Annas. | | | | | No. |
| 1877. | 1878 | 1879. | 1880. | 1881. | 1877. | 1878 | 1879 | 1880. | 1881. | 1877. | 1878 | 1879. | 1880. | 1881. | 1877. | 1878 | 1879 | 1880 | 1881. | | |
| 1.30 | 1.33 | 1.67 | 1.58 | 0.62 | 1.13 | 1.42 | 1.35 | 1.62 | 2.68 | 2.32 | 2.71 | 2.44 | 3.09 | 2.79 | 1.98 | 2.29 | 1.89 | 2.56 | 2.35 | 1 | |
| 5.78 | 5.34 | 5.51 | 5.11 | 4.60 | 1.92 | 2.38 | 2.58 | 2.59 | 2.29 | 4.58 | 3.52 | 4.15 | 5.12 | 4.73 | 3.99 | 2.86 | 3.30 | 4.21 | 3.88 | 2 | |
| 5.39 | 6.87 | 6.77 | 6.11 | 5.70 | 1.94 | 1.91 | 1.84 | 2.21 | 2.34 | 2.88 | 2.55 | 2.80 | 3.15 | 3.90 | 2.14 | 1.86 | 2.14 | 2.46 | 2.65 | 3 | |
| 4.47 | 4.71 | 4.25 | 3.96 | 3.44 | 2.36 | 3.36 | 3.46 | 3.53 | 3.44 | 3.09 | 4.46 | 2.72 | 2.64 | 4.04 | 2.54 | 3.37 | 1.83 | 2.56 | 3.13 | 4 | |
| 5.78 | 6.11 | 6.74 | 6.41 | 5.65 | 2.23 | 3.02 | 2.05 | 2.61 | 1.76 | 2.95 | 3.30 | 3.86 | 2.62 | 4.24 | 2.24 | 2.75 | 2.08 | 2.93 | 3.56 | 5 | |
| 3.15 | 3.64 | 3.36 | 3.31 | 3.39 | 1.37 | 2.01 | 1.75 | 1.92 | 3.81 | 3.49 | 4.49 | 4.67 | 4.84 | 4.24 | 2.59 | 3.64 | 3.63 | 3.87 | 3.26 | 6 | |
| 4.51 | 4.78 | 4.47 | 4.03 | 5.05 | 1.39 | 1.87 | 1.58 | 1.51 | 1.85 | 2.24 | 3.22 | 3.03 | 2.99 | 3.41 | 1.79 | 2.58 | 2.24 | 2.25 | 2.64 | 7 | |
| .. | 5.02 | 5.64 | 8.30 | 6.59 | .. | 1.85 | 2.94 | 2.93 | 2.18 | .. | 2.31 | 2.51 | 2.26 | 1.91 | .. | 0.71 | 1.54 | 1.37 | 1.22 | 8 | |
| 5.59 | 8.27 | 14.52 | 10.62 | 11.39 | 1.22 | 1.21 | 0.86 | 1.21 | 2.10 | 2.05 | 2.04 | 1.33 | 1.42 | 2.14 | 1.53 | 1.43 | 1.28 | 0.98 | 1.63 | 9 | |
| .. | 7.51 | 10.40 | 10.03 | * | .. | 0.86 | 1.18 | 2.28 | * | .. | 0.28 | 1.02 | 1.39 | * | .. | 0.04 | 0.50 | 0.74 | * | 10 | |
| .. | .. | 2.97 | 4.71 | 4.84 | .. | .. | 0.22 | 0.99 | 2.52 | .. | .. | 1.46 | 2.69 | 2.97 | .. | .. | 0.51 | 1.99 | 1.94 | 11 | |
| * | * | 10.18 | 6.26 | 3.70 | * | * | 1.07 | 0.79 | 0.89 | * | * | 0.71 | 1.79 | 3.42 | * | * | 0.37 | 1.28 | 2.96 | 12 | |
| 4.62 | 4.75 | 4.15 | 3.86 | 3.64 | 1.91 | 2.62 | 2.16 | 2.39 | 3.45 | 1.80 | 1.58 | 4.71 | 4.40 | 3.00 | 1.41 | 1.18 | 1.54 | 1.59 | 2.43 | 13 | |
| 5.32 | 4.88 | 4.84 | 5.66 | 4.66 | 1.94 | 1.71 | 1.97 | 2.82 | 2.34 | 2.60 | 2.14 | 1.92 | 1.56 | 1.51 | 1.94 | 1.37 | 1.27 | 1.00 | 1.13 | 14 | |
| 2.50 | 3.08 | 4.70 | 4.20 | 4.33 | 1.66 | 1.12 | 1.33 | 2.27 | 2.24 | 2.28 | 2.63 | 4.79 | 3.36 | 2.48 | 1.65 | 1.09 | 2.39 | 2.31 | 1.80 | 15 | |
| .. | .. | .. | 4.99 | 3.80 | .. | .. | .. | 0.53 | 1.27 | .. | .. | .. | 3.72 | 3.23 | .. | .. | .. | 1.63 | 1.61 | 16. | |
| 2.92 | 2.93 | 2.57 | 2.25 | 2.65 | 2.06 | 1.69 | 3.22 | 2.36 | 2.14 | 1.43 | 0.98 | 1.56 | 1.69 | 1.75 | 0.64 | 0.26 | 0.64 | 0.97 | 1.10 | 17 | |
| 4.24 | 2.87 | 3.78 | 3.25 | 2.95 | 0.33 | 0.61 | 0.99 | 0.54 | 0.63 | 0.47 | 1.87 | 1.28 | 1.11 | 1.24 | 0.02 | 0.41 | 0.53 | 0.45 | 0.49 | 18 | |
| 2.36 | 2.86 | 2.78 | 2.78 | 2.69 | 0.65 | 1.35 | 1.33 | 1.23 | 1.33 | 0.79 | 1.81 | 2.11 | 2.21 | 1.42 | 0.37 | 1.28 | 1.56 | 1.46 | 0.79 | 19 | |
| .. | .. | .. | .. | 3.52 | .. | .. | .. | .. | 0.55 | .. | .. | .. | .. | 0.55 | .. | .. | .. | .. | 0.26 | 20 | |
| .. | .. | .. | .. | 4.99 | .. | .. | .. | .. | 0.23 | .. | .. | .. | .. | 1.19 | .. | .. | .. | .. | 0.22 | 21 | |

* Included with G. I. P. Railway.

Statement showing the general results of working

| No. | RAILWAYS. | EXPEN | | | | | | | | | | | | |
|-----|-----------------------------------|--|-------|-------|-------|-------|--|-------|-------|-------|-------|---------------|----------|----------|
| | | TRAFFIC PER CENT. OF TRAFFIC EARNINGS. | | | | | GENERAL PER CENT. OF GROSS EARNINGS, EXCLUDING STEAM-BOAT. | | | | | STEAM-RUPEES. | | |
| | | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. |
| 1 | East Indian, ... | 6.63 | 7.02 | 6.33 | 6.24 | 5.96 | 3.44 | 3.95 | 3.54 | 3.97 | 3.81 | 87,720 | 88,924 | 82,231 |
| 2 | Great Indian Peninsula, ... | 6.90 | 7.88 | 8.95 | 8.32 | 6.83 | 3.22 | 3.95 | 4.35 | 4.15 | 3.40 | ... | ... | ... |
| 3 | Sind, Punjab and Delhi, ... | 9.31 | 9.98 | 9.06 | 9.58 | 11.34 | 6.29 | 6.49 | 5.16 | 5.54 | 6.73 | 10,66,533 | 8,69,819 | 7,79,423 |
| 4 | Madras, ... | 8.35 | 13.14 | 11.24 | 11.21 | 10.65 | 4.30 | 6.85 | 6.85 | 7.10 | 7.13 | ... | ... | ... |
| 5 | Bombay, Baroda and Central India, | 8.22 | 9.05 | 8.44 | 7.32 | 6.64 | 6.41 | 7.01 | 6.85 | 5.87 | 4.86 | 126 | 9,001 | 8,314 |
| 6 | Eastern Bengal, ... | 12.08 | 15.26 | 11.49 | 11.58 | 10.81 | 6.58 | 7.04 | 7.46 | 6.77 | 5.97 | 2,64,955 | 2,82,260 | 2,89,992 |
| 7 | Oudh and Rohilkhand, ... | 12.11 | 11.85 | 13.35 | 12.93 | 11.58 | 6.90 | 7.77 | 8.69 | 8.59 | 7.92 | ... | ... | ... |
| 8 | Indus Valley and Kandahar, ... | ... | 15.40 | 14.73 | 10.83 | 12.54 | ... | 18.91 | 7.21 | 5.45 | 7.89 | ... | 16,572 | 90,661 |
| 9 | Punjab Northern, ... | 13.66 | 11.46 | 10.41 | 11.59 | 12.48 | 16.53 | 12.50 | 6.07 | 4.00 | 6.62 | ... | ... | ... |
| 10 | Dhond and Manmad, ... | ... | 16.43 | 21.91 | 12.86 | ... | ... | 24.54 | 14.59 | 12.01 | * | ... | ... | ... |
| 11 | Patna-Gya, ... | ... | ... | 11.26 | 8.05 | 8.48 | ... | ... | 8.61 | 9.33 | 8.45 | ... | ... | ... |
| 12 | Nizam's, ... | * | * | 13.65 | 12.40 | 13.25 | * | * | 11.08 | 11.12 | 8.10 | ... | ... | ... |
| 13 | South Indian, ... | 86 | 9.12 | 9.38 | 9.71 | 9.35 | 4.94 | 7.61 | 7.38 | 7.75 | 8.56 | ... | ... | ... |
| 14 | Rajputana, ... | 9.11 | 9.67 | 9.82 | 9.61 | 7.86 | 10.28 | 9.95 | 7.75 | 7.62 | 5.70 | ... | ... | ... |
| 15 | Holkar and Sindia-Neemuch, | 16.50 | 12.28 | 12.92 | 12.33 | 11.00 | 14.90 | 12.74 | 9.16 | 7.49 | 7.26 | ... | ... | ... |
| 16 | Nagpur and Chhattisgarh, ... | ... | ... | ... | 21.41 | 17.71 | ... | ... | ... | 15.30 | 15.33 | ... | ... | ... |
| 17 | Rangoon and Irrawaddy Valley, | 32.80 | 19.64 | 14.83 | 13.39 | 14.32 | 20.35 | 13.50 | 13.48 | 9.19 | 7.71 | ... | ... | ... |
| 18 | Northern Bengal, ... | 56.54 | 19.61 | 19.59 | 12.21 | 9.30 | 53.20 | 9.26 | 20.55 | 12.97 | 9.71 | ... | 1,07,081 | 1,07,824 |
| 19 | Tirhoot, ... | 17.84 | 15.28 | 14.46 | 13.65 | 13.29 | 15.72 | 11.82 | 14.26 | 12.27 | 11.51 | 15,621 | 81,322 | 64,399 |
| 20 | Cawnpore and Farukhabad, | .. | ... | ... | ... | 12.12 | ... | ... | ... | ... | 21.88 | ... | ... | ... |
| 21 | Bhavnagar-Gondal, ... | ... | ... | ... | ... | 12.81 | ... | ... | ... | ... | 15.89 | ... | ... | ... |

* Included with G. I. P. Railway.

STATISTICS OF INDIAN RAILWAYS.

ccxiii

of Indian Railways during the years 1877 to 1881—contd.

DITURE—conold.

| BOAT. | | MISCELLANEOUS PER CENT. OF GROSS EARNINGS, EXCLUDING STEAM-BOAT. | | | | | TOTAL RUPEES. | | | | | No. |
|----------|----------|--|-------|-------|-------|-------|---------------|-------------|-------------|-------------|-------------|-----|
| 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | |
| 37,040 | 28,381 | 3 36 | 2-04 | 1-83 | 1-02 | 0-87 | 1,41,27,854 | 1,41,96,819 | 1,42,35,232 | 1,41,90,698 | 1,44,63,162 | 1 |
| ... | ... | 5-69 | 2-93 | 3 04 | 1-98 | 1-89 | 1,53,28,633 | 1,38,73,563 | 1,50,57,714 | 1,38,47,702 | 1,53,37,335 | 2 |
| 5,56,298 | 2,95,677 | 1 08 | 2-33 | 4 23 | 4-92 | 4-24 | 56,57,888 | 57,60,124 | 63,74,155 | 69,40,656 | 70,97,487 | 3 |
| ... | ... | 6 29 | 2-74 | 1 62 | 2 33 | 1-07 | 59,47,403 | 50,42,194 | 45,51,316 | 42,05,409 | 42,35,456 | 4 |
| 1,270 | —4,252 | 0-40 | 0 87 | 1 27 | 0-87 | 1-06 | 32,73,330 | 32,18,551 | 33,59,890 | 35,09,722 | 39,99,430 | 5 |
| 3,04,304 | 3,14,381 | 1-36 | 0-76 | 0 70 | 1-25 | 0-95 | 19,82,511 | 20,30,749 | 20,70,395 | 22,11,851 | 23,32,761 | 6 |
| ... | .. | 1 52 | 1-19 | 0-99 | 0 99 | 1 95 | 22,74,205 | 25,06,568 | 25,24,907 | 25,50,740 | 29,53,032 | 7 |
| 2,01,586 | 1,71,595 | ... | 12-56 | 11-29 | 11 98 | 8-24 | ... | 7,03,550 | 26,60,079 | 47,39,983 | 43,57,873 | 8 |
| .. | ... | 1-43 | 14-95 | 23-31 | 25 83 | 8 39 | 6,04,879 | 9,03,761 | 14,71,192 | 28,04,113 | 31,09,966 | 9 |
| ... | ... | ... | 37 01 | 13-09 | 8-73 | * | ... | 1,77,195 | 4,95,222 | 6,06,875 | 5,11,304 | 10 |
| ... | ... | ... | ... | 12 37 | 11 16 | 19-52 | ... | ... | 1,28,723 | 2,70,300 | 3,34,286 | 11 |
| ... | ... | * | * | 10-97 | 6-22 | 4-43 | 6,44,081 | 6,79,907 | 6,04,476 | 4,78,407 | 4,64,059 | 12 |
| ... | ... | 4-52 | 4-81 | 1-79 | 0-46 | 0 58 | 16,45,026 | 21,55,032 | 22,98,815 | 26,29,576 | 25,17,962 | 13 |
| ... | ... | 0-10 | 0 23 | 0 22 | 0-16 | 0-88 | 13,33,367 | 13,42,130 | 23,66,253 | 24,90,414 | 43,75,206 | 14 |
| ... | ... | 0 85 | 1-03 | 0 29 | 0-15 | 0-39 | 3,69,047 | 6,27,128 | 8,54,009 | 10,47,268 | 13,47,280 | 15 |
| ... | ... | ... | ... | ... | 0 39 | 0-16 | ... | ... | ... | 82,681 | 2,15,473 | 16 |
| ... | ... | 0-99 | 1 79 | 0-41 | 0-68 | 1-24 | 4,45,584 | 8,95,812 | 8,14,175 | 8,01,626 | 8,98,545 | 17 |
| 1,14,906 | 1,00,121 | ... | 1-18 | 2-43 | 1-12 | 1-15 | 68,347 | 7,37,724 | 12,59,140 | 9,69,292 | 9,44,574 | 18 |
| 48,596 | 68,899 | 1-45 | 1-01 | 5-54 | 0-49 | 0-46 | 2,09,251 | 3,32,500 | 3,50,914 | 3,10,795 | 3,48,055 | 19 |
| ... | ... | ... | ... | ... | ... | 0-23 | ... | ... | ... | ... | 1,94,346 | 20 |
| ... | ... | ... | ... | ... | ... | 0 72 | ... | ... | ... | ... | 4,63,181 | 21 |

Statement showing the general results of working.

| No. | RAILWAYS. | RESULTS EXCLUSIVE OF | | | | | | | | | | | | |
|-----|---------------------------------------|--|-------|-------|-------|-------|---|-------|-------|-------|-------|----------------------------------|-------|-------|
| | | EARNINGS PER TRAFFIC TRAIN-MILE. RUPEES. | | | | | EXPENDITURE PER TRAFFIC TRAIN-MILE. RUPEES. | | | | | NET EARNINGS TRAIN- RUPEES | | |
| | | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. |
| 1 | East Indian, | 5 00 | 4 93 | 5 24 | 5 61 | 5 69 | 1 59 | 1 76 | 1 72 | 1 85 | 1 81 | 3 41 | 3 17 | 3 52 |
| 2 | Great Indian Peninsula, | 4 02 | 4 40 | 4 12 | 4 24 | 4 17 | 1 94 | 2 15 | 2 46 | 2 35 | 2 06 | 2 08 | 2 25 | 1 66 |
| 3 | Sind, Punjab and Delhi, | 4 79 | 4 41 | 4 31 | 4 89 | 3 78 | 2 64 | 2 67 | 2 40 | 2 80 | 2 57 | 2 15 | 1 74 | 1 91 |
| 4 | Madras, | 2 82 | 3 08 | 3 20 | 3 29 | 3 38 | 1 67 | 2 34 | 2 20 | 2 25 | 2 27 | 1 15 | 0 74 | 1 00 |
| 5 | Bombay, Baroda and Central India, | 6 46 | 5 93 | 5 56 | 6 07 | 5 92 | 2 71 | 2 75 | 2 59 | 2 58 | 2 43 | 3 75 | 3 18 | 2 97 |
| 6 | Eastern Bengal, | 6 63 | 6 65 | 6 07 | 6 59 | 6 95 | 2 61 | 2 76 | 2 66 | 2 82 | 2 73 | 4 02 | 3 89 | 3 41 |
| 7 | Oudh and Rohilkhand, | 3 29 | 3 39 | 3 38 | 3 55 | 3 85 | 1 73 | 1 84 | 1 97 | 2 03 | 2 31 | 1 56 | 1 55 | 1 41 |
| 8 | Indus Valley and Kandahar, | .. | 2 33 | 3 51 | 3 76 | 2 90 | .. | 2 88 | 2 82 | 2 64 | 2 28 | .. | -0 55 | 0 69 |
| 9 | Punjab Northern, | 2 82 | 3 64 | 4 84 | 3 66 | 3 12 | 2 45 | 3 62 | 3 85 | 3 05 | 2 79 | 0 37 | 0 02 | 0 99 |
| 10 | Dhond and Manmad, | .. | 2 34 | 3 19 | 3 08 | * | .. | 3 07 | 3 38 | 2 69 | * | .. | -0 73 | -0 19 |
| 11 | Patna-Gya, | .. | .. | 5 36 | 4 26 | 5 75 | .. | .. | 2 99 | 2 39 | 3 74 | .. | .. | 2 37 |
| 12 | Nizam's, | 3 40 | 2 62 | 2 96 | 3 04 | 3 10 | 2 64 | 2 25 | 2 53 | 2 07 | 1 90 | 0 76 | 0 37 | 0 38 |
| 13 | South Indian, | 2 84 | 2 75 | 2 90 | 2 99 | 3 21 | 1 44 | 1 83 | 1 98 | 2 21 | 2 25 | 1 40 | 0 92 | 0 92 |
| 14 | Rajputana, | 3 25 | 2 99 | 2 41 | 2 75 | 2 70 | 2 21 | 1 85 | 1 61 | 1 84 | 1 63 | 1 04 | 1 14 | 0 80 |
| 15 | Holkar and Sindia-Neemuch, | 2 79 | 2 74 | 2 68 | 2 74 | 3 06 | 2 14 | 1 85 | 2 00 | 2 05 | 2 11 | 0 64 | 0 89 | 0 68 |
| 16 | Nagpur and Chhattisgarh, | .. | .. | .. | 2 66 | 3 41 | .. | .. | .. | 2 12 | 2 61 | .. | .. | .. |
| 17 | Rangoon and Irrawaddy Valley, | 2 22 | 3 08 | 3 16 | 3 93 | 3 84 | 2 87 | 2 86 | 2 69 | 2 38 | 2 24 | -0 65 | 0 22 | 0 47 |
| 18 | Northern Bengal, | 1 75 | 2 84 | 2 73 | 2 76 | 3 22 | 2 45 | 2 02 | 2 51 | 1 63 | 1 65 | -0 70 | 0 82 | 0 22 |
| 19 | Tirhoot, | 3 08 | 3 00 | 3 08 | 3 71 | 3 11 | 2 15 | 2 04 | 2 29 | 2 15 | 1 78 | 0 93 | 0 96 | 0 79 |
| 20 | Cawnpore and Farukhabad, | .. | .. | .. | .. | 2 12 | .. | .. | .. | .. | 1 48 | .. | .. | .. |
| 21 | Bhavnagar-Gondal, | .. | .. | .. | .. | 2 39 | .. | .. | .. | .. | 1 68 | .. | .. | .. |

* Included with G. I. P. Railway.

STATISTICS OF INDIAN RAILWAYS.

CCXV

of Indian Railways during the years 1877 to 1881—contd.

| STEAM-BOAT SERVICE. | | | | | | | CAPITAL EXPENDED ON OPEN LINE, INCLUSIVE OF ROLLING STOCK. | | | | | No. |
|----------------------|-------|---|-------|-------|-------|-------|---|--------------|--------------|--------------|--------------|-----|
| PER TRAFFIC MILE. | | AVERAGE GROSS EARNINGS PER MILE PER WEEK, RUPEES. | | | | | RUPEES. | | | | | |
| 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | |
| 3.76 | 3.88 | 567 | 509 | 554 | 548 | 580 | 32,42,03,444 | 32,53,63,079 | 32,94,21,094 | 33,03,93,294 | 33,26,62,788 | 1 |
| 1.89 | 2.11 | 497 | 429 | 383 | 377 | 481 | 24,15,85,669 | 24,63,02,172 | 24,85,33,445 | 24,99,77,200 | 25,10,85,907 | 2 |
| 2.09 | 1.21 | 238 | 230 | 312 | 353 | 285 | 10,94,60,302 | 11,09,81,062 | 11,37,04,800 | 11,52,29,919 | 11,61,01,033 | 3 |
| 1.04 | 1.11 | 225 | 148 | 149 | 138 | 141 | 10,87,19,585 | 10,99,59,654 | 11,05,95,550 | 11,08,55,385 | 11,12,28,364 | 4 |
| 3.49 | 3.49 | 338 | 298 | 310 | 357 | 422 | 8,14,97,945 | 8,14,91,989 | 8,23,22,437 | 8,21,07,875 | 8,37,48,733 | 5 |
| 3.77 | 4.21 | 529 | 473 | 455 | 498 | 574 | 3,30,24,862 | 3,38,11,811 | 3,42,34,355 | 3,45,35,309 | 3,46,50,090 | 6 |
| 1.52 | 1.54 | 153 | 163 | 153 | 157 | 173 | 5,33,86,570 | 5,52,55,100 | 5,61,92,646 | 5,81,44,361 | 6,01,94,626 | 7 |
| 1.12 | 0.62 | .. | 55 | 121 | 221 | 157 | .. | 5,13,35,647 | 5,70,01,762 | 6,92,32,608 | 7,44,77,194 | 8 |
| 0.61 | 0.33 | 130 | 170 | 345 | 423 | 195 | 1,70,25,460 | 1,71,07,578 | 2,45,80,202 | 4,04,24,501 | 6,19,34,964 | 9 |
| 0.39 | * | .. | 64 | 76 | 92 | * | .. | 71,17,400 | 95,38,053 | 1,04,58,463 | * | 10 |
| 1.87 | 2.01 | .. | .. | 122 | 162 | 173 | .. | .. | 28,45,078 | 32,20,951 | 35,04,401 | 11 |
| 0.97 | 1.20 | 132 | 126 | 111 | 112 | 121 | 1,15,06,385 | 1,14,59,384 | 1,16,10,466 | 1,20,62,228 | 1,21,75,473 | 12 |
| 0.78 | 1.05 | 107 | 102 | 105 | 107 | 109 | 3,77,65,242 | 3,93,32,379 | 4,09,09,354 | 4,16,72,963 | 4,28,06,756 | 13 |
| 0.91 | 1.07 | 131 | 137 | 156 | 154 | 189 | 2,53,82,403 | 2,83,21,943 | 3,09,43,568 | 3,40,61,947 | 5,20,44,975 | 14 |
| 0.69 | 0.95 | 86 | 122 | 129 | 118 | 130 | 1,14,33,860 | 1,95,98,318 | 2,00,13,727 | 2,53,37,858 | 3,16,69,537 | 15 |
| 0.54 | 0.80 | .. | .. | .. | 51 | 87 | .. | .. | .. | 30,37,689 | 69,01,473 | 16 |
| 1.55 | 1.60 | 61 | 115 | 114 | 158 | 184 | 88,45,886 | 1,12,12,847 | 1,18,94,894 | 1,23,07,244 | 1,24,92,079 | 17 |
| 1.13 | 1.57 | 20 | 87 | 107 | 121 | 136 | 1,28,04,745 | 1,69,11,622 | 1,90,96,004 | 2,00,98,652 | 2,03,79,182 | 18 |
| 1.56 | 1.33 | 69 | 91 | 90 | 106 | 117 | 44,91,006 | 50,09,950 | 51,33,919 | 53,46,672 | 63,82,438 | 19 |
| .. | 0.64 | .. | .. | .. | .. | 62 | .. | .. | .. | .. | 31,26,855 | 20 |
| .. | 0.71 | .. | .. | .. | .. | 78 | .. | .. | .. | .. | 67,34,108 | 21 |

Statement showing the general results of working

| No. | RAILWAYS. | NET EARNINGS. RUPEES. | | | | |
|-----|--|--------------------------|-------------|-------------|-------------|-------------|
| | | 1877. | 1878. | 1879. | 1880. | 1881. |
| 1 | East Indian, | 3,02,23,905 | 2,55,81,189 | 2,90,80,929 | 2,87,54,418 | 3,09,48,310 |
| 2 | Great Indian Peninsula, | 1,69,45,466 | 1,44,91,248 | 1,01,90,601 | 1,11,05,551 | 1,62,19,488 |
| 3 | Sind, Punjab and Delhi, | 41,88,498 | 31,70,091 | 45,40,520 | 54,70,862 | 30,76,660 |
| 4 | Madras, | 40,87,892 | 15,87,980 | 20,75,170 | 19,57,136 | 20,75,856 |
| 5 | Bombay, Baroda and Central India, | 45,25,582 | 36,87,126 | 37,92,898 | 47,34,653 | 57,45,702 |
| 6 | Eastern Bengal, | 28,44,522 | 26,15,072 | 24,33,580 | 27,24,310 | 33,69,281 |
| 7 | Oudh and Rohilkhand, | 20,67,600 | 21,15,469 | 18,19,936 | 19,04,410 | 19,73,698 |
| 8 | Indus Valley and Kandahar, | ... | -1,31,441 | 6,17,459 | 19,22,399 | 11,77,288 |
| 9 | Punjab Northern, | 91,882 | 5,810 | 3,78,889 | 5,64,171 | 3,59,598 |
| 10 | Dhond and Manmad, | ... | -41,941 | -27,664 | 88,219 | 1,22,558 |
| 11 | Patna-Gya, | ... | ... | 1,01,787 | 2,11,256 | 1,79,145 |
| 12 | Nizam's, | 1,86,687 | 1,11,846 | 89,925 | 2,24,309 | 2,92,775 |
| 13 | South Indian, | 15,88,220 | 10,78,107 | 10,63,252 | 9,30,018 | 12,37,726 |
| 14 | Rajputana, | 8,63,320 | 11,30,471 | 11,79,167 | 12,33,305 | 28,67,041 |
| 15 | Holkar and Sindia-Neemuch, | 1,11,081 | 3,01,917 | 2,91,828 | 3,53,991 | 6,02,299 |
| 16 | Nagpur and Chhattisgarh, | ... | ... | ... | 21,271 | 66,056 |
| 17 | Rangoon and Irrawaddy Valley, | -1,01,132 | 67,157 | 1,41,743 | 5,21,084 | 6,45,077 |
| 18 | Northern Bengal, | -19,630 | 2,41,806 | 1,25,120 | 6,43,509 | 8,99,316 |
| 19 | Tirhoot, | 90,306 | 1,08,808 | 1,07,818 | 2,40,272 | 2,36,200 |
| 20 | Cawnpore and Farukhabad, | ... | ... | ... | ... | 84,238 |
| 21 | Bhavnagar-Gondal, | ... | ... | ... | ... | 2,05,254 |

STATISTICS OF INDIAN RAILWAYS.

ccxvii

of Indian Railways during the years 1877 to 1881—concl'd.

| PERCENTAGE OF EXPENSES TO EARNINGS. | | | | | PER CENT. OF PROFITS PER ANNUM ON CAPITAL EXPENDITURE. | | | | | No. |
|-------------------------------------|--------|--------|-------|-------|--|-------|-------|-------|-------|-----|
| 1877. | 1878. | 1879. | 1880. | 1881. | 1877. | 1878. | 1879. | 1880. | 1881. | |
| 31.85 | 35.69 | 32.86 | 33.04 | 31.85 | 9.32 | 7.86 | 8.83 | 8.70 | 9.30 | 1 |
| 48.30 | 48.91 | 59.64 | 55.49 | 49.40 | 7.01 | 5.88 | 4.10 | 4.44 | 6.46 | 2 |
| 57.46 | 64.50 | 60.22 | 55.92 | 69.76 | 3.82 | 2.86 | 3.99 | 4.75 | 2.65 | 3 |
| 59.26 | 76.05 | 68.68 | 68.24 | 67.11 | 3.76 | 1.44 | 1.88 | 1.77 | 1.87 | 4 |
| 41.97 | 46.61 | 46.97 | 42.57 | 41.04 | 5.55 | 4.52 | 4.61 | 5.77 | 6.86 | 5 |
| 41.07 | 43.71 | 45.97 | 44.81 | 40.91 | 8.61 | 7.73 | 7.10 | 7.88 | 9.72 | 6 |
| 52.38 | 54.23 | 58.11 | 57.25 | 59.91 | 3.86 | 3.83 | 3.24 | 3.28 | 3.28 | 7 |
| ... | 122.97 | 81.16 | 71.15 | 78.73 | ... | -0.26 | 1.08 | 2.77 | 1.58 | 8 |
| 86.81 | 99.36 | 79.52 | 83.25 | 89.64 | 0.54 | 0.03 | 1.54 | 1.40 | 0.58 | 9 |
| ... | 131.01 | 105.92 | 87.31 | 80.66 | ... | -0.58 | -0.29 | 0.84 | * | 10 |
| ... | ... | 55.84 | 56.13 | 65.11 | ... | ... | 3.53 | 6.56 | 5.11 | 11 |
| 77.53 | 85.87 | 87.01 | 68.08 | 61.32 | 1.62 | 0.98 | 0.77 | 1.86 | 2.40 | 12 |
| 50.88 | 66.65 | 68.38 | 73.87 | 67.04 | 4.21 | 2.74 | 2.60 | 2.23 | 2.39 | 13 |
| 67.99 | 61.97 | 66.74 | 66.88 | 60.41 | 3.40 | 3.99 | 3.81 | 3.62 | 5.51 | 14 |
| 76.86 | 67.50 | 74.53 | 74.74 | 69.11 | 0.97 | 1.54 | 1.46 | 1.40 | 1.90 | 15 |
| ... | ... | ... | 79.54 | 76.53 | ... | ... | ... | 0.70 | 0.95 | 16 |
| 129.36 | 93.03 | 85.17 | 60.60 | 58.21 | -1.14 | 0.60 | 1.19 | 4.23 | 5.16 | 17 |
| 140.29 | 75.31 | 90.96 | 60.10 | 51.23 | -0.15 | 1.43 | 0.66 | 3.20 | 4.41 | 18 |
| 69.85 | 75.34 | 76.49 | 56.40 | 59.57 | 2.01 | 2.17 | 2.10 | 4.49 | 3.70 | 19 |
| ... | ... | ... | ... | 69.76 | ... | ... | ... | ... | 2.70 | 20 |
| ... | ... | ... | ... | 70.18 | ... | ... | ... | ... | 3.05 | 21 |

* Included with G. I. P. Railway.

Statement showing the lengths open, the average age, and the general results of working of all Indian Railways from the commencement up to the end of 1881.

| Year. | Miles open at end of year. | Mean mileage open during year. | Mean age of lines at end of year. | Capital outlay at close of year. | Cost per mile open | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week. | REMARKS. |
|-----------------------------|----------------------------|--------------------------------|-----------------------------------|----------------------------------|--------------------|-----------------------------|-------------------------------|----------------------|-------------------------------|-------------------|--------------|-----------------------------------|----------|
| | | | | | | | | | Gross earnings | Working expenses. | Net profits. | | |
| EAST INDIAN RAILWAY. | | | | | | | | | | | | | |
| | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | |
| 1854, | ... | 37.75 | 13 70 | ... | ... | 93,280 | 58,005 | 85,275 | ... | ... | ... | 181 | |
| 1855, | ... | 120 50 | 113 02 | ... | ... | 6,36,210 | 3,30,543 | 3,05,662 | ... | ... | ... | 108 | |
| 1856, | ... | 120 50 | 120 50 | ... | ... | 10,43,369 | 4,25,896 | 6,22,473 | ... | ... | ... | 167 | |
| 1857, | ... | 120.50 | 120.50 | ... | ... | 14,59,306 | 5,56,354 | 9,02,952 | ... | ... | ... | 232 | |
| 1858, | ... | 139 50 | 125 19 | ... | ... | 18,23,319 | 8,48,021 | 9,75,393 | ... | ... | ... | 279 | |
| 1859, | ... | 286 50 | 249 33 | ... | ... | 32,88,702 | 14,72,197 | 18,16,505 | ... | ... | ... | 253 | |
| 1860, | ... | 370 25 | 304 40 | ... | ... | 36,65,092 | 17,72,274 | 18,92,813 | ... | ... | ... | 231 | |
| 1861, | ... | 560 75 | 430 10 | ... | ... | 53,83,060 | 25,02,719 | 28,80,341 | ... | ... | ... | 240 | |
| 1862, | ... | 877.50 | 638 49 | ... | ... | 63,86,374 | 34,36,702 | 29,50,172 | ... | ... | ... | 192 | |
| 1863, | ... | 933 00 | 923 97 | ... | ... | 1,08,44,651 | 59,65,320 | 48,79,231 | ... | ... | ... | 222 | |
| 1864, | ... | 1104 00 | 1057.13 | ... | ... | 1,39,31,130 | 70,75,628 | 68,55,502 | ... | ... | ... | 253 | |
| 1865, | ... | 1127 50 | 1125 64 | ... | ... | 1,82,50,754 | 81,79,114 | 1,00,71,640 | ... | ... | ... | 311 | |
| 1866, | ... | 1127 50 | 1127 50 | ... | ... | 2,19,89,012 | 97,28,447 | 1,22,60,565 | ... | ... | ... | 374 | |
| 1867, | ... | 1353 00 | 1223 04 | ... | ... | 2,95,33,695 | 1,15,09,210 | 1,20,24,485 | ... | ... | ... | 369 | |
| 1868, | ... | 1353 00 | 1353 00 | ... | ... | 2,43,83,184 | 1,09,43,821 | 1,34,39,363 | ... | ... | ... | 346 | |
| 1869, | ... | 1353 00 | 1353.00 | ... | ... | 2,31,41,532 | 1,25,00,880 | 1,56,40,652 | ... | ... | ... | 399 | |
| 1870, | ... | 1353 00 | 1353 00 | ... | ... | 2,99,06,157 | 1,30,63,749 | 1,68,42,408 | ... | ... | ... | 424 | |
| 1871, | ... | 1503 25 | 1503 25 | ... | ... | 2,65,15,841 | 1,14,96,674 | 1,50,19,167 | ... | ... | ... | 388 | |
| 1872, | ... | 1503 25 | 1503 25 | ... | ... | 2,88,53,069 | 1,19,56,058 | 1,68,97,011 | ... | ... | ... | 368 | |
| 1873, | ... | 1503 25 | 1503 25 | 10 74 | 32,17,25,967 | 2,14,021 | 2,99,35,196 | 1,16,00,980 | 1,83,34,216 | 9.31 | 3 61 | 5.70 | 382 |
| 1874, | ... | 1503 25 | 1503 25 | 11 74 | 32,22,38,040 | 2,14,361 | 3,71,69,144 | 1,32,67,702 | 2,39,01,442 | 11 53 | 4 12 | 7.41 | 474 |
| 1875, | ... | 1503 25 | 1503 25 | 12 74 | 32,27,95,353 | 2,14,732 | 2,98,07,977 | 1,16,00,138 | 1,77,07,839 | 9 08 | 3.59 | 5.49 | 374 |
| 1876, | ... | 1503 25 | 1503 25 | 13 74 | 32,31,23,313 | 2,14,950 | 3,54,43,718 | 1,24,34,645 | 2,30,09,073 | 10 97 | 3 85 | 7 12 | 452 |
| 1877, | ... | 1503 25 | 1503 25 | 14 75 | 32,42,03,444 | 2,15,668 | 4,49,06,210 | 1,40,40,134 | 3,02,66,076 | 13.67 | 4 33 | 9 34 | 565 |
| 1878, | ... | 1503 25 | 1503 25 | 15.74 | 32,53,63,088 | 2,16,440 | 3,97,36,391 | 1,41,57,895 | 2,55,76,996 | 12 21 | 4 35 | 7 86 | 507 |
| 1879, | ... | 1504 25 | 1504 05 | 16 73 | 32,94,21,094 | 2,18,993 | 4,32,87,420 | 1,42,03,061 | 2,90,84,359 | 13.14 | 4 31 | 8 83 | 552 |
| 1880, | ... | 1504 25 | 1504 25 | 17 73 | 33,03,98,294 | 2,19,643 | 4,29,14,430 | 1,41,53,658 | 2,87,60,772 | 12 99 | 4 28 | 8 71 | 549 |
| 1881, | ... | 1506 75 | 1505.50 | 18.70 | 33,26,62,788 | 2,20,782 | 4,53,79,623 | 1,44,34,731 | 3,09,44,842 | 13 64 | 4 34 | 9 30 | 578 |

STATISTICS OF INDIAN RAILWAYS.

CCXIX

| Year. | Miles open at end of year. | Mean mileage open during year. | Mean age of lines at end of year. | Capital outlay at close of year. | Cost per mile open. | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week. | REMARKS. |
|-------|----------------------------|--------------------------------|-----------------------------------|----------------------------------|---------------------|-----------------------------|-------------------------------|----------------------|-------------------------------|-------------------|--------------|-----------------------------------|----------|
| | | | | | | | | | Gross earnings | Working expenses. | Net profits. | | |

EASTERN BENGAL RAILWAY.

| | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | | |
|-------|----|--------|--------|-------|-------------|-----------|-----------|-----------|-----------|-------|------|------|------|--|
| 1862, | .. | 107.25 | 19.76 | 0.18 | .. | .. | 96,656 | 53,731 | 42,925 | .. | .. | .. | 94 | * Excluding the length from Kooshtea engine-shed to old Kooshtea (1/2 mile). |
| 1863, | .. | 107.25 | 107.25 | 1.18 | .. | .. | 8,32,921 | 4,03,380 | 4,29,541 | .. | .. | .. | 149 | |
| 1864, | .. | 111.25 | 110.75 | 2.13 | .. | .. | 10,15,049 | 5,44,741 | 4,70,308 | .. | .. | .. | 176 | |
| 1865, | .. | 111.25 | 111.25 | 3.13 | .. | .. | 13,51,424 | 6,61,987 | 6,89,437 | .. | .. | .. | 233 | |
| 1866, | .. | 111.25 | 111.25 | 4.13 | .. | .. | 14,15,941 | 7,22,863 | 6,93,078 | .. | .. | .. | 243 | |
| 1867, | .. | 111.25 | 111.25 | 5.13 | .. | .. | 16,19,833 | 7,88,971 | 8,30,862 | .. | .. | .. | 279 | |
| 1868, | .. | 111.25 | 111.25 | 6.13 | .. | .. | 17,87,154 | 8,28,037 | 9,59,117 | .. | .. | .. | 308 | |
| 1869, | .. | 111.25 | 111.25 | 7.13 | .. | .. | 18,14,151 | 9,12,291 | 9,01,860 | .. | .. | .. | 313 | |
| 1870, | .. | 111.25 | 111.25 | 8.13 | .. | .. | 19,42,323 | 10,82,049 | 8,60,774 | .. | .. | .. | 335 | |
| 1871, | .. | 156.25 | 156.25 | 6.79 | .. | .. | 21,98,314 | 12,31,267 | 9,67,047 | .. | .. | .. | 270 | |
| 1872, | .. | 156.25 | 156.25 | 7.79 | .. | .. | 28,02,173 | 18,65,279 | 9,36,894 | .. | .. | .. | 344 | |
| 1873, | .. | 158.00 | 156.87 | 8.70 | 3,05,37,109 | 1,93,273* | 30,84,504 | 15,13,798 | 15,70,706 | 10.10 | 4.96 | 5.14 | 377 | |
| 1874, | .. | 158.00 | 158.00 | 9.70 | 3,16,15,099 | 2,00,096 | 35,64,841 | 18,60,141 | 17,04,700 | 11.27 | 5.88 | 5.39 | 433 | |
| 1875, | .. | 158.00 | 158.00 | 10.70 | 3,18,80,302 | 2,01,774 | 29,34,327 | 18,23,909 | 11,10,418 | 9.20 | 5.72 | 3.48 | 356 | |
| 1876, | .. | 158.00 | 158.00 | 11.70 | 3,20,75,662 | 2,03,011 | 33,01,377 | 14,41,286 | 13,60,091 | 10.29 | 4.49 | 5.80 | 401 | |
| 1877, | .. | 158.00 | 158.00 | 12.70 | 3,21,03,753 | 2,03,188 | 43,56,002 | 17,17,556 | 26,38,446 | 13.56 | 5.35 | 8.21 | 529 | |
| 1878, | .. | 158.00 | 158.00 | 13.70 | 3,25,89,022 | 2,06,260 | 42,16,988 | 17,48,489 | 24,68,499 | 12.94 | 5.36 | 7.58 | 512 | |
| 1879, | .. | 158.00 | 158.00 | 14.70 | 3,30,17,629 | 2,08,972 | 40,65,812 | 17,80,408 | 22,85,409 | 12.31 | 5.39 | 6.92 | 494 | |
| 1880, | .. | 158.00 | 158.00 | 15.70 | 3,31,68,524 | 2,08,935 | 44,51,318 | 19,07,547 | 25,43,771 | 13.42 | 5.75 | 7.67 | 540 | |
| 1881, | .. | 159.00 | 158.50 | 16.59 | 3,31,72,422 | 2,08,631 | 51,29,608 | 20,18,380 | 31,11,228 | 15.46 | 6.08 | 9.38 | †621 | † Calculated on the total mileage inclusive of Foradsha section. |

APPENDIX FF—continued.

OUDH AND ROHILKHAND RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-------------|--------|-----------|-----------|-----------|------|------|------|-----|
| 1867, | .. | 42.00 | 29.11 | 0.69 | .. | .. | 1,12,166 | 1,19,986 | -7,820 | .. | .. | .. | 74 |
| 1868, | .. | 42.00 | 42.00 | 1.69 | .. | .. | 2,62,647 | 1,69,521 | 93,126 | .. | .. | .. | 120 |
| 1869, | .. | 42.00 | 42.00 | 2.69 | .. | .. | 2,12,925 | 1,74,041 | 38,884 | .. | .. | .. | 97 |
| 1870, | .. | 42.00 | 42.00 | 3.69 | .. | .. | 2,45,793 | 5,60,232 | -3,14,439 | .. | .. | .. | 112 |
| 1871, | .. | 42.00 | 42.00 | 4.69 | .. | .. | 2,56,144 | 1,77,541 | 78,603 | .. | .. | .. | 117 |
| 1872, | .. | 293.50 | 144.17 | 1.16 | .. | .. | 4,22,760 | 2,89,922 | 1,32,838 | .. | .. | .. | 56 |
| 1873, | .. | 456.50 | 387.51 | 1.59 | 3,02,03,680 | 66,164 | 11,29,900 | 8,19,458 | 3,04,442 | 3.72 | 2.71 | 1.01 | 56 |
| 1874, | .. | 540.50 | 533.00 | 2.33 | 4,64,67,380 | 85,971 | 20,04,020 | 12,90,826 | 7,13,194 | 4.31 | 2.73 | 1.53 | 72 |
| 1875, | .. | 543.75 | 542.01 | 3.31 | 5,07,05,050 | 93,251 | 27,51,244 | 16,42,745 | 11,08,499 | 5.42 | 3.24 | 2.18 | 97 |
| 1876, | .. | 543.75 | 543.75 | 4.31 | 5,29,66,230 | 97,409 | 34,11,422 | 21,81,020 | 12,30,402 | 6.44 | 4.12 | 2.32 | 120 |
| 1877, | .. | 543.75 | 543.75 | 5.31 | 5,42,39,610 | 99,751 | 48,41,805 | 22,74,205 | 20,67,600 | 8.00 | 4.19 | 3.81 | 153 |

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-------------|----------|-----------|-----------|-----------|------|------|------|-----|
| 1878, | .. | 546 75 | 544 25 | 6 28 | 5,50,82,280 | 1,00,745 | 46,22,037 | 25,06,568 | 21,15,469 | 8 39 | 4 55 | 3 84 | 163 |
| 1879, | .. | 546 75 | 546 75 | 7 28 | 5,59,73,380 | 1,02,375 | 43,44,843 | 25,24,907 | 18,19,936 | 7 76 | 4 51 | 3 25 | 153 |
| 1880, | .. | 546 75 | 546 75 | 8 28 | 5,77,96,380 | 1,05,709 | 44,55,150 | 25,50,740 | 19,04,410 | 7 71 | 4 41 | 3 30 | 157 |
| 1881, | .. | 546 75 | 546 75 | 9 28 | 5,84,40,769 | 1,06,868 | 49,28,730 | 23,53,032 | 19,75,698 | 8 43 | 5 05 | 3 35 | 173 |

SIND, PUNJAB AND DELHI RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|-------|--------------|----------|-------------|-----------|-----------|-------|------|------|-----|
| 1861, | .. | 109 75 | 70 06 | 0 64 | .. | .. | 2,11,207 | 2,05,460 | 5,747 | .. | .. | .. | 58 |
| 1862, | .. | 141 75 | 133 07 | 1 43 | .. | .. | 7,76,082 | 6,07,683 | 1,68,399 | .. | .. | .. | 112 |
| 1863, | .. | 141 75 | 141 75 | 2 43 | .. | .. | 12,56,851 | 10,43,747 | 2,13,104 | .. | .. | .. | 171 |
| 1864, | .. | 141 75 | 141 75 | 3 43 | .. | .. | 12,51,843 | 10,92,345 | 1,59,498 | .. | .. | .. | 170 |
| 1865, | .. | 349 75 | 285 36 | 2 21 | .. | .. | 14,93,936 | 12,27,676 | 2,66,260 | .. | .. | .. | 101 |
| 1866, | .. | 349 75 | 349 75 | 3 21 | .. | .. | 21,21,223 | 16,79,002 | 4,42,221 | .. | .. | .. | 118 |
| 1867, | .. | 403 25 | 373 53 | 3 71 | .. | .. | 23,53,895 | 21,07,980 | 2,45,965 | .. | .. | .. | 121 |
| 1868, | .. | 403 25 | 403 25 | 4 71 | .. | .. | 23,59,764 | 22,58,168 | 1,01,596 | .. | .. | .. | 112 |
| 1869, | .. | 621 25 | 543 35 | 3 93 | .. | .. | 33,04,109 | 26,66,257 | 6,37,852 | .. | .. | .. | 117 |
| 1870, | .. | 663 50 | 644 74 | 4 65 | .. | .. | 46,78,353 | 35,63,101 | 11,05,252 | .. | .. | .. | 140 |
| 1871, | .. | 663 50 | 663 50 | 5 65 | .. | .. | 42,25,148 | 41,86,072 | 39,046 | .. | .. | .. | 122 |
| 1872, | .. | 663 50 | 663 50 | 6 65 | .. | .. | 46,41,549 | 39,80,906 | 6,60,643 | .. | .. | .. | 134 |
| 1873, | .. | 663 50 | 663 50 | 7 65 | 9,04,02,458 | 1,36,251 | 53,16,035 | 36,50,505 | 16,65,530 | 5 88 | 4 04 | 1 84 | 154 |
| 1874, | .. | 663 50 | 663 50 | 8 65 | 8,44,36,811 | 1,27,260 | 66,02,995 | 36,54,750 | 29,43,245 | 7 82 | 4 33 | 3 49 | 191 |
| 1875, | .. | 663 50 | 663 50 | 9 65 | 10,36,23,458 | 1,56,177 | 55,84,762 | 35,78,912 | 20,05,850 | 5 39 | 3 45 | 1 94 | 161 |
| 1876, | .. | 663 50 | 663 50 | 10 65 | 10,41,58,735 | 1,56,984 | 64,37,104 | 43,15,033 | 21,22,021 | 6 16 | 4 14 | 2 04 | 186 |
| 1877, | .. | 663 50 | 663 50 | 11 65 | 10,46,37,469 | 1,57,705 | 83,37,081 | 45,91,305 | 37,45,776 | 7 97 | 4 39 | 3 58 | 241 |
| 1878, | .. | 663 50 | 663 50 | 12 65 | 10,61,58,240 | 1,59,997 | 80,81,779 | 48,90,305 | 31,91,474 | 7 61 | 4 61 | 3 00 | 234 |
| 1879, | .. | 663 50 | 663 50 | 13 65 | 10,89,27,371 | 1,64,171 | 1,09,65,815 | 60,94,732 | 48,71,083 | 10 07 | 5 60 | 4 47 | 317 |
| 1880, | .. | 663 50 | 663 50 | 14 65 | 11,04,52,484 | 1,66,470 | 1,21,67,588 | 63,84,358 | 57,83,230 | 11 02 | 5 78 | 5 24 | 352 |
| 1881, | .. | 663 50 | 663 50 | 15 65 | 11,13,77,681 | 1,67,864 | 1,00,20,844 | 68,01,810 | 32,19,034 | 8 99 | 6 10 | 2 39 | 285 |

* Calculated on the total mileage, inclusive of 13 miles of the East Indian Railway from Gazeabad to Delhi, worked over by the Sind, Punjab and Delhi Railway.

MADRAS RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|----|----|-----------|-----------|-----------|----|----|----|-----|
| 1856, | .. | 65 00 | 32 77 | 0 50 | .. | .. | 1,27,863 | 66,058 | 61,805 | .. | .. | .. | 75 |
| 1857, | .. | 80 50 | 75 15 | 1 34 | .. | .. | 3,58,102 | 1,68,762 | 1,89,340 | .. | .. | .. | 91 |
| 1858, | .. | 95 50 | 89 83 | 2 07 | .. | .. | 4,33,762 | 2,40,889 | 1,92,873 | .. | .. | .. | 93 |
| 1859, | .. | 95 50 | 95 50 | 3 07 | .. | .. | 6,06,769 | 3,66,155 | 2,40,614 | .. | .. | .. | 122 |
| 1860, | .. | 136 50 | 129 51 | 3 10 | .. | .. | 7,91,500 | 5,81,760 | 2,09,740 | .. | .. | .. | 117 |
| 1861, | .. | 296 50 | 241 89 | 2 24 | .. | .. | 11,45,172 | 8,13,998 | 3,31,174 | .. | .. | .. | 91 |
| 1862, | .. | 446 75 | 392 79 | 2 37 | .. | .. | 17,16,671 | 12,70,751 | 4,45,920 | .. | .. | .. | 84 |
| 1863, | .. | 446 75 | 446 75 | 3 37 | .. | .. | 25,53,504 | 17,50,964 | 8,02,540 | .. | .. | .. | 110 |
| 1864, | .. | 569 50 | 491 81 | 3 51 | .. | .. | 34,09,057 | 16,91,491 | 17,17,566 | .. | .. | .. | 133 |
| 1865, | .. | 609 00 | 582 70 | 4 24 | .. | .. | 44,18,249 | 20,18,527 | 23,99,722 | .. | .. | .. | 145 |
| 1866, | .. | 643 25 | 623 36 | 4 96 | .. | .. | 47,80,942 | 21,81,509 | 25,99,433 | .. | .. | .. | 147 |
| 1867, | .. | 643 25 | 643 25 | 5 96 | .. | .. | 51,38,099 | 22,23,125 | 29,14,974 | .. | .. | .. | 153 |
| 1868, | .. | 675 75 | 654 11 | 6 64 | .. | .. | 61,76,100 | 25,62,820 | 36,13,280 | .. | .. | .. | 181 |
| 1869, | .. | 705 50 | 688 22 | 7 32 | .. | .. | 61,37,801 | 30,17,661 | 31,20,140 | .. | .. | .. | 171 |

| Year. | Miles open at end of year. | Mean mile-age open during year. | Mean age of lines at end of year. | Capital outlay at close of year | Cost per mile open. | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week. | REMARKS. |
|-------|----------------------------|---------------------------------|-----------------------------------|---------------------------------|---------------------|-----------------------------|-------------------------------|----------------------|-------------------------------|-------------------|--------------|-----------------------------------|----------|
| | | | | | | | | | Gross earnings. | Working expenses. | Net profits. | | |

MADRAS RAILWAY—(concluded).

| | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | |
|-------|----|--------|--------|-------|--------------|----------|-------------|-----------|-----------|------|------|------|-----|
| 1870, | .. | 781.50 | 709 66 | 7.52 | .. | .. | 53,80,501 | 28,33,023 | 25,47,478 | .. | .. | .. | 146 |
| 1871, | .. | 830 00 | 823 62 | 8 07 | .. | .. | 59,90,455 | 30,71,093 | 29,19,362 | .. | .. | .. | 139 |
| 1872, | .. | 830 00 | 830 00 | 9 07 | .. | .. | 62,05,653 | 32,38,962 | 29,66,691 | .. | .. | .. | 143 |
| 1873, | .. | 858 00 | 842 49 | 9 76 | 10,52,09,935 | 1,22,622 | 68,83,350 | 39,19,378 | 29,63,972 | 6 54 | 3 72 | 2 82 | 157 |
| 1874, | .. | 858 00 | 858 00 | 10 76 | 10,59,29,106 | 1,23,046 | 59,06,500 | 38,19,533 | 20,86,967 | 5.57 | 3 60 | 1 97 | 132 |
| 1875, | .. | 858-00 | 858 00 | 11 76 | 10,63,19,302 | 1,23,915 | 64,29,752 | 45,18,602 | 19,11,150 | 6 05 | 4 25 | 1 80 | 144 |
| 1876, | .. | 858 00 | 858 00 | 12 76 | 10,66,82,346 | 1,24,338 | 71,13,773 | 45,79,778 | 25,33,995 | 6 67 | 4 29 | 2 33 | 159 |
| 1877, | .. | 858 00 | 858 00 | 13 76 | 10,87,19,585 | 1,26,713 | 1,00,35,295 | 59,47,403 | 40,87,692 | 9 23 | 5 47 | 3 76 | 225 |
| 1878, | .. | 858-00 | 858 00 | 14 76 | 10,99,69,654 | 1,28,158 | 66,30,174 | 50,42,194 | 15,87,980 | 6 03 | 4 59 | 1 44 | 148 |
| 1879, | .. | 858 00 | 858 00 | 15 76 | 11,05,95,550 | 1,28,899 | 66,26,486 | 45,51,316 | 20,75,170 | 5 99 | 4 11 | 1 88 | 148 |
| 1880, | .. | 858-00 | 858 00 | 16 76 | 11,08,55,385 | 1,29,202 | 61,62,545 | 42,05,409 | 19,57,136 | 5 56 | 3 79 | 1 77 | 138 |
| 1881, | .. | 858-00 | 858 00 | 17 76 | 11,10,37,589 | 1,29,414 | 63,11,312 | 42,35,456 | 20,76,856 | 5 68 | 3 81 | 1 87 | 141 |

SOUTH INDIAN RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|-------|-------------|--------|-----------|-----------|-----------|------|------|------|-----|
| 1861, | .. | 48 25 | 9 53 | 0 20 | .. | .. | 37,871 | 17,969 | 19,902 | .. | .. | .. | 77 |
| 1862, | .. | 81 75 | 75 42 | 1-04 | .. | .. | 2,38,607 | 1,06,033 | 1,83,574 | .. | .. | .. | 61 |
| 1863, | .. | 81-75 | 81-75 | 2 04 | .. | .. | 3,13,899 | 1,40,001 | 1,73,898 | .. | .. | .. | 74 |
| 1864, | .. | 81-75 | 81 75 | 3 04 | .. | .. | 2,95,279 | 1,69,929 | 1,25,350 | .. | .. | .. | 69 |
| 1865, | .. | 99 25 | 93-16 | 3 45 | .. | .. | 3,84,396 | 1,90,381 | 1,94,015 | .. | .. | .. | 79 |
| 1866, | .. | 143 75 | 102 79 | 3 10 | .. | .. | 5,71,677 | 2,81,709 | 2,89,968 | .. | .. | .. | 106 |
| 1867, | .. | 160 50 | 152 19 | 3-72 | .. | .. | 6,85,132 | 3,40,264 | 3,44,868 | .. | .. | .. | 86 |
| 1868, | .. | 184 00 | 182-00 | 4 24 | .. | .. | 8,46,331 | 4,11,646 | 4,34,685 | .. | .. | .. | 90 |
| 1869, | .. | 184 00 | 184 00 | 5 24 | .. | .. | 8,13,028 | 5,23,940 | 2,89,088 | .. | .. | .. | 84 |
| 1870, | .. | 184-00 | 184 00 | 6 24 | .. | .. | 8,09,549 | 5,05,148 | 3,04,401 | .. | .. | .. | 84 |
| 1871, | .. | 184-00 | 184-00 | 7-24 | .. | .. | 8,13,882 | 4,52,563 | 3,61,319 | .. | .. | .. | 84 |
| 1872, | .. | 184 00 | 184 00 | 8 24 | .. | .. | 8,42,022 | 4,78,872 | 3,63,150 | .. | .. | .. | 87 |
| 1873, | .. | 184-00 | 184 00 | 9 24 | 1,53,11,600 | 82,426 | 11,53,212 | 5,76,462 | 5,76,750 | 7 53 | 3-76 | 3-77 | 120 |
| 1874, | .. | 184 00 | 184 00 | 10 24 | 1,53,21,663 | 82,182 | 9,69,746 | 5,89,679 | 3,80,067 | 6 33 | 3 85 | 2 48 | 101 |
| 1875, | .. | 280 00 | 216-09 | 7 36 | 2,06,06,170 | 73,593 | 10,78,481 | 5,19,400 | 5,59,081 | 5-23 | 2 52 | 2-71 | 96 |
| 1876, | .. | 472 75 | 422-15 | 5 25 | 3,13,68,386 | 68,468 | 19,90,800 | 10,60,522 | 9,30,278 | 6 35 | 3 35 | 3-00 | 90 |
| 1877, | .. | 598 00 | 577 98 | 5-12 | 3,71,85,036 | 62,182 | 32,33,246 | 16,45,026 | 15,88,220 | 8 69 | 4-42 | 4-27 | 107 |
| 1878, | .. | 610-75 | 605-70 | 6-00 | 3,87,44,014 | 63,437 | 32,33,139 | 21,55,032 | 10,78,107 | 8-34 | 5-56 | 2-73 | 102 |

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-------------|--------|-----------|-----------|-----------|------|------|------|------|
| 1879, | .. | 631.50 | 613.73 | 6.77 | 4,09,01,593 | 64,769 | 33,62,067 | 22,98,815 | 10,63,252 | 8.22 | 5.62 | 2.60 | 105 |
| 1880, | .. | 645.25 | 637.26 | 7.61 | 4,16,72,963 | 64,584 | 35,59,594 | 26,29,676 | 9,80,018 | 8.54 | 6.31 | 2.23 | 106 |
| 1881, | .. | 655.00 | 655.00 | 8.49 | 4,28,06,756 | 65,354 | 37,55,688 | 25,17,962 | 12,37,726 | 8.77 | 6.38 | 2.39 | *109 |

* Calculated on the total mean mileage inclusive of 8 miles of the Pondicherry line worked by the South Indian Railway Company.

GREAT INDIAN PENINSULA RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|----------|------------|-------|--------------|----------|-------------|-------------|-------------|-------|------|------|------|
| 1853, | .. | 20.50 | 14.49 | 0.71 | .. | .. | 89,634 | 41,144 | 48,490 | .. | .. | .. | 119 |
| 1854, | .. | 33.25 | 29.06 | 1.31 | .. | .. | 1,48,220 | 84,045 | 54,175 | .. | .. | .. | 88 |
| 1855, | .. | 49.50 | 37.35 | 1.63 | .. | .. | 1,76,560 | 1,23,971 | 52,589 | .. | .. | .. | 89 |
| 1856, | .. | 87.25 | 73.70 | 1.77 | .. | .. | 4,33,602 | 1,82,862 | 2,50,740 | .. | .. | .. | 113 |
| 1857, | .. | 87.25 | 87.25 | 2.77 | .. | .. | 7,25,215 | 3,28,272 | 3,96,943 | .. | .. | .. | 158 |
| 1858, | .. | 193.50 | 113.37 | 1.83 | .. | .. | 11,24,249 | 4,74,278 | 6,49,971 | .. | .. | .. | 173 |
| 1859, | .. | 244.25 | 203.23 | 2.28 | .. | .. | 18,28,528 | 9,35,971 | 8,92,557 | .. | .. | .. | 172 |
| 1860, | .. | 297.00 | 286.29 | 2.84 | .. | .. | 21,43,571 | 13,06,892 | 8,36,679 | .. | .. | .. | 144 |
| 1861, | .. | 437.75 | 370.16 | 2.78 | .. | .. | 26,78,873 | 20,45,332 | 6,33,541 | .. | .. | .. | 139 |
| 1862, | .. | 495.00 | 451.40 | 3.37 | .. | .. | 34,95,590 | 21,68,018 | 13,27,572 | .. | .. | .. | 149 |
| 1863, | .. | 555.00 | 532.37 | 3.96 | .. | .. | 48,24,152 | 32,58,899 | 15,65,253 | .. | .. | .. | 175 |
| 1864, | .. | 587.50 | 561.14 | 4.70 | .. | .. | 69,61,996 | 50,17,777 | 19,44,219 | .. | .. | .. | 119 |
| 1865, | .. | 703.75 | 603.72 | 4.76 | .. | .. | 1,29,56,625 | 77,14,871 | 52,41,754 | .. | .. | .. | 414 |
| 1866, | .. | †817.75 | 735.16 | 5.12 | .. | .. | 1,36,97,154 | 79,53,801 | 57,43,353 | .. | .. | .. | 357 |
| 1867, | .. | 854.50 | 843.21 | 5.86 | .. | .. | 1,62,18,683 | 90,32,796 | 71,85,867 | .. | .. | .. | 368 |
| 1868, | .. | 875.50 | 872.79 | 6.72 | .. | .. | 1,61,45,882 | 99,79,215 | 61,66,667 | .. | .. | .. | 357 |
| 1869, | .. | 875.50 | 875.50 | 7.72 | .. | .. | 1,58,01,210 | 1,05,53,746 | 52,47,464 | .. | .. | .. | 348 |
| 1870, | .. | 1260.50 | 1162.74 | 6.28 | .. | .. | 1,81,28,937 | 1,12,85,474 | 68,43,463 | .. | .. | .. | 300 |
| 1871, | .. | 1275.75 | 1270.74 | 7.20 | .. | .. | 2,02,47,045 | 1,27,62,671 | 74,84,374 | .. | .. | .. | 307 |
| 1872, | .. | 1275.75 | (c)1275.75 | 8.20 | .. | .. | 1,87,28,265 | 1,20,32,009 | 66,96,256 | .. | .. | .. | 284 |
| 1873, | .. | 1275.75 | 1275.75 | 9.40 | 23,62,39,190 | 1,85,176 | 1,88,51,120 | 1,20,81,127 | 67,69,993 | 7.98 | 5.11 | 2.87 | 284 |
| 1874, | .. | 1275.75 | 1275.75 | 10.20 | 23,67,57,570 | 1,85,583 | 2,01,65,973 | 1,19,32,583 | 82,33,390 | 8.54 | 5.04 | 3.48 | 303 |
| 1875, | .. | 1275.75 | 1275.75 | 11.20 | 23,80,65,370 | 1,86,608 | 2,15,24,577 | 1,01,75,859 | 1,13,48,718 | 9.04 | 4.27 | 4.77 | 324 |
| 1876, | .. | 1275.75 | 1275.75 | 12.20 | 23,97,99,600 | 1,87,967 | 2,45,95,418 | 1,16,77,891 | 1,28,57,522 | 10.23 | 4.87 | 5.36 | 369 |
| 1877, | .. | 1275.75 | 1275.75 | 13.20 | 24,15,85,669 | 1,89,367 | 3,27,74,151 | 1,58,28,683 | 1,69,45,468 | 13.57 | 6.56 | 7.01 | 492 |
| 1878, | .. | 1275.75 | 1275.75 | 14.20 | 24,63,02,172 | 1,93,064 | 2,83,64,811 | 1,38,73,663 | 1,44,91,248 | 11.51 | 5.63 | 5.88 | 429 |
| 1879, | .. | 1275.75 | 1275.75 | 15.20 | 24,85,83,445 | 1,94,853 | 2,52,48,315 | 1,50,57,714 | 1,01,90,601 | 10.16 | 6.06 | 4.10 | 383 |
| 1880, | .. | 1275.75 | 1275.75 | 16.20 | 24,99,77,200 | 1,95,945 | 2,49,53,253 | 1,38,47,702 | 1,11,05,551 | 9.98 | 5.54 | 4.44 | 372 |
| 1881, | .. | †1288.00 | 1288.00 | 17.04 | 25,10,85,907 | 1,94,942 | 3,20,56,823 | 1,58,37,335 | 1,62,19,488 | 12.76 | 6.31 | 6.45 | ‡426 |

† Excludes Mohpani Branch.

(c) Excluding Mohpani Branch.

‡ Includes Mohpani Branch.
§ Calculated on the total mileage inclusive of 159.75 miles of State lines worked by the Great Indian Peninsula Railway Company.

STATISTICS OF INDIAN RAILWAYS.

2/2

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|----|----|-----------|----------|----------|----|----|----|-----|
| 1860, | .. | 35.00 | 26.00 | 0.74 | .. | .. | 66,349 | 46,539 | 19,790 | .. | .. | .. | 49 |
| 1861, | .. | 134.00 | 106.51 | 0.98 | .. | .. | 4,06,854 | 2,23,639 | 1,33,215 | .. | .. | .. | 73 |
| 1862, | .. | 167.25 | 144.93 | 1.65 | .. | .. | 7,06,723 | 3,54,370 | 3,52,333 | .. | .. | .. | 94 |
| 1863, | .. | 185.00 | 184.03 | 2.40 | .. | .. | 13,73,292 | 6,79,869 | 6,93,423 | .. | .. | .. | 138 |

CXXIII

| Year. | Miles open at end of year. | Mean mileage open during year. | Mean age of lines at end of year. | Capital outlay at close of year. | Cost per mile open. | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week. | REMARKS. |
|-------|----------------------------|--------------------------------|-----------------------------------|----------------------------------|---------------------|-----------------------------|-------------------------------|----------------------|-------------------------------|------------------|--------------|-----------------------------------|----------|
| | | | | | | | | | Gross earnings | Working expenses | Net profits. | | |

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—(concluded).

| | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | |
|-----------|--------|--------|-------|-------------|----------|-----------|-----------|-----------|-------|------|------|-----|--------------------------|
| 1864, ... | 305.75 | 196.25 | 2.05 | ... | ... | 15,95,503 | 13,61,402 | 2,34,101 | ... | ... | ... | 156 | |
| 1865, ... | 305.75 | 305.75 | 3.05 | ... | ... | 35,62,142 | 22,73,327 | 12,88,314 | ... | ... | ... | 223 | |
| 1866, ... | 305.75 | 305.75 | 4.06 | ... | ... | 44,47,505 | 31,98,915 | 12,48,590 | ... | ... | ... | 278 | |
| 1867, ... | 305.75 | 305.75 | 5.06 | ... | ... | 46,36,910 | 30,86,175 | 15,50,735 | ... | ... | ... | 291 | |
| 1868, ... | 306.75 | 305.75 | 6.04 | ... | ... | 45,78,698 | 33,72,675 | 12,06,023 | ... | ... | ... | 287 | |
| 1869, ... | 307.50 | 307.15 | 7.02 | ... | ... | 49,20,186 | 36,56,821 | 12,63,365 | ... | ... | ... | 307 | |
| 1870, ... | 312.50 | 312.41 | 7.91 | ... | ... | 53,79,250 | 32,56,664 | 21,22,586 | ... | ... | ... | 327 | |
| 1871, ... | 349.75 | 323.31 | 8.00 | ... | ... | 54,74,096 | 32,67,071 | 22,07,025 | ... | ... | ... | 300 | |
| 1872, ... | 389.25 | 373.67 | 8.15 | ... | ... | 56,49,316 | 33,87,867 | 22,61,449 | ... | ... | ... | 290 | |
| 1873, ... | 411.75 | 403.67 | 8.69 | 7,90,85,433 | 1,92,071 | 55,89,798 | 33,10,942 | 22,78,856 | 7.07 | 4.19 | 2.88 | 260 | * Includes Patri Branch. |
| 1874, ... | 428.50 | 424.05 | 9.34 | 8,10,04,047 | 1,89,041 | 58,58,414 | 30,53,218 | 28,05,196 | 7.23 | 3.77 | 3.46 | 265 | |
| 1875, ... | 430.25 | 430.23 | 10.30 | 8,13,99,633 | 1,89,191 | 63,86,783 | 34,75,021 | 29,11,762 | 7.84 | 4.27 | 3.57 | 285 | |
| 1876, ... | 439.25 | 430.89 | 11.07 | 8,14,56,207 | 1,85,467 | 67,72,292 | 37,07,006 | 30,65,286 | 8.31 | 4.55 | 3.76 | 296 | |
| 1877, ... | 444.00 | 443.63 | 11.94 | 8,22,35,127 | 1,85,214 | 77,98,912 | 32,73,204 | 45,25,708 | 9.48 | 3.98 | 5.50 | 345 | |
| 1878, ... | 444.00 | 444.00 | 12.94 | 8,22,31,760 | 1,85,207 | 69,04,950 | 32,09,550 | 36,95,400 | 8.40 | 3.91 | 4.49 | 298 | |
| 1879, ... | 444.00 | 444.00 | 13.94 | 8,30,57,040 | 1,87,065 | 71,52,573 | 33,56,576 | 37,95,997 | 8.61 | 4.04 | 4.57 | 309 | |
| 1880, ... | 444.00 | 444.00 | 14.94 | 8,28,42,480 | 1,86,532 | 82,44,375 | 35,08,452 | 47,35,923 | 9.95 | 4.23 | 5.72 | 355 | |
| 1881, ... | 444.00 | 444.00 | 15.94 | 8,37,48,733 | 1,88,623 | 97,45,132 | 39,99,430 | 57,45,702 | 11.64 | 4.76 | 6.86 | 423 | |

CALCUTTA AND SOUTH-EASTERN RAILWAY.

| | | | | | | | | | | | | | |
|-----------|-------|-------|-------|-----------|----------|----------|----------|---------|------|------|-------|----|--|
| 1862, ... | 15.00 | 14.96 | 1.00 | ... | ... | 27,780 | 35,688 | -7,888 | ... | ... | ... | 36 | |
| 1863, ... | 28.00 | 23.23 | 1.36 | ... | ... | 47,328 | 62,032 | -14,704 | ... | ... | ... | 38 | |
| 1864, ... | 28.00 | 28.00 | 2.36 | ... | ... | 77,332 | 1,05,971 | -28,639 | ... | ... | ... | 53 | |
| 1865, ... | 28.00 | 28.00 | 3.36 | ... | ... | 1,08,952 | 1,24,552 | -15,600 | ... | ... | ... | 75 | |
| 1866, ... | 28.00 | 28.00 | 4.36 | ... | ... | 1,15,293 | 1,36,731 | -21,438 | ... | ... | ... | 79 | |
| 1867, ... | 28.00 | 28.00 | 5.36 | ... | ... | 92,920 | 1,24,198 | -31,278 | ... | ... | ... | 64 | |
| 1868, ... | 28.00 | 28.00 | 6.36 | ... | ... | 87,878 | 1,52,131 | -64,253 | ... | ... | ... | 60 | |
| 1869, ... | 28.00 | 28.00 | 7.36 | ... | ... | 80,786 | 1,17,579 | -36,793 | ... | ... | ... | 55 | |
| 1870, ... | 28.00 | 28.00 | 8.36 | ... | ... | 98,844 | 1,03,670 | -4,826 | ... | ... | ... | 55 | |
| 1871, ... | 28.00 | 28.00 | 9.36 | ... | ... | 79,308 | 72,027 | 7,281 | ... | ... | ... | 40 | |
| 1872, ... | 28.00 | 28.00 | 10.36 | ... | ... | 58,711 | 54,057 | 4,654 | ... | ... | ... | 40 | |
| 1873, ... | 28.00 | 28.00 | 11.36 | 73,21,970 | 2,61,499 | 1,02,072 | 1,04,687 | -2,615 | 1.39 | 1.43 | -0.04 | 70 | |
| 1874, ... | 28.00 | 28.00 | 12.36 | 73,08,800 | 2,61,499 | 99,489 | 77,945 | 21,544 | 1.36 | 1.07 | 0.29 | 68 | |
| 1875, ... | 28.00 | 28.00 | 13.36 | 69,07,090 | 2,46,682 | 1,03,660 | 83,429 | 20,231 | 1.50 | 1.21 | 0.29 | 71 | |

| | | | | | | | | | | | | | |
|-------|-----|-------|-------|-------|-----------|----------|----------|----------|--------|------|------|-------|------|
| 1876, | ... | 28 00 | 28 00 | 14 36 | 69,01,150 | 2,46,470 | 98,343 | 1,06,824 | -8,481 | 1.43 | 1.55 | -0.12 | 68 |
| 1877, | ... | 28 00 | 28 00 | 15 36 | 69,01,160 | 2,46,470 | 1,18,487 | 96,847 | 21,640 | 1.72 | 1.40 | 0.31 | 79 |
| 1878, | ... | 28 00 | 28 00 | 16 36 | 69,01,160 | 2,46,470 | 1,25,694 | 94,372 | 31,322 | 1.82 | 1.37 | 0.45 | 88 |
| 1879, | ... | 28 00 | 28 00 | 17 36 | 66,39,840 | 2,37,137 | 1,34,087 | 89,088 | 44,999 | 2.02 | 1.34 | 0.68 | 92 |
| 1880, | ... | 28 00 | 28 00 | 18 36 | 66,39,843 | 2,37,131 | 1,42,098 | 1,01,344 | 40,754 | 2.14 | 1.53 | 0.61 | 98 |
| 1881, | ... | 28 00 | 28 00 | 19 36 | 67,36,171 | 2,40,578 | 1,52,512 | 1,01,307 | 51,205 | 2.26 | 1.50 | 0.76 | 1.04 |

NALHATI RAILWAY.

| | | | | | | | | | | | | | | |
|-------|-----|-------|-------|-------|----------|--------|---------|---------|---------|-------|-------|-------|----|--|
| 1864, | ... | 27 25 | 27 25 | 1 03 | ... | ... | *52,086 | *25,460 | *26,626 | ... | ... | ... | 86 | * From 21st December, 1863 to 31st December, 1864. |
| 1865, | ... | 27 25 | 27 25 | 2 03 | ... | ... | 57,507 | 36,392 | 21,115 | ... | ... | ... | 41 | |
| 1866, | ... | 27 25 | 27 25 | 3 03 | ... | ... | 52,102 | 54,787 | -2,685 | ... | ... | ... | 36 | |
| 1867, | ... | 27 25 | 27 25 | 4 03 | ... | ... | 63,118 | 43,432 | 19,686 | ... | ... | ... | 45 | |
| 1868, | ... | 27 25 | 27 25 | 5 03 | ... | ... | 81,365 | 68,024 | 13,341 | ... | ... | ... | 57 | |
| 1869, | ... | 27 25 | 27 25 | 6 03 | ... | ... | 84,595 | 50,454 | 34,141 | ... | ... | ... | 60 | |
| 1870, | ... | 27 25 | 27 25 | 7 03 | ... | ... | 86,271 | 42,077 | 44,194 | ... | ... | ... | 60 | |
| 1871, | ... | 27 25 | 27 25 | 8 03 | ... | ... | 77,875 | 45,219 | 32,656 | ... | ... | ... | 55 | |
| 1872, | ... | 27 25 | 27 25 | 9 03 | ... | ... | 56,447 | 32,252 | 24,195 | ... | ... | ... | 53 | |
| 1873, | ... | 27 25 | 27 25 | 10 03 | 3,00,000 | 11,009 | 84,453 | 50,724 | 33,729 | 28.15 | 16.91 | 11.24 | 60 | |
| 1874, | ... | 27 25 | 27 25 | 11 03 | 2,73,170 | 10,024 | 85,122 | 57,220 | 27,902 | 31.16 | 20.95 | 10.21 | 61 | |
| 1875, | ... | 27 25 | 27 25 | 12 03 | 2,71,690 | 9,970 | 80,098 | 61,144 | 18,954 | 29.48 | 22.50 | 6.98 | 57 | |
| 1876, | ... | 27 25 | 27 25 | 13 03 | 2,71,690 | 9,970 | 75,199 | 83,585 | -8,386 | 27.68 | 30.76 | -3.08 | 54 | |
| 1877, | ... | 27 25 | 27 25 | 14 03 | 2,71,690 | 9,970 | 89,464 | 89,875 | -421 | 32.92 | 33.08 | -0.16 | 64 | |
| 1878, | ... | 27 25 | 27 25 | 15 03 | 2,87,610 | 10,554 | 90,261 | 71,677 | 18,584 | 31.38 | 24.92 | 6.46 | 64 | |
| 1879, | ... | 27 25 | 27 25 | 16 03 | 3,17,030 | 11,634 | 91,779 | 62,009 | 29,770 | 28.95 | 19.56 | 9.39 | 65 | |
| 1880, | ... | 27 25 | 27 25 | 17 03 | 3,25,210 | 11,934 | 69,925 | 73,653 | -3,728 | 21.50 | 22.65 | -1.15 | 49 | |
| 1881, | ... | 27 25 | 27 25 | 18 03 | 3,07,780 | 11,295 | 67,005 | 53,070 | 13,935 | 21.77 | 17.24 | 4.53 | 47 | |

NORTHERN BENGAL RAILWAY.

| | | | | | | | | | | | | | |
|-------|-----|--------|--------|------|-------------|--------|-----------|-----------|----------|------|------|-------|-----|
| 1877, | ... | 134 25 | 46 34 | 0 34 | 1,28,04,740 | 95,558 | 48,717 | 68,347 | -19,630 | 0.38 | 0.53 | -0.15 | 20 |
| 1878, | ... | 232 50 | 210 12 | 1 10 | 1,68,35,580 | 77,149 | 8,87,471 | 6,30,642 | 2,56,829 | 5.25 | 3.73 | 1.52 | 81 |
| 1879, | ... | 243 50 | 238 94 | 2 03 | 1,76,12,060 | 76,243 | 12,52,311 | 11,51,317 | 1,00,994 | 7.11 | 6.54 | 0.53 | 101 |
| 1880, | ... | 243 50 | 243 50 | 3 03 | 1,96,73,728 | 80,796 | 14,49,296 | 8,54,386 | 5,94,910 | 7.86 | 4.34 | 3.02 | 114 |
| 1881, | ... | 245 50 | 244 57 | 4 00 | 1,99,52,044 | 81,271 | 16,51,182 | 8,44,453 | 8,06,729 | 8.28 | 4.23 | 4.04 | 114 |

† Calculated on 232 miles, $\frac{1}{2}$ e, exclusive of Poradaha section.

TIRHOOT RAILWAY.

| | | | | | | | | | | | | | |
|-------|-----|-------|-------|------|-----------|--------|----------|----------|----------|------|------|-------|-----|
| 1875, | ... | 43 00 | 7 19 | 0 16 | 16,64,126 | 33,723 | 14,830 | 15,960 | -1,130 | 0.89 | 0.96 | -0.07 | 39 |
| 1876, | ... | 43 00 | 43 00 | 1 16 | 23,33,401 | 54,265 | 1,79,414 | 1,23,196 | 56,218 | 7.69 | 5.28 | 2.41 | 71 |
| 1877, | ... | 78 00 | 70 69 | 1 55 | 44,48,248 | 57,029 | 2,83,922 | 1,93,620 | 90,302 | 6.38 | 4.85 | 2.03 | 77 |
| 1878, | ... | 78 00 | 78 17 | 2 51 | 48,87,801 | 62,664 | 4,41,308 | 3,32,500 | 1,08,808 | 9.03 | 6.80 | 2.23 | 108 |
| 1879, | ... | 85 00 | 78 00 | 3 55 | 49,99,086 | 58,813 | 4,58,733 | 3,50,914 | 1,07,819 | 9.18 | 7.02 | 2.16 | 118 |
| 1880, | ... | 85 00 | 85 00 | 4 55 | 51,51,330 | 62,821 | 4,52,324 | 2,62,199 | 1,90,725 | 8.79 | 5.09 | 3.70 | 102 |
| 1881, | ... | 85 00 | 79 00 | 5 55 | 54,00,495 | 63,535 | 4,86,987 | 2,79,155 | 2,07,832 | 9.02 | 5.17 | 3.85 | 119 |

| Year. | Miles open at end of year. | Mean mile-age open during year. | Mean age of lines at end of year. | Capital outlay at close of year | Cost per mile open. | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week. | REMARKS. |
|-------|----------------------------|---------------------------------|-----------------------------------|---------------------------------|---------------------|-----------------------------|-------------------------------|----------------------|-------------------------------|------------------|--------------|-----------------------------------|----------|
| | | | | | | | | | Gross of earnings | Working expenses | Net profits. | | |

PATNA AND GYA RAILWAY.

| | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | |
|-------|-----|-------|-------|------|-----------|--------|----------|----------|----------|-------|------|------|-----|
| 1879, | ... | 57 00 | 36 49 | 0.64 | 28,45,078 | 49,914 | 2,30,510 | 1,28,723 | 1,01,737 | 8 10 | 4 52 | 3 58 | 121 |
| 1880, | ... | 57.00 | 57 00 | 1 64 | 32,20,951 | 56,508 | 4,81,556 | 2,70,300 | 2,11,256 | 14 95 | 8 39 | 6 56 | 162 |
| 1881, | ... | 57.00 | 57.00 | 2.64 | 35,04,401 | 61,481 | 5,13,431 | 3,34,286 | 1,79,145 | 14 65 | 9.54 | 5 11 | 173 |

MUTTRA-HATHRAS RAILWAY.

| | | | | | | | | | | | | | |
|-------|-----|-------|-------|------|-----------|--------|----------|--------|--------|-------|------|------|-----|
| 1875, | ... | 29 00 | 5 88 | 0 20 | 9,55,863 | 32,961 | 33,151 | 19,287 | 13,864 | 3 47 | 2 02 | 1 45 | 108 |
| 1876, | ... | 29 00 | 29 00 | 1.20 | 9,21,560 | 31,778 | 33,406 | 48,159 | 35,247 | 9.05 | 5 23 | 3 32 | 55 |
| 1877, | ... | 29 00 | 29 00 | 2 20 | 9,91,590 | 34,193 | 93,900 | 53,689 | 45,211 | 9 98 | 5 42 | 4 66 | 66 |
| 1878, | ... | 29 00 | 29 00 | 3 20 | 9,93,600 | 34,262 | 93,308 | 52,431 | 45,877 | 9 89 | 5 27 | 4 62 | 65 |
| 1879, | ... | 29.00 | 29.00 | 4 20 | 10,34,720 | 35,680 | 1,25,930 | 69,222 | 56,708 | 12.17 | 6 69 | 5 48 | 83 |
| 1880, | ... | 29.00 | 29 00 | 5 20 | 10,83,160 | 37,523 | 1,35,226 | 77,556 | 57,670 | 12 43 | 7.13 | 5 30 | 89 |
| 1881, | ... | 29.00 | 29.00 | 6.20 | 10,50,961 | 36,240 | 1,35,335 | 93,632 | 41,703 | 12 88 | 8 91 | 3 97 | 90 |

MUTTRA-ACHNERA RAILWAY.

| | | | | | | | | | | | | | |
|-------|-----|-------|------|------|----------|--------|-------|-------|-----|------|------|------|----|
| 1881, | ... | 22 75 | 3.43 | 0.15 | 5,91,245 | 25,989 | 6,943 | 6,180 | 763 | 1.17 | 1.04 | 0 13 | 39 |
|-------|-----|-------|------|------|----------|--------|-------|-------|-----|------|------|------|----|

CAWNPORE-FARUKHABAD RAILWAY.

| | | | | | | | | | | | | | |
|-------|-----|-------|-------|------|-----------|--------|----------|----------|--------|------|------|-------|----|
| 1880, | ... | 49 25 | 2 29 | 0 05 | 27,08,089 | 54,987 | 2,202 | 5,134 | -2,932 | 0 08 | 0.19 | -0.11 | 18 |
| 1881, | ... | 36 00 | 32 88 | 0 99 | 31,26,855 | 36,359 | 2,78,585 | 1,94,347 | 84,238 | 8 91 | 6 21 | 2 69 | 65 |

DILDARNAGAR-GHAZIPUR RAILWAY.

| | | | | | | | | | | | | | |
|-------|-----|-------|-------|------|----------|--------|--------|--------|--------|------|------|-------|----|
| 1880, | ... | 12 00 | 2 89 | 0.24 | 5,63,297 | 46,941 | 8,351 | 10,717 | -2,366 | 1.48 | 1 90 | -0.42 | 56 |
| 1881, | ... | 12 00 | 12 00 | 1 24 | 5,92,433 | 49,369 | 39,032 | 33,843 | 189 | 6 59 | 6 56 | 0 03 | 63 |

RAJPUTANA RAILWAY.

| | | | | | | | | | | | | | |
|-------|-----|--------|--------|------|-------------|--------|-----------|-----------|-----------|-------|------|------|-----|
| 1873, | ... | 91-75 | 64-47 | 0 70 | ... | ... | 1,08,717 | 1,05,011 | 3,708 | ... | ... | ... | 32 |
| 1874, | ... | 291-75 | 171-30 | 0 80 | 1,32,70,992 | 45,488 | 6,18,314 | 4,96,548 | 1,21,766 | 4 66 | 3-74 | 0 92 | 69 |
| 1875, | ... | 373 75 | 344 36 | 1 53 | 2,12,63,580 | 56,141 | 17,46,960 | 11,18,692 | 6,23,268 | 8 22 | 5 26 | 2-96 | 98 |
| 1876, | ... | 399 00 | 393 90 | 2 44 | 2,38,46,230 | 60,016 | 23,29,592 | 15,23,623 | 8,05,969 | 9 77 | 6 39 | 3 38 | 114 |
| 1877, | ... | 399 00 | 399-00 | 3 44 | 2,53,82,400 | 63,615 | 26,96,687 | 18,33,367 | 8,63,320 | 10 62 | 7-22 | 3 40 | 130 |
| 1878, | ... | 431 25 | 419 41 | 4 16 | 2,83,46,980 | 68,128 | 29,72,601 | 18,42,130 | 11,30,471 | 10 49 | 6 50 | 3 99 | 136 |
| 1879, | ... | 465-50 | 438-47 | 4 80 | 3,09,43,568 | 66,474 | 35,45,420 | 23,66,253 | 11,79,167 | 11 46 | 7-65 | 3 81 | 153 |
| 1880, | ... | 489 50 | 470 30 | 5 52 | 3,40,61,947 | 69,585 | 37,23,719 | 24,90,414 | 12,33,305 | 10 93 | 7 31 | 3-62 | 152 |
| 1881, | ... | 826 50 | 735 59 | 4 15 | 5,20,44,975 | 62,970 | 72,42,247 | 43,75,207 | 28,67,040 | 13 91 | 8-41 | 5-51 | 169 |

HOLKAR AND SINDIA-NEEMUCH RAILWAY.

| | | | | | | | | | | | | | |
|-------|-----|--------|--------|------|-------------|----------|-----------|-----------|----------|------|------|------|-----|
| 1874, | ... | 37 00 | 33 21 | 0 90 | 15,80,158 | 42,707 | 1,03,364 | 86,844 | 16,520 | 6-54 | 5-50 | 1-04 | 60 |
| 1875, | ... | 57-25 | 56-20 | 1-56 | 48,74,640 | 85,147 | 3,59,320 | 3,29,524 | 29,796 | 7-37 | 6-76 | 0 61 | 123 |
| 1876, | ... | 107 50 | 78-04 | 1 56 | 1,07,87,850 | 1,00,352 | 4,01,101 | 3,72,490 | 28,611 | 8 72 | 3-45 | 0 27 | 99 |
| 1877, | ... | 107-50 | 107 50 | 2 56 | 1,14,38,860 | 1,06,408 | 4,80,128 | 3,69,047 | 1,11,081 | 4 19 | 3-22 | 0-97 | 86 |
| 1878, | ... | 171 75 | 146-24 | 2 45 | 1,95,98,320 | 1,14,109 | 9,29,045 | 6,27,128 | 3,01,917 | 4-74 | 3-20 | 1 54 | 122 |
| 1879, | ... | 171 75 | 171-75 | 3-45 | 2,00,13 727 | 1,16,528 | 11,45,837 | 8,54,009 | 2,91,828 | 5 72 | 4 27 | 1-45 | 128 |
| 1880, | ... | 254 50 | 227 71 | 3 22 | 2,63,37,858 | 99,559 | 14,01,259 | 10,47,268 | 3,53,991 | 5 53 | 4-13 | 1 40 | 118 |
| 1881, | ... | 289 75 | 282-69 | 3 80 | 3,16,69,637 | 1,09,299 | 19,49,579 | 13,47,280 | 6,02,299 | 6-15 | 4-25 | 1 90 | 132 |

PATRI BRANCH.

| | | | | | | | | | | | | | |
|-------|-----|-----|--|--|--|--|--|--|--|--|--|--|--|
| 1873, | ... | | | | | | | | | | | | |
| 1874, | ... | | | | | | | | | | | | |
| 1875, | ... | | | | | | | | | | | | |
| 1876, | ... | | | | | | | | | | | | |
| 1877, | ... | ... | | | | | | | | | | | |
| 1878, | ... | | | | | | | | | | | | |
| 1879, | ... | | | | | | | | | | | | |
| 1880, | ... | | | | | | | | | | | | |
| 1881, | ... | | | | | | | | | | | | |

Worked by Bombay, Baroda and Central India Railway.

DHOND-MANMAD.

| | | | | | | | | | | | | | |
|-------|-----|--------|--------|------|-------------|--------|---------------------------------|---------------------------------|----------|---------------------------------|----------------------------|-------|----------------------------|
| 1878, | ... | 145-75 | 108-03 | 0 74 | 71,17,400 | 43,833 | 1,35,254 | 1,77,195 | -41,941 | 1-90 | 2 49 | -0 59 | 24 |
| 1879, | ... | 145 75 | 145-75 | 1-74 | 95,43,500 | 65,478 | 4,87,557 | 4,95,222 | -27,665 | 4-90 | 5 19 | -0 29 | 62 |
| 1880, | ... | 145-75 | 145 75 | 2 74 | 1,04,58,463 | 71,766 | 6,95,094 | 6,06,875 | 88,219 | 6-65 | 5-80 | 0-85 | 91 |
| 1881, | ... | 145-75 | 145-75 | 3 74 | 99,49,395 | 68,263 | Included with G. I. P. Railway. | Included with G. I. P. Railway. | 1,22,557 | Included with G. I. P. Railway. | Included with G. I. P. Ry. | 1-23 | Included with G. I. P. Ry. |

STATISTICS OF INDIAN RAILWAYS.

| Year. | Miles open at end of year. | Mean mile-age open during year. | Mean age of lines at end of year. | Capital outlay at close of year. | Cost per mile open. | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week. | REMARKS. |
|-------|----------------------------|---------------------------------|-----------------------------------|----------------------------------|---------------------|-----------------------------|-------------------------------|----------------------|-------------------------------|-------------------|--------------|-----------------------------------|----------|
| | | | | | | | | | Gross earnings. | Working expenses. | Net profits. | | |

WARDHA COAL RAILWAY.

| | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | |
|-------|----|-------|-------|------|-----------|----------|----------|----------|---------|-------|-------|-------|-----|
| 1874, | .. | 18-50 | 16-96 | 0 91 | 12,57,886 | 67,994 | 21,023 | 22,064 | -1,041 | 16-71 | 17-54 | -0 83 | 23 |
| 1875, | .. | 18-50 | 18 50 | 1 91 | 12,67,270 | 68,501 | 29,316 | 31,274 | -1,958 | 2 31 | 2-46 | -0-15 | 31 |
| 1876, | .. | 18 50 | 19-50 | 2 91 | 12,66,152 | 68,440 | 21,836 | 25,536 | -3,700 | 1-72 | 2 02 | -0-30 | 23 |
| 1877, | .. | 46 50 | 23-70 | 1-66 | 45,99,370 | 98,911 | 79,087 | 55,555 | 23,532 | 1-72 | 1 21 | 0 51 | 67 |
| 1878, | .. | 46 50 | 46 50 | 2 66 | 47,73,695 | 1,02,660 | 1,30,399 | 1,22,372 | 8,027 | 2 73 | 2-56 | 0-17 | 54 |
| 1879, | .. | 46-50 | 46 50 | 3-66 | 47,99,450 | 1,03,214 | 1,65,159 | 1,34,833 | 30,325 | 3 44 | 2-81 | 0-63 | 69 |
| 1880, | .. | 46 50 | 46 50 | 4 66 | 56,15,804 | 1,20,769 | 1,55,900 | 2,38,376 | -82,476 | 2-78 | 4 25 | -1-47 | 65 |
| 1881, | .. | 46-50 | 46 50 | 5 66 | 57,06,733 | 1,22,725 | 4,75,988 | 4,96,711 | -20,723 | 8 34 | 8-71 | -0-37 | 197 |

NAGPUR AND CHHATTISGARH RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|-------|-------|------|-----------|--------|----------|----------|--------|------|------|------|-----|
| 1880, | .. | 53-00 | 39 21 | 0 74 | 30,37,689 | 57,315 | 1,03,952 | 82,681 | 21,271 | 3-42 | 2-72 | 0 70 | 51 |
| 1881, | .. | 98-00 | 62-00 | 1-18 | 56,83,159 | 57,991 | 2,81,528 | 2,15,472 | 66,056 | 4 95 | 3-79 | 1-16 | *87 |

*Calculated on 62 miles, i.e., exclusive of portion closed during the year.

RANGOON AND IRRAWADDY VALLEY RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-------------|--------|-----------|----------|-----------|-------|------|-------|-----|
| 1877, | .. | 161 00 | 108 07 | 0-67 | 88,99,650 | 54,905 | 3,44,452 | 4,45,584 | -1,01,132 | 3 90 | 5-04 | -1 14 | 61 |
| 1878, | .. | 161-00 | 161-00 | 1 67 | 1,12,12,847 | 69,645 | 9,62,969 | 8,95,812 | 67,157 | 8 59 | 7 99 | 0 60 | 115 |
| 1879, | .. | 161 00 | 161-00 | 2 67 | 1,18,94,894 | 78,881 | 9,55,918 | 8,14,175 | 1,41,743 | 8-04 | 6-85 | 1-19 | 114 |
| 1880, | .. | 161-00 | 161 00 | 3 67 | 1,23,07,244 | 76,443 | 13,22,710 | 8,01,626 | 5,21,084 | 10-74 | 6 51 | 4 23 | 158 |
| 1881, | .. | 161-00 | 161 00 | 4 67 | 1,24,92,079 | 77,591 | 15,43,622 | 8,98,545 | 6,45,077 | 12-36 | 7-19 | 5-17 | 184 |

SINDIA RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|-------|-------|------|-----------|----------|----------|----------|---------|------|------|-------|----|
| 1878, | .. | 84-00 | 33 16 | 0 95 | 42,42,416 | 1,24,777 | 93,911 | 1,25,186 | -31,275 | 2 21 | 2-95 | -0-74 | 54 |
| 1879, | .. | 66-50 | 44-68 | 1-15 | 73,20,207 | 1,10,078 | 90,916 | 1,22,688 | -31,772 | 1-24 | 1 68 | -0-44 | 39 |
| 1880, | .. | 66-50 | 66-50 | 2 15 | 81,51,903 | 1,22,585 | 2,01,824 | 1,77,714 | 24,110 | 2 48 | 2-18 | 0-30 | 53 |
| 1881, | .. | 74-75 | 71-72 | 2 87 | 85,86,577 | 1,14,629 | 3,01,681 | 2,23,339 | 78,342 | 3-51 | 2 60 | 0 91 | 81 |

PUNJAB NORTHERN RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-------------|----------|-----------|-----------|----------|------|------|------|-----|
| 1875, | .. | 62-00 | 44-84 | 0-72 | 54,06,984 | 87,209 | 1,42,788 | 90,543 | 52,245 | 2 64 | 1 68 | 0 96 | 61 |
| 1876, | .. | 103-25 | 90-88 | 1 81 | 1,79,57,838 | 1,73,926 | 4,75,946 | 3,67,778 | 1,08,168 | 2 65 | 2 05 | 0 60 | 101 |
| 1877, | .. | 103-25 | 103 25 | 2 31 | 1,70,25,460 | 1,64,895 | 6,96,761 | 6,04,879 | 91,882 | 4 09 | 3 55 | 0 54 | 130 |
| 1878, | .. | 103-25 | 103-25 | 3-31 | 1,73,40,018 | 1,67,942 | 9,09,571 | 9,03,761 | 5,810 | 5 24 | 5 21 | 0-03 | 169 |
| 1879, | .. | 103-25 | 103-25 | 4-31 | 2,44,93,832 | 2,37,228 | 18,50,081 | 14,71,192 | 3,78,889 | 7 55 | 6 01 | 1 54 | 345 |
| 1880, | .. | 224-75 | 180-12 | 2-78 | 4,04,37,319 | 1,79,921 | 33,68,284 | 28,04,113 | 5,64,171 | 8-33 | 6 93 | 1-40 | 360 |
| 1881, | .. | 354-75 | 326 90 | 2-71 | 5,47,31,396 | 1,54,281 | 34,69,563 | 31,09,965 | 3,59,598 | 6 34 | 5-68 | 0 66 | 198 |

INDUS VALLEY AND KANDAHAR RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-------------|----------|-----------|-----------|-----------|------|------|-------|------|
| 1878, | .. | 501 00 | 188 57 | 0-87 | 5,12,46,691 | 1,02,293 | 5,72,109 | 7,03,559 | -1,31,441 | 1 12 | 1 39 | -0 26 | 56 |
| 1879, | .. | 501-00 | 501-00 | 1 97 | 5,70,95,291 | 1,13,963 | 31,96,316 | 25,69,418 | 6,26,898 | 5 60 | 4 50 | 1-10 | 121 |
| 1880, | .. | 653-00 | 594-18 | 1 96 | 6,92,82,608 | 1,06,099 | 64,72,659 | 45,38,397 | 19,34,262 | 9 34 | 6 55 | 2 79 | 209 |
| 1881, | .. | 653-00 | 653 00 | 2 96 | 7,44,25,913 | 1,13,975 | 53,28,690 | 41,86,278 | 11,42,412 | 7-16 | 5 62 | 1 54 | *155 |

* Calculated on 660 miles, i.e., including 7 miles of the Sind, Punjab and Delhi Railway from Mooltan to Mozufferabad worked.

WESTERN RAJPUTANA RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|-------|-------|------|-----------|--------|----------|----------|--------|-------|------|------|-----|
| 1879, | .. | 82-63 | 10 50 | 0-13 | .. | .. | 47,810 | 41,056 | 6,754 | .. | .. | .. | 86 |
| 1880, | .. | 82-63 | 82 63 | 1-18 | 63,17,255 | 76,452 | 6,50,103 | 5,57,724 | 32,379 | 10-29 | 8 83 | 1 46 | 151 |

Included with Rajputana Railway.

GAEKWAR OF BARODA'S RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|-------|-------|------|-----------|--------|----------|--------|--------|-------|------|------|----|
| 1878, | .. | 20-00 | 14-68 | 0-73 | .. | .. | 15,758 | 15,497 | 261 | .. | .. | .. | 21 |
| 1874, | .. | 20-00 | 20-00 | 1 73 | *4,00,000 | 20,000 | 33,087 | 25,074 | 8,013 | 8 27 | 6-27 | 2 00 | 32 |
| 1875, | .. | 20 00 | 20-00 | 2-73 | *4,00,000 | 20,000 | 34,302 | 26,965 | 7,337 | 8-57 | 6 74 | 1 33 | 33 |
| 1876, | .. | 20 00 | 20-00 | 3-73 | *4,00,000 | 20,000 | 39,776 | 29,971 | 9,805 | 9-94 | 7 49 | 2 45 | 38 |
| 1877, | .. | 20-00 | 20-00 | 4-73 | 3,82,500 | 19,125 | 46,400 | 36,265 | 10,115 | 12 18 | 9 49 | 2 64 | 45 |
| 1878, | .. | 20-00 | 20-00 | 5-73 | 3,82,500 | 19,125 | 44,891 | 28,022 | 16,869 | 11-74 | 7-33 | 4-41 | 43 |
| 1879, | .. | 40-25 | 30-65 | 3-61 | 6,67,687 | 16,588 | 72,083 | 40,474 | 31,609 | 10-80 | 6 07 | 4-73 | 46 |
| 1880, | .. | 57-75 | 49-07 | 3-37 | 11,44,210 | 19,813 | 1,28,824 | 63,687 | 65,137 | 11 26 | 5 57 | 5-69 | 51 |
| 1881, | .. | 59-25 | 59 12 | 4 29 | 12,34,622 | 20,491 | 1,41,233 | 92,384 | 48,849 | 11 44 | 7-48 | 3-36 | 46 |

* Approximate.

KHAMGAON RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|------|------|------|----------|--------|--------|--------|--------|------|----|------|----|
| 1870, | .. | 8-00 | 6-64 | 0 83 | .. | .. | 10,713 | 19,957 | -9,244 | .. | .. | .. | 31 |
| 1871, | .. | 8-00 | 8 00 | 1 83 | .. | .. | 23,306 | 20,718 | 2,588 | .. | .. | .. | 56 |
| 1872, | .. | 8-00 | 8-00 | 2-83 | .. | .. | 12,910 | 8,989 | 3,921 | .. | .. | .. | 31 |
| 1873, | .. | 8-00 | 8 00 | 3-83 | 4,85,054 | 60,632 | 18,147 | 16,094 | 2,053 | 3-74 | .. | 0 42 | 31 |

Opened for traffic on 4th March, 1870.

| Year. | Miles open at end of year. | Mean mile-age open during year. | Mean age of lines at end of year. | Capital outlay at close of year. | Cost per mile open. | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week. | REMARKS. |
|-------|----------------------------|---------------------------------|-----------------------------------|----------------------------------|---------------------|-----------------------------|-------------------------------|----------------------|-------------------------------|-------------------|--------------|-----------------------------------|----------|
| | | | | | | | | | Gross earnings. | Working expenses. | Net profits. | | |

KHAMGAON RAILWAY—(concluded).

| | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | | |
|-------|----|------|------|-------|----------|--------|---------------------------------|--------|--------|---------------------------------|------|-------|----------------------------|--|
| 1874, | .. | 8 00 | 8 00 | 4 83 | 4,85,054 | 60,632 | 28,517 | 15,011 | 13,506 | 5 88 | 5 09 | 2 79 | 127 | |
| 1875, | .. | 8 00 | 8 00 | 5 83 | 4,44,630 | 55,579 | 40,318 | 27,640 | 12,678 | 9 07 | 6 22 | 6 85 | 174 | |
| 1876, | .. | 8 00 | 8 00 | 6 83 | 4,44,630 | 55,579 | 32,274 | 23,376 | 8,898 | 7 26 | 5 26 | 2 00 | 132 | |
| 1877, | .. | 8 00 | 8 00 | 7 83 | 4,85,054 | 60,632 | 50,990 | 31,473 | 19,517 | 10 51 | 6 49 | 4 02 | 154 | |
| 1878, | .. | 8 00 | 8 00 | 8 83 | 4,71,140 | 58,892 | 52,991 | 21,539 | 31,452 | 11 25 | 4 57 | 6 68 | 191 | |
| 1879, | .. | 8 00 | 8 00 | 9 83 | 5,23,328 | 65,416 | 38,086 | 38,350 | -264 | 7 28 | 7 33 | -0 05 | 146 | |
| 1880, | .. | 8 00 | 8 00 | 10 83 | 5,08,187 | 63,523 | 27,363 | 23,106 | 4,257 | 5 38 | 4 55 | 0 83 | 98 | |
| 1881, | .. | 8 00 | 8 00 | 11 83 | 5,08,187 | 63,523 | Included with G. I. P. Railway. | | 10,531 | Included with G. I. P. Railway. | | 2 07 | Included with G. I. P. Ry. | |

AMRAOTI.

| 1871, | .. | 6 00 | 5 24 | 0 87 | .. | .. | 19,085 | 13,956 | 5,129 | .. | .. | .. | 70 | Opened for traffic on 6th February, 1871. |
|-------|----|------|------|-------|----------|--------|---------------------------------|--------|--------|---------------------------------|-------|-------|----------------------------|---|
| 1872, | .. | 6 00 | 6 00 | 1 87 | .. | .. | 23,025 | 20,263 | 2,757 | .. | .. | .. | 74 | |
| 1873, | .. | 6 00 | 6 00 | 2 87 | 4,37,278 | 72,880 | 24,124 | 20,745 | -3,621 | 5 52 | 6 34 | -0 82 | 77 | |
| 1874, | .. | 6 00 | 6 00 | 3 87 | 4,37,278 | 72,880 | 31,615 | 30,434 | 1,181 | 7 23 | 6 96 | 0 27 | 101 | |
| 1875, | .. | 6 00 | 6 00 | 4 87 | 4,00,840 | 66,807 | 58,106 | 45,039 | 13,067 | 14 49 | 11 23 | 3 26 | 186 | |
| 1876, | .. | 6 00 | 6 00 | 5 87 | 4,37,278 | 72,880 | 69,166 | 48,863 | 20,303 | 15 82 | 11 17 | 4 65 | 212 | |
| 1877, | .. | 6 00 | 6 00 | 6 87 | 4,37,278 | 72,880 | 80,092 | 27,383 | 52,709 | 18 31 | 6 26 | 12 05 | 257 | |
| 1878, | .. | 6 00 | 6 00 | 6 87 | 4,25,848 | 70,975 | 89,124 | 38,980 | 50,144 | 20 92 | 9 15 | 11 77 | 286 | |
| 1879, | .. | 6 00 | 6 00 | 8 87 | 4,65,695 | 77,617 | 69,904 | 53,728 | 16,176 | 15 01 | 11 54 | 3 47 | 224 | |
| 1880, | .. | 6 00 | 6 00 | 9 87 | 4,34,261 | 72,377 | 50,865 | 47,226 | 3,639 | 11 71 | 10 87 | 0 84 | 163 | |
| 1881, | .. | 6 00 | 6 00 | 10 87 | 4,34,261 | 72,377 | Included with G. I. P. Railway. | | 20,347 | Included with G. I. P. Railway. | | 4 69 | Included with G. I. P. Ry. | |

NIZAM'S RAILWAY.

| | | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-------------|--------|----------|----------|---------|------|------|-------|----|--|
| 1874, | .. | 121 00 | 27 85 | 0 23 | 99,32,120 | 82,084 | 1,15,230 | 1,09,482 | 5,748 | 1 16 | 1 10 | 0 06 | 79 | |
| 1875, | .. | 121 00 | 121 00 | 1 23 | 1,03,75,760 | 85,750 | 4,96,519 | 5,63,904 | -67,385 | 4 79 | 5 44 | -0 65 | 79 | |
| 1876, | .. | 121 00 | 121 00 | 2 23 | 1,06,23,010 | 87,793 | 5,81,738 | 4,98,674 | 83,064 | 5 48 | 4 69 | 0 79 | 92 | |

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-------------|----------|----------|----------|----------|------|------|------|-----|
| 1877, | .. | 121-00 | 121-00 | 8-23 | 1,15,06,385 | 95,094 | 8,80,768 | 6,44,081 | 1,86,687 | 7-22 | 5 60 | 1 62 | 132 |
| 1878, | .. | 121 00 | 121-00 | 4 23 | 1,14,59,384 | 94,706 | 7,91,753 | 6,79,907 | 1,11,846 | 6 91 | 5 93 | 0 98 | 126 |
| 1879, | .. | 121 00 | 121-00 | 5 23 | 1,16,10,466 | 95,954 | 6,94,401 | 6,04,476 | 89,925 | 5 98 | 5-21 | 0-77 | 110 |
| 1880, | .. | 121 00 | 121-00 | 6-23 | 1,20,62,228 | 98,588 | 7,02,716 | 4,78,407 | 2,24,309 | 5 83 | 3 97 | 1 86 | 112 |
| 1881, | .. | 121-00 | 121 00 | 7-23 | 1,21,75,473 | 1,00,623 | 7,56,834 | 4,64,059 | 2,92,775 | 6 21 | 3 81 | 2 40 | 120 |

MYSORE RAILWAY.

| | | | | | | | | | | | | | | |
|-------|----|-------|-------|------|------------|--------|----------|--------|--------|------|------|------|----|---|
| 1881, | .. | 58 00 | 49 73 | 0 86 | *36,00,827 | 62,083 | 1,31,525 | 77,772 | 53,753 | 3-65 | 2 16 | 1-49 | 51 | *This is the expenditure on lines in course of construction, inclusive of working stock. Nothing is shown under lines open for traffic. |
|-------|----|-------|-------|------|------------|--------|----------|--------|--------|------|------|------|----|---|

BHAVNAGAR-GONDAL RAILWAY.

| | | | | | | | | | | | | | |
|-------|----|--------|--------|------|-----------|--------|----------|----------|----------|-------|------|------|----|
| 1881, | .. | 192 50 | 170-00 | 0 99 | 47,34,108 | 34,982 | 6,88,885 | 4,83,131 | 2,05,254 | 10-22 | 7 17 | 3-05 | 78 |
|-------|----|--------|--------|------|-----------|--------|----------|----------|----------|-------|------|------|----|

DARJEELING-HIMALAYAN RAILWAY.

| | | | | | | | | | | | | | | |
|-------|----|-------|-------|------|-----------|--------|----------|----------|----------|-------|------|-------|--------|--|
| 1881, | .. | 50-00 | 45-66 | 1-11 | 18,18,723 | 36,374 | 2,61,154 | 1,52,298 | 1,08,856 | 14-35 | 3-31 | 75-98 | 103-44 | † As part of the Capital was called up at the end of 1881, the net profits were 8 per cent. on Capital subscribed. |
|-------|----|-------|-------|------|-----------|--------|----------|----------|----------|-------|------|-------|--------|--|

STATISTICS OF INDIAN RAILWAYS.

CXXXI

68

STATEMENT SHOWING THE MILEAGE, AGE, COST AND GENERAL RESULTS OF WORKING OF INDIAN RAILWAYS FOR THE YEAR 1881.

(Steam Boat earnings and expenses have been excluded from the following figures).

| Number. | RAILWAYS. | Miles open at end of year. | Mean mileage open during year. | Mean age of lines at end of year. | Capital outlay at close of year. | Cost per mile open. | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week. | REMARKS. |
|---------|--------------------------------------|----------------------------|--------------------------------|-----------------------------------|----------------------------------|---------------------|---------------------------------|-------------------------------|----------------------|-------------------------------|-------------------|---------------------------------|-----------------------------------|----------|
| | | | | | | | | | | Gross earnings. | Working expenses. | Net profits. | | |
| | BROAD GAUGE. | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | |
| | 5 FEET 6 INCHES. | | | | | | | | | | | | | |
| 1 | East Indian, .. | 1,506.75 | 1,505.50 | 18.70 | 83,26,62,788 | 2,20,782 | 4,53,79,623 | 1,44,34,781 | 3,09,44,842 | 13.64 | 4.34 | 9.30 | 578 | |
| 2 | Eastern Bengal, .. | 159.00 | 158.50 | 16.59 | 3,31,72,422 | 2,08,631 | 51,29,608 | 20,18,380 | 31,11,228 | 15.46 | 6.08 | 9.88 | 621 | |
| 3 | Oudh and Rohilkhand, .. | 546.75 | 546.75 | 9.28 | 5,84,40,769 | 1,06,888 | 49,28,730 | 29,53,032 | 19,75,698 | 8.43 | 5.05 | 8.86 | 173 | |
| 4 | Sind, Punjab and Delhi, .. | 663.50 | 663.50 | 15.65 | 11,13,77,581 | 1,67,864 | 1,00,20,844 | 68,01,810 | 32,19,034 | 8.99 | 6.10 | 2.89 | 285 | |
| 5 | Madras, .. | 858.00 | 858.00 | 17.76 | 11,10,37,589 | 1,29,414 | 63,11,312 | 42,35,456 | 20,75,856 | 5.68 | 3.81 | 1.87 | 141 | |
| 6 | Great Indian Peninsula, .. | 1,288.00 | 1,288.00 | 17.04 | 25,10,85,907 | 1,94,942 | 3,20,56,823 | 1,58,37,335 | 1,62,19,488 | 12.76 | 6.31 | 6.45 | 426 | |
| 7 | Bombay, Baroda and Central India, .. | †444.00 | 444.00 | 15.94 | 3,37,48,733 | 1,88,623 | 97,45,132 | 39,99,430 | 57,45,702 | 11.64 | 4.78 | 6.86 | 423 | |
| 8 | Calcutta and South-Eastern, .. | 28.00 | 28.00 | 19.36 | 67,36,171 | 2,40,578 | 1,52,512 | 1,01,307 | 51,205 | 2.26 | 1.50 | 0.76 | 104 | |
| 9 | Patna-Gya, .. | 57.00 | 57.00 | 2.64 | 35,04,401 | 61,481 | 5,13,431 | 3,34,286 | 1,79,145 | 14.65 | 9.54 | 5.11 | 173 | |
| 10 | Dildarnagar-Ghazipur, .. | 12.00 | 12.00 | 1.24 | 5,92,433 | 49,369 | 39,032 | 38,843 | 189 | 6.59 | 6.56 | 0.03 | 63 | |
| 11 | Dhond and Manmad, .. | 145.75 | 145.75 | 3.74 | 99,49,395 | 68,263 | Included with G. I. P. Railway. | | 1,22,557 | Included with G. I. P. Ry. | 1.28 | Included with G. I. P. Railway. | | |
| 12 | Wardha Coal, .. | 46.50 | 46.50 | 5.66 | 57,06,733 | 1,22,725 | 4,75,988 | 4,96,711 | - 20,723 | 8.34 | 8.71 | - 0.37 | 197 | |
| 13 | Sindia, .. | 74.75 | 71.72 | 2.87 | 85,86,577 | 1,14,629 | 3,01,631 | 2,23,339 | 78,342 | 3.51 | 2.60 | 0.91 | 81 | |
| 14 | Punjab Northern, .. | 354.75 | 336.90 | 2.71 | 5,47,31,396 | 1,54,281 | 34,69,563 | 31,09,965 | 3,59,598 | 6.34 | 5.68 | 0.66 | 198 | |
| 15 | Indus Valley, .. | 653.00 | 653.00 | 2.96 | 7,44,25,913 | 1,13,975 | 53,28,630 | 41,86,278 | 11,42,412 | 7.16 | 5.62 | 1.54 | 155 | |
| 16 | Khamgaon, .. | 8.00 | 8.00 | 11.83 | 5,08,187 | 63,523 | Included with G. I. P. Railway. | | 10,531 | Included with G. I. P. Ry. | 2.07 | Included with G. I. P. Railway. | | |
| 17 | Amraoti, .. | 6.00 | 6.00 | 10.87 | 4,34,261 | 72,377 | | | 20,347 | | | | 4.69 | |
| 18 | Nizam's, .. | 121.00 | 121.00 | 7.23 | 1,21,75,473 | 1,00,623 | 7,56,334 | 4,64,059 | 2,92,775 | 6.21 | 3.81 | 2.40 | 120 | |
| | Total and average, .. | 6,972.75 | 6,950.12 | 13.77 | 1,15,88,76,729 | 1,67,494 | 12,46,09,803 | 5,92,35,012 | 6,55,28,226 | 10.75 | 5.10 | 5.65 | 347 | |

* Includes Mohpani Branch.

† Including Patri Branch 22½ miles.

STATISTICS OF INDIAN RAILWAYS.

CCXXXiii

Statement showing the mileage, age, cost, and general results of working of Indian Railways for the year 1881—continued.

| Number. | RAILWAYS. | Miles open at end of year. | Mean mileage open during year. | Mean age of lines at end of year. | Capital outlay at close of year. | Cost per mile open. | Gross earnings during year. | Working expenses during year. | Net profits of year. | PERCENTAGE ON CAPITAL COST OF | | | Gross earnings per mile per week | REMARKS. |
|---------------|--------------------------------|----------------------------|--------------------------------|-----------------------------------|----------------------------------|---------------------|-----------------------------|-------------------------------|----------------------|-------------------------------|------------------|--------------|----------------------------------|---------------------|
| | | | | | | | | | | Gross earnings. | Working expenses | Net profits. | | |
| NARROW GAUGE. | | | | | | | | | | | | | | |
| METRE. | | | | | | | | | | | | | | |
| | | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | |
| 1 | South Indian, .. | 655 00 | 655 00 | 8 49 | 4,28,06,756 | 65,354 | 37,55,688 | 25,17,962 | 12,37,726 | 8 77 | 6 88 | 2 89 | 109 | |
| 2 | Nalhati, .. | 27 25 | 27 25 | 18 03 | 3,07,780 | 11,235 | 67,005 | 53,070 | 13,935 | 21 77 | 17 24 | 4 53 | 47 | 4 ft. gauge. |
| 3 | Northern Bengal, .. | 245 50 | 244 57 | 4 00 | 1,99,52,044 | 81,271 | 16,51,182 | 8,44,453 | 8,06,729 | 8 27 | 4 23 | 4 04 | 137 | |
| 4 | Tirhoot, .. | 85 00 | 79 00 | 5 55 | 54,00,495 | 63,535 | 4,86,987 | 2,79,155 | 2,07,832 | 9 02 | 5 17 | 3 85 | 119 | |
| 5 | Muttra-Hathras, .. | 29 00 | 29 00 | 6 20 | 10,50,961 | 36,240 | 1,35,335 | 93,632 | 41,703 | 12 88 | 8 91 | 3 97 | 90 | |
| 6 | Muttra-Achnera, .. | 22 75 | 3 43 | 0 15 | 5,91,245 | 25,989 | 6,943 | 6,180 | 763 | 1 17 | 1 04 | 0 13 | 39 | |
| 7 | Cawnpore and Farukhabad, .. | 86 00 | 82 88 | 0 99 | 31,26,855 | 36,359 | 2,78,585 | 1,94,347 | 84,238 | 8 91 | 6 21 | 2 69 | 65 | |
| 8 | Nagpur and Chhattisgarh, .. | 98 00 | 62 00 | 1 18 | 56,83,159 | 57,991 | 2,81,528 | 2,15,472 | 66,056 | 4 95 | 3 79 | 1 16 | 87 | |
| 9 | Rangoon and Irrawaddy Valley, | 161 00 | 161 00 | 4 67 | 1,24,92,079 | 77,591 | 15,43,622 | 8,98,545 | 6,45,077 | 12 36 | 7 19 | 5 17 | 184 | |
| 10 | Rajputana, .. | 826 50 | 735 59 | 4 15 | 5,20,44,975 | 62,970 | 72,42,247 | 43,75,207 | 28,67,040 | 13 91 | 8 41 | 5 51 | 189 | |
| 11 | Holkar and Sindia-Neemuch, .. | 289 75 | 282 69 | 3 80 | 3,16,69,537 | 1,09,299 | 19,49,579 | 13,47,280 | 6,02,299 | 6 15 | 4 25 | 1 90 | 132 | |
| 12 | Mysore, .. | 58 00 | 49 73 | 0 86 | 36,00,827 | 62,083 | 1,31,525 | 77,772 | 53,753 | 3 65 | 2 16 | 1 49 | 51 | |
| 13 | Bhavnagar-Gondal, .. | 192 50 | 170 00 | 0 60 | 67,34,108 | 34,982 | 6,88,385 | 4,83,131 | 2,05,254 | 10 22 | 7 17 | 3 05 | 114 | |
| 14 | His Highness the Gaekwar's, .. | 59 25 | 59 12 | 4 29 | 12,34,622 | 20,491 | 1,41,233 | 92,384 | 48,849 | 11 44 | 7 48 | 3 96 | 46 | 2 ft. 6 inch gauge. |
| 15 | Darjeeling-Himalayan, .. | 50 00 | 45 66 | 1 11 | 18,18,723 | 36,374 | 2,61,154 | 1,52,298 | 1,08,856 | 14 35 | 8 31 | 5 98 | 103 44 | 2 ft. gauge. |
| | Total and average, .. | 2,885 50 | 2,686 92 | 4 73 | 18,85,14,166 | 65,332 | 1,86,20,998 | 1,16,30,888 | 69,90,110 | 9 88 | 6 17 | 3 71 | 133 | |
| | Total and average Guaranteed, | 4,614 25 | 4,613 75 | 14 72 | 69,16,69,757 | 1,49,898 | 7,19,48,137 | 3,83,63,405 | 3,35,84,732 | 10 40 | 5 54 | 4 86 | 288 | |
| | Total and average State, .. | 5,254 00 | 5,023 29 | 7 98 | 65,57,21,138 | 1,25,042 | 7,12,82,664 | 3,25,02,495 | 3,39,33,604 | 10 87 | 4 96 | 5 93 | 282 | |
| | GRAND TOTAL AND AVERAGE, | 9,858 25 | 9,637 60 | 11 13 | 1,34,73,90,895 | 1,36,827 | 14,32,30,801 | 7,05,65,900 | 7,25,18,336 | 10 63 | 5 25 | 5 38 | 285 | |

* Includes Patri Branch 21½ miles.
† Exclusive of Dhulea Tramway.

‡ Includes the following payments to the State —
Net Profits Dhond and Manmad Railway, Rs. 1,22,557
Khamgaon " " 10,531
Amraoti " " 20,347
Total Rs., 1,53,435

APPENDIX GG.

EXTRACT FROM RETURN OF THE BOARD OF TRADE RELATIVE TO THE SYSTEM OR SYSTEMS UPON WHICH THE LINES OF RAILWAY IN THE UNITED KINGDOM WERE WORKED ON THE 31st DECEMBER, 1881.

| NAME OF RAILWAY COMPANY. | Total Length of Railway open for Passenger Traffic. | | Distance worked by Telegraph. | | | Distance worked by Telegraph, but not on either of the foregoing Systems. | | Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems. | | |
|---|--|---------|----------------------------------|--|--------------------------------------|---|--|--|--|---------------------------------------|
| | Double | Single. | Absolute Block. | | Per- missive Block. Double. | Double. | Single (in addition to Train Staff System). | System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.) | Train Porter System. (No. 2.) | Train Staff System. (No. 3.) |
| | | | Double. | Single (in addition to Train Staff System). | | | | | | |
| ENGLAND AND WALES. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. |
| Aylesbury and Buckingham, .. | .. | 12 33 | .. | .. | .. | .. | .. | .. | .. | 12 33 |
| Bodmin and Wadebridge, .. | .. | 14 0 | .. | .. | .. | .. | .. | 14 0 | .. | .. |
| Brecon and Merthyr Tydfil Junction, .. | 4 42 | 49 21 | .. | *44 23 | .. | 0 30 | .. | .. | .. | 4 78 |
| Bristol Port Railway and Pier, .. | .. | 5 61 | .. | .. | .. | .. | .. | 2 61 | .. | 8 0 |
| Cambrian, .. | 8 75 | 167 48 | 8 75 | 147 36 | .. | .. | .. | 8 50 | 0 13 | 16 29 |
| Cheshire Lines Committee, .. | 109 22 | .. | 76 55 | .. | .. | .. | .. | .. | .. | .. |
| Colne Valley and Halstead, .. | .. | 19 0 | .. | .. | .. | .. | 19 0 | .. | .. | .. |
| Cornwall, .. | 1 52 | 64 1 | 1 52 | *64 1 | .. | .. | .. | .. | .. | .. |
| Coves and Newport, .. | .. | 4 20 | .. | .. | .. | .. | .. | .. | .. | 4 20 |
| Dover and Deal, .. | 10 11 | .. | 10 11 | .. | .. | .. | .. | .. | .. | .. |
| Festiniog, .. | .. | 13 20 | .. | .. | .. | .. | .. | .. | .. | 13 20 |
| Festiniog and Bisanau, .. | .. | 8 60 | .. | .. | .. | .. | .. | 3 60 | .. | .. |
| Furness, .. | 63 58 | 84 66 | 63 19 | *34 43 | .. | 0 39 | 0 23 | .. | .. | .. |
| Garstang and Knot End, .. | .. | 7 0 | .. | .. | .. | .. | .. | 7 0 | .. | .. |
| Great Eastern, .. | 466 53 | 471 53 | 399 78 | 132 14 | .. | .. | .. | .. | .. | 335 77 |
| Great Northern, .. | 589 35 | 170 22 | 541 45 | 62 56 | .. | 47 9 | 67 59 | .. | .. | 39 67 |
| Great Northern and London and North-Western, .. | 41 59 | .. | 41 59 | .. | .. | .. | .. | .. | .. | .. |
| Great Western, .. | 1,022 31 | 897 48 | 790 29 | *678 30 | 27 76 | 41 11 | .. | 53 74 | .. | 165 24 |
| Hammersmith and City, .. | 3 74 | .. | 3 74 | .. | .. | .. | .. | .. | .. | .. |
| Hoylake and Birkenhead, .. | .. | 6 50 | .. | .. | .. | .. | 1 18 | .. | .. | 5 32 |
| Isle of Wight, .. | 1 0 | 10 27 | 1 0 | 3 39 | .. | .. | 6 68 | .. | .. | .. |
| Isle of Wight (Newport Junction), .. | .. | 9 5 | .. | .. | .. | .. | .. | 9 5 | .. | .. |
| Lancashire and Yorkshire, .. | 421 59 | 14 19 | 419 79 | 9 59 | .. | 1 60 | .. | .. | .. | 4 40 |
| Lancashire and Yorkshire and London and North-Western Joint Lines, .. | 53 46 | 6 54 | 53 12 | .. | 0 34 | .. | .. | .. | .. | 6 54 |
| Liskeard and Looe, .. | .. | 6 74 | .. | .. | .. | .. | .. | 6 74 | .. | .. |
| London and North-Western, .. | 1,289 75 | 859 53 | 1,244 74 | *293 2 | 9 55 | .. | 17 46 | 8 00 | .. | 41 5 |
| London and North-Western and Great Western Joint, .. | 111 77 | 27 22 | 102 51 | .. | .. | .. | .. | 0 67 | .. | 26 35 |
| London and North-Western and Midland Joint, .. | 19 50 | 6 10 | 19 50 | 6 10 | .. | .. | .. | .. | .. | .. |
| London and South-Western, .. | 517 65 | 228 76 | 517 65 | 204 46 | .. | .. | .. | 16 10 | .. | 8 20 |
| London, Brighton, and South Coast, .. | 316 20 | 107 60 | 316 20 | 107 60 | .. | .. | .. | .. | .. | .. |
| London, Chatham, and Dover, .. | 144 29 | 14 4 | 144 29 | 14 4 | .. | .. | .. | .. | .. | .. |
| London, Tilbury, and Southend, .. | 41 45 | 3 67 | 41 29 | .. | .. | 0 16 | 3 67 | .. | .. | .. |
| Londonderry, .. | 6 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Lynn and Fakenham, .. | .. | 20 59 | .. | 20 59 | .. | .. | .. | .. | .. | .. |
| Macclesfield Committee, .. | 10 42 | .. | 10 42 | .. | .. | .. | .. | .. | .. | .. |
| Maenlochog, .. | .. | 8 50 | .. | .. | .. | .. | .. | 8 50 | .. | .. |
| Manchester and Milford, .. | .. | 41 40 | .. | .. | .. | .. | .. | .. | .. | 41 40 |
| Manchester, Sheffield, and Lincolnshire, .. | 230 9 | 4 43 | 117 02 | .. | .. | 103 4 | .. | 3 40 | .. | 1 3 |
| Manchester South Junction and Altrincham, .. | 9 13 | .. | 8 0 | .. | .. | 1 13 | .. | .. | .. | .. |

* The following distances are worked *without* the Train Staff System :—

| | | | | | |
|------------------------|--------|-------|------------------------------|--------|--------|
| Brecon and Merthyr, .. | m. ch. | 44 23 | Great Western, .. | m. ch. | 156 70 |
| Cornwall, .. | .. | 64 01 | London and North-Western, .. | .. | 13 25 |
| Furness, .. | .. | 2 53 | | | |

LENGTH OF RAILWAYS IN THE UNITED KINGDOM.

CCXXXV

| NAME OF RAILWAY COMPANY. | Total Length of Railway open for Passenger Traffic. | | Distance worked by Telegraph. | | | Distance worked by Telegraph, but not on either of the foregoing Systems. | | Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems. | | |
|--|---|----------|-------------------------------|---|-------------------------------------|---|---|---|------------------------------|-----------------------------|
| | Double. | Single. | Absolute Block. | | Per- missive Block Double. | Double. | Single (in addition to Train Staff System). | System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.) | Train Porter System. (No. 2) | Train Staff System (No. 3). |
| | | | Double. | Single (in addition to Train Staff System). | | | | | | |
| ENGLAND AND WALES —continued. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | | | |
| Maryport and Carlisle, | 27 73 | 13 34 | 0 73 | .. | .. | .. | .. | .. | .. | 13 34 |
| Mawddwy, | .. | 6 60 | .. | .. | .. | .. | .. | 6 60 | .. | .. |
| Metropolitan, | 17 2 | 1 76 | 17 2 | *1 76 | .. | .. | .. | .. | .. | .. |
| Metropolitan District, | 13 38 | .. | 13 38 | .. | .. | .. | .. | .. | .. | .. |
| Midland, | 983 14 | 268 44 | 926 79 | 200 76 | .. | 28 73 | 7 75 | 29 59 | .. | 29 74 |
| Midland and North-Eastern, | 25 48 | .. | 25 48 | .. | .. | .. | .. | .. | .. | .. |
| Mid-Wales, | .. | 48 40 | .. | 48 40 | .. | .. | .. | .. | .. | .. |
| Neath and Brecon (Neath Br), | .. | 11 15 | .. | *11 15 | .. | .. | .. | .. | .. | .. |
| Northampton and Banbury Junction, | .. | 15 6 | .. | .. | .. | .. | .. | .. | .. | 15 6 |
| North and South-Western Junction, | 3 14 | 1 46 | 3 14 | 1 46 | .. | .. | .. | .. | .. | .. |
| North-Eastern,.. .. . | 911 43 | 399 55 | 874 74 | 275 30 | .. | 36 49 | 112 9 | 12 16 | .. | .. |
| North London, | 11 78 | .. | 11 78 | .. | .. | .. | .. | .. | .. | .. |
| North Staffordshire, | 146 25 | 23 18 | 144 66 | 23 18 | 0 28 | 1 11 | .. | .. | .. | .. |
| North Wales (Narrow Gauge), | .. | 11 70 | .. | .. | .. | .. | .. | 11 70 | .. | .. |
| Oldham, Ashton-under-Lyne, and Gude Bridge Junction, | 5 64 | .. | 5 64 | .. | .. | .. | .. | .. | .. | .. |
| Pembroke and Tenby, | .. | 27 34 | .. | 27 34 | .. | .. | .. | .. | .. | .. |
| Ravenglass and Eskdale, | .. | 7 20 | .. | .. | .. | .. | .. | 7 20 | .. | .. |
| Rhymney, | 15 78 | 18 20 | 15 78 | *17 67 | .. | .. | .. | 0 33 | .. | .. |
| Rhymney and Great Western Joint, | 9 20 | .. | 9 20 | .. | .. | .. | .. | .. | .. | .. |
| Ryde and Newport, | .. | 8 40 | .. | 8 40 | .. | .. | .. | .. | .. | .. |
| Severn and Wye and Severn Bridge, | 2 0 | 20 35 | 1 20 | 19 60 | 0 60 | .. | .. | 0 55 | .. | .. |
| South-Eastern, | 318 42 | 25 41 | 318 42 | 20 51 | .. | .. | .. | 4 70 | .. | .. |
| South-Western and Midland, | .. | 92 26 | .. | 92 26 | .. | .. | .. | .. | .. | .. |
| Southwold, | .. | 8 60 | .. | .. | .. | .. | .. | 8 60 | .. | .. |
| Stafford and Uttoxeter, | 1 60 | 13 20 | 1 60 | .. | .. | .. | .. | .. | .. | 13 20 |
| Swindon, Marlboro', and Andover, | .. | 11 22 | .. | 11 22 | .. | .. | .. | .. | .. | .. |
| Talsjlyn, | .. | 6 70 | .. | .. | .. | .. | .. | 6 70 | .. | .. |
| Taff Vale, | 52 20 | 13 15 | 6 28 | *2 13 | 43 20 | .. | .. | 10 57 | .. | .. |
| Torbay and Brixham, | .. | 2 6 | .. | .. | .. | .. | .. | 2 6 | .. | .. |
| Trent, Ancholme, and Grimsby, | 13 2 | .. | .. | .. | .. | 13 2 | .. | .. | .. | .. |
| Vale of Towey, | .. | 11 8 | .. | *11 8 | .. | .. | .. | .. | .. | .. |
| Watlington and Princes Risborough, | .. | 8 66 | .. | .. | .. | .. | .. | 8 66 | .. | .. |
| West Lancashire, | 7 62 | .. | 7 62 | .. | .. | .. | .. | .. | .. | .. |
| West London Extension, | 5 8 | .. | 5 8 | .. | .. | .. | .. | .. | .. | .. |
| West Somerset Mineral, | .. | 6 0 | .. | .. | .. | .. | .. | 6 0 | .. | .. |
| Whitland and Cardigan, | .. | 14 6 | .. | 14 6 | .. | .. | .. | .. | .. | .. |
| Wrexham, Mold, and Connah's Quay, | .. | 8 76 | .. | .. | .. | .. | .. | .. | .. | 8 76 |
| Yarmouth and North Norfolk, | .. | 24 20 | .. | 24 20 | .. | .. | .. | .. | .. | .. |
| Total, England and Wales, | 8,067 53 | 3,941 55 | 7,325 44 | 2,635 10A | 82 33 | 274 77 | 236 45 | 255 13 | 0 13 | 810 67 |

* Absolute Block and Train Porter Systems combined.

*, Without Train Staff—

| | |
|---------------------------|-------|
| | m ch. |
| Neath and Brecon, | 11 15 |
| Rhymney, | 16 27 |
| Taff Vale, | 0 45 |
| Vale of Towey, | 11 8 |

A Total, .. 320 33

| NAME OF RAILWAY COMPANY, | Total Length of Railway open for Passenger Traffic. | | Distance worked by Telegraph. | | | Distance worked by Telegraph, but not on either of the foregoing Systems. | | Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems. | | |
|---|--|-----------------|----------------------------------|---|--------------------------------------|---|--|---|--|---------------------------------------|
| | Double. | Single. | Absolute Block. | | Per- missive Block. Double. | Double. | Single (in addition to Train Staff System). | System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.) | Train Porter System. (No. 2.) | Train Staff System. (No. 3.) |
| | | | Double. | Single (in addition to Train Staff System) | | | | | | |
| SCOTLAND. | | | | | | | | | | |
| | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. | m. ch. |
| Caledonian, | 423 10 | 355 39 | 420 48 | 124 1 ^a | .. | .. | ^b 54 33 | 0 61 | .. | 174 69 |
| City of Glasgow Union,.. | 3 11 | .. | 3 11 | .. | .. | .. | .. | .. | .. | .. |
| Dundee and Arbroath Joint, .. | 17 7 | 0 36 | 15 20 | .. | .. | 1 48 | ^b 0 31 | 0 5 | .. | .. |
| Glasgow and Kilmarnock Joint, .. | 23 42 | 5 5 | 23 42 | 0 41 | .. | .. | .. | .. | .. | 4 44 |
| Glasgow and Paisley Joint, .. | 8 0 | .. | 7 22 | .. | .. | .. | .. | .. | .. | .. |
| Glasgow and South-Western, .. | 206 72 | 115 40 | 153 5 | 66 38 | 18 12 | .. | .. | 0 79 | .. | 48 3 |
| Great North of Scotland, .. | 13 32 | 274 08 | 13 32 | 268 28 | .. | .. | .. | 5 60 | .. | .. |
| Highland, | 6 65 | 395 20 | 6 65 | 395 20 | .. | .. | .. | .. | .. | .. |
| North British, | 391 37 | 437 18 | 189 19 | 87 46 ^a | 29 37 [*] | .. | .. | 4 4 | 0 38 | 315 53 |
| Wigtownshire, | .. | 20 28 | .. | 20 28 | .. | .. | .. | .. | .. | .. |
| Total, Scotland, .. | 1,093 36 | 1,603 34 | 832 24 | 962 42 | 18 12 29 37 [*] | 1 48 | ^b 54 64 | 11 49 | 0 38 | 543 06 |
| IRELAND. | | | | | | | | | | |
| Ballymena and Larne, | .. | 28 46 | .. | .. | .. | .. | 28 46 | .. | .. | .. |
| Belfast and County Down, .. | .. | 55 40 | .. | .. | .. | .. | .. | .. | .. | 55 40 |
| Belfast and Northern Counties, .. | 33 26 | 146 64 | 33 26 | 42 14 | .. | .. | .. | .. | .. | 104 50 |
| Belfast Central, | 1 72 | .. | 1 72 | .. | .. | .. | .. | .. | .. | .. |
| Belfast, Holywood, and Bangor, .. | 4 40 | 7 60 | .. | .. | .. | .. | .. | .. | .. | 7 60 |
| Cork and Bandon, &c., | .. | 64 40 | .. | .. | .. | .. | .. | 16 00 | .. | 48 40 |
| Cork and Macroom Direct, .. | .. | 24 60 | .. | .. | .. | .. | .. | .. | .. | 24 60 |
| Cork, Blackrock, and Passage, .. | .. | 6 37 | .. | .. | .. | .. | .. | 6 37 | .. | .. |
| Dublin, Wicklow, and Wexford, .. | 25 48 | 109 72 | .. | .. | .. | .. | .. | .. | .. | 109 72 |
| Dundalk and Greenore, | .. | 26 49 | .. | 26 49 | .. | .. | .. | .. | .. | .. |
| Finn Valley, | .. | 13 48 | .. | .. | .. | .. | .. | 13 48 | .. | .. |
| Great Northern of Ireland, .. | 136 60 | 371 27 | 3 60 | 14 40 | .. | .. | .. | 12 88 | .. | 344 29 |
| Great Southern and Western of Ireland, | 200 20 | 239 38 | 8 17 | .. | .. | .. | .. | .. | .. | 239 38 |
| Londonderry and Lough Swilly, .. | .. | 12 2 | .. | .. | .. | .. | .. | 12 2 | .. | .. |
| Midland Great Western, | 148 22 | 276 39 | 53 37 | 5 0 | 2 55 | .. | 26 00 | .. | .. | 245 33 |
| Newry, Warrenpoint and Rostrevor, .. | .. | 6 0 | .. | .. | .. | .. | .. | 6 0 | .. | .. |
| Sligo, Leitrim, and Northern, .. | .. | 43 0 | .. | 42 0 | .. | .. | .. | .. | .. | .. |
| Waterford and Central Ireland, .. | .. | 59 32 | .. | .. | .. | .. | .. | .. | .. | 59 32 |
| Waterford and Limerick, | 21 60 | 254 20 | .. | 68 40 | .. | .. | .. | .. | .. | 135 60 |
| Waterford and Traamore, | .. | 7 20 | .. | .. | .. | .. | .. | 7 20 | .. | .. |
| Waterford, Dungarvan, and Lismore, .. | .. | 42 71 | .. | 42 71 | .. | .. | .. | .. | .. | .. |
| Total, Ireland, | 572 28 | 1,845 45 | 100 52 | 241 54 | 2 55 | .. | 54 46 | 73 65 | .. | 1,475 40 |
| TOTAL, UNITED KINGDOM,.. | 3,733 37 | 7,390 54 | 8,258 40 | 3,839 26 ^a | 103 20 29 37 [*] | 276 45 | 345 75 ^b | 340 47 | 0 51 | 2,829 33 |

* Single Lane. m. ch.
^a " Caledonian .. 17 11 } worked without the Train Staff System,
North British.. 64 52 }
402 15 } ditto ditto.
54 64 } ditto ditto.
Total .. 456 79

INDEX.

| A. | Chapter. | Page. |
|--|--------------|-------|
| Abolition of Pensions on State Railways, ... | { I | 4 |
| Accidents, ... | Appendix BB | cviii |
| Act—Railway—Amendment Bill, ... | I | 9 |
| Administration Officers and Heads of Departments during 1881, ... | { Appendix D | xviii |
| Adoni—Railway to Kurnool, ... | " V | 232 |
| Agreements for interchange of traffic, &c.—see Railways concerned... | | |
| Aircha—Railway to Dacca and Mymensingh, ... | V | 253 |
| Akhbarpur—Branch to Buxar (East Indian Railway), ... | V | 265 |
| Amraoti Branch Railway—working of—during the year, ... | II | 65 |
| Amritsar-Pathankot Railway—Progress in construction of, ... | IV | 219 |
| Analysis of Railway Statistics, ... | { I | 14 |
| Annand—Branch to Pitland and Piploe, ... | Appendix FF | cxv |
| Assam-Jorhaut Tramway—Progress in construction of, ... | V | 239 |
| " —Railway projects in, ... | IV | 218 |
| " Coal, ... | V | 243 |
| " Light Railways and Trading Company—Contract with, ... | VI | 304 |
| " —Routes into, ... | Appendix F | xxxi |
| | V | 254 |
| B. | | |
| Badrachellum Coal, ... | VI | 304 |
| Bahrach—Railway from Patna, ... | V | 263 |
| Balaghat-Gondia, ... | V | 291 |
| Barala-Seoni, ... | V | 294 |
| Bardoli-Branch from Surat (Bombay, Baroda & Central India Railway), | V | 238 |
| Bareilly—Railway to Rambagh (Naini Tal), ... | V | 261 |
| " " Pilibhit, ... | V | ib. |
| Bargarh (East Indian Railway)—Railway to Jhansi, ... | V | 259 |
| Barsi Road (Great Ind. Pen. Ry.)—Branch to Pandharpur to Miraj, | V | 237 |
| " " " ")—to Barsi Town, ... | V | ib. |
| Barun—Railway to Palamow Coal-fields, ... | V | 252 |
| Behar Railway, ... | V | 248 |
| Bengal—Railway projects in, ... | V | 243 |
| " -Nagpur Railway, ... | V | 249 |
| " Central Railway—Progress in construction of, ... | IV | 216 |
| " Coal, ... | VI | 305 |
| Berars Branch Railways—Working Agreement with Great Ind. Pen. Ry, | Appendix V | xciii |
| " " " " —working of—during the year, ... | II | 65 |
| " —Railway Projects in, ... | V | 288 |
| Beypore—Railway to Calicut, ... | V | 227 |
| " —Railway to Wynaad and Mysore, ... | V | 228 |
| Bhagwangola-Santipur Section,... | V | 246 |
| Bhavnagar-Gondal Railway—working of—during the year, ... | II | 126 |
| Bhera-Shahpur, ... | V | 278 |
| Bhopal-Ujjain, ... | V | 283 |
| " -Jhansi, ... | V | 284 |
| " Railway—Progress in construction of, ... | IV | 223 |
| Bombay—Railway projects in, ... | V | 233 |
| " Railway to connect—system with Sind system, ... | V | 240 |
| " Bar. & Cen. India Ry.—Working Agreement with Bhavnagar-Gondal Railway, | Appendix O | lxiii |
| " " " " " " Rajputana-Malwa Railway,... | " X | xcvii |
| " " " " " " —working of—during the year, ... | III | 171 |
| Broach—Branch to Jambusar, ... | V | 238 |
| Burdwan—Branch to Kutwah, ... | V | 247 |
| Buxar—Branch from Akhbarpur (Oudh and Rohilkhand Railway), | V | 265 |

| | Chapter. | Page. |
|--|-------------|---------|
| C. | | |
| Cachar— <i>see</i> Routes into Assam, and Dacca-Mymensingh Railway,... | V | 254 |
| Calcutta and South-Eastern Railway—working of—during the year, | II | 62 |
| Calicut—Railway to, | V | 227 |
| Carriage of Revenue Stores—Rates for, | Appendix EE | cxxi |
| Cawnpore—Railway to Jhansi, | V | 257 |
| —Godhra, | V | 284 |
| —Farukhabad Railway—working of—during the year, ... | II | 124 |
| Central Bengal Railway system, | V | 245 |
| —India—Railway projects in, | V | 283 |
| —Provinces—Railway projects in, | V | 288 |
| Chanda—Warora, | V | 297 |
| Chhindwarra—Saugor, | V | 288 |
| —Gondia, | V | 293 |
| Chittagong—Railway from Daudkandi, | V | 253 |
| Coaching traffic, | I | 3 |
| Coal—Supply and use of—on Indian Railways, | VI | 301 |
| Cochin—Railway to, | V | 228 |
| Comillah— <i>see</i> Railway Daudkandi to Chittagong, | V | 253 |
| — <i>see</i> routes into Assam, | V | 254 |
| Conditions of Service in State Railway Traffic and Locomotive Departments, | Appendix AA | cvii |
| Conference—Railway, | I | 13 |
| Contract with Assam Light Railways and Trading Company, ... | Appendix F | xxxii |
| Southern Mahratta Railway Company, | E | xx |
| Cook and Son—Rules for “Cook’s Indian Tours,” | I | 14 |
| Coonoor—Railway to, | V | 227 |
| Cuddapa—Railway to Nellore, | V | 232 |
| Cuttack Railway, | V | 249 |
| D. | | |
| Dacca—Railway to Aircha and Mymensingh, | V | 253 |
| Damoh—Saugor—Jubbulpore, | V | 289 |
| Daudkandi—Railway to Comillah and Chittagong, | V | 253 |
| Deccan—Western Deccan Railway, | V | 233 |
| Deesa—Branch from Pahlampur (Rajputana—Malwa Railway), ... | V | 239 |
| Dehra Dun—Railway into the, | V | 266 |
| Delhi—Rohtak, | V | 274 |
| Deoghur—Baidyanath Railway—Progress in construction of, ... | IV | 217 |
| Dera Ismail Khan— <i>see</i> Shahpur-Bhera, | V | 278 |
| Dhond—Manmad Railway—Working Agreement with Great Indian Peninsula Railway, | Appendix W | xciv |
| —working of—during year, | II | 56 |
| Dhooma—Nidhani, | V | 293 |
| Dibrugarh—Sadiya Railway—Progress in construction of, ... | IV | 218 |
| Dmangepore—Branch from Parbatipur (Northern Bengal Railway), | V | 246 |
| Dindigul (South Indian Railway)—Railway to Palghat (Madras Railway), | V | 232 |
| Distribution of Coal throughout India, | VI | 303 |
| Drivers—Native, | I | 4 |
| E. | | |
| East Indian Railway—working of—during year, | II | 21 |
| • “ “ “ —Working Agreement with Eastern Bengal Railway, ... | Appendix G | xxxvi |
| “ “ “ “ “ Sind, Punjab and Delhi Railway, ... | “ H | xxxviii |
| “ “ “ “ “ Great Indian Peninsula Railway, ... | “ J | xliii |
| “ “ “ “ “ Oudh and Rohilkhand Railway, ... | “ K | xlvi |
| “ “ “ “ “ (revised) Sind, Punjab and Delhi Railway, ... | “ L | liii |
| “ “ “ “ “ Proposed Working Agreement with Sindia Ry., ... | “ M | lvi |
| “ “ “ “ “ —Working Agreement with Nalhati Railway, ... | “ N | lxi |
| Eastern Bengal Railway—working of—during the year, ... | III | 191 |
| “ “ “ “ “ —Working Agreement with Northern Bengal Railway, ... | Appendix R | lxxv |

| | Chapter. | Page. |
|--|-------------|---------|
| E—(continued). | | |
| Education—Extract from Government of India, Home Department Proceedings, ... | Appendix C | z |
| Employés—Total—on Railways on 30th September, 1881, ... | I | 4 |
| Engine Drivers—Employment of Natives as, ... | Appendix B | vi |
| English Coal, ... | CC | cix |
| Equivalents of Indian Coals, ... | VI | 307 |
| | VI | ib. |
| F. | | |
| Farukhabad—Railway to Hathras, ... | V | 260 |
| Ferozepore—Rawind and Ludhiana, ... | V | 272 |
| " -Hissar, ... | V | 273 |
| Financial results of Railway working of year 1881, ... | I | 1 |
| Free passes to School Children, ... | I | 9 |
| Freight rates—Influence of—on cost of coal, ... | VI | 305 |
| Fuel—cost of—on different sections of the Railways, ... | VI | 301 |
| G. | | |
| Gaekwar of Baroda's Railway—working of—during the year, ... | II | 133 |
| General Review of the working of lines, ... | I | 1 to 20 |
| Ghazipur-Dildarnagar Railway—working of—during the year, ... | II | 70 |
| Godhra-Cawnpore, ... | V | 284 |
| Gondia-Chhindwarra, ... | V | 293 |
| " -Jubbulpore, ... | V | 291 |
| Government Railway Police, ... | I | 5 |
| Great Ind. Pen. Ry.—working of—during the year, ... | III | 139 |
| " " " —Working Agreement with East Indian Railway, ... | Appendix J | xliii |
| " " " " " Wardha Coal Railway, ... | " S | lxxvi |
| " " " " " Nagpur-Chhattisgarh Railway, ... | " T | lxxxiii |
| " " " " " Nizam's Railway, ... | " U | lxxxvii |
| " " " " " Berars Branches, ... | " V | xciii |
| " " " " " Dhond-Manmad Railway, ... | " W | xciv |
| " " " " " Holkar Railway, ... | " Y | ci |
| Gudalur (Wynaad)—Railway from Beypore, ... | V | 228 |
| Gwalior—Railway to Jhansi, ... | V | 258 |
| " —Railway towards Sutra or Kutni, ... | V | 287 |
| Gya—Extension of Patna-Gya Railway to Lohardugga or Ranchi, ... | V | 251 |
| H. | | |
| Hajipur—Branch from Mozufferpore (Tirhoot Railway), ... | V | 248 |
| Hathras—Railway to Farukhabad, ... | V | 260 |
| Heads of Departments and Administration Officers during 1881, ... | Appendix A | i |
| Hissar-Ferozepore, ... | V | 273 |
| Holkar and Sindia-Neemuch Railway—working of—during the year, ... | II | 92 |
| " Railway (Rajputana-Malwa)—Working Agreement with Great Indian Peninsula Railway, ... | Appendix Y | ci |
| Hooghly bridge, ... | V | 243 |
| Hubli—Railway from Karwar, ... | V | 234 |
| Hyderabad (Sind)—Railway connecting Bombay and Sind Railways, ... | V | 240 |
| " —Railway projects in, ... | V | 288 |
| I. | | |
| Indian Railways—Statistics of, ... | Appendix FF | cxv |
| Indus Valley Railway—working of—during year, ... | II | 27 |
| " Bridge at Sukkur, ... | V | 268 |
| " Valley Railway—Working Agreement with Sind, Punjab and Delhi Railway, ... | Appendix P | lxvi |
| " " " " " with Sind, Punjab and Delhi Railway (junction station), ... | " Q | lxxii |
| Institution—State Railway Provident, ... | I | 4 |
| Itarsi-Bhopal, ... | V | 238 |
| Interchange of rolling stock, ... | I | 13 |

INDEX.

| N. | Chapter. | Page. |
|--|---------------|------------|
| Nagpur-Bengal,... | V | 249 |
| ” -Chhattisgarh Railway—working of—during the year, ... | II | 94 |
| ” -Jubbulpore, ... | V | 294 |
| ” -Narsinghpur, ... | V | 296 |
| ” -Chhattisgarh Railway—Working Agreement with Great Indian Peninsula Railway, ... | Appendix T | lxxxiii |
| Naini Tal—see line Bareilly-Ranibagh, ... | V | 261 |
| Nalhati Railway—working of—during the year, ... | II | 131 |
| ” ” —Working Agreement with East Indian Railway,... | Appendix N | lxi |
| Nandurbar—Branch from Surat (Bombay, Baroda and Central India Railway), ... | V | 238 |
| Narsinghpur-Nagpur, ... | V | 296 |
| Native Drivers, ... | I | 4 |
| Natives—Employment of—as Engine Drivers, ... | Appendix CC | cix |
| Nellore—Railway from Cuddapa (Madras Railway), ... | V | 232 |
| Nidhani-Pindrai, ... | V | 293 |
| Nilgiri Railway, ... | V | 227 |
| Nizam’s Railway—working of—during the year, ... | II | 60 |
| ” ” —Extensions, ... | V | 297 |
| ” ” —Working Agreement with Great Indian Peninsula Railway, ... | Appendix U | lxxxvii |
| Northern Bengal Railway—working of—during the year, ... | II | 107 |
| ” ” Working Agreement with Eastern Bengal Railway, ... | Appendix R | lxxv |
| North-Western Provinces—Railway projects in, ... | V | 255 |
| Numerical Return of all Races on open Railways, ... | Appendix B | vi |
| O. | | |
| Oudh—Railway projects in, ... | V | 255 |
| ” and Rohilkhand Railway—working of—during the year, ... | III | 195 |
| ” ” ” Working Agreement with East Indian Railway, ... | Appendix K | xlvi |
| P. | | |
| Pahlanpur—Branch to Deesa, ... | V | 239 |
| Palamow—Railway from Barun (Bengal), ... | V | 252 |
| Palghat (Madras Railway)—Railway to Dindigul (South Indian Railway), ... | V | 232 |
| Pandharpur—Branch from Barsi Road (Great Indian Peninsula Railway), ... | V | 237 |
| Patna-Gya Railway—working of—during the year, ... | II | 58 |
| ” Railway to Bahraich, ... | V | 263 |
| Pattan—Branch from Mehsana (Rajputana-Malwa Railway), ... | V | 239 |
| Paumben—Railway from Madura (South Indian Railway), ... | V | 232 |
| Pensions—Abolition of—on State Railways, ... | I | 4 |
| Persons employed on Indian Railways, ... | { Appendix BR | cviii |
| Pilibhit—Branch from Bareilly (Oudh and Rohilkhand Railway), ... | I | 4 |
| Pindrai-Balaghat-Gondia, ... | V | 261 |
| ” -Gondia, ... | V | 291 |
| ” -Gondia, ... | V | 293 |
| Piploe—Branch from Surat (Bombay, Baroda and Central India Railway), ... | V | 239 |
| Pitland—Branch from Surat (Bombay, Baroda and Central India Railway), ... | V | ib. |
| Police—Government—on lines of Railway, ... | I | 5 |
| Principal Events on Guaranteed Railways open to traffic in 1881, ... | III | 139 to 208 |
| Progress—Railway—in India,... | I | 2 |
| Provident Institution—State Railways, ... | I | 4 |
| Punjab Northern Railway—working of—during the year, ... | II | 40 |
| ” —Railway projects in, ... | V | 267 |
| ” Northern Railway—Working Agreement with Sind, Punjab and Delhi Railway, ... | Appendix Z | civ |
| Purneah—Branch from Parbatipur, ... | V | 246 |
| Q. | | |
| Quetta—Kandahar Railway, ... | V | 279 |
| Quilon—Railway from Tinnevely, ... | V | 229 |

