

**EAST INDIA (RAILWAYS).**

**ADMINISTRATION REPORT**

ON THE

**RAILWAYS IN INDIA**

FOR THE

**CALENDAR YEAR 1900.**

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Presented to both Houses of Parliament by Command of His Majesty.

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*Ca 767 of 1901*



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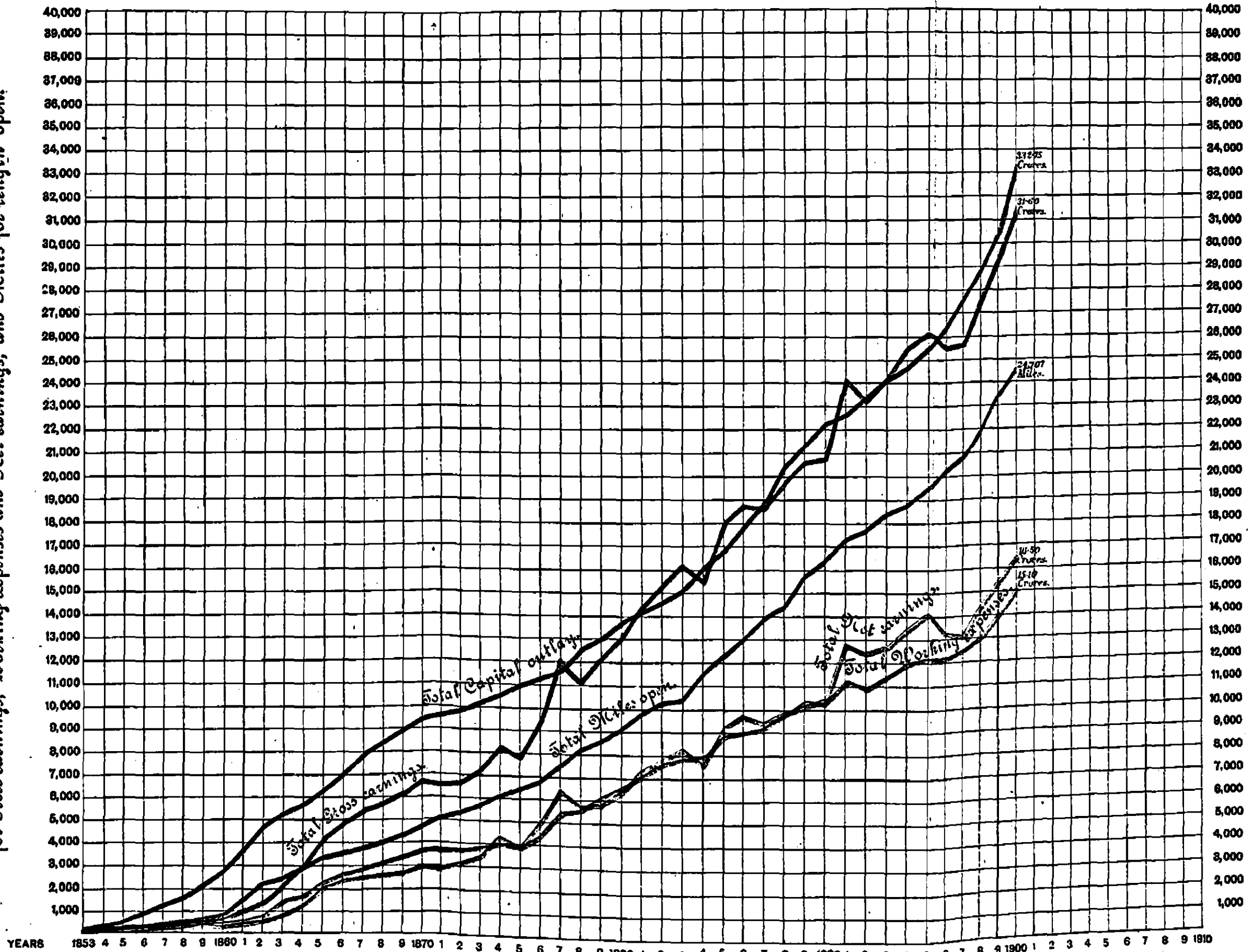
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# INDIAN RAILWAYS.

Diagram showing for each year the totals up to 31st December 1900 for Capital outlay, Gross earnings, Net earnings, Working expenses, and length in Miles open.

The figures on this scale represent lakhs for the Capital outlay, tens of thousands for Gross earnings, Working expenses and Net earnings, and Miles for length open.



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# PART I.

## GENERAL REPORT.

In order to give effect to the Resolution of the Government of India in the Home Department, No. 987—1013 of the 25th February 1901, requiring the curtailment and reduction of administration and other reports, the two parts of the Administration Report on the Railways in India, which have hitherto been issued in June and December respectively, have, for the first time since 1883, been condensed into one volume. General.

Part I of the report hitherto issued reviewed Indian railways for the calendar year, as also for the official year terminating on the 31st March. The accounts of railways in India are prepared for the calendar year; but as the report had to be taken in hand in March, there was some difficulty in getting out the audited returns in time. Only estimated figures of the past calendar year's transactions could, therefore, be furnished by some of the railways. For the official year, the figures were always estimated, as it was not possible to complete the accounts before Part I of the report was required to issue. Part II was, therefore, issued so as to present the figures in the accounts as finally passed.

Arrangements have now been made for the earlier preparation and submission of the audited returns, so that the separate issue of Part II in its old form will no longer be necessary; and, to avoid the presentation of information which is not absolutely accurate and which may, therefore, be misleading, figures for the official year will no longer be supplied, and the review of the Indian railway system will, in future, deal only with the calendar year.

2. Since the commencement of railways in India, over half a century ago, there was, in the year 1900, for the first time a surplus *to the State* of revenue over expenditure amounting to nearly 8½ lakhs of rupees. In estimating the gains and losses, however, it is the practice to charge against *Revenue* not only the expenses incurred in actually working the railways including interest charges on their outlay, but also interest on the capital expenditure on lines under construction from which no revenue is obtained, and on the unexpended balances of the capital deposited by Companies, as well as the amount paid yearly, by means of sinking funds and annuities, for the redemption of the commuted capital of the railways which have been purchased by the State. Financial results  
to the State.

3. The results for the last three calendar years calculated on this basis are shown in the following table:

	1898.	1899.	1900.
REVENUE.	Rs.	Rs.	Rs.
<i>State railways</i> —Gross traffic earnings . . . . .	19,37,90,458	20,68,82,768	24,01,24,915
<i>Guaranteed companies</i> —Gross traffic earnings . . . . .	6,09,89,991	6,33,60,199	4,79,09,158
<i>Subsidised</i> " Repayment of advances of interest . . . . .	4,27,489	4,23,202	3,23,046
Total revenue . . . . .	25,52,07,938	27,06,06,169	28,83,57,119
CHARGES AGAINST REVENUE.			
<i>State railways</i> .—Working expenses . . . . .	9,41,37,018	10,13,16,951	11,87,97,703
" Interest at 4 <sup>3</sup> / <sub>4</sub> per cent on total capital outlay in India and on debentures discharged . . . . .	4,08,80,123	4,22,63,678	4,39,11,915
" Interest on debt incurred in, or created for, the purchase of railways . . . . .	85,31,948	83,83,740	98,22,152
" Annuities in purchase of railways . . . . .	3,06,30,186	2,94,07,445	3,58,19,866
" Interest chargeable against companies on advances . . . . .	33,60,169	33,77,277	58,89,317
" Interest on capital deposited by companies . . . . .	52,56,747	56,48,174	59,72,073
<i>Guaranteed companies</i> .—Working expenses . . . . .	1,26,32,396	1,28,12,593	1,40,08,809
" Surplus profits, etc. . . . .	3,23,83,048	3,29,97,754	2,47,72,576
" Land and supervision . . . . .	37,47,370	43,44,230	30,16,780
" Interest . . . . .	2,98,114	7,26,013	2,68,754
<i>Subsidised</i> " Land and subsidy . . . . .	3,33,47,776	3,27,70,756	2,39,25,665
Miscellaneous railway expenditure . . . . .	11,03,312	7,07,206	3,93,107
	59,937	5,16,639	8,86,011
Total charges against Revenue . . . . .	26,63,71,152	27,52,72,456	28,74,84,728
Net loss—(or Gain +) . . . . .	—1,11,63,214	—46,06,287	+ 8,72,391

\* 3½ per cent. on capital outlay on the East Indian railway from 1st July 1895, and 4½ per cent. on the loan of one crore from His Highness the Maharaja Holkar for the Holkar railway.

## Railways opened.

If the item of payment in redemption of capital is omitted from the Railway Revenue Account, the result would be—

a net loss in 1898 of Rs. 78,03,045,  
 " " in 1899 of " 12,29,010,  
 and a net gain in 1900 of " 67,61,708.

4. These results were coincident with an increase in the open mileage of 898 miles in 1898, 1,484 miles in 1899 and 1,237 miles in 1900, or a total addition to the railway system in the last three calendar years of 3,619 miles.

5. The expenditure side of the account is further heavily weighted by the terms of the contracts of the guaranteed railways. Under these contracts payment of interest has to be made at a higher rate than is now necessary, and the calculation of the surplus profits has to be made at 22 pence to the rupee while the current rate of exchange is nearer 16 pence. Until these contracts terminate, the State is unable to obtain any advantage from cheaper money, or from the improved credit of the country, or from a favourable exchange.

6. The contracts of the remaining guaranteed railways, *vis.*, the Bombay, Baroda and Central India and the Madras railways are terminable on the 31st December 1905 and 1907, respectively. The Great Indian Peninsula railway contract expired on the 30th June 1900.

### Railways opened.

Railways opened.  
 App. 1, 2 and 3.

7. During the year under review 1,237 miles were added to the railway system of India, bringing the total mileage open at the close of the year up to 24,707 miles. Between the 1st of January and the 30th April 1901, 418 miles more were added, making the mileage open on the 1st of May 1901, 25,125 miles, of which 14,001 were on the 5' 6" gauge, 10,378 on the metre or 3' 3 $\frac{1}{2}$ " gauge and 746 on narrower gauges.

8. The principal railways opened were—

- (a) The Bengal-Nágpur railway on the 5' 6" gauge through to Howrah, giving direct communication by the East Coast route between Howrah and Madras and Southern India and between Howrah and Bombay.
- (b) The Moradabad-Ghaziabad railway on the 5' 6" gauge, giving the Oudh and Rohilkhand railway direct access to the important trade centre of Delhi.
- (c) The Hyderabad-Gódávari Valley railway on the 3' 3 $\frac{1}{2}$ " gauge, giving a more direct line between the Nizam's dominions and Central and Northern India.
- (d) The metre gauge line connecting up Sind with Rajputana giving direct communication between these Provinces.

It is not generally possible to form any idea of the prospects of a railway proving financially successful from the business done during the first year that it is open. It is, therefore, satisfactory to notice that the Hardwar-Dehra branch (Appendix 30), in the first 10 months of its existence, earned more than enough to cover its working expenses and guaranteed interest.

Tramways.  
 App. 2 and 3.

9. In addition to the railway mileage given in the preceding paragraphs, there are 78.44 miles of steam tramways running outside Municipal limits.

Yearly additions to mileage.  
 App. 4.

10. The additions made, year by year from the date of opening, to the mileage under each railway administration, and during the Viceroyalty of each Governor General, are presented in Appendix 4. With the exception of 1889, when 1,326 miles of railway were opened during the administration of the Marquis of Lansdowne, more mileage was opened in the past two years than in any previous period, the figures being 1,484 in 1899 and 1,237 in 1900.

Mileage to be constructed.  
 App. 5.

11. Sanction was given during the year 1900 to the construction of the following railways, 167.13 miles in length, making up a total of 2,228 miles sanctioned and still to be constructed:

	Miles.
Mutupet to Arantangi . . . . .	51.01 on the 3' 3 $\frac{1}{2}$ " gauge.
Khusálgarh-Kohat-Thal . . . . .	88.12 " " 2' 6" "
Barsi town to Tadwala . . . . .	28.00 " " 2' 6" "
Total	<u>167.13</u>



12. No new railways were sanctioned for construction under the "Branch line terms" resolution of 1896, but negotiations in regard to the following have been practically concluded:

	Miles.
Kurnool Road-Kurnool . . . . .	32
Bezwada-Masulipatam . . . . .	50
Amritsar-Tarn Taran-Patti . . . . .	30
Sabarmati-Dholka . . . . .	33
Raichur-Wondalli . . . . .	43
Láksám-Noakhali-Ichakhali . . . . .	39*

Proposals for the construction of the following lines are also under consideration:

	Miles.
Tilagáon-Sylhet . . . . .	39
Akhaura-Bhairab Bazar . . . . .	19
Fatehpur-Markundi . . . . .	61

The terms (*vis.*, the "Branch line terms" of 1896) originally agreed upon for the Amritsar-Tarn Taran-Patti and Sabarmati-Dholka branches have been modified to admit of rebate up to 10 per cent. of the gross earnings of the main line from Branch traffic, and interest during construction at 4 per cent. instead of 3½. The concession for the Raichur-Wondalli railway is also on these terms.

#### Railways surveyed.

13. Surveys were made for the following railways during the year 1900:

(a) *East Indian railway*.—A line 119 miles long (5' 6" gauge) connecting Gaya on the South Behar branch with Dhanbaid on the Jherriah Coal branch.

(b) *Eastern Bengal State railway*.—Preliminary surveys of lines (1) from Dacca to the bank of the Pudda opposite Goalundo, 45 miles; (2) from Mymensingh to Netrokona, 23 miles, with a branch to Gouripur, 8½ miles, and an extension to Baraari, on the Kunks river, 5 miles, total 38½ miles; (3) from Singhjani station on the Mymensingh-Jamálpur-Jagannathganj extension to Sherpur, 9 miles; and a reconnaissance from Sherpur to Nalitabari, 16 miles; all on the 3' 3¾" gauge.

Also for a line, 44½ miles long (3' 3¾" gauge), between the Brahma-putra-Sultanpur branch railway and the Assam branch of the Eastern, Bengal State railway, the junctions being at Bonarpara station on the former and Kaunia station on the latter.

(c) *Assam-Bengal railway*.—A branch line from Láksám to Noakhali, 54 miles long (3' 3¾" gauge).

(d) *Oudh and Rohilkhand State railway*.—Surveys for a 2-foot-gauge railway between Dehra Dun and Mussooree.

(e) *North Western State railway*.—Jech Doab railway survey (5' 6" gauge) from Malakwál to Kerana, 50 miles; also reconnaissance of the probable route from Kerana to Chiniot Road station, 45 miles, with an alternative to Toba Tek Singh, 84 miles, and of branches to serve the south west corner of the Jech Doab.

Also for a light electric railway (2' 6" gauge) from Jammu to Srinagar (Kashmir), 180 miles.

(f) *Great Indian Peninsula railway*.—A line, 32 miles long (5' 6" gauge) from Lákh to Sangamner, Dhond-Manmád section.

(g) *Bombay, Baroda and Central India railway*.—Preliminary surveys of lines (1) from Bahadurpur to Garda Ford, 8 miles (2' 6" gauge); (2) from Kósambá to Velacha and Zankavao, 26 miles (2' 6" gauge); (3) from Miyágám to Sinor, 20 miles (2' 6" gauge); and (4) from Kelanpur to Saoli, 31 miles (2' 6" gauge).

(h) *Rajputana-Malwa railway*.—A line, 172 miles long (3' 3¾" gauge), from Khandwa Junction on the Great Indian Peninsula and Rajputana-Malwa railways, *via* Akola on the Nágpur branch of the former railway to

\* Negotiations since concluded.

### Traffic and earnings.

Basim. Reconnaissances were also undertaken for a 2' 6" gauge light railway from Khamgaon to Golna 93½ miles, and of the Deesa-Tharad Radhanpur railway, 85 miles long (3' 3⅜" gauge), with a view to providing famine relief work and investigating a connection with Sind, north of the Runn of Cutch ;

A line of railway, 30½ miles long, from Sri-Madhampur station on the proposed Rewari-Phulera chord to Sikar (3' 3⅜" gauge) ;

A line, 25 miles, from Manúnd Road station on the Gaekwar's Mehsána railway, *viâ* Chausama, to Bechraji Mota (3' 3⅜" gauge).

(i) *Kathiawar railways*.—A preliminary survey of the Dhrángadrá-Malia railway, 50 miles (3' 3⅜" gauge).

(j) *Madras railway*.—Preliminary surveys on the 2' 6" gauge of (1) the Tirupattur-Krishnagiri railway, 26 miles ; (2) the Yerragudipad-Jammalamadugu railway, 24 miles ; and (3) the Morappur-Dharmapuri railway, 18 miles ; also a reconnaissance survey for the proposed Azhikal (Baliapatan)-Mangalore railway, 78 miles, on the 5' 6" gauge.

(k) *Southern Mahratta railway*.—A line from Bagalkot to Hungund, 31 miles long (3' 3⅜" gauge).

Reconnaissances have also been run between Arsikere and Mangalore, 135 miles, and between Mysore and Tellicherry, 140 miles, for 3' 3⅜" and 2' 6" gauge lines, respectively.

(l) *Burma railways*.—A project for a bridge with approaches over the Irrawaddy at Sagaing and for the Henzada-Kyaugin extension, 66 miles long.

Earnings per mile per week.  
App. 6.

14. For the benefit of railway promoters, information has been furnished in Appendix 6 to show the gross earnings per mile per week of each railway from the date of opening and the proportion of the working expenses to the gross earnings.

The same table shows the extent to which the older administrations have been expanding by the process of consolidating and amalgamating the smaller lines.

### Traffic and Earnings.

Traffic earnings.  
App. 8 and 9.

15. The following statement shows the volume of the traffic carried and the earnings therefrom during the past five years :

YEAR.	COACHING TRAFFIC.			Earnings from other coaching traffic in thousands of rupees.	GOODS TRAFFIC.			Electric telegraph (in thousands of rupees).	Steam-boat and sundries (in thousands of rupees).	Total traffic earnings (in thousands of rupees).
	Number of passengers.	Earnings in thousands of rupees.	Average distance travelled in miles.		Tons.	Earnings in thousands of rupees.	Average distance carried in miles.			
1896	159,508,945	8,22,07	39'98	98,19	32,471,335	15,41,74	141'32	7,69	66,45	25,36,14
1897	149,679,828	7,62,13	39'22	1,23,97	33,698,617	15,88,99	142'85	8,11	77,02	25,60,22
1898	151,125,022	7,58,64	38'53	1,10,32	36,350,900	17,88,64	162'13	7,51	80,50	27,45,61
1899	161,295,353	8,09,32	38'48	1,13,26	40,598,520	19,23,74	152'92	8,72	86,30	29,41,34
1900	174,824,483	8,95,08	40'09	1,31,36	43,615,289	20,40,95	153'57	7,93	84,35	31,59,67

16. The large increase in the number of passengers carried was due partly to the migrations caused by plague and famine and partly to a natural development of the traffic and the opening of new lines of railway. The increase in the quantity of goods carried was due to the famine which prevailed in the Bombay Presidency, Rajputana, Central India, the Central Provinces and Southern Punjab ; to a development of the coal traffic to Calcutta ; and to the opening of new railways.

17. The area affected by famine covered 400,000 square miles, or roughly the whole country between the 14th and 30th parallels of north latitude and the 68th and 85th degrees of north longitude. Relief could consequently only be obtained from long distances.

### Passenger traffic.

18. This will be more readily seen from the figures in Appendix 10, which show the exports from and imports into the several provinces and ports. Both Bengal and Madras exported food-stuffs to Guzerat and Sind, which would have been absolutely impossible but for railways. The statement also shows how the demand automatically adjusted the exports out of India of the principal edible grains, and how India was not only able to meet all her own wants without outside assistance, but to export food-grains to other countries.

Traffic by Provinces.  
App. 10.

19. The increase in the revenue from railways, therefore, bears eloquent testimony to the fact that railways helped to a very considerable extent in combating the famine, in alleviating suffering, and in reducing loss of life from starvation.

### Passenger traffic.

20. Turning to the details of traffic the following table shows the number of passengers of each class carried, the earnings therefrom, and the average rate charged each passenger:

Passenger traffic.  
App. 8, 11, 12 and 44.

CALENDAR YEAR.	NUMBER CARRIED IN THOUSANDS.				EARNINGS IN THOUSANDS OF RUPEES.				AVERAGE RATE CHARGED PER PASSENGER IN PIES.			
	1st	2nd	Inter.	3rd	1st	2nd	Inter.	3rd	1st	2nd	Inter.	3rd
1896	614	3,600	5,501	149,794	30,49	45,17	55,52	6,90,89	12'61	5'03	3'09	2'26
1897	602	3,500	5,007	140,570	29,61	44,90	49,78	6,37,84	12'28	4'87	3'10	2'27
1898	745	3,715	5,223	141,442	31,03	46,39	49,78	6,30,84	12'40	4'93	3'13	2'29
1899	666	3,948	5,406	151,276	31,92	48,31	52,33	6,76,76	12'59	5'32	3'07	2'30
1900	655	3,856	5,913	164,400	32,18	48,54	56,36	7,58,00	12'59	5'49	3'11	2'31

21. The increase during 1900 as compared with 1899 in earnings of Rs. 26,000 under 1st class, and of Rs. 23,000 under 2nd class, while at the same time there was a decrease in numbers carried of 11,000 under 1st class and 92,000 under 2nd class is very remarkable, more especially when it is remembered that there were 1,237 miles of new line opened during the year. The increase in earnings is partly due to the increase in open mileage, but chiefly to a development of long distance traffic. The decrease in numbers was partly due to the large falling off in the troop traffic during the past year, but is chiefly ascribable to the operation of the same causes which have led to the filling of the lower class carriages on English railways at the expense of the higher. With the improved accommodation now provided in the lower class carriages in India on the one hand and the provision of fast through trains on the other, many passengers who have been in the habit of travelling 1st and 2nd class, now travel 2nd and intermediate class respectively, the difference in charges between the classes not being held to be sufficiently compensated for by the difference in comfort. These conclusions would seem to receive support from the large increase during the past year under intermediate class of 507,000 in numbers and of Rs. 4,03,000 in earnings.

22. As usual, the principal increase both in numbers and amount is under third class passengers, over 13 million more passengers having been carried and the earnings having increased by over 81½ lakhs of rupees. This traffic has been steadily developing and now amounts to the large number of over 164 million passengers, yielding to railways a revenue of 758 lakhs of rupees.

23. The total number of all classes carried amounted to over 174 millions, and the earnings therefrom to nearly 900 lakhs of rupees.

### Goods traffic.

It has not been possible in this year's report to give separately the number of season-ticket holders and the amount they contribute to the revenue. The tickets are used almost exclusively in the neighbourhood of the presidency towns, where the difficulty of finding house accommodation is becoming greater every day and is compelling large numbers of all classes to find residences in the suburbs.

### Goods traffic.

Goods traffic. App. 8, 13, 14 and 44. 24. The following table shows the quantity of goods of each class carried and the earnings therefrom :

CALENDAR YEAR.	QUANTITY CARRIED IN THOUSANDS OF TONS.					EARNINGS IN THOUSANDS OF RUPEES.				
	General merchandise.	Coal. †	Military stores.	Railway materials for construction.	Total. *	General merchandise.	Coal. †	Military stores.	Railway materials for construction.	Total. *
1896 . .	19,791	5,959	60	2,307	32,471	12,96,62	1,66,14	12,57	16,99	15,41,74
1897 . .	20,191	6,791	116	2,676	33,699	13,15,53	1,77,42	23,69	19,72	15,88,99
1898 . .	21,816	7,648	132	2,776	36,351	14,89,31	2,08,85	21,20	19,86	17,88,64
1899 . .	24,680	8,111	59	3,213	40,599	16,12,81	2,21,64	13,07	23,44	19,23,74
1900 . .	26,303	9,517	58	2,435	43,615	16,92,23	2,57,39	13,79	18,27	20,40,93

25. The increase of gross tonnage in 1900 over 1899 was 7.43 per cent., while the increase of gross earnings was only 6.09 per cent. The principal increase was under general merchandise, and, as will presently be shown, was contributed to most largely by food-stuffs moved long distances in consequence of famine. On the other hand, there was a large fall in the cotton traffic. The increase in the grain traffic more than counter balanced the decrease in cotton; but the rates obtained for the carriage of the former were much lower, and consequently the increase in earnings was not proportionate to the increase in volume.

### Principal commodities.

App. 15 and 16.

26. The increase under coal marks the great impetus which has been given to the production of coal in India by the enhancement of prices in England. Many railways now find it more profitable to use Indian coal and the demand for Indian in preference to English coal both by railways and by vessels plying in Indian waters is daily increasing. This is borne out by the figures in Appendix 26, which show (comparing 1896 with 1900) that while the quantity of Indian coal consumed by railways increased from 1,182,051 tons to 1,855,610 tons, and the quantity of Indian coal exported increased from 136,719 tons to 541,445 tons, the importations of foreign coal dropped from 397,092 tons to 83,236 tons. The production of coal during the same period increased from 3,683,698 tons to 6,095,428 tons. The duty lately imposed on coal exported from England will probably tend further to reduce the consumption of English coal in India and to increase the demand for Indian coal.

The increase under Military stores is due to the campaigns in South Africa and China.

Military stores (App. 13).

The decrease under Railway material is due to the smaller number of railways sanctioned for construction in 1900.

Railway material (App. 15).

The traffic in general merchandise shows the general effects of famine. The movement of food-grains, gunny-bags, fodder and hides largely increased, while the movement of cotton fell, since the area affected by famine contained the best cotton districts in India.

General merchandise (App. 15).

\* Includes all other items not detailed.

† Includes both coal for the public and coal for foreign railways and the home line.

## Train-mileage.

The traffic in, and the earnings from, these articles compare as follows :

		Quantity in tons.	Earnings in rupees.
Grain and pulse	1899	8,268,466	5,05,61,381
	1900	10,292,862	6,43,50,091
	Increase	2,024,396	1,37,88,710
Gunny-bags	1899	226,624	19,45,382
	1900	583,802	21,13,416
	Increase	357,178	1,68,034
Fodder	1899	266,642	11,60,270
	1900	821,943	32,16,675
	Increase	555,301	20,56,405
Hides and skins	1899	239,949	29,83,894
	1900	315,886	39,06,933
	Increase	75,937	9,23,039
Cotton, raw	1899	851,120	1,15,55,137
	1900	461,973	62,36,025
	Decrease	389,147	53,19,112

Other items of traffic which show marked improvement are kerosine oil and tanning barks, which compare as follows :

Kerosine oil.  
Tanning barks.

Kerosine oil	1899	333,877	24,07,272
	1900	383,453	27,92,551
	Increase	49,576	3,85,279
Tanning barks	1899	3,261	24,224
	1900	99,887	5,18,879
	Increase	96,626	4,94,655

## Train-mileage.

27. The following table shows the train, vehicle and ton-mileage travelled by coaching and goods traffic :

Train, vehicle & ton-mileage.  
App. 8, 17 and 18.

CALENDAR YEAR.	TRAIN-MILEAGE.			VEHICLE-MILEAGE.			TON-MILEAGE.		
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.
1896	28,240,082	37,137,272	65,377,354	552,823	1,072,360	1,625,183	9,190,382	17,926,982	27,117,364
1897	32,191,978	37,311,492	69,503,470	588,040	1,154,654	1,742,694	9,545,764	18,538,737	28,084,501
1898	30,425,592	42,098,361	72,523,953	593,250	1,305,381	1,898,631	9,585,216	21,978,948	31,564,158
1899	31,428,498	45,865,931	77,294,429	618,695	1,379,951	1,998,646	10,093,709	23,560,342	33,654,051
1900	34,328,845	49,729,419	84,058,264	655,349	1,453,273	2,108,622	10,797,283	25,110,150	35,907,433

28. The increase under all heads is explained by the increase in traffic already referred to, but while the number of passengers increased in 1900 over 1899 by 8.39 per cent., the train-mileage increased by 9.23 and the coaching earnings by 11.26, bearing out what has already been said that the principal development would appear to be taking place in the long distance traffic. In the case of goods traffic, while the tonnage increased in 1900 over 1899 by 7.43 per cent., and the train-mileage increased by 8.42 per cent., the earnings only increased by 6.09 per cent. This has already been explained to be due to the long distances the low freight traffic in grain was carried.

### Working expenses.

Earnings per mile open and per train-mile.  
App. 8, 19 and 20.

29. These conclusions are further supported by the earnings per mile open and per train-mile which are shown in the following table :

CALENDAR YEAR.	PER MILE OPEN. *			PER TRAIN-MILE.
	Gross earnings in rupees.			Gross earnings in rupees.
	Coaching.	Goods.	Total.	
1896	4,554	7,629	12,750	3·85
1897	4,205	7,541	12,382	3·66
1898	3,951	8,132	12,719	3·76
1899	3,930	8,195	12,800	3·78
1900	4,154	8,261	13,025	3·74

### Working expenses.

Working expenses.  
App. 8, 21, 22, 23, 24 and 45.

30. The working expenditure on railways is shown in the following table :

Calendar year.	Working expenses in thousands of rupees.	Proportion per cent. of working expenses to gross earnings.	Working expenses per mile worked in rupees.	Working expenses per train-mile in rupees.
1896	12,13,84	47·86	6,080	1·84
1897	12,48,16	48·75	6,019	1·78
1898	13,03,24	47·47	6,022	1·78
1899	13,96,66	47·48	6,038	1·79
1900	15,09,95	47·79	6,205	1·78

31. The steady increase in the total expenditure during the past three years is partly explained by the large increase in mileage opened and partly by the development of traffic. But the increase in expenditure per mile open points to other causes as contributing to the rise. These may be stated to be an enhancement in the rates of wages, and a large rise in the price of materials. On the other hand, the small increase in the proportion of expenditure to gross earnings and the fall in the expenditure per train-mile, point to railways having been more economically worked.

Another factor which contributed to the increase in working expenses during the year under review was the damage caused by floods. The rainfall during the monsoons was unusually heavy and much damage was done by breaches and the washing away of bridges, etc., as will be seen from the particulars in paragraph 60 of this report.

32. With the length of railways varying and a fluctuating traffic it is not easy to formulate in a statement the extent to which wages are increasing. The tendency for

\* Includes all other traffic earnings except steam-boat.

### Working expenses.

wages to advance is, however, well marked. This is partly due to the higher standard of efficiency required to deal satisfactorily with the great development of traffic which is taking place and partly to the large demand there is for skilled labour among the numerous mills and other industries which are being established in every large centre.

The prices of materials which represent large items in the working expenses of railways can be more definitely stated, and those of iron and steel in Europe during the past five years compare as follows :

Calendar year.	IRON.								STEEL.			
	BAR.		PIG.		PLATE.		SHEET.		MILD BAR.		RAILS.	
	Highest. Ton.	Lowest. Ton.	Highest. Ton.	Lowest. Ton.	Highest. Ton.	Lowest. Ton.	Highest. Ton.	Lowest. Ton.	Highest. Ton.	Lowest. Ton.	Highest. Ton.	Lowest. Ton.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1896	8 5 0	6 5 0	2 11 6	2 9 0	7 5 0	5 15 0	8 15 0	7 5 0	8 10 0	5 17 0	4 13 9	4 7 6
1897	8 7 6	6 7 6	2 11 9	2 8 3	8 10 0	6 10 0	8 10 0	7 10 0	7 0 0	5 9 3	4 17 6	4 5 0
1898	8 5 0	6 10 0	2 12 6	2 12 6	9 0 0	6 12 3	10 0 0	7 7 6	7 7 6	5 7 6	5 5 0	4 7 6
1899	10 10 0	8 0 0	3 19 0	3 16 0	11 0 0	9 0 0	12 0 0	9 10 0	10 5 0	6 15 0	7 2 6	4 12 0
1900	10 15 0	10 10 0	3 16 6	3 16 6	12 0 0	11 10 0	12 17 6	11 4 0	12 5 0	7 17 6	7 10 0	6 0 0
Difference between 1896 and 1900.	+2 10 0	+4 5 0	+1 5 6	+1 7 6	+5 5 0	+5 15 0	+4 2 6	+3 19 0	+3 15 0	+2 0 6	+3 16 3	+1 12 6
Increase per cent.	20'3	63'0	49'5	56'0	77'4	100'0	47'6	54'4	44'0	34'6	60'0	37'0

To counteract an enhancement so great as has taken place, a close supervision over expenditure was called for, a call which, as has already been shown, has been well responded to.

33. Coal, which plays an important part in the cost of working a railway, judging from the figures furnished by railways and presented in Appendix 25, does not appear to have contributed very largely to the increase in expenditure in proportion to the work done. Indian coal is fast displacing foreign coal on Indian railways as will be seen from the following figures :

Coal.  
App. 25 and 26.

Calendar year.	Foreign coal consumed by railways.	Indian coal consumed by railways.
	Tons.	Tons.
1896 .	108,442	1,182,051
1897 .	49,779	1,332,043
1898 .	39,004	1,422,103
1899 .	82,446	1,557,000
1900 .	54,339	1,855,610

34. The East Indian and the North Western railways have collieries of their own. Those of the North Western railway do not produce much coal, but the East Indian railway obtain all their coal from their own colliery, and it is due to this fortunate circumstance that their coal costs them so little and that they are able to keep their working expenses at so low a percentage of their gross earnings. Collieries owned by railways or the State.  
App. 27.

### Net earnings.

35. The working expenses in the different departments of railways treated as one system are shown in the following table\*:

CAL- ENDAR YEARS	ENGINEERING.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.			GENERAL.		
	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
1896 .	12.48	1,567	0.48	15.92	1,997	0.62	4.30	541	0.17	7.97	1,000	0.31	5.06	635	0.20
1897 .	12.67	1,540	0.47	15.83	1,924	0.58	4.49	546	0.17	8.24	1,001	0.30	5.21	632	0.19
1898 .	11.48	1,433	0.44	15.67	1,955	0.59	4.87	608	0.18	8.05	1,004	0.30	4.98	621	0.19
1899 .	11.66	1,461	0.44	16.05	2,011	0.61	4.56	572	0.17	7.89	988	0.30	4.85	607	0.19
1900 .	11.47	1,466	0.43	16.69	2,134	0.63	4.43	566	0.17	7.95	1,016	0.30	4.69	598	0.18

36. These results are not unsatisfactory, but the results for individual railways as presented in Appendices 18, 22, 23 and 24 and in Appendices 28 and 29, which show the proportion of freight to the dead weight moved and the capacity hauled, seem to require consideration. Any comparison between different railways must necessarily be made with great caution, as the conditions on no two railways are quite the same. A judgment of results by averages is equally misleading, as the same conditions do not obtain throughout the year. Railways are undoubtedly suffering from a rise in the price of materials and to some extent from an increase in wages, but these items will not altogether explain some of the questions which must suggest themselves on a study of these statements. While it is evident that economy in working has been studied, there would seem to be room for further examination by railways of their expenditure account and of their system of working.

### Net earnings.

Net earnings.  
App. 8 and 9.

37. Turning now to the net earnings, and treating all the railways as one undertaking, the following table shows what the net earnings were, and what return they would have given on the capital expenditure under normal conditions :

Calendar Year.	Net earnings in thousands of rupees.	Percentage of net earnings on capital outlay.	NET EARNINGS IN RUPEES.	
			Per mile open.	Per train-mile.
1896 . . . .	13,22,30	4.92	6,670	2.01
1897 . . . .	13,12,06	4.65	6,363	1.88
1898 . . . .	14,42,37	4.92	6,597	1.98
1899 . . . .	15,44,68	4.99	6,762	1.99
1900 . . . .	16,49,72	4.99	6,620	1.96

Gain or loss to State.  
App. 30.

38. The conditions on Indian railways are not, however, normal, as was explained in paragraphs 2 and 5, and while some railways are in a flourishing condition, others, in consequence of the terms of the contract under which they are worked, do not cover their guaranteed interest. The working of the year 1900 resulted nevertheless, as was shown in paragraph 3, for the first time in the history of the Indian railway system, in a net gain to the State of Rs. 8,72,391.

39. Recapitulated, the results show an increase in 1900 over 1899 in—

Mileage open of . . . . .	5.25 per cent.
Coaching traffic—	
Passengers, number of— . . . . .	8.39 "
Train-mileage . . . . .	9.23 "
Gross earnings . . . . .	11.26 "

\* The totals are shown in paragraph 30.



## Capital.

Goods traffic—		
Tonnage	. . . . .	7.43 per cent.
Train-mileage	. . . . .	8.42 "
Gross earnings	. . . . .	6.09 "
Working expenses	. . . . .	8.11 "
Net earnings	. . . . .	6.80 "

## Capital.

40. The total expenditure borne against capital, both on railways open and ways under construction, to the close of the calendar year 1900 was as follows: rail. Capital outlay. App. 30.

	MILEAGE.			CAPITAL OUTLAY.
	Open.	Under construction.	Total.	Rs.
Guaranteed railways . . . . .	2,853.26*	59.75	1,365.07*	67,09,58,145*
State lines worked by companies	10,787.38	911.76	13,247.08	1,39,55,06,127
State lines worked by the State	5,858.74	204.61	6,063.35	89,11,51,975
Assisted Companies . . . . .	2,266.93	50.56	2,317.49	16,73,35,501
Native state lines . . . . .	2,866.81	159.74	3,026.55	16,09,04,092
Lines in Foreign territory . . . . .	73.61	...	73.61	1,76,27,520
<b>TOTAL OPEN LINES AND LINES PARTLY OPEN</b> . . . . .	<b>24,706.73</b>	<b>1,386.42†</b>	<b>26,093.15†</b>	<b>3,30,34,83,360</b>
Railways wholly under construction . . . . .	...	382.35	382.35	89,13,365
<b>GRAND TOTAL OUTLAY ON RAILWAYS</b> . . . . .	<b>24,706.73</b>	<b>1,768.77†</b>	<b>26,475.50†</b>	<b>3,31,23,96,725</b>
Unclassified expenditure, including surveys and collieries . . . . .	...	...	...	1,51,14,112
<b>GRAND TOTAL CAPITAL OUTLAY IN INDIA</b> . . . . .	...	...	...	<b>3,32,75,10,837</b>

The figures for State railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue.

41. The total sterling capital raised by companies and paid over to the Secretary of State up to the close of the calendar year 1900, and the amount subsequently withdrawn for expenditure by companies during and up to the close of the calendar year 1900 were as follows:

	Amount raised up to 31st December 1900.	Amount withdrawn in 1900.	Amount withdrawn up to 31st December 1900.
Guaranteed railways . . . . .	£ 21,933,819	£ 271,536	£ 21,823,404
State lines leased to Companies . . . . .	30,662,960	1,843,487	34,439,995
<b>TOTAL £</b>	<b>52,596,779</b>	<b>2,115,023</b>	<b>56,263,399</b>

Sterling capital. App. 31.

42. Every year, about the 15th of December, application is made by the several railways for the financing of which the State is responsible, for an allotment of funds for capital expenditure during the ensuing official year. The available funds are distributed between these railways at the commencement of each official year; and later in the year this allotment is revised, if more money is available than was at first anticipated; or if it has been found necessary to stop or reduce expenditure on one railway to meet the more urgent demands of another. An examination of Appendix 32 will show the amount of these allotments, the amount actually spent on Capital account each year, and the extent to which the forecast has been upset by the withdrawals of grants and the curtailment of expenditure due to the necessities of the State arising out of famine, war, etc., and also to the demands of some of the railways being too urgent to be postponed.

Budget allotments for capital expenditure. App. 32.

43. The total budget allotment for the year 1899-1900 was originally Rs. 8,93,41,000, but was subsequently increased to Rs. 9,42,33,000; and for the year 1900-01 was Rs. 7,43,74,000, subsequently raised to Rs. 8,35,84,000. These increases were due to the transfer of troops from India to South Africa and China which released funds allotted for military expenditure and made them available for the Public Works Department.

\* These figures include for this year the Great Indian Peninsula, Dhond-Manmad and Wardha Coal railways.  
† Excludes 459 miles on which work has not commenced.

## Summary.

44. The actual capital expenditure during the calendar year 1900 on railways for the financing of which the State is responsible amounted to Rs. 7,58,36,879.\* The gross capital outlay on all railways in India during the same period, however, amounted to Rs. 9,42,79,927. The amount was spent in the construction of 3,006 miles of railway, 1,237 of which were completed and opened for traffic during the year, and in providing additional rolling-stock and other facilities for carrying the growing traffic of the several railways. A reference to paragraph 52 will show that 155 engines, 539 passenger vehicles and 3,392 wagons were put into use during the year under review, the East Indian railway receiving 61 engines, 64 passenger vehicles and 1,262 wagons.

45. For the official year 1901-02 provision has been made in the railway programme for capital expenditure on railways as follows :

	Rs.
For expenditure on open lines . . . . .	4,59,97,000
” ” ” lines under construction . . . . .	4,59,47,000
” ” ” new lines only recently commenced . . . . .	1,13,00,000
<b>TOTAL</b>	<b>10,32,44,000</b>

In framing this programme, the principle which has been followed is that the amount required to meet the needs of open lines, so far as they can be foreseen, has been regarded as a first charge upon the money available for railway purposes, and every effort has been made to provide in full for all demands arising out of the development of existing traffic ; next in order, provision has been made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State ; and, lastly, provision has been made for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

With the larger grant, which it has thus been possible to make, the older lines, whose development has been hampered for want of funds, will be able to provide themselves with much needed rolling-stock and other requirements necessary for their satisfactory and profitable working.

Outlay under heads of account. App. 33.

46. The capital outlay under the several heads of expenditure on railways, both open and still under construction, up to the close of the calendar year 1900, is presented in Appendix 33.

## Summary.

General results. App. 8 and 30.

47. Summarised, the general results of working Indian railways during the year 1900 were as follows :

Calendar year.	Mileage open on 31st December.	Gross earnings. †	Working expenses. †	Net earnings. †	Per cent. of net earnings on outlay.	Pro: per cent. of expenses to gross earnings.	PER MILE WORKED. (IN RUPEES.)			PER TRAIN MILE. (IN RUPEES.)			Gain or loss to State. †
							Gross earnings.	Working expenses.	Net earnings.	Gross earnings.	Working expenses.	Net earnings.	
1896	20,209	25,36,14	12,13,84	13,22,30	4'92	47'86	12,750	6,080	6,670	3'85	1'84	2'01	-2,58,98
1897	21,070	25,60,22	12,48,16	13,12,06	4'65	48'75	12,382	6,019	6,363	3'66	1'78	1'88	-2,16,25
1898	21,995	27,45,61	13,03,24	14,42,37	4'92	47'47	12,719	6,022	6,697	3'76	1'78	1'98	-1,11,63
1899	23,475	29,41,34	13,96,66	15,44,68	4'99	47'48	12,800	6,038	6,762	3'78	1'79	1'99	-46,06
1900	24,707	31,59,67	15,09,95	16,49,72	4'99	47'79	13,025	6,205	6,820	3'74	1'78	1'96	+8,72

48. The main features of this statement are a large increase of mileage opened and of revenue, and for the first time a large profit to the State.

The prospects of the progress here shown continuing during the year 1901 are good, and there is every reason to anticipate that the railways of India will in future contribute largely and in an increasing amount to the revenues of the country.

\* Includes the Guaranteed railways ; but excludes Agra-Delhi chord line which is shown under "Unclassified Expenditure," and the premium, etc., paid for the purchase of the Great Indian Peninsula railway.

† In thousands of rupees.

## PART II.

### MISCELLANEOUS.

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49. The chief events of the year 1900 are recorded below :

Chief events of  
the year.

On the 1st January, the Tanjore District Board having purchased the Government share of the Mávavaram-Mutupet railway became the sole owner of that line.

On the 1st January, the maintenance of the Narwana-Kaithal branch of the Southern Punjab railway was taken over by the North Western State railway.

On the 1st April, the Hyderabad-Shadipalli railway, which was constructed from Provincial revenues, was taken over as an Imperial line.

The Diamond Harbour-Tamluk steamer service, which had previously been worked by the Eastern Bengal State railway, was transferred to the Calcutta Steam Navigation Company with effect from the 2nd April.

The Great Indian Peninsula railway was purchased by the State on the 1st July 1900, and by Indentures made on the 21st December 1900, between the Secretary of State in Council of India and the Great Indian Peninsula and the Indian Midland Railway Companies, it was agreed that, from the 1st July 1900, the former company should maintain, manage, and work the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The working of the Powayan Steam tramway was taken over by the Rohilkund and Kumaon Railway Company from the 2nd July.

On the 29th August, Her Majesty's Secretary of State for India authorized the resumption by the State of the Bhátinda-Ferozepore section of the Rajputana-Malwa railway, and accordingly the 5' 6" gauge line from Bhátinda to Ferozepore was taken over from the Bombay, Baroda and Central India Railway Company and incorporated with the North Western State railway with effect from the 1st July.

The working of the East Coast State railway was taken over by the Madras and Bengal-Nágpur Railway Companies, with effect from the 1st January 1901. The Southern section from Washermenpet to Vizagapatam, including the Cocanada branch, was made over to the Madras Railway Company, and the Northern section, extending from Barang to the west distant signal on the old line into Waltair station, including the Puri branch, to the Bengal-Nágpur Railway Company, running powers being granted to the latter company over the Waltair-Vizagapatam section.

The maintenance of the Bezwada extension of the East Coast State railway was from the same date transferred to His Highness the Nizam's Guaranteed State Railways Company.

On the 17th December, agreements between the Mysore Durbar and the Southern Mahratta Railway Company for working the Yesvantpur-Mysore frontier, the Mysore-Nanjangúd and the Birur-Shimoga railways were approved by the Government of India.

The results of the first and second sittings of the travelling Commission, which was constituted in 1899 under the orders of the Government of India, are given in paragraph 8, Chapter I, of the Railway Administration Report, Part I, for 1899-1900. The Commission held its third sitting in the Frere Hall, Kurrachee, from 26th to 29th November 1900, both days inclusive, to receive statements and evidence and consider the point of junction between the North Western (5' 6" gauge) and the Jodhpur (3' 3 $\frac{3}{8}$ " gauge) railway systems. The recommendations of the Commission are that the metre gauge terminus be removed from Shadipalli, on the Hyderabad-Shadipalli railway, to Hyderabad, Sind.

At a meeting of the representatives of the several railways interested, a Claims Arbitration Committee for Northern India was formed and rules for the guidance of the Committee were framed to have effect from the 1st January.

**Important works completed.**

The rates for the carriage of parcels and other coaching traffic, and the rules affecting the same, were revised on all railways with effect from the 1st January in accordance with resolutions passed at the Traffic Conference of 1899.

A Traffic Conference of railway delegates assembled at Simla in September, under the orders of the Government of India. The efforts of the Conference were mainly directed towards (a) the revision and confirmation of the regulations drawn up at the Traffic Conference of 1899, (b) consideration of the scale of voting powers, (c) re-consideration of resolution No. 51 of the Traffic Conference of 1899 in regard to the rules for making the Conference Regulations binding on all railways parties to the Conference, and (d) establishment of a yearly Conference with a paid Secretary and office staff.

The principal question connected with the revision of the Conference Regulations of 1899 was the proposal to revert to the principle of payments for the use of foreign railways' vehicles by mileage and demurrage, instead of on a time basis as adopted at the meeting of 1899. The decision of this question has been deferred pending consideration of certain statistics called for. Meanwhile the rate of hire for 3' 3 $\frac{3}{8}$ " gauge goods stock has been equalized with that for the 5' 6" gauge.

As regards (b), the Conference have adopted, with certain modifications, the scale proposed last year by the East Indian railway, while in regard to (c) and (d), the Conference have confirmed the rules drawn up last year and have recommended that a Conference should be held annually, the cost being apportioned between the several railways in direct proportion to their voting powers.

In October, the administrations of the North Western, Oudh and Rohilkhand, East Coast and Great Indian Peninsula State railways were directed to carry, free of charge, consignments of food stuffs and clothing from Messrs. Morgan and Scott of London, for charitable distribution among the famine stricken population of India. The administrations of companies' lines also agreed to carry the consignments free of charge.

*Important works completed.*

Important works completed.

50. The works of importance completed during the year 1900 are the following:

(a) *East Indian railway.*—The doubling of the track on the Jherriah branch between miles 143.48 and 147.07. The second line was opened on the 2nd August 1900.

The Sone (Dehri) bridge on the Moghal Sarai-Gya extension, consisting of 93 spans of 100-foot girders, which was opened on the 1st March 1900.

(b) *Bengal Central railway.*—The construction of the siding from the Dum Dum Cantonment station to the Small Arms Ammunition Factory, which was completed on the 25th June 1900.

(c) *Bengal-Nagpur railway.*—The Mahanaddi bridge, consisting of 64 spans of 100-foot girders, which was passed for traffic on the 11th March 1900; the Kuakhai and Kathjori bridges, consisting of 20 and 18 spans, respectively, of 150-foot girders, which were passed for traffic on the April 1900; and the Roopnarin bridge, consisting of 7 spans of 300-foot and 4 spans of 100-foot girders, which was opened on the 24th May 1900.

(d) *East Coast State railway.*—The doubling of the track between the point of junction and Waltair station, 4.24 miles, which was completed, and the second line opened on the 12th December 1900.

The Havelock bridge over the Godavari, consisting of 56 spans of 150-foot and 1 span of 40-foot girders, which was opened on the 30th August, 1900.

- (e) *North Western State railway.*—The Indus bridge at Kotri, consisting of 5 spans of 350-foot triangulated girders and 1 land span of 100 foot girder, which was opened on the 25th May 1900.
- (f) *Great Indian Peninsula railway.*—The Girna bridge on the Chalisgaon-Dhulia branch, consisting of 13 spans of 100-foot girders, which was opened on the 10th December 1900.
- (g) *Bombay, Baroda and Central India railway.*—The doubling of the line up to Baroda which has been completed with the exception of the portions between Daman Road and Sachin, a distance of 49 miles and between Anklesvar and the block station at the south end of the Nerbudda bridge, 4.15 miles; the protective works of the Nerbudda bridge which are in progress; and extensions of the Parel workshops which are in hand and will shortly be completed.
- (h) *Hyderabad-Godavari Valley railway.*—The Godavari bridge at Basar, consisting of 21 spans of 60-foot girders, which was opened on the 16th May 1900.
- (i) *Burma railways.*—On the Mandalay-Kunlong branch the construction of the Gokteik bridge which was completed in December 1900; the earthwork and bridging in the Gokteik approaches, and the Gokteik tunnels except part of the lining, were also finished.

51. During the year under review 109 stations were fitted with apparatus for interlocking points and signals, but progress in the introduction of automatic instruments for signalling trains between stations was small, only 36 stations having been provided with these instruments. The year 1901 will, however, probably see considerable development in both these directions.

Interlocking and  
block working.  
App. 36.

#### Rolling-stock.

52. It has been shown in paragraph 45 that the development of railways has been hampered for want of sufficient rolling-stock. Large allotments of funds have been recently made to permit of the purchase of rolling-stock, and during 1900, 155 engines, 539 passenger carriages, and 3,392 wagons were obtained for 5' 6" and 3' 3 $\frac{3}{8}$ "\* gauge railways. Of these, the East Indian railway received 61 engines, 64 passenger vehicles and 1,262 wagons. Orders have also been placed for 331 engines, 878 passenger vehicles and 7,352 wagons, of which the large majority (68 engines, 224 passenger vehicles and 2,785 wagons) are intended for the East Indian railway.

Rolling-stock.  
App. 34 and 35.

53. The total outlay on rolling-stock for 5' 6" and 3' 3 $\frac{3}{8}$ "\* gauge railways amounted at the close of 1900 to Rs. 41,46,68,000, or at the rate of Rs. 16,783 per mile open. The work done by the rolling-stock is shown in Appendix 34. The conditions are so different on each railway that no fair deductions can be drawn from the results obtained; and an examination of this question by averages would be most misleading. On some railways the work is fairly distributed throughout the year: on others the greater part of the traffic is forced into 2 or 3 months of the year; and although the figures presented appear to show that the best use has not been made of the available stock and that some railways have more than they need, in reality several of them, and they the principal ones, are quite unable to meet the demands made upon them during their busy times. This point will be more clearly brought out by a study of items 22, 48, 90 and 109 of Appendix 46.

54. During the year 1900, 214 engines and 739 vehicles were fitted with automatic brakes, making the number so fitted at the close of the same year 1,569 engines and 8,670 vehicles, as against 2,056 engines and 70,325 vehicles not yet fitted. The use of automatic brakes is at present confined to railways with fast passenger trains or running over-country with steep gradients.

Automatic brakes.  
App. 37.

55. During the year 1900, 594 vehicles were fitted with Pintsch's gas, making the total number so fitted at close of the year 5,486, as compared with 4,259 unfitted on the railways which light their trains by gas.

Carriages light-  
ed by gas.  
App. 38.

\* Excludes Nilgiri, Bengal Doozes, Dibru-Sadiya and Deoghur railways.

**Accidents.**

**Couplings.**

56. By degrees all vehicles are being fitted with screw couplings at one if not at both ends.

*Accidents.*

**Accidents.**  
App. 39.

57. The accidents which occurred during the calendar year 1900 compare as follows with the preceding 4 years :

CALENDAR YEAR.	PASSENGERS.						SERVANTS.						OTHER PERSONS.						Total all classes.					
	From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.	From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.	Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.				Total.			
	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	
1896.	24	93	59	191	83	284	6	47	153	273	159	320	26	13	340	127	146	4	9	13	521	157	763	761
1897.	22	128	57	210	79	138	18	38	212	330	230	368	25	16	520	169	169	9	16	4	730	198	1,039	904
1898.	6	66	63	188	69	254	23	62	174	309	197	371	26	9	428	139	88	8	11	18	553	174	819	799
1899.	7	86	60	191	67	277	20	92	182	339	202	431	21	10	445	149	103	6	25	23	594	188	863	896
1900.	14	76	83	217	97	333	21	92	236	385	157	477	32	17	603	236	164	8	17	11	911	296	1,265	1,106

The large increase in 1900 under "Other persons" was due to famine-stricken people wandering on to the line at night.

**Train accidents.**

58. The following were the principal accidents :

On the 4th March, the Bombay-Howrah Postal special train was totally derailed on the Jubbulpore line between Bargarh and Dabhaura stations. One railway servant was killed, and two railway servants and two native postal sorters were more or less severely injured. There were seven first class passengers only in the train, but they escaped with a severe shaking and a few slight bruises.

On the 2nd January, between Hili and Chorkai stations on the Northern Eastern Bengal State railway. section, No. 15 up Assam mail train collided with No. 96 down goods train, owing to carelessness on the part of both station masters. Three railway servants were killed, and six passengers and two railway servants injured. Both the engines were overturned and seriously damaged and fifteen vehicles were derailed and badly damaged.

On the 8th May, a cyclonic storm blew out of the Khargpur station yard sixty wagons towards Madpur, which collided with the mail train about 3 miles from Khargpur station, considerably damaging the rolling-stock. No one was injured.

On the 20th August, owing to breaches on the line between Baripada and Bala-sore, mileage 125 to 127½, No. 61 down mail train was derailed at bridge No. 207, and nine carriages were completely wrecked. One European and 10 native passengers were killed, and 49 passengers injured.

On the 21st, August a collision occurred at Lucknow station between No. 69 Oudh and Rohilkhand State up goods train and No. 22 down mixed train. A few passengers were slightly, and a railway servant severely, injured, and one railway servant was killed. The engine, tender and four leading vehicles, including a postal van of the mixed train, and eight wagons on the goods train, were derailed and the rolling-stock was considerably damaged.

## Flood damages.

On the 10th March, two third class carriages, and a second class carriage, attached to No. 3 down passenger train were destroyed by fire between Kethora and Bina stations. No passengers were injured.

On the 9th May, a collision occurred at Tilati station between No. 104 up Raichur mail train and No. 261 down goods train, owing to the points having been wrongly set. Two passengers were slightly injured, and the rolling-stock and permanent-way were damaged.

On the 11th March, a collision occurred at mile 26½, between Limkheda and Jekot stations, between an up special goods train and No. 41 down goods train, owing to the station master of Jekot having given line clear for the latter to leave Limkheda station while the section was already occupied by the former. The rolling-stock was considerably damaged.

On the 26th April, a collision occurred between No. 91 up goods and No. 4 down passenger trains at Mairwa station, owing to the points having been wrongly set for the latter train. Both engines and three wagons were slightly damaged.

On the 7th May, No. 7 up passenger train ran off the line at mile 128 between Semra and Segowlie stations. The engine ran down the bank and turned over on its side, killing one railway servant and injuring three others.

On the 10th September, a ballast train which left Khanapur station returned against signals, and collided with No. 19 up goods train, killing four of the coolies outright, seriously injuring two and slightly injuring three others.

*Flood damages.*

59. The rainfall during the monsoons of 1900 was in many parts unprecedentedly heavy—In Calcutta and the neighbourhood 25·36 inches fell within 48 hours, leaving the town many feet under water and making vehicular traffic impossible—This had its natural effect on railways, and there were many and some serious breaches all over India.

60. The principal damages caused were the following:

On the 15th July, a storm broke over the district from Karnal to Kalka, resulting in heavy floods between Karnal and Kharindwa stations which headed up against the railway bank. The total extent of breaches on the line was as follows:

Mile 84/17 breach was	90 ft. wide.
Mile 85/19 breach was	150 ft. wide (in portion).
Mile 88/19 breach was	30 ft. wide.
At bridge No. 215—	20 ft. wide.
Bridge No. 216	} 120 ft. Also two abutments and one pier were totally carried away.
(Mile 97/10) (4 spans of 40 ft. girders)	
Mile 97/25—98/12	700 ft.
Total	1,110 ft.

Had not the banks of the canals, which run at right angles to and are much lower than the railway, been breached, considerably more damage would have been done to the railway embankment. Precautions were taken in due time to prevent any accident to trains. The constant rain that occurred throughout August made it impossible to close the breach at bridge No. 216; but the remaining breaches were all made good by the 6th August. The total interruption to traffic was seven weeks and one day.

No. 15 up Bombay mail train was blocked in at Thánesar from the 16th to the 21st July and passengers had to be conveyed to stations on either side of the breaches, the mails being conveyed by trolly to Taráori and thence by train to Gháziabad, where

## Flood damages.

they were taken on over the North Western railway. The line was made passable as far as Thánesar, on the south, on the 21st July, and a local service instituted between Delhi and Thánesar; as also between Umballa and Kharindwa, north of the breach. The up and down Punjab mail trains ran *viá* the North Western railway between Gháziabad and Umballa until the 4th September 1900, when through running was resumed over the Delhi-Umballa-Kalka railway section.

The heavy rain in Calcutta and its neighbourhood on 20th September caused serious interruption to traffic and the running of all night trains had to be stopped on the 22nd and 23rd September.

Early on the 18th August, at mile 935, between Ludhiana and Ladhwal stations, the girders and one abutment of the Hussanpur bridge were completely carried away by floods. The break was crossed by transshipment from the 18th to 23rd August, when a diversion was opened.

On the 18th and 19th August, heavy floods came down the Sutlej, and the line between Gunda Singhwala and Ferozepore City was breached in several places. No transshipment was possible till the 24th idem. Through communication was restored on the 1st September.

On the 24th September, the line between Dantan and Dhanmandal, mileage 128 to 175, was washed away in several places and many of the bridges and culverts seriously damaged.

The running of trains over the section had to be stopped till 8th October and transshipment at some of the diversions had to be continued till 3rd November, on which date through booking was resumed.

On the 16th August, the line was breached in nine places, aggregating 4,390 lineal feet, between Nidadavolu and Kovvur stations, through failure of the river protection embankment. A 5x20' girder bridge was completely swept away. Through communication was restored on the 30th August.

On the 26th September, a land slip occurred on the Bhere Ghat when a large quantity of boulders and earth, estimated at about 2,000 tons, fell on the line blocking both up and down roads, a further large quantity passing clear of the line into the ravine. The line is in cutting at this point. Considerable damage was done to permanent-way and the line was blocked for three days.

On the 28th June, the line between Chittagong and Laksam was breached and washed away in many places, causing serious detention to traffic.

The line between Pertabganj and Balua Road at mile 92 was breached by floods on 22nd July, and the train service was suspended until 2nd August, when the breach was repaired.

The Segowlie-Raxaul branch railway was breached at miles 9 and 11 owing to floods on the 22nd July, and the train service was suspended until 13th August when traffic working was resumed. The line was again breached on 26th September and the running of trains stopped from 27th to 30th September when the breach was repaired.

On the 4th September, a breach took place between mile 386-8 and 386-10, one mile south of Ajanti station. The bank behind the south abutment of bridge No. 28, for nearly 480 feet, was almost completely washed away and the permanent-way strewn in the jungle. The cause of the breach was a rainfall of 9.37 inches in six hours. Through communication was restored on the evening of the 6th.

On the 8th and 16th August and 13th September, the Guja river was flowing over the rails, and trains could not pass for two days on the two first occasions, and for four days on the last one.

On the 9th August, the line was breached in three different places at the 213th and 214th miles and a culvert was washed away. Traffic was interrupted for a week.

On the 16th August, a culvert was damaged by a flood at the 7th mile and delayed traffic for two days. A diversion round the same culvert was carried away three times.



## Flood damages.

On the 12th September, the line was washed away at the 93rd mile and on 13th at the 105th and 106th miles, interrupting traffic for three days.

On the 16th September, an arched culvert was carried away by a flood at the 218th mile, interrupting traffic for a week.

Owing to the exceptionally heavy rainfall during the month of August all over Bhavnagar-Gondal-Juna-Kathiawar, several portions of the line were washed away, gadh-Porbandar railway. and through passenger traffic interrupted on the Veraval, Porbandar and Jamnagar sections for about three weeks in all.

On the 10th August, the engine of No. 63 up goods train was derailed between Southern Mahratta rail-Diguvametta and Chelama, owing to the train having way. run into a large quantity of rock which had slipped from the side of the cutting during heavy rain, completely blocking the cutting and covering the line. The line was blocked up to 15th August.

On the 16th August, owing to heavy floods in the Coleroon river, the embankment at mile 156-17, between Coleroon and Shiyali South Indian railway. stations, was breached for an aggregate length of 251 feet. Through traffic was suspended from 16th August to 4th September, but passengers and light goods were transhipped from 20th August.

On the 21st July, the Indaw Choung scoured away 140 feet of the south Burma railway. approach to bridge at mile 474-18 consisting of two 40-foot and one 100-foot girders. A trestle bridge of three 40-foot and one 20-foot girders was erected and through communication restored on 22nd August.

On the 16th September, an overflow of the Pyuntaza river undermined the foundations of the north pier of bridge 117 at mile 85-16, consisting of 5 spans of 40-foot girders, and displaced the pier from 4 to 5 feet. Traffic was resumed on the 18th on a pier made of laterite blocks and sand bags.

On the 28th September, the next pier was destroyed in a similar manner and traffic restored on 3rd October.

On the 7th October, the Kaboung river overflowed its banks and breached the line for 50 feet at mile 161-16. A temporary bridge of sleepers and rails was put in and communication was restored on the 10th idem.

On the 8th October, the Yonbin river burst its bank and pouring across country breached the line at three places between Pyiwin and Pynmana and destroyed the 20-foot spans at miles 218-3 and 220-9. Owing to the same cause the line at Thawatti station was submerged for  $\frac{3}{4}$  mile and a large quantity of metal carried away.

On the 19th September, 150 feet of the south and 120 feet of the north approach of the Obodaung bridge at mile 464-13-A was washed away by an abnormal flood.

On the 22nd September, the overflow of the Mu river breached the line at miles 414-10-A and 414-21-A. The line was restored on 29th September.

On the 15th June, a huge slab of stone and over 200 tons of débris slipped from the edge of the cutting on to the line. The big stone Nilgiri railway. forced the rails out of position, damaging several of them and a number of sleepers and rack bars. The line was cleared on 16th June.

From 18th October to 19th November, about 600,000 cubic feet of rock, boulders, earth and slush, slipped from the hill-sides and fell on the line at several places between 5-4 and 12-6 miles, in some cases piling débris 25 feet high over the rails. Traffic was suspended until the 13th December.

On the 20th and 21st September, the line between Howrahghât and Howrah-Amta and Howrah-Sheakhalla light railways. Kadamtala junction was flooded, the water being two feet above rail level; in consequence, all trains had to be

### Railway staff.

terminated at and started from Kadamtala Junction, and the train service was interrupted for about eleven days till the water subsided.

### Railway staff.

Railway staff.  
App. 40.

61. The following table shows the number of servants employed of the different races, European, Eurasian and Native:

Calendar year.	Europeans.	Eurasians.	Natives.	Total.
1896 .	4,665	6,696	271,734	283,095
1897 .	4,793	6,902	284,800	296,495
1898 .	4,967	6,936	296,700	308,603
1899 .	5,292	7,393	329,089	341,774
1900 .	5,367	7,295	337,515	350,177

Volunteer force.  
App. 41.

62. Of the Europeans and Eurasians, the following number were enrolled as Volunteers:

Calendar year.	Sergeant Instructors furnished by the Army.	ENROLLED STRENGTH OF VOLUNTEERS.					Total No. of European and Eurasian employes on railways.
		EFFICIENTS.			Non-Efficients.	Total number of Volunteers in Corps.	
		Officers.	Non-Commissioned Officers.	Volunteers.			
1896 .	111	385	1,304	9,099	385	11,173	11,361
1897 .	115	398	1,336	10,000	296	12,030	11,695
1898 .	116	375	1,362	9,498	270	11,505	11,903
1899 .	123	395	1,460	9,958	152	11,965	12,685
1900 .	122	389	1,406	10,068	175	12,038	12,662

Police force.  
App. 42.

63. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State Lines Worked by the State and the old guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

During the past year, owing to famine, there was a large increase in the number of thefts and the amount of compensation paid. In consequence of the great demand made upon railways, the use of open wagons had to be largely resorted to for the carriage of grain and food stuffs, and as there are long heavy inclines on the lines which passed through the famine stricken areas, advantage was taken of the reduction in the speed of trains while travelling up these inclines to tip bags out of the open wagons. In some places, closed wagons were burst open and robbed of as much of their contents as could be removed.

Provident fund.  
App. 40.

64. In connection with every railway in India there is a Provident Fund, the object of which is to make some provision for employes against their retirement or for their families in the event of their dying while still in the service of the railway. The money in this fund cannot be attached by courts of law, nor can it be alienated or hypothecated by the employe. Every monthly paid employe who is not pensionable nor a menial servant is obliged to be a member of this fund and is required to subscribe monthly amounts varying on different railways but not exceeding 1-12th of his salary. At the close of the half-year, the railway distributes as bonus among the depositors a first contribution equal to one-half of such subscriptions and a second contribution not exceeding one-half of such subscriptions or one per cent. of net earnings. In the case of the more prosperous railways, the latter sum is now generally obtained by depositors.

The amount thus subscribed amounted at the end of 1900 to nearly 350 lakhs of rupees, the bonus paid by railways amounting to nearly 75 lakhs.

\* This column includes non-railway employes who are enrolled in Railway Corps.

Fine fund.  
Schools.  
Fine fund.

65. Fines inflicted on employés are not credited to the revenues of the railway, but to what is known as the Fine fund. The money thus withheld goes back again to them in the shape of contributions to recreation clubs, schools and similar institutions and in the relief of families left in destitute circumstances.

66. The following table shows the transactions of the Fine fund on railways administered by the State :

Railway.	ASSETS.				DISBURSEMENTS.						Balance in hand on 31st December 1900.
	Balance on 31st December 1899.	Fines and bonus forfeited during 1900.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
North Western .	...	19,993	72	20,065	100	646	10,568	5,338	194	16,846	3,219
Oudh and Rohilkhand .	49,038	4,634	1,532	55,204	...	...	2,895	3,035	8,329	14,259	40,945
Eastern Bengal .	1,631	8,872	49	10,552	...	561	2,359	4,158	1,248	8,326	2,226
East Coast .	...	...	...	Information not furnished.	...	...	...	...	...	...	...
Jorhat .	61	127	2	190	129	...	...	...	...	129	61

67. On the larger railways, schools are provided and maintained at all centres where the number of children is large enough to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employés. Government in the Educational Department allow a certain grant for every child who passes the tests prescribed and any deficit is made good from the revenues of the railway. Where the number of employés is not large enough for a railway school and there already exists a public or private school in the town, the schooling fees are borne wholly or in part by the railway.

Schools.  
App. 43.

The number attending school amounted, at the close of 1900, to 6,242 children and 3,828 apprentices and workmen, the contributions by Government amounting to Rs. 31,601 ; by the railways to Rs. 1,04,288 ; and by fees to Rs. 73,971.

The assistance thus given to employés is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

SIMLA ;  
Dated 30th April 1901.

F. R. UPCOTT,  
Secretary to the Government of India,  
Public Works Department,  
Railways.

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**APPENDICES**  
**of**  
**MILEAGE AND HISTORY OF RAILWAYS.**

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Appendix I.  
List of Railways.

## APPENDIX I.

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1900,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 7 of Report).

N. B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1900, UNDER SEVERAL HEADS OF CLASSIFICATION.							
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in Foreign Territory.
						State railway.	Company			Native state itself.	Company.	State railway.	
Main	Sub.												
		<b>A.</b>											
10	(h)	Ahmedabad-Parantij	Bombay, Baroda and Central India Ry. Co.	1-5-97	3' 3½"	...	...	...	54-59	...	...	...	5
9	(e)	Amrōti . . . . .	Great Indian Peninsula Ry. Co.	16-2-71	5' 6"	...	5-44	...	...	...	...	...	1
15	(a)	Assam-Bengal . . . . .	Assam-Bengal Ry. Co..	1-7-95	3' 3½"	...	436-26	...	...	...	...	...	...
		<b>B.</b>											
27	(a)	Bārsi Light . . . . .	Bārsi Light Ry. Co. .	1-3-97	2' 6"	...	...	...	31-59	...	...	...	...
17	(a)	Bengal and North-Western (Company's section).	Bengal and North-Western Ry. Co.	2-4-84	3' 3½"	...	...	...	748-00	...	...	...	...
3	(a)	Bengal Central . . . . .	Bengal Central Ry. Co.	16-10-82	5' 6"	...	125-01	...	...	...	...	...	...
18	(a)	Bengal-Doonars . . . . .	Bengal-Doonars Ry. Co.	15-1-93	3' 3½"	...	...	...	36-40	...	...	...	...
"	(b)	Bengal-Doonars extensions	" " "	20-4-00	3' 3½"	...	...	...	66-00	...	...	...	...
4	(a)	Bengal-Nāgpur . . . . .	Bengal-Nāgpur Ry. Co.	2-11-86	5' 6"	...	1,226-46	...	...	...	...	...	...
11	(b)	Beswada extension (East Coast State).	Nizam's Guaranteed State Ry. Co.	10-2-89	5' 6"	...	20-58	...	...	...	...	...	...
21	(a)	Bhāvnagar-Gondal-Junāgad-Forbandar.	Bhāvnagar - Gondal-Junāgad - Forbandar Ry. Co.	20-12-80	3' 3½"	...	...	...	893-84	...	...	...	...
9	(i)	Bhopal-Itārai (British section).	Indian Midland Ry. Co.	1-6-82	5' 6"	...	18-11	...	...	...	...	...	...
		Bhopal-Itārai (Native-state section).											
9	(h)	Bhopal-Ujjain . . . . .	Indian Midland Ry. Co.	11-11-95	5' 6"	...	...	...	...	44-28	...	...	...
19	(b)	Bikaner . . . . .	Johpur-Bikaner Ry. .	9-12-91	3' 3½"	...	...	...	85-50	...	...	...	...
9	(g)	Bina-Goonā-Bārān . . . . .	Indian Midland Ry. Co.	23-9-95	5' 6"	...	...	...	...	145-59	...	...	...
23	(e)	Birur-Shimoga . . . . .	Southern Mahratta Ry. Co.	1-12-99	3' 3½"	...	...	...	...	37-90	...	...	...
10	(a)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	10-2-60	5' 6"	...	...	460-90	...	...	...	...	...
2	(c)	Brahmaputra-Sultanpur.	Eastern Bengal State Ry.	1-4-99	3' 3½"	...	...	...	59-19	...	...	...	...
25	(a)	Burma . . . . .	Burma Railways Co. .	2-5-77	3' 3½"	...	1,124-00	...	...	...	...	...	...
		<b>C.</b>											
6	(a)	Calcutta Port Commissioners'.	Calcutta Port Commissioners' Ry.	1-11-75	5' 6"	...	...	...	8-58	...	...	...	...
7	(c)	Cawnpore-Burhwal (metre gauge link).	Oudh and Rohilkhand State Ry.	24-11-96	3' 3½"	79-60	...	...	...	...	...	...	...
31	(a)	Cherra-Companyganj .	Cherra-Companyganj State Ry.	16-6-86	2' 6"	...	...	...	...	...	...	...	...
2	(c)	Cooch Behar . . . . .	Eastern Bengal State Ry.	15-9-93	2' 6"	...	...	...	...	...	...	83-78	...
		<b>D.</b>											
32	(a)	Darjeeling-Himalayan .	Darjeeling-Himalayan Ry. Co.	23-8-80	2' 0"	...	...	...	51-00	...	...	...	...
1	(b)	Delhi-Umballa-Kalka .	East Indian Ry. Co. .	1-3-91	5' 6"	...	...	...	162-24	...	...	...	...
16	(a)	Deoghur . . . . .	Deoghur Ry. Co. .	23-12-82	3' 3½"	...	...	...	4-79	...	...	...	...
Carried over .						79-60	2,950-86	460-90	1,307-33	419-34	341-04	83-78	...

\* Closed for traffic from the 25th March 1900, and subsequently abandoned.

## APPENDIX I—contd.

Appendix I.  
List of Railways.

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1900,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification—contd.*

(Referred to in paragraph 7 of Report).

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1900, UNDER SEVERAL HEADS OF CLASSIFICATION.							Lines in foreign territory.
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			
						State railway.	Company.			Native state itself.	Company.	State railway.	
Main.	Sub.												
		<b>D.—concl'd.</b>		Brought forward.		79'60	2,950'86	460'90	1,207'33	419'34	341'04	33'78	...
9	(b)	Dhond-Mánmad . . .	Great Indian Peninsula Ry. Co.	15-3-78	5' 6"	...	145'44	...	...	...	...	...	...
21	(d)	Dhrángadrá . . .	Bhávsnagar-Gondal-Junágad-Forbandar Ry. Co.	1-6-98	3' 3½"	...	...	...	...	20'83	...	...	...
14	(a)	Dibrn-Sadiya . . .	Dibrn-Sadiya Ry. Co.	16-7-83	3' 3½"	...	...	...	77'50	...	...	...	...
		<b>E.</b>											
5	(a)	East Coast State . . .	East Coast State Ry. .	1-11-88	5' 6"	807'57	...	...	...	...	...	...	...
		Eastern Bengal State—											
2	(a)	Southern and Eastern sections.		2-1-62	5' 6"	268'04	...	...	...	...	...	...	...
3	(b)	Northern and Behar sections including Kaunia-Dharila branch and Santrabari extension. Dacca Section . . .	Eastern Bengal State Ry.	23-3-77	{ 3' 3½" 2' 6"	441'44 47'64	...	...	...	...	...	...	...
					3' 3½"	85'92	...	...	...	...	...	...	...
1	(a)	East Indian . . .	East Indian Ry. Co. .	15-8-54	5' 6"	...	1,840'32	...	...	...	...	...	...
		<b>G.</b>											
10	(j)	Gaekwar's Dabhoi . . .		8-4-73	2' 6"	...	...	...	...	...	78'80	...	...
10	(g)	Gaekwar's Mehsána . . .	Bombay, Baroda and Central India Ry. Co.	21-3-87	3' 3½"	...	...	...	...	...	92'63	...	...
10	(c)	Gaekwar's Petlád . . .		5-5-90	5' 6"	...	...	...	...	...	19'95	...	...
10	(e)	Godhra-Butlam-Nágdá . . .		16-1-93	5' 6"	...	141'14	...	...	...	...	...	...
9	(a)	Great Indian Peninsula . . .	Great Indian Peninsula Ry. Co.	18-4-53	5' 6"	...	1,357'62	...	...	...	...	...	...
22	(c)	Guntakal-Mysore frontier . . .	Southern Mahratta Ry. Co.	1-3-92	3' 3½"	...	119'50	...	...	...	...	...	...
9	(j)	Gwalior Light . . .	Indian Midland Ry. Co.	2-12-99	2' 0"	...	...	...	...	...	126'14	...	...
		<b>H.</b>											
7	(b)	Hardwar-Dehra . . .	Oudh and Rohilkhand State Ry.	1-3-00	5' 6"	...	...	...	32'04	...	...	...	...
33	(a)	Howrah-Amta . . .	Howrah-Amta Ry. Co. .	1-7-07	2' 0"	...	...	...	28'69	...	...	...	...
34	(a)	Howrah-Sheakhalla . . .	Howrah-Sheakhalla Ry. Co.	2-8-97	2' 0"	...	...	...	19'75	...	...	...	...
11	(c)	Hyderabad-Gódávari Valley. . .	Nizam's Guaranteed State Ry. Co.	21-10-99	3' 3½"	...	...	...	...	...	385'23	...	...
8	(d)	Hyderabad-Shadipalli . . .	North Western State Ry.	18-8-92	5' 6"	55'33	...	...	...	...	...	...	...
		<b>I.</b>											
9	(f)	Indian Midland . . .	Indian Midland Ry. Co.	10-1-78	5' 6"	...	796'25	...	...	...	...	...	...
				Carried over .		1,785'54	7,351'13	460'90	1,365'31	440'77	1,037'19	33'78	...

Appendix I.  
List of Railways.

APPENDIX I—contd.

List of Railways comprising  
Railway System of India at the close of the Calendar year 1900,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification—contd.

(Referred to in paragraph 7 of Report).

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31ST DECEMBER 1900, UNDER SEVERAL HEADS OF CLASSIFICATION.							
Main.	Sub.					State lines worked by agency of.		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Minor lines worked by Native States.
						State railway.	Company.			Native state itself.	Company.	State railway.	
		<b>J.</b>		Brought forward .		1,785.54	7,351.13	460.90	1,365.31	440.17	1,037.19	83.78	
8	(e)	Jammu and Kashmir (Native state section).	North Western State Ry.	15-3-90	5' 6"	...	...	...	...	...	...	15.92	...
21	(b)	Jamnagar . . . . .	Bhavnagar-Gondal-Junagad-Porbandar Ry. Co.	8-1-97	3' 3 1/2"	...	...	...	...	54.28	...	...	...
21	(c)	Jetalsar-Rajkot . . . . .		12-4-93	3' 3 1/2"	...	...	...	...	46.28	...	...	...
19	(a)	Jodhpur . . . . .	Jodhpur-Bikaner Ry. . . . .	24-6-82	3' 3 1/2"	...	...	...	...	454.94	...	...	...
35	(a)	Jorhat . . . . .	Jorhat State Ry. . . . .	15-12-84	2' 0"	30.00	...	...	...	...	...	...	...
		<b>K.</b>											
24	(e)	Karaikkal-Peralam . . . . .	South Indian Ry. Co. . . . .	14-3-98	3' 3 1/2"	...	...	...	...	...	...	...	116
9	(d)	Khamgaon . . . . .	Great Indian Peninsula Ry. Co.	4-3-70	5' 6"	...	...	...	...	...	7.55	...	...
12	(b)	Kolar Gold-fields . . . . .	Madras Ry. Co. . . . .	1-6-94	5' 6"	...	...	...	...	...	10.00	...	...
23	(f)	Kolhapur . . . . .	Southern Mahratta Ry. Co.	21-4-91	3' 3 1/2"	...	...	...	...	...	29.07	...	...
		<b>L.</b>											
14	(b)	Ledo and Tikak-Margherita Colliery.	Dibra-Sadiya Ry. Co. . . . .	17-2-84	3' 3 1/2"	...	...	...	7.50	...	...	...	...
18	(b)	Lucknow-Bareilly . . . . .	Rohilkund and Kumaon Ry. Co.	12-10-84	3' 3 1/2"	...	231.17	...	...	...	...	...	...
		<b>M.</b>											
12	(a)	Madras . . . . .	Madras Ry. Co. . . . .	1-7-56	5' 6"	...	...	844.42	...	...	...	...	...
24	(b)	Máyavaram-Mutpet . . . . .	South Indian Ry. Co. . . . .	2-4-94	3' 3 1/2"	...	54.08	...	...	...	...	...	...
26	(a)	Morvi . . . . .	Morvi Ry. . . . .	11-3-86	2' 6"	...	...	...	...	94.36	...	...	...
2	(d)	Mymensingh-Jamalpur-Jagannathganj.	Eastern Bengal State Ry.	15-10-98	3' 3 1/2"	...	...	...	53.37	...	...	...	...
22	(g)	Mysore-Nanjangud . . . . .	Southern Mahratta Ry. Co.	1-12-91	3' 3 1/2"	...	...	...	...	...	15.80	...	...
22	(b)	Mysore section (Southern Mahratta).	Southern Mahratta Ry. Co.	1-2-81	3' 3 1/2"	...	296.00	...	...	...	...	...	...
		<b>N.</b>											
10	(d)	Nagda-Ujjain . . . . .	Bombay, Baroda and Central India Ry. Co.	15-7-96	5' 6"	...	...	...	...	...	34.82	...	...
12	(e)	Nalgiri . . . . .	Madras Ry. Co. . . . .	15-6-99	3' 3 1/2"	...	...	...	16.90	...	...	...	...
11	(a)	Nizam's Guaranteed State	Nizam's Guaranteed State Ry. Co.	9-10-74	5' 6"	...	...	...	...	...	830.18	...	...
8	(a)	North Western State . . . . .	North Western State Ry.	13-5-61	5' 6"	3,005.67	...	...	...	...	...	...	...
		<b>O.</b>											
7	(a)	Ondh and Rohilkhand State	Ondh and Rohilkhand State Ry.	22-12-82	5' 6"	1,087.53	...	...	...	...	...	...	...
				Carried over .		5,858.74	7,932.33	1,305.32	1,449.08	1,089.98	1,464.06	49.70	14

## APPENDIX I—concl'd.

Appendix I.  
List of Railways.

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1900,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification—concl'd.*

(Referred to in paragraph 7 of Report).

N. B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION NO.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31ST DECEMBER 1900 UNDER SEVERAL HEADS OF CLASSIFICATION.							
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in Foreign territory.
						State railway.	Company.			Native state itself.	Company.	State railway.	
Main.	Sub.												
		<b>P.</b>		Brought forward.		5,858.74	7,982.38	1,305.32	1,443.08	1,069.98	1,464.06	49.70	14.65
10	(i)	Pálanpur-Deesa . . .	Bombay, Baroda and Central India Ry. Co.	8-11-93	3' 3½"	...	17.28	...	...	...	...	...	...
24	(d)	Pondicherry . . .	South Indian Ry. Co.	15-12-79	3' 3½"	...	...	...	...	...	...	...	7.85
		<b>R.</b>											
4	(b)	Ráipur-Dhantari branch	Bengal-Nágpur Ry. Co.	10-9-00	2' 6"	...	56.24	...	...	...	...	...	...
10	(k)	Rajpipla . . .	Bombay, Baroda and Central India Ry. Co.	1-7-97	2' 6"	...	...	...	...	...	37.37	...	...
8	(c)	Rájpura-Bhátinda . . .	North Western State Ry.	1-11-84	5' 6"	...	...	...	...	...	...	107.05	...
10	(f)	Rajputana-Malwa . . .	Bombay, Baroda and Central India Ry. Co.	14-2-73	3' 3½"	...	1,677.04	...	...	...	...	...	...
28	(a)	Ránaghat-Krishnagar . . .	Ránaghat-Krishnagar Light Ry. Co.	5-4-99	2' 6"	...	...	...	20.25	...	...	...	...
18	(z)	Rohilkund and Kumaon	Rohilkund and Kumaon Ry. Co.	12-10-84	3' 3½"	...	...	...	53.92	...	...	...	...
		<b>S.</b>											
17	(c)	Segowlie-Raxaul . . .	Bengal and North-Western Ry. Co.	1-3-99	3' 3½"	...	...	...	18.09	...	...	...	...
18	(c)	Shadipalli-Balotra . . .	Jodhpur-Bikaner Ry. . .	22-12-00	3' 3½"	...	68.49	...	...	...	...	...	...
1	(t)	South Behar . . .	East Indian Ry. Co. . .	5-7-99	5' 6"	...	...	...	73.76	...	...	...	...
22	(u)	Southern Mahratta . . .	Southern Mahratta Ry. Co.	24-3-84	3' 3½"	...	1,042.04	...	...	...	...	...	...
8	(b)	Southern Punjab . . .	North Western State Ry.	1-2-99	5' 6"	...	...	...	423.98	...	...	...	...
24	(a)	South Indian . . .	South Indian Ry. Co. . .	15-7-61	3' 3½"	...	1,033.69	...	...	...	...	...	...
		<b>T.</b>											
10	(b)	Tápti Valley . . .	Bombay, Baroda and Central India Ry. Co.	1-12-98	5' 6"	...	...	...	155.45	...	...	...	...
28	(u)	Tárakeshwar-Magra . . .	Bengal Provincial Ry. Co.	7-11-94	2' 6"	...	...	...	31.12	...	...	...	...
1	(d)	Tarkessur . . .	East Indian Ry. Co. . .	1-1-85	5' 6"	...	...	...	22.23	...	...	...	...
30	(a)	Tezpur-Bálipara . . .	Tezpur-Bálipara Ry. Co.	9-3-84	2' 6"	...	...	...	20.10	...	...	...	...
17	(b)	Tishoot State . . .	Bengal and North-Western Ry. Co.	1-11-75	3' 3½"	...	462.74	...	...	...	...	...	...
		<b>U.</b>											
20	(a)	Udaipur-Chitor . . .	Udaipur-Chitor Ry. . .	1-8-95	3' 3½"	...	...	...	...	67.30	...	...	...
		<b>W.</b>											
9	(c)	Wardha Coal . . .	Great Indian Peninsula Ry. Co.	1-2-74	5' 6"	...	44.88	...	...	...	...	...	...
23	(a)	West of India Portuguese	West of India Portuguese Ry. Co.	17-1-87	3' 3½"	...	...	...	...	...	...	...	51.11
		<b>Y.</b>											
22	(d)	Yesvantpur-Mysore frontier.	Southern Mahratta Ry. Co.	15-12-92	3' 3½"	...	...	...	...	...	...	51.35	...
Total railway mileage open in India on 31st December 1900						5,858.74	12,395.32	1,305.32	2,266.93	1,157.28	1,501.43	208.10	73.61



Appendix 2.  
Railway systems.

## APPENDIX 2.

*Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31st DECEMBER 1900.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
1	(a)	East Indian (E. I.)	East Indian . . . . .	†1,840·33	...	...	...	2,103·55	...	...	2,103·55	
	(b)		Delhi-Umballa-Kalka . . . . .	162·24	...	...	...					
	(c)		South-Bihar (Luckeesarai-Gya). . . . .	78·76	...	...	...					
	(d)		Tarakesur . . . . .	22·23	...	...	...					
2	(a)	Eastern Bengal State (E. B. S.)	Eastern Bengal State . . . . .	†268·04	...	...	...	639·92	81·42	909·8		
	(b)		Ditto . . . . .	...	527·36	47·64	...					
	(c)		Brahmaputra-Sultanpur . . . . .	...	59·19	...	...					
	(d)		Mymensingh-Jamálpur-Jagannáthganj. . . . .	...	53·37	...	...					
	(e)		Cooch Behar . . . . .	...	...	33·78	...					
3	(a)	Bengal Central (B. C.)	Bengal Central . . . . .	125·01	...	...	...	125·01	...	...	125·01	
4	(a)	Bengal-Nággpur (B. N.)	Bengal Nággpur . . . . .	1,226·46	...	...	...	1,226·46	56·24	...	1,226·70	
	(b)		Raipur-Dhamtari . . . . .	...	...	56·24	...					
5	(a)	East Coast State (E. C.)	East Coast State . . . . .	†807·57	...	...	...	807·57	...	...	807·57	
6	(a)	Calcutta Port Commissioners' (P. T.)	Calcutta Port Commissioners'. . . . .	8·53	...	...	...	8·53	...	...	8·53	
7	(a)	Oudh and Rohilkhand State (O. & E.)	Oudh and Rohilkhand State. . . . .	1,037·53	...	...	...	1,069·57	79·60	...	1,149·17	
	(b)		Hardwar-Dehra . . . . .	83·04	...	...	...					
	(c)		Cawnpore-Burhwal (Metro gauge link). . . . .	...	††79·60	...	...					
8	(a)	North Western State (N. W.)	North Western State . . . . .	8,005·67	...	...	...	8,607·90	...	...	8,607·90	
	(b)		Southern Punjab . . . . .	423·93	...	...	...					
	(c)		Rájpura-Bhátinda . . . . .	107·05	...	...	...					
	(d)		Hyderabad-Shadipalli . . . . .	55·33	...	...	...					
	(e)		Jammu and Kashmir (Native state section). . . . .	15·92	...	...	...					
9	(a)	Great Indian Peninsula (G. I. P.)	Great Indian Peninsula . . . . .	††1,357·62	...	...	...	1,560·93	...	...	1,560·93	
	(b)		Dhend-Manmád . . . . .	145·44	...	...	...					
	(c)		Wardha Coal . . . . .	44·88	...	...	...					
	(d)		Khámgaon . . . . .	7·55	...	...	...					
	(e)		Amráoti . . . . .	5·44	...	...	...					
				Carried over				10,777·56	719·52	137·66	...	11,634·74

\*From Howrah to Moghal sarai, 470·02 miles, the Hooghly bridge branch, 4·22 miles, and 3·40 miles of the Jherriah branch are laid with double track.

† From Calcutta to Poradaha, 102·47 miles, Canal Junction to Chitpore, 1·88 miles, and Calcutta (Sealdah) to Dook Junction, 7·86 miles, are laid with double track.

‡ Including 2·86 miles laid on a mixed gauge and 0·33 mile on the 3' 3½" gauge and 4·24 miles laid with double track.

§ Including 1·49 miles laid with double track.

|| Including 3·66 miles, Aishbagh to Daliganj, laid on a mixed gauge.

\*\* Including 5·63 miles military lines not used for public traffic.

†† From Kiamári to Kotri, 108·00 miles, Mean Meer East to Mean Meer West, 2·13 miles, Gulistan to Chaman, 36·82 miles, and Ab-i-Gun to Kolpur, 23·54 miles, are laid with double track.

‡‡ From Bombay (Victoria terminus) to Khandwa, 253·13 miles, Kalyan to Lonávla, 46·42 miles, and Bhusával to Shogaon, 62·37 miles, are laid with double track.

## APPENDIX 2—contd.

Appendix 2.  
Railway systems.

## Railways worked by each Railway Administration at the close of the Calendar year 1900.

For mileage added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31st DECEMBER 1900.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
				Brought forward				10,777.56	710.52	137.66	...	11,634.74
4	(f)	Indian Midland (I. M.)	Indian Midland . . . . .	796.25	...	...	...					
	(g)		Bina-Goonsa-Báran . . . . .	145.59	...	...	...					
	(h)		Bhopal-Ujjain . . . . .	113.27	...	...	...					
	(i)		Bhopal-Itáresi . . . . .	57.39	...	...	...					
	(j)		Gwalior Light . . . . .	...	...	...	126.14	1,112.50	...	...	126.14	1,238.64
10	(a)	Bombay, Baroda and Central India (B., B. & C. I.)	Bombay, Baroda and Central India.	*460.90	...	...	...					
	(b)		Tápti Valley . . . . .	155.45	...	...	...					
	(c)		Gaekwar's Petlád . . . . .	13.35	...	...	...					
	(d)		Nágdá-Ujjain . . . . .	34.32	...	...	...					
	(e)		Godhra-Rutlam-Nágdá . . . . .	141.14	...	...	...					
	(f)		Rajputana-Malwa (B. M.) . . . . .	...	†1,677.64	...	...					
	(g)		Gaekwar's Mehsána . . . . .	...	92.63	...	...					
	(h)		Ahmedabad-Parántij . . . . .	...	54.59	...	...					
	(i)		Pálanpur-Deesa . . . . .	...	17.28	...	...					
	(j)		Gaekwar's Dabhoi . . . . .	...	...	78.60	...					
	(k)	Rajpipla . . . . .	...	...	37.97	...	805.16	1,942.14	116.17	...	2,763.47	
11	(a)	H. H. Nizam's Guaranteed State (N. G. S.)	H. H. Nizam's Guaranteed State.	330.13	...	...	...					
	(b)		Bezwa extension (East Coast State.)	20.58	...	...	...					
	(c)		Hyderabad-Gódávari Valley	...	385.23	...	...	350.71	385.23	...	...	735.94
12	(a)	Madras (M.)	Madras . . . . .	5814.42	...	...	...					
	(b)		Kolar Gold-fields . . . . .	10.00	...	...	...					
	(c)		Nálgiri (N.) . . . . .	...	16.90	...	...	854.42	16.90	...	...	871.32
13	(a)	Bengal-Doonars (B. D.)	Bengal-Doonars . . . . .	...	36.40	...	...					
	(b)		Bengal-Doonars extensions . . . . .	...	66.00	...	...	...	102.40	...	...	102.40
14	(a)	Dibrú-Sadiya (D. S.)	Dibrú-Sadiya . . . . .	...	77.50	...	...					
	(b)		Ledo and Tikak-Margherita Colliery.	...	7.50	...	...	...	85.00	...	...	85.00
			Carried over					13,900.35	3,151.19	253.83	126.14	17,431.51

\* From Bombay (Colába) to Daman Road, 108.34 miles, and Sachin to Ahmedabad, 94.22 miles, are laid with double track.

† Including 26.28 miles of mixed gauge mileage between Bhátinda and Kot Kápura and 28.08 miles of 5' 6" gauge mileage between Kot Kápura and Ferozepore.

‡ From Agra Fort to Agra Cantonment, 1.14 miles, are laid with double track.

§ From Madras to Arkónam, 42.40 miles, are laid with double track.

Appendix 2.  
Railway systems.

APPENDIX 2—contd.

*Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31ST DECEMBER 1900.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
				Brought forward				13,900.34	3,151.19	253.8	128.14	17,431.51
15	(a)	Assam-Bengal (A. B.)	Assam-Bengal . . . .	...	436.26	...	...	...	436.26	...	...	436.26
16	(a)	Deoghur (D) . . . .	Deoghur . . . . .	...	4.79	...	...	...	4.79	...	...	4.79
17	(a)	Bengal and North-Western (B. & N. W.)	Bengal and North-Western	...	743.00	...	...	...	...	...	...	...
	(b)		Tirhoot State . . . .	...	462.74	...	...	...	...	...	...	...
	(c)		Segowlic-Kaxaul . . . .	...	18.09	...	...	...	1,223.83	...	...	1,223.83
18	(a)	Rohilkund and Kumaon (R. & K.)	Rohilkund and Kumaon . . . .	...	53.92	...	...	...	...	...	...	...
	(b)		Lucknow-Bareilly . . . .	...	231.17	...	...	...	295.69	...	...	295.69
19	(a)	Jodhpur-Bikaner (J. B.)	Jodhpur State . . . . .	...	454.94	...	...	...	...	...	...	...
	(b)		Bikaner State . . . . .	...	85.50	...	...	...	...	...	...	...
	(c)		Shadipalli-Bilotra (British section).	...	68.40	...	...	...	668.93	...	...	668.93
20	(a)	Udaipur-Chitor (U. C.)	Udaipur-Chitor . . . .	...	67.30	...	...	...	67.30	...	...	67.30
21	(a)	Bhavnagar Gondal-Junagad-Forbandar (B. G. J. P.)	Bhavnagar-Gondal-Junagad-Forbandar.	...	333.84	...	...	...	...	...	...	...
	(b)		Jamnagar . . . . .	...	51.18	...	...	...	...	...	...	...
	(c)		Jetalsar-Rajkot . . . .	...	46.23	...	...	...	...	...	...	...
	(d)		Dhrangadra . . . . .	...	20.83	...	...	...	455.18	...	...	455.18
22	(a)	Southern Mahratta (S. M.)	Southern Mahratta . . . .	...	1,042.04	...	...	...	...	...	...	...
	(b)		Mysore section (Southern Mahratta)	...	296.00	...	...	...	...	...	...	...
	(c)		Guntakul-Mysore frontier . . . .	...	119.50	...	...	...	...	...	...	...
	(d)		Yesvantpur-Mysore frontier.	...	51.35	...	...	...	...	...	...	...
	(e)		Birur-Shimoga . . . . .	...	87.90	...	...	...	...	...	...	...
	(f)		Kolhapur . . . . .	...	29.07	...	...	...	...	...	...	...
	(g)		Mysore-Nanjangdd . . . .	...	15.80	...	...	...	1,591.66	...	...	1,591.66
23	(a)	West of India Portuguese (W. I. P.)	West of India Portuguese . . . .	...	51.11	...	...	...	51.11	...	...	51.11
				Carried over				13,900.35	7,675.34	253.83	128.14	22,153.6

\* Including 4.87 miles of dock estate and quarry lines.

† Including 3.99 miles of dock estate lines.

## APPENDIX 2—concl'd.

Appendix 2.  
Railway systems.

*Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31ST DECEMBER 1900.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.	
Main.	Sub			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"		
				Brought forward				13,900.35	7,875.34	253.83	126.14	22,155.66	
24	(a)	South Indian (S. I.)	South Indian . . . . .	...	1,038.63	...	...	...	...	...	...	...	...
	(b)		Máyavaram-Mutupet . . . . .	...	54.08	...	...	...	...	...	...	...	...
	(c)		Káraikkal-Peralam . . . . .	...	14.05	...	...	...	...	...	...	...	...
	(d)		Pondicherry . . . . .	...	7.85	...	...	...	1,110.21	...	...	...	1,110.21
25	(a)	Burma (B) . . . . .	Burma . . . . .	...	121.00	...	...	...	1,124.00	...	...	...	1,124.00
26	(a)	Morvi (M. R. W.) . . . . .	Morvi . . . . .	...	...	4.30	...	...	...	94.30	...	...	94.30
27	(a)	Bársi Light (B. L.) . . . . .	Bársi Light . . . . .	...	...	21.50	...	...	...	21.50	...	...	21.50
28	(a)	Tárukeshwar-Magra (B. P.) . . . . .	Tárukeshwar-Magra . . . . .	...	...	31.12	...	...	...	31.12	...	...	31.12
29	(a)	Ránaghat-Krishnagar (R. K. L.) . . . . .	Ránaghat-Krishnagar . . . . .	...	...	20.25	...	...	...	20.25	...	...	20.25
30	(a)	Tezpur-Bálipará (T. B) . . . . .	Tezpur-Bálipará . . . . .	...	...	10.10	...	...	...	20.10	...	...	20.10
31	(a)	Cherra-Companyganj (C. C.) . . . . .	Cherra-Companyganj . . . . .	...	...	†	...	...	...	†	...	...	†
32	(a)	Darjeeling-Himalayan (D. H.) . . . . .	Darjeeling-Himalayan . . . . .	...	...	...	51.00	...	...	...	51.00	...	51.00
33	(a)	Howrah-Amra (H. A.) . . . . .	Howrah-Amra . . . . .	...	...	...	23.69	...	...	...	28.69	...	28.69
34	(a)	Howrah-Sheakhalla (H. S.) . . . . .	Howrah-Sheakhalla . . . . .	...	...	...	19.75	...	...	...	19.75	...	19.75
35	(a)	Jorhát (J) . . . . .	Jorhat . . . . .	...	...	...	10.00	...	...	...	30.00	...	30.00
Total railway mileage open in India on 31st December 1900 . . . . .								13,900.35	10,109.55	441.21	255.58	24,706.73	
<b>STEAM TRAMWAYS.</b>													
36	(a)	Roilkund and Kumaon . . . . .	Powayan . . . . .	...	...	39.50	...	...	...	39.50	...	...	39.50
	(b)	Thatón-Duyinzáik . . . . .	Thatón-Duyinzáik . . . . .	...	...	7.76	...	...	...	7.76	...	...	7.76
	(c)	North Western State . . . . .	Dandot . . . . .	...	...	...	6.18	...	...	...	6.18	...	6.18
Total mileage of Steam Tramways open in India on 31st December 1900 . . . . .										47.26	6.18	53.44	

\* From Rangoon to Insein, 9.00 miles, Myohaung to Mandalay, 2.45 miles, and Nahakaung to Naba, 0.55 mile, are laid with double track.

† Closed for traffic from the 25th March 1900, and subsequently abandoned.

Appendix 3.  
Additions to mileage.

## APPENDIX 3.

Mileage added to the Railway System of India  
during the Calendar year 1900.

Note.—The additions shown in this statement are included in the figures shown in Appendices 1 and 2.  
(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION No.	Railway Administration to which railway has been added.	Name of owning railway.	Section of line added during 1900.	Date of opening for traffic.	ADDITIONS IN MILES MADE TO OPEN MILEAGE DURING 1900.									
					Length.			Total mileage added to railway administration.						
					5' 6"	3' 3 3/4"	2' 6"	5' 6"	3' 3 3/4"	2' 6"				
1	(a)	East Indian	East Indian	Moghal Sarai to Gya . . . . .	1st March	125.47	...	...						
2	(b)	Eastern Bengal State.	Eastern Bengal State.	Mile 14 1/4 from Howrah to Sendri, property of the Barakkar Coal Company	26th November	8.23	...	...	128.70	...	...			
	(c)	Eastern Bengal State.	Brahmaputra-Sultanpur.	Alipur Duar to Raja Bhat Khawa	5th April.	...	...	9.97						
	(c)	Eastern Bengal State.	Brahmaputra-Sultanpur.	Bogra to Dowantola . . . . .	5th April.	...	22.02	...						
	(c)	Eastern Bengal State.	Brahmaputra-Sultanpur.	Dewantola to Bonarpara . . . . .	1st August	...	4.60	...						
	(c)	Eastern Bengal State.	Brahmaputra-Sultanpur.	Bonarpara to Fulchhari . . . . .	1st September.	...	8.07	...						
	(e)	Cooch Behar	Cooch Behar	Torea Bridge . . . . .	16th May	...	...	0.11	...	34.69	10.32			
	(e)			Khal bridge to Rajapur-Khal	24th May	18.80	...	...						
	(e)			Rajapur-Khal to Howrah . . . . .	14th December	17.50	...	...						
4		Bengal-Nágpur	Bengal-Nágpur	Raipur to Kurud . . . . .	10th September	...	...	81.50						
	(b)			Abhanpur to Rajim . . . . .	15th October	...	...	10.50						
	(b)			Kurud to Dhantari . . . . .	17th December	...	...	14.24	36.30	...	56.24			
5	(a)	East Coast State	East Coast State	Naupada to Salt Factory . . . . .	6th July . . . . .	2.61	...	...						
	(a)	East Coast State	East Coast State	Rajahmundry to Kovvur . . . . .	6th August . . . . .	4.55	...	...	7.16	...	...			
7	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Moradabad to Gajroula . . . . .	1st April . . . . .	33.40	...	...						
	(b)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Gajroula to Gháziabad . . . . .	25th November	53.37	...	...						
	(b)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Hardwar to Dehra . . . . .	1st March . . . . .	32.04	...	...	118.81	...	...			
8	(a)	North Western State.	North Western State.	Toba Tek Singh to Khánawal . . . . .	16th April . . . . .	55.53	...	...						
	(a)	North Western State.	North Western State.	Kotri to Hyderabad (Sind) . . . . .	25th May . . . . .	4.99	...	...	60.52	...	...			
9	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Jalgaon to Dharangaon . . . . .	20th February.	18.56	...	...						
	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Dharangaon to Amalner . . . . .	4th April . . . . .	15.72	...	...						
	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Mohpani to new coal fields . . . . .	30th June . . . . .	0.14	...	...						
	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Chalisgaon to Dhulia . . . . .	15th October . . . . .	35.20	...	...	69.62	...	...			
10	(b)	Bombay, Baroda and Central India.	Tápti Valley . . . . .	Nardana to Amalner . . . . .	15th March . . . . .	16.89	...	...	16.89	...	...			
	(b)	Bombay, Baroda and Central India.	Tápti Valley . . . . .	Sailu to Purbhani . . . . .	25th April . . . . .	...	28.44	...						
	(b)	Bombay, Baroda and Central India.	Tápti Valley . . . . .	Secunderabad to Sivungaon . . . . .	25th April . . . . .	...	150.73	...						
	(b)	Bombay, Baroda and Central India.	Tápti Valley . . . . .	Sivungaon to Nanded . . . . .	23rd August . . . . .	...	17.68	...						
	(b)	Bombay, Baroda and Central India.	Tápti Valley . . . . .	Nanded to Purbhani . . . . .	9th October . . . . .	...	36.15	...		331.00	...			
11	(c)	The Nizam's Guaranteed State.	Hyderabad-Gó-dávári Valley . . . . .	Chalisgaon to Dhulia . . . . .	15th October . . . . .	35.20	...	...	69.62	...	...			
12	(a)	Madras . . . . .	Madras . . . . .	Ráyapuram to Beach . . . . .	22nd January . . . . .	1.08	...	...	1.08	...	...			
13	(b)	Bengal Doocars	Bengal Doocars extensions.	Barnes Junction to Baura . . . . .	20th April . . . . .	...	28.45	...						
	(b)	Bengal Doocars	Bengal Doocars extensions.	Baura to Bhotemari . . . . .	21st October . . . . .	...	17.20	...						
	(b)	Bengal Doocars	Bengal Doocars extensions.	Bhotemari to Lalmanirhat . . . . .	20th November	...	20.35	...		66.00	...			
14	(a)	Assam-Bengal	Assam-Bengal	Gauháti to Gauháti Ghát . . . . .	1st January . . . . .	...	1.22	...			4.32			
	(a)	Assam-Bengal	Assam-Bengal	Lumding Temporary Station to Lumding Permanent Station	20th February.	...	3.10	...						
	(a)	Assam-Bengal	Assam-Bengal	Baraúni to Thanah Bihpur . . . . .	1st March . . . . .	...	66.17	...						
17	(b)	Bengal and North-Western.	Tirhoot State . . . . .	Sahabpoor-Kamal to Monghyr Ghát . . . . .	7th March . . . . .	...	7.00	...						
	(b)	Bengal and North-Western.	Tirhoot State . . . . .	Hajeeapore to Bachhwara . . . . .	1st April . . . . .	...	44.46	...						
	(b)	Bengal and North-Western.	Tirhoot State . . . . .	Hajeeapore branch loop line . . . . .	2nd November	...	3.31	...		120.94	...			
18	(a)	Jodhpur-Bikaner.	Jodhpur State . . . . .	Barmer to the Jodhpur frontier . . . . .	22nd December	...	74.44	...						
	(c)	Jodhpur-Bikaner.	Government of India.	Shadipalli to the Jodhpur frontier . . . . .	22nd December	...	68.49	...			142.93			
24	(a)	South Indian . . . . .	South Indian . . . . .	From Madras Station to Beach Station . . . . .	15th January . . . . .	...	0.11	...						
	(a)	South Indian . . . . .	South Indian . . . . .	Mile 180.25 near Cuddalore to Capper Quarry . . . . .	15th April . . . . .	...	0.86	...			0.97			
	(a)	South Indian . . . . .	South Indian . . . . .	Sédaw to Maymyo . . . . .	1st April . . . . .	...	26.10	...						
25	(a)	Burma . . . . .	Burma . . . . .	Sagaing to Alon . . . . .	15th April . . . . .	...	70.46	...						
	(a)	Burma . . . . .	Burma . . . . .	Maymyo to Nawnghkio . . . . .	20th May . . . . .	...	34.10	...		130.66	...			
									Total mileage added in 1900			439.08	731.51	66.32

## APPENDIX 3—concluded.

## Railways opened from the 1st January 1901 up to 30th April 1901.

(Referred to in paragraphs 7 and 9 of Report).

CLASSIFICATION No.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added.	Date of opening.	LENGTH.			
Main	Sub.					5' 6"	8' 3 $\frac{1}{2}$ "	2' 6"	2' 0"
MILEAGE ADDED FROM 1ST JANUARY TO 31ST MARCH 1901.									
2	(b)	Eastern Bengal State . . .	Eastern Bengal State.	Raja Bhat Khawa to Jainti.	1st February . . .	...	...	9'18	...
4	(a)	Bengal-Nággpur . . .	Bengal-Nággpur.	Santragachi to Shalimar.	15th March . . .	8'00	...	...	...
8	(a)	North-Western State . . .	North Western State.	Pesháwar to Jamrud . . .	1st January . . .	11'13	...	...	...
				Hyderabad to Bahoki . . .	28th March . . .	6'04	...	...	...
	(f)		Nowshera-Durgai	Nowshera to Durgai . . .	1st January . . .	...	...	40'44	...
15	(a)	Assam-Bengal . . .	Assam-Bengal . . .	Lumding to Nazira . . .	1st January . . .	...	142'20	...	...
17	(b)	Bengal and North-Western . . .	Tirhoot State . . .	Thana Bihpur to Kursela . . .	1st February . . .	...	20'72	...	...
				Kursela to Katihár . . .	7th March . . .	...	23'75	...	...
19	(b)	Jodhpur-Bikaner . . .	Bikaner State . . .	Dulmera to Suratgarh . . .	1st January . . .	...	71'74	...	...
24	(a)	South Indian . . .	South Indian . . .	New Beach line . . .	1st February . . .	...	0'59	...	...
Total mileage added from 1st January to 31st March 1901 . . .						20'17	259'00	49'62	...
MILEAGE ADDED FROM 1ST TO 30TH APRIL 1901.									
3	(b)	Eastern Bengal State . . .	Eastern Bengal State.	Teesta Bridge and approaches.	1st April . . .	...	4'87	...	...
8	(g)	North Western State . . .	Ludhiána-Dhuri-Jakhal.	Ludhiána to Jakhal . . .	10th April . . .	79'61	...	...	...
13	(b)	Bengal-Doonars . . .	Bengal-Doonars extensions.	Mal to Chalsa . . .	1st April . . .	...	5'00	...	...
Total mileage added from 1st to 30th April 1901 . . .						79'61	9'87	...	...
Grand total mileage open on 30th April 1901 . . .						14,000'71	10,378'42	490'87	255'58.
STEAM TRAMWAYS.									
36	(e)	Parlakimedi . . .	Parlakimedi . . .	Naupada to Parlakimedi.	22nd April . . .	...	...	25'00	...

Appendix 4.  
Mileage open yearly.

Railway mileage open for traffic year by year under each railway

APPEN

(Referred to in para  
N.B.—A reference to Appendix 2 will furnish the key

CLASS : No.	1	2	3	4	5	6	7	8	9		10
Calendar Year.	E. I.	E. B. S.	B. C.	B. N.	E. C.	P. T.	O. & R.	N. W.	G. I. P. (a) to (e).	I. M. (f) to (j).	I., B. & C.
1853	...	...	...	...	...	...	...	...	20	...	...
1854	38	...	...	...	...	...	...	...	33	...	...
1855	120	...	...	...	...	...	...	...	49	...	...
1856	120	...	...	...	...	...	...	...	87	...	...
1857	120	...	...	...	...	...	...	...	87	...	...
1858	139	...	...	...	...	...	...	...	193	...	...
1859	386	...	...	...	...	...	...	...	214	...	...
1860	370	...	...	...	...	...	...	...	397	...	...
1861	561	...	...	...	...	...	...	110	438	...	35 134
1862	877	123	...	...	...	...	...	142	495	...	161
1863	900	130	...	...	...	...	...	142	555	...	185
1864	1,131	140	...	...	...	...	...	142	588	...	304
1865	1,135	140	...	...	...	...	...	350	704	...	304
1866	1,155	140	...	...	...	...	...	310	825	...	304
1867	1,180	140	...	...	...	...	42	403	855	...	304
1868	1,380	140	...	...	...	...	42	403	876	...	307
1869	1,380	140	...	...	...	...	42	621	876	...	307
1870	1,380	140	...	...	...	...	42	603	1,269	...	312
1871	1,530	185	...	...	...	...	42	603	1,290	...	350
1872	1,530	185	...	...	...	...	293	663	1,295	...	380
1873	1,530	187	...	...	...	...	450	663	1,295	...	524
1874	1,530	187	...	...	...	...	540	661	1,313	...	777
1875	1,530	187	...	...	...	2	544	725	1,336	...	917
1876	1,530	187	...	...	...	2	544	767	1,341	...	900
1877	1,550	321	...	...	...	2	544	767	1,341	...	1,001
1878	1,530	419	...	...	...	4	547	1,268	1,487	34	1,098
1879	1,538	430	...	...	...	4	517	1,268	1,494	66	1,237
1880	1,600	430	...	53	...	4	547	1,541	1,494	66	1,412
1881	1,600	454	...	98	...	4	547	1,671	1,404	75	1,760
1882	1,603	483	...	149	...	4	547	1,732	1,404	86	1,775
1883	1,605	504	20	149	...	4	548	1,759	1,494	86	1,866
1884	1,605	519	125	149	...	4	595	1,806	1,494	132	2,123
1885	1,633	606	125	140	...	4	607	1,873	1,494	132	2,187
1886	1,633	607	125	186	...	4	686	1,873	1,493	174	2,188
1888	1,632	645	125	186	...	6	692	2,414	1,493	173	2,308
1887	1,632	672	125	223	...	6	692	2,458	1,493	268	2,213
1889	1,632	746	125	347	...	6	602	2,519	1,493	734	2,219
1890	1,632	764	125	584	...	6	692	2,505	1,493	734	2,246
1891	1,794	777	125	831	...	6	692	2,480	1,493	734	2,313
1892	1,794	812	125	831	...	6	692	2,510	1,490	734	2,313
1893	1,797	834	125	862	174	6	741	2,610	1,490	734	2,353
1894	1,848	835	125	861	354	6	706	2,612	1,490	734	2,445
1895	1,844	836	125	861	427	8	797	2,660	1,490	922	2,445
1896	1,884	837	125	861	512	8	847	2,897	1,491	922	2,505
1897	1,889	840	125	861	547	8	892	3,400	1,491	922	2,585
1898	1,897	883	125	1,067	727	8	1,030	2,400	1,491	970	2,622
1899	1,974	944	125	1,190	801	8	1,030	3,550	1,491	1,238	2,738
1900	2,104	989	125	1,283	808	8	1,149	3,608	1,561	1,239	2,704

IX 4.

Appendix 4  
Mileage open yearly

ministration and during the Viceroyalty of each Governor General.

ph 10 of Report).

10 code letters used to express railway systems.

11	12	13	14	15	16	17	18	19	20	21	CLASS : No.
I. G. S.	M.	B. D.	D. S.	A. B.	D.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	Calendar Year.
...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	1855
...	65	...	...	...	...	...	...	...	...	...	1856
...	80	...	...	...	...	...	...	...	...	...	1857
...	95	...	...	...	...	...	...	...	...	...	1858
...	95	...	...	...	...	...	...	...	...	...	1859
...	136	...	...	...	...	...	...	...	...	...	1860
...	296	...	...	...	...	...	...	...	...	...	1861
...	447	...	...	...	...	...	...	...	...	...	1862
...	447	...	...	...	...	...	...	...	...	...	1863
...	569	...	...	...	...	...	...	...	...	...	1864
...	609	...	...	...	...	...	...	...	...	...	1865
...	643	...	...	...	...	...	...	...	...	...	1866
...	643	...	...	...	...	...	...	...	...	...	1867
...	676	...	...	...	...	...	...	...	...	...	1868
...	705	...	...	...	...	...	...	...	...	...	1869
...	781	...	...	...	...	...	...	...	...	...	1870
...	830	...	...	...	...	...	...	...	...	...	1871
...	830	...	...	...	...	...	...	...	...	...	1872
...	858	...	...	...	...	...	...	...	...	...	1873
121	858	...	...	...	...	53	...	...	...	...	1874
121	858	...	...	...	...	43	...	...	...	...	1875
121	858	...	...	...	...	43	...	...	...	...	1876
121	858	...	...	...	...	78	...	...	...	...	1877
121	858	...	...	...	...	85	...	...	...	...	1878
121	858	...	...	...	...	85	...	...	...	...	1879
121	858	...	...	...	...	85	...	...	...	105	1880
121	858	...	...	...	...	85	...	...	...	102	1881
121	861	...	15	...	4	85	...	18	...	102	1882
121	861	...	38	...	5	193	...	18	...	103	1883
121	861	...	69	...	5	301	90	44	...	103	1884
121	861	...	77	...	4	520	90	64	...	103	1885
204	859	...	77	...	5	622	146	64	...	103	1886
205	827	...	77	...	5	635	196	124	...	103	1887
306	838	...	77	...	5	649	195	124	...	209	1888
351	839	...	77	...	5	649	195	124	...	332	1889
354	819	...	77	...	5	699	195	124	...	333	1890
351	839	...	77	...	5	739	252	201	...	333	1891
354	839	...	77	...	5	756	252	364	...	333	1892
445	839	31	77	...	5	756	276	364	...	380	1893
353	849	36	77	...	5	756	285	364	...	380	1894
353	849	36	77	120	5	756	285	364	60	380	1895
353	849	36	77	286	5	820	285	364	60	380	1896
353	849	36	87	301	5	827	285	364	60	434	1897
351	849	36	85	379	5	928	285	406	61	455	1898
505	870	36	85	432	5	1,103	285	475	67	455	1899
735	871	102	85	436	5	1,224	285	609	67	455	1900



Appendix 4.  
 Mileage open yearly.

Railway mileage open for traffic year by year under each railway

APPE

(Referred to in part  
 N.B. — A reference to Appendix 2 will furnish the key)

CLASS No.	22	23	24	25	26	27	28	29	30	31	32
CALENDAR YEAR.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	C. C.	D. H.
1853	...	...	...	...	...	...	...	...	...	...	...
1854	...	...	...	...	...	...	...	...	...	...	...
1855	...	...	...	...	...	...	...	...	...	...	...
1856	...	...	...	...	...	...	...	...	...	...	...
1857	...	...	...	...	...	...	...	...	...	...	...
1858	...	...	...	...	...	...	...	...	...	...	...
1859	...	...	...	...	...	...	...	...	...	...	...
1860	...	...	...	...	...	...	...	...	...	...	...
1861	...	...	48	...	...	...	...	...	...	...	...
1862	...	...	82	...	...	...	...	...	...	...	...
1863	...	...	82	...	...	...	...	...	...	...	...
1864	...	...	82	...	...	...	...	...	...	...	...
1865	...	...	90	...	...	...	...	...	...	...	...
1866	...	...	144	...	...	...	...	...	...	...	...
1867	...	...	160	...	...	...	...	...	...	...	...
1868	...	...	184	...	...	...	...	...	...	...	...
1869	...	...	184	...	...	...	...	...	...	...	...
1870	...	...	184	...	...	...	...	...	...	...	...
1871	...	...	184	...	...	...	...	...	...	...	...
1872	...	...	184	...	...	...	...	...	...	...	...
1873	...	...	184	...	...	...	...	...	...	...	...
1874	...	...	184	...	...	...	...	...	...	...	...
1875	...	...	180	...	...	...	...	...	...	...	...
1876	...	...	473	...	...	...	...	...	...	...	...
1877	...	...	598	161	...	...	...	...	...	...	...
1878	...	...	611	161	...	...	...	...	...	...	...
1879	...	...	630	161	...	...	...	...	...	...	...
1880	...	...	653	167	...	...	...	...	...	...	...
1881	58	...	661	167	...	...	...	...	...	...	51
1882	85	...	661	167	...	...	...	...	...	...	51
1883	87	...	662	167	...	...	...	...	...	...	51
1884	354	...	662	260	...	...	...	...	...	...	51
1885	455	...	662	331	...	...	...	...	...	...	51
1886	618	...	661	331	51	...	...	...	...	7	51
1887	909	41	745	333	68	...	...	...	...	7	51
1888	993	51	745	441	68	...	...	...	...	7	51
1889	1,274	51	745	553	68	...	...	...	...	7	51
1890	1,339	51	787	550	94	...	...	...	...	8	51
1891	1,384	51	909	617	94	...	...	...	...	8	51
1892	1,467	51	1,050	717	94	...	...	...	...	8	51
1893	1,555	51	1,049	730	94	...	...	...	...	8	51
1894	1,553	51	1,103	745	94	...	12	...	...	8	51
1895	1,553	51	1,103	814	94	...	31	...	...	8	51
1896	1,553	51	1,103	886	94	...	31	...	...	8	51
1897	1,553	51	1,103	887	94	22	31	...	...	8	51
1898	1,553	51	1,094	910	94	22	31	...	20	8	51
1899	1,592	51	1,107	993	94	22	31	20	20	8	51
1900	1,592	51	1,110	1,124	94	22	31	20	20	8	51

\* Closed for traffic from 1898

DIX 4—concl'd.

administration and during the Viceroyalty of each Governor General—concl'd.

graph 10 of Report).

to the code letters used to express railway systems.

33	34	35	Total actual mileage opened during the year.	Deduct corrections, abandonments, etc. of mileage.	Net mileage open during the year.	Total mileage open for traffic at close of the year.	Viceroys.	STEAM TRAMWAYS.					CLASS: No.	
								36 (a) Powayan.	36 (b) Thaton-Duymzaiik	36 (c) Dandot.	Total tramways opened during the year.	Total tramways opened at close of the year.		CALENDAR YEAR.
H. A.	H. S.	J.												
...	...	...	20	...	20	20	Marquis of Dalhousie.	...	...	...	...	...	...	1853
...	...	...	50	+1	51	71		...	...	...	...	...	...	1854
...	...	...	99	-1	98	169		...	...	...	...	...	...	1855
...	...	...	103	...	103	272	Earl Canning	...	...	...	...	...	...	1856
...	...	...	15	...	15	287		...	...	...	...	...	...	1857
...	...	...	140	...	140	427		...	...	...	...	...	...	1858
...	...	...	198	...	198	625		...	...	...	...	...	...	1859
...	...	...	212	+1	213	838		...	...	...	...	...	...	1860
...	...	...	748	+1	749	1,587	...	...	...	...	...	...	1861	
...	...	...	746	...	746	2,333	Earl of Elgin	...	...	...	...	...	...	1862
...	...	...	174	...	174	2,507		...	...	...	...	...	...	1863
...	...	...	451	...	451	2,958	Lord Lawrence	...	...	...	...	...	...	1864
...	...	...	405	...	405	3,363		...	...	...	...	...	...	1865
...	...	...	200	...	200	3,563		...	...	...	...	...	...	1866
...	...	...	367	-1	366	3,929		...	...	...	...	...	...	1867
...	...	...	78	+1	79	4,008		...	...	...	...	...	...	1868
...	...	...	248	-1	247	4,255	Earl of Mayo	...	...	...	...	...	...	1869
...	...	...	516	...	516	4,771		...	...	...	...	...	...	1870
...	...	...	302	+1	303	5,074		...	...	...	...	...	...	1871
...	...	...	303	-8	295	5,369	Lord Northbrook	...	...	...	...	...	...	1872
...	...	...	327	+1	328	5,697		...	...	...	...	...	...	1873
...	...	...	477	+52	529	6,226		...	...	...	...	...	...	1874
...	...	...	368	-51	317	6,543		...	...	...	...	...	...	1875
...	...	...	319	...	319	6,862	Lord Lytton	...	...	...	...	...	...	1876
...	...	...	460	...	460	7,322		...	...	...	...	...	...	1877
...	...	...	900	+1	901	8,223		...	...	...	...	...	...	1878
...	...	...	269	+6	275	8,498		...	...	...	...	...	...	1879
...	...	...	668	...	668	9,168	...	...	...	...	...	...	1880	
...	...	...	728	...	728	9,894	Marquis of Ripon	...	...	...	...	...	...	1881
...	...	...	252	+7	259	10,153		...	...	...	...	...	...	1882
...	...	...	359	-50	309	10,462		...	...	...	...	...	...	1883
...	...	12	1,190	-17	1,173	11,635		...	...	...	...	...	...	1884
...	...	20	643	+1	644	12,279	Earl of Dufferin and Ava.	...	8	...	8	8	8	1885
...	...	27	643	-34	609	12,888		...	8	...	...	...	...	1886
...	...	31	1,214	-1	1,213	14,101		...	8	...	...	...	...	1887
...	...	31	482	-11	471	14,572		...	8	...	...	...	...	1888
...	...	28	1,328	-16	1,310	15,882	Marquis of Lansdowne.	...	8	2	2	10	10	1889
...	...	28	498	...	498	16,380		17	8	2	17	27	27	1890
...	...	28	893	-90	803	17,273		31	8	2	14	41	41	1891
...	...	28	577	+3	580	17,853		31	8	2	...	41	41	1892
...	...	28	615	...	615	18,468		31	8	3	1	42	42	1893
...	...	28	401	-13	388	18,856	Earl of Elgin	39	8	3	8	50	50	1894
...	...	28	656	-10	646	19,502		39	8	6	3	53	53	1895
...	...	28	704	+1	707	20,209		39	8	6	...	53	53	1896
14	17	28	845	+16	861	21,070		39	8	6	...	53	53	1897
28	19	28	898	+27	925	21,995		39	8	6	...	53	53	1898
29	20	28	1,484	-4	1,480	23,475	Lord Curzon	39	8	6	...	53	53	1899
29	20	30	1,237	-5	1,232	24,707		39	8	6	...	53	53	1900

25th March 1900, and subsequently abandoned.

Appendix 5.  
Miles in construction.

## APPENDIX 5.

Mileage under construction or sanctioned at the close of the Calendar year 1900.

(Referred to in paragraph 11 of Report.)

Note.—Railways opened since close of year are shown in Appendix 3.

CLASSIFICATION No.		Railway administration by which being constructed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.
Main.	Sub.					Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration.				
						5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
1	(a)	East Indian	East Indian	Barun to Daltonganj, including the colliery branch.	16th May 1897	78.92	...	...	...					Work commenced but stopped for want of funds.
				Shikohabad to Farkhabad.	18th January 1898.	65.83	...	...	...					Not commenced.
				Sitarampur to Domohani.	18th January 1899.	6.99	...	...	...					Work commenced.
	(e)	Rewah State	Rewah to Sutna.	18th May 1897	...	...	31.81	...					Not commenced.	
(f)	Kalka-Simla*	Kalka to Simla.	20th June 1898	...	...	...	58.00	151.15	...	31.81	58.00		Work commenced.	
2	(a)	Eastern Bengal State.	Eastern Bengal State.	Panchooria to the Ganges.	12th December 1896.	6.00	...	...	...					Constructed but not opened.
	(b)	Eastern Bengal State.	Ditto	Teesta bridge and approaches.	15th July 1897	...	4.87	...						Since opened.
				Teesta to Dhubri	19th September 1899.	...	38.83	...						Work commenced.
(c)	Baja Bhat Khawa to Jainti.	20th December 1897.	...	...	9.18	...	6.00	45.70	9.18	...			Since opened.	
3	(a)	Bengal Central	Bengal Central	Dum Dum Cantonment to Patispooker.	2nd July 1899	2.68	...	...	...	2.68	...	...	...	Work commenced.
	(b)	Bengal-Nágpur	Bengal-Nágpur	Santragachi to Shalimar.	21st August 1895.	3.00	...	...	...					Since opened.
4	(a)	Bengal-Nágpur	Bengal-Nágpur	Right bank of the Cosseye river to Midnapore.	30th December 1898.	1.50	...	...	...					Work commenced.
				Midnapore to Bujudih.	1st June 1899	114.77	...	...	...	119.27	...	...	...	
5	(a)	North Western State.	North Western State.	Pesháwar to Jamrud.	30th August 1899.	11.13	...	...	...					Since opened.
				Hyderabad to Rahoki.	...	6.04	...	...	...					Since opened.
	(b)	Southern Punjab	Southern Punjab	Entrance into Delhi station.	21st August 1895.	0.79	...	...	...					Not commenced.
				Nowshera-Durgai	Nowshera to Durgai.	15th May 1899	...	...	40.44	...				
(c)	Ludhiána-Dhuri-Jakhal.	Ludhiána to Jakhal.	6th October 1899.	79.61	...	...	...					Since opened.		
(d)	Khusálgarh-Kohat-Thal.	Khusálgarh to Thal.	31st October 1900.	...	...	88.12	...	97.57	...	128.56	...		Work commenced.	
6	Not settled	Agra-Delhi Chord	Agra-Delhi Chord	Agra to Delhi.	15th September 1898	121.16	...	...	...	121.16	...	...	...	Not commenced.
				Petlad-Cambay	Petlad to Cambay	4th July 1899	20.75	...	...	...				
7	Bombay, Baroda and Central India.	Jaipur State	Jaipur State	Sanganer to Siwai Madhopur.	2nd December 1897.	...	72.85	...	...					Work commenced.
				Vijapur-Kalol	Vijapur to Kalol.	23rd May 1899	...	29.60	...	...	20.75	102.45	...	...
8	Madras	Madras	Madras	Calicut to Ashikal	6th May 1897	59.75	...	...	...					Work commenced.
				Shoranur-Cochin	Shoranur to Cochin.	23rd February 1899.	...	64.68	...	...	59.75	64.68	...	...
						Carried over				578.31	210.88	169.55	58.00	

\* The Kalka-Simla railway is actually being constructed by the Kalka-Simla Railway Company.

† Excluding the section of the Kaunia-Dharilla line from Teesta to Moghal Hat (2' 6" gauge, 12.23 miles) which was converted to the 3' 3½" gauge and opened on the 1st April 1901.

APPENDIX 5—*concl.*Appendix 5.  
Miles in construction.*Mileage under construction or sanctioned at the close of the Calendar year 1900.*

(Referred to in paragraph 11 of Report).

Note.—Railways opened since close of year are shown in Appendix 3.

CLASSIFICATION NO.	Railway administration by which being constructed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.	
					Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration.					
					5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"		
Main.	Sub.													
13	(b)	Bengal Doocars	Bengal Doocars extensions.	Mal to Hantupara	2nd March 1898.	...	44'00	...	...	578'31	210'33	169'55	58'00	Portion since opened.
				Dam Dim to Bagrakote.	2nd March 1898.	...	6'56	...	...	...	50'56	...	...	Work commenced.
15	(a)	Assam-Bengal	Assam-Bengal	Damchara to Tinsukia.	28th May 1891	...	308'19	...	...	...	308'19	...	...	Portion since opened.
17	(a)	Bengal and North-Western	Bengal and North-Western.	Azamgarh to Shahganj	18th May 1897	...	33'00	...	...	...	...	...	...	Not commenced.
	(b)		Tirhoot State	Thanah-Bihpur to Katihar	...	...	44'47	...	...	...	107'94	...	...	Since opened.
				Sakri to Jainagar	1st June 1899	...	30'47	...	...	...	...	...	...	Not commenced.
				Dulmera o Lanarana	27th January 1898.	...	8'21	...	...	...	...	...	...	Since opened.
10	(b)	Jodhpur-Bikaner	Bikaner State	Lankaransar to Suratgarh.	9th February 1899.	...	63'58	...	...	...	...	...	...	Since opened.
				Suratgarh to Bhatinda.	15th July 1899	...	88'00	...	...	...	159'74	...	...	Work commenced.
				Madura to Toni Torai.	21st April 1899	...	91'33	...	...	...	...	...	...	Work commenced.
24	(a)	South Indian	South Indian	Matunandal to Sivaganga.	21st April 1899	...	9'00	...	...	...	...	...	...	Work commenced.
				Tinnevely-Quilon (Travancore) branch (British section).	21st April 1899	...	46'47	...	...	...	...	...	...	Work commenced.
	(b)		Méyavaram-Mutpet.	Mutpet to Arantangi.	15th November 1900.	...	51'01	...	...	...	...	...	...	Work commenced.
	(c)		Travancore State	Tinnevely-Quilon (Travancore) branch. (Native state section)	21st April 1899	...	56'86	...	...	...	254'67	...	...	Work commenced.
25	(a)	Burma	Burma	Nawngkhio to the right bank of the Salween river.	16th October 1895.	...	149'79	...	...	...	...	...	...	Work commenced.
				Letpadan to Bassein.	7th September 1899.	...	119'01	...	...	...	268'80	...	...	Work commenced.
27	(a)	Barsi Light	Barsi Light	Barsi Junction to Pandharpur.	6th January 1898.	...	...	33'16	...	...	...	...	...	Not commenced.
				Barsi Town to Tadwala.	29th November 1900.	...	...	28'00	...	...	...	61'16	...	Not commenced.
Total mileage sanctioned and still remaining to be constructed on 31st December 1900										578'31	1,360'74	230'71	58'00	
STEAM TRAMWAYS.														
36	(d)	Madura District Board.	Madura District Board.	Ammayanayakkannur to Kotagudi.	30th May 1899	...	...	55'00	...	...	...	...	...	Work commenced.
				Periyakulam to Krishna-Manaik's tope.	30th May 1899	...	...	5'00	...	...	...	...	...	Work commenced.
				Theni to Karuvannath.	30th May 1899	...	...	33'00	...	...	...	93'00	...	Work commenced.
	(e)	Parlakimedi	Parlakimedi	Naupada to Parlakimedi.	23th April 1899	...	...	25'00	...	...	...	25'00	...	Since opened.
Total mileage sanctioned and still remaining to be constructed on 31st December 1900										...	...	118'00	...	

\* Including salt sidings and quarry branch.

Appendix 6.  
Weekly earnings.

APPE

Gross earnings (average) of individual

Proportion of working expenses

(Referred to in paragraph

N. B.—(1) When figures cease to be shown under any railway it is to be understood that

(2)—This appendix excludes steam

Railway.	EAST INDIAN RAILWAY SYSTEM.													
	(a) EAST INDIAN.								(b) Delhi-Umhalia- Kalka, 5' 6".		(c) South Bihar, 5' 6".		(d) Tartar, 5' 6".	
	East Indian, 5' 6".		Patna-Gya, 5' 6".		Nalhati, 4' 0".		Dildarnagar- Ghasipur, 5' 6".		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	131	62.18	...	...	...	...	...	...	...	...	...	...	...	...
1855	108	51.97	...	...	...	...	...	...	...	...	...	...	...	...
1856	167	40.62	...	...	...	...	...	...	...	...	...	...	...	...
1857	232	38.12	...	...	...	...	...	...	...	...	...	...	...	...
1858	279	46.49	...	...	...	...	...	...	...	...	...	...	...	...
1859	253	44.77	...	...	...	...	...	...	...	...	...	...	...	...
1860	231	48.36	...	...	...	...	...	...	...	...	...	...	...	...
1861	240	46.49	...	...	...	...	...	...	...	...	...	...	...	...
1862	192	53.81	...	...	...	...	...	...	...	...	...	...	...	...
1863	222	55.01	...	...	...	...	...	...	...	...	...	...	...	...
1864	253	50.79	...	...	36	48.86	...	...	...	...	...	...	...	...
1865	311	44.82	...	...	41	63.28	...	...	...	...	...	...	...	...
1866	374	44.24	...	...	36	105.15	...	...	...	...	...	...	...	...
1867	369	48.91	...	...	45	68.81	...	...	...	...	...	...	...	...
1868	346	44.88	...	...	57	83.60	...	...	...	...	...	...	...	...
1869	399	44.42	...	...	60	59.64	...	...	...	...	...	...	...	...
1870	424	43.68	...	...	60	48.77	...	...	...	...	...	...	...	...
1871	338	43.36	...	...	55	58.07	...	...	...	...	...	...	...	...
1872	368	41.44	...	...	53	57.14	...	...	...	...	...	...	...	...
1873	382	38.75	...	...	60	60.06	...	...	...	...	...	...	...	...
1874	474	35.70	...	...	61	67.22	...	...	...	...	...	...	...	...
1875	374	39.58	...	...	57	76.42	...	...	...	...	...	...	...	...
1876	452	35.08	...	...	54	111.15	...	...	...	...	...	...	...	...
1877	565	31.69	...	...	64	100.47	...	...	...	...	...	...	...	...
1878	507	35.63	...	...	64	79.41	...	...	...	...	...	...	...	...
1879	552	32.81	121	55.84	65	67.56	...	...	...	...	...	...	...	...
1880	549	32.98	162	56.13	49	105.33	56	128.33	...	...	...	...	...	...
1881	578	31.81	173	65.11	47	79.20	63	99.52	...	...	...	...	...	...
1882	611	36.90	184	60.51	51	73.95	73	85.24	...	...	...	...	...	...
1883	630	36.91	158	51.93	37	69.63	80	49.87	...	...	...	...	...	...
1884	558	37.58	174	57.48	55	90.84	75	58.37	...	...	...	...	...	...
1885	589	35.22	174	52.52	54	82.08	75	52.28	...	...	...	...	227	57.5
1886	591	34.58	180	52.01	59	85.29	76	52.05	...	...	...	...	215	57.1
1887	583	31.42	178	46.53	65	70.57	77	46.45	...	...	...	...	228	49.8
1888	567	33.12	168	47.97	74	78.39	74	91.13	...	...	...	...	242	51.1
1889	557	34.49	175	48.70	73	78.18	...	...	...	...	...	...	246	55.5
1890	538	31.21	174	45.80	71	78.01	...	...	...	...	...	...	248	49.6
1891	615	27.12	204	42.76	66	62.97	...	...	128	48.00	...	...	264	46.4
1892	587	27.83	193	42.94	...	...	...	...	129	48.00	...	...	254	47.2
1893	584	27.36	...	...	...	...	...	...	143	48.00	...	...	245	46.8
1894	604	30.77	...	...	...	...	...	...	159	48.00	...	...	265	48.9
1895	603	30.92	...	...	...	...	...	...	174	48.00	...	...	267	48.3
1896	597	31.77	...	...	...	...	...	...	158	48.00	...	...	271	49.8
1897	640	29.29	...	...	...	...	...	...	186	48.00	...	...	270	48.0
1898	658	31.01	...	...	...	...	...	...	191	48.00	...	...	272	49.1
1899	697	32.71	...	...	...	...	...	...	172	48.00	101	35.00	267	50.1
1900	708	34.31	...	...	...	...	...	...	167	48.00	114	35.00	288	51.6

\* Converted to 5' 6" gauge in 1892.

to gross earnings.

14 of Report.)

railway has been amalgamated with the system by which it has been worked, earnings and expenses.

EASTERN BENGAL STATE RAILWAY SYSTEM.																				
(a) EASTERN AND SOUTHERN SECTIONS.				(b) NORTHERN, BEHAR AND DACCA SECTIONS.								(c)		(d)		(e)		RAILWAY.		
Eastern and Southern sections, 5' 6".		Calcutta and South Eastern section 5' 6".		Northern Bengal State, 3' 3".		Kaunia-Dharila, 2' 6".		Northern and Behar sections 3' 3" gauge, including Kaunia-Dharila and Santbrabari ext. 2' 6" gauge.		Dacca section, 3' 3".		Brahmaputra-Sutanpur 3' 3".		Mymensingh-Jamálpur-Jagan-nathganj, 3' 3".		Cooch Behar, 2' 6".			Calendar year.	
Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860	
94	55'59	36	128'39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861	
149	48'43	38	131'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862	
176	53'67	53	137'03	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863	
233	48'98	75	114'32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864	
243	51'05	79	118'59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865	
279	48'71	64	133'66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866	
308	46'33	60	173'12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867	
313	50'29	55	145'54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868	
335	55'69	55	104'88	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869	
270	56'01	40	90'82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870	
344	66'60	40	92'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871	
377	49'08	70	102'56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872	
433	52'18	68	78'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873	
356	62'16	71	80'48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874	
401	43'66	68	108'62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875	
529	39'43	79	81'74	20	140'29	...	...	...	...	...	...	...	...	...	...	...	...	...	1876	
514	41'46	83	75'08	81	71'06	...	...	...	...	...	...	...	...	...	...	...	...	...	1877	
494	43'79	92	66'44	101	91'94	...	...	...	...	...	...	...	...	...	...	...	...	...	1878	
540	42'85	98	71'32	114	58'95	...	...	...	...	...	...	...	...	...	...	...	...	...	1879	
621	39'35	104	66'43	137	51'14	...	...	...	...	...	...	...	...	...	...	...	...	...	1880	
611	38'69	130	97'42	160	49'02	25	92'97	...	...	...	...	...	...	...	...	...	...	...	1881	
466	45'62	109	54'97	169	47'91	33	81'49	...	...	...	...	...	...	...	...	...	...	...	1882	
...	...	...	...	156	68'60	39	78'26	...	...	...	...	...	...	...	...	...	...	...	1883	
380	59'05	†	†	153	68'86	31	107'29	...	...	47	141'12	...	...	...	...	...	...	...	1884	
403	61'53	...	...	189	51'40	29	122'87	...	...	56	111'47	...	...	...	...	...	...	...	1885	
268	51'61	...	...	†	†	†	†	...	...	†	†	...	...	...	...	...	...	...	1886	
546	43'84	...	...	...	...	...	...	143	49'63	†	†	...	...	...	...	...	...	...	1887	
563	39'23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1888	
521	42'43	...	...	...	...	...	...	147	47'76	†	†	...	...	...	...	...	...	...	1889	
562	41'03	...	...	...	...	...	...	153	48'92	†	†	...	...	...	...	...	...	...	1890	
562	41'41	...	...	...	...	...	...	181	50'69	93	62'10	...	...	...	...	...	...	...	1891	
529	40'87	...	...	...	...	...	...	165	43'50	85	64'40	...	...	...	...	...	...	...	1892	
621	38'58	...	...	...	...	...	...	182	41'77	96	62'41	...	...	...	...	...	...	13	188'94	1893
649	34'61	...	...	...	...	...	...	191	35'93	112	54'46	...	...	...	...	...	...	35	78'68	1894
676	39'46	...	...	...	...	...	...	199	36'93	120	51'49	...	...	...	...	...	...	46	63'89	1895
678	45'27	...	...	...	...	...	...	212	36'65	115	53'27	...	...	...	...	...	...	61	45'00	1896
652	41'68	...	...	...	...	...	...	195	39'90	114	55'02	...	...	...	...	...	...	51	45'00	1897
649	48'91	...	...	...	...	...	...	201	42'28	129	51'68	...	...	...	...	27	45'00	57	89'89	1898
689	47'43	...	...	...	...	...	...	218	40'31	131	55'78	38	45'00	35	45'00	53	47'95	50	49'42	1899
...	...	...	...	...	...	...	...	245	38'78	146	58'83	58	45'00	58	45'00	50	49'42	...	1900	

\* Information not available.  
† Included with the Eastern and Southern sections.  
‡ Included with the Eastern and Southern sections for this year.  
§ Included with the Northern and Behar sections.

Appendix 6.  
Weekly earnings.

Gross earnings (average) of individuals  
and  
Proportion of working expense.

(Referred to in paragraph

N.B.—(1) When figures cease to be shown under any railway it is to be understood that such

(2) — This appendix excludes steam-bo

RAILWAY.	4 BENGAL-NAGPUR RAILWAY SYSTEM.								5 EAST COAST STATE, 5' 6".		6 CALCUTTA PORT COMMISSIONERS', 5' 6".		7 OUDH AND ROHILKHAND STATE RAILWAY SYSTEM.			
	3 BENGAL CENTRAL 5' 6".		Nagpur-Chattisgarh, 5' 3 1/2".		Katal-Umaria, 5' 6".		(a) and (b) Bengal-Nagpur 5' 6" and 5' 6".		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	(a) Oudh and Rohilkhand State, 5' 6".		(b) Hardwar-Dehra, 5' 6".	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.					Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1862	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1863	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1864	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1865	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1866	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867	...	...	...	...	...	...	...	...	...	...	...	...	74	106.97	...	...
1868	...	...	...	...	...	...	...	...	...	...	...	...	120	64.54	...	...
1869	...	...	...	...	...	...	...	...	...	...	...	...	97	81.74	...	...
1870	...	...	...	...	...	...	...	...	...	...	...	...	112	227.93	...	...
1871	...	...	...	...	...	...	...	...	...	...	...	...	117	69.31	...	...
1872	...	...	...	...	...	...	...	...	...	...	...	...	56	68.58	...	...
1873	...	...	...	...	...	...	...	...	...	...	...	...	72	72.91	...	...
1874	...	...	...	...	...	...	...	...	...	...	...	...	72	64.41	...	...
1875	...	...	...	...	...	...	...	...	...	...	...	...	97	59.71	...	...
1876	...	...	...	...	...	...	...	...	...	...	...	...	120	63.93	...	...
1877	...	...	...	...	...	...	...	...	...	...	...	...	153	52.38	...	...
1878	...	...	...	...	...	...	...	...	...	...	...	...	163	54.23	...	...
1879	...	...	...	...	...	...	...	...	...	...	...	...	153	58.11	...	...
1880	...	...	51	79.54	...	...	...	...	...	...	...	...	157	57.25	...	...
1881	...	...	87	76.53	...	...	...	...	...	...	...	...	173	59.91	...	...
1882	...	...	114	68.70	...	...	...	...	...	...	...	...	185	65.77	...	...
1883	64	136.50	170	48.19	...	...	...	...	...	...	...	...	192	54.54	...	...
1884	76	126.31	171	57.82	...	...	...	...	...	...	...	...	182	55.90	...	...
1885	82	98.46	183	65.12	...	...	...	...	...	...	...	...	176	65.59	...	...
1886	87	102.70	184	62.51	37	104.35	...	...	...	...	...	...	184	56.02	...	...
1887	100	101.22	177	59.09	41	116.41	...	...	...	...	...	...	186	52.83	...	...
1888	110	77.82	...	...	...	...	164	67.58	...	...	...	...	197	57.38	...	...
1889	113	59.85	...	...	...	...	131	80.98	...	...	...	...	209	44.24	...	...
1890	103	63.18	...	...	...	...	101	80.89	...	...	...	...	205	49.14	...	...
1891	125	59.62	...	...	...	...	129	50.81	...	...	...	...	238	42.29	...	...
1892	118	59.33	...	...	...	...	141	50.55	...	...	...	...	237	41.28	...	...
1893	121	59.80	...	...	...	...	144	49.17	68	82.52	939	61.59	239	42.44	...	...
1894	126	60.92	...	...	...	...	149	51.30	98	88.64	1,000	57.31	262	45.47	...	...
1895	146	57.90	...	...	...	...	153	45.49	90	78.65	874	54.29	248	48.95	...	...
1896	144	62.85	...	...	...	...	142	54.03	94	74.26	995	50.33	209	49.97	...	...
1897	175	56.98	...	...	...	...	138	51.94	100	67.51	887	62.21	185	56.39	...	...
1898	158	64.08	...	...	...	...	143	51.10	94	75.28	966	65.07	190	46.12	...	...
1899	158	61.23	...	...	...	...	152	47.96	104	64.85	1,007	56.90	208	45.45	...	...
1900	185	58.70	...	...	...	...	207	40.56	143	55.70	1,202	67.48	211	51.44	115	50.00

\* Converted to 5' 6" gauge in 1888,  
† Information not available.

DIX 6—contd.

railways per mile per week

to gross earnings.

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railway has been amalgamated with the system by which it has been worked.  
earnings and expenses.

NORTH WESTERN STATE RAILWAY SYSTEM.																							
(a) NORTH WESTERN STATE.														(b) Southern Punjab, 5' 6".		(c) Rajputana-Bhānda, 5' 6".		(d) Hyderabad-Shadhpalli, 5' 6".		(e) Jammu and Kashmir (Native state section) 5' 6".		Railways.	
Sind-Punjab and Delhi, 5' 6".		Panjab Northern, 5' 6".		Indus Valley and Kandahar, 5' 6".		Amritsar-Pathankot, 5' 6".		North Western.															
								Commercial section.		Military section.		Entire line.										Calendar year.	
Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
58	97'28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
112	79'59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
171	83'04	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
170	87'26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
101	82'18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
116	76'15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
121	89'08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
112	95'69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
117	80'70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
140	76'16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
122	99'08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
134	85'77	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
154	68'67	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
191	55'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
161	64'08	61	63'41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
186	67'03	101	77'27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
241	55'07	130	86'8:	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877
234	60'51	169	99'36	55	123'15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878
317	55'58	345	79'52	121	80'39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
352	52'47	360	83'25	209	70'12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
285	67'88	198	89'64	155	78'56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1881
285	64'80	151	83'74	141	69'87	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1882
296	56'08	144	81'28	203	54'63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1883
290	60'85	139	72'34	210	48'07	67	85'78	...	...	...	...	...	...	...	...	17	109'72	...	...	...	...	...	1884
373	57'27	165	62'69	309	39'94	84	80'28	...	...	...	...	...	...	...	...	59	106'09	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	79	78'62	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1887
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1899
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900

\* This line which was originally constructed on the 3' 3 1/2" gauge was converted to 5' 6" gauge in 1878.  
† Included with the North Western State railway.



Appendix 6.  
Weekly earnings.

Gross earnings (average) of individual  
and  
Proportion of working expenses

(Referred to in paragraph

N. B.—(1) When figures cease to be shown under any railway it is to be understood that such

(2)—This appendix excludes steam-boat

9 GREAT INDIAN PENINSULA RAILWAY SYSTEM.																									
RAILWAY.	(a)		(b)		(c)		(d)		(e)		(f) INDIAN MIDLAND.				(g)		(h)		(i) BHOPAL-ITARSÍ.				(j)		
	Great Indian Peninsula, 5' 6".		Dhond-Maunád, 5' 6".		Wardha Coal, 5' 6".		Khim-gaon, 5' 6".		Amraoti, 5' 6".		Sindia, 5' 6".		Indian-Midland, 5' 6".		Bina-Coona-Báran, 5' 6".		Bhopal-Ujjain, 5' 6".		British section, 5' 6".		Native state section, 5' 6".		Gwalior Light, 1' 0".		
Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	
1853.	119	45'00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1854.	88	60'81	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1855.	89	70'21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1856.	113	42'17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1857.	158	45'27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1858.	173	42'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1859.	172	51'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1860.	144	60'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1861.	139	76'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1862.	149	62'02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1863.	175	67'55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1864.	119	72'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1865.	414	59'54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1866.	357	58'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1867.	368	55'69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1868.	357	61'80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1869.	748	67'79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1870.	300	62'25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1871.	307	63'03	...	...	...	...	56	88'90	70	73'13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1872.	284	64'85	...	...	...	...	31	69'63	74	88'03	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1873.	284	64'09	...	...	...	...	81	88'69	77	115'01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1874.	303	59'17	...	...	...	...	23	104'95	127	52'64	101	96'26	...	...	...	...	...	...	...	...	...	...	...	...	
1875.	344	47'28	...	...	...	...	31	106'68	174	68'55	186	77'51	...	...	...	...	...	...	...	...	...	...	...	...	
1876.	369	47'60	...	...	...	...	23	116'94	132	72'43	212	41'55	...	...	...	...	...	...	...	...	...	...	...	...	
1877.	492	48'30	...	...	...	...	67	70'25	154	61'72	257	34'19	...	...	...	...	...	...	...	...	...	...	...	...	
1878.	429	48'91	24	131'01	54	93'84	191	40'65	286	43'74	54	133'30	...	...	...	...	...	...	...	...	...	...	...	...	
1879.	383	59'64	62	105'92	69	81'64	146	100'69	224	76'86	39	134'95	...	...	...	...	...	...	...	...	...	...	...	...	
1880.	372	55'49	91	87'31	65	152'90	98	84'44	163	92'85	58	88'05	...	...	...	...	...	...	...	...	...	...	...	...	
1881.	426	49'40	...	...	...	...	197	104'35	...	...	...	...	81	77'35	...	...	...	...	...	...	...	...	...	...	
1882.	470	48'00	...	...	...	...	255	76'80	...	...	...	...	85	71'99	...	...	...	...	...	...	70†	81'90†	...	...	
1883.	466	48'67	109	76'65	126	59'80	151	64'14	308	53'84	87	52'82	...	...	...	...	...	...	...	...	...	...	...	...	
1884.	502	52'31	116	76'77	121	64'80	113	72'16	246	55'9	95	53'14	...	...	...	...	...	...	...	...	...	...	...	...	
1885.	467	50'46	...	...	...	...	108	80'66	...	...	...	...	101	49'33	...	...	...	...	...	...	...	...	...	...	
1886.	503	46'49	...	...	...	...	114	92'23	...	...	...	...	101	49'69	56	82'03	...	...	...	...	...	...	...	...	
1887.	511	46'84	...	...	...	...	125	80'76	...	...	...	...	117	46'62	81	80'63	...	...	...	...	...	...	...	...	
1888.	526	46'96	...	...	...	...	135	74'21	...	...	...	...	95	47'74	99	72'53	...	...	...	...	...	...	...	...	
1889.	494	51'42	...	...	...	...	142	51'24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1890.	508	49'80	...	...	...	...	140	63'46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1891.	584	48'25	...	...	...	...	...	...	...	...	...	...	...	115	67'51	...	...	...	...	...	...	...	...	...	
1892.	525	49'93	...	...	...	...	...	...	...	...	...	...	...	124	61'45	...	...	...	...	...	...	...	...	...	
1893.	501	53'57	...	...	...	...	...	...	...	...	...	...	...	123	61'87	...	...	...	...	...	...	...	...	...	
1894.	468	55'18	...	...	...	...	...	...	...	...	...	...	...	144	57'83	...	...	...	...	...	...	...	...	...	
1895.	436	56'38	...	...	...	...	...	...	...	...	...	...	...	124	63'30	19	54'42	2	50'00	209	67'68	138	67'67	...	...
1896.	444	55'20	...	...	...	...	...	...	...	...	...	...	...	134	58'41	24	59'60	63	51'17	241	61'75	157	61'63	...	...
1897.	367	66'96	...	...	...	...	...	...	...	...	...	...	...	110	56'16	27	57'57	63	50'40	223	59'84	144	59'84	...	...
1898.	450	59'49	...	...	...	...	...	...	...	...	...	...	...	147	55'35	35	55'36	71	50'82	284	58'81	181	58'90	...	...
1899.	462	55'76	...	...	...	...	...	...	...	...	...	...	...	152	57'03	43	52'83	99	51'28	307	59'89	194	59'88	6	258'32
1900.	439	52'49	...	...	...	...	...	...	...	...	...	...	...	213	46'23	57	49'29	161	50'79	375	50'12	232	50'06	13	100'16

\* Included with the Great Indian Peninsula railway.  
† Represent earnings and expenses of both sections of the Bhopal-Itarsi railway.

DIX 6—contd.

Appendix 6.  
Weekly earnings.

railways per mile per week

gross earnings.

4 of Report.)

way has been amalgamated with the system by which it has been worked.  
arnings and expenses.

10

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM.

(a) Bombay, Baroda and Central India, 5' 6".		(b) Tápti Valley, 5' 6".		(c) Gaekwar's Petlad, 5' 6".		(d) Nágá-Ujjain, 5' 6".		(e) Godhra-Rutlam- Nágda, 5' 6".		(f) RAJPUTANA-MALWA.										Rate- way.	
										Rajputana- Malwa, 3' 3 1/2".		Holkar and Sindia- Necmuch, 3' 3 1/2".		Western Rajputana, 3' 3 1/2".		Rewari-Feroze- pore, 3' 3 1/2".		Muttra-Hath- ras, 3' 3 1/2".			
Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Calen- dar year.	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
49	70'17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
73	54'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
94	50'14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
138	49'51	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
156	85'33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
223	63'83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
278	71'93	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
291	66'56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
287	73'66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
307	74'32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
327	60'54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
300	59'98	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
290	59'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
260	59'23	...	...	...	...	...	...	...	...	32	66'59	...	...	...	...	...	...	...	...	...	1873
265	52'12	...	...	...	...	...	...	...	...	69	80'37	60	84'02	...	...	...	...	...	...	...	1874
285	54'41	...	...	...	...	...	...	...	...	98	64'04	123	91'71	...	...	...	...	108	58'18	...	1875
296	54'74	...	...	...	...	...	...	...	...	114	65'40	99	92'87	...	...	...	...	55	57'74	...	1876
345	41'97	...	...	...	...	...	...	...	...	130	67'99	86	76'86	...	...	...	...	66	54'86	...	1877
298	46'61	...	...	...	...	...	...	...	...	136	61'97	122	67'50	...	...	...	...	65	53'33	...	1878
309	46'97	...	...	...	...	...	...	...	...	153	66'74	128	74'53	86	86'08	...	...	83	54'97	...	1879
355	52'57	...	...	...	...	...	...	...	...	152	66'88	118	74'74	151	85'79	...	...	89	57'35	...	1880
423	41'04	...	...	...	...	...	...	...	...	189	60'41	132	69'11	...	...	...	...	90	69'19	...	1881
427	50'72	...	...	...	...	...	...	...	...	188	53'07	...	...	...	...	...	...	84	76'97	...	1882
497	43'08	...	...	...	...	...	...	...	...	219	52'18	...	...	...	...	...	...	75	81'28	...	1883
509	42'95	...	...	...	...	...	...	...	...	223	56'92	...	...	...	...	...	...	96	67'28	...	1884
548	42'08	...	...	...	...	...	...	...	...	224	52'81	...	...	...	...	...	...	...	...	...	1885
564	41'12	...	...	...	...	...	...	...	...	212	50'27	...	...	...	...	...	...	...	...	...	1886
508	41'89	...	...	...	...	...	...	...	...	191	50'84	...	...	...	...	...	...	...	...	...	1887
532	44'11	...	...	...	...	...	...	...	...	215	48'26	...	...	...	...	...	...	...	...	...	1888
552	42'44	...	...	...	...	...	...	...	...	230	45'82	...	...	...	...	...	...	...	...	...	1889
540	42'06	...	...	71	36'08	...	...	...	...	200	50'41	...	...	...	...	...	...	...	...	...	1890
500	41'23	...	...	85	38'51	...	...	...	...	251	43'47	...	...	...	...	...	...	...	...	...	1891
594	42'34	...	...	88	43'25	...	...	...	...	257	41'01	...	...	...	...	...	...	...	...	...	1892
630	36'55	...	...	92	36'47	...	...	50	41'61	259	41'12	...	...	...	...	...	...	...	...	...	1893
665	36'85	...	...	100	36'79	...	...	106	40'64	285	38'19	...	...	...	...	...	...	...	...	...	1894
732	37'69	...	...	106	36'96	...	...	184	57'01	269	40'29	...	...	...	...	...	...	...	...	...	1895
676	45'07	...	...	169	29'52	49	56'36	189	62'27	227	44'35	...	...	...	...	...	...	...	...	...	1896
595	54'63	...	...	93	47'56	58	54'36	146	72'02	212	46'60	...	...	...	...	...	...	...	...	...	1897
662	44'8y	18	48'70	74	44'92	73	44'83	181	51'14	241	42'83	...	...	...	...	...	...	...	...	...	1898
729	46'81	71	47'40	102	44'37	83	47'18	172	58'34	285	42'06	...	...	...	...	...	...	...	...	...	1899
734	52'50	84	44'00	127	52'86	141	51'96	219	46'84	317	43'18	...	...	...	...	...	...	...	...	...	1900

Appendix 6.  
Weekly earnings.

APPE

Gross earnings (average) of individual

Proportion of working expense

(Referred to in paragraph

N. B.—(1) When figures cease to be shown under any railway it is to be understood that such

(2)—This appendix excludes steam-bo

Rail- way.	10 BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.																11 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM			
	(f) RAJPUTANA-MALWA—contd.						(g) Gackwar's Mehsana, 3' 31".		(h) Ahmedabad- Parantij, 3' 31".		(i) Fallopur- Deesa, 3' 31".		(j) Gackwar's Dabhol, 3' 6".		(k) Rajpipla, 3' 6".		(a) Nizam's Guar- anteed State, 5' 6". †		(b) Hyderabad- Godavari Valley, 3' 31".	
	Cawnpore- Farukhabad, 3' 31".		Muttra- Achnera, 3' 31".		Cawnpore- Achnera, 3' 31".		Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1862	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1863	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1864	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1865	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1866	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1868	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1869	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1871	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1872	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873	...	...	...	...	...	...	...	...	...	...	...	...	...	21	98'34	...	...	...	...	...
1874	...	...	...	...	...	...	...	...	...	...	...	...	...	32	75'78	...	...	79	95'01	...
1875	...	...	...	...	...	...	...	...	...	...	...	...	...	33	78'11	...	...	79	113'57	...
1876	...	...	...	...	...	...	...	...	...	...	...	...	...	38	75'35	...	...	92	85'72	...
1877	...	...	...	...	...	...	...	...	...	...	...	...	...	45	78'20	...	...	132	77'53	...
1878	...	...	...	...	...	...	...	...	...	...	...	...	...	43	62'42	...	...	126	85'87	...
1879	...	...	...	...	...	...	...	...	...	...	...	...	...	46	56'15	...	...	110	87'01	...
1880	18	233'15	...	...	...	...	...	...	...	...	...	...	...	51	49'44	...	...	112	68'08	...
1881	65	69'76	39	80'01	...	...	...	...	...	...	...	...	...	46	65'41	...	...	120	61'32	...
1882	80	67'36	57	86'42	...	...	...	...	...	...	...	...	...	47	67'54	...	...	141	56'35	...
1883	...	...	...	...	80	63'98	...	...	...	...	...	...	...	48	73'75	...	...	137	72'12	...
1884	...	...	...	...	81	69'17	...	...	...	...	...	...	...	49	67'43	...	...	155	63'02	...
1885	...	...	...	...	70	87'87	...	...	...	...	...	...	...	50	63'47	...	...	178	56'26	...
1886	...	...	...	...	...	...	...	...	...	...	...	...	...	50	74'37	...	...	143	49'71	...
1887	...	...	...	...	...	...	...	...	...	...	...	...	...	51	69'73	...	...	143	64'31	...
1888	...	...	...	...	...	...	33	80'05	...	...	...	...	...	48	69'91	...	...	118	57'35	...
1889	...	...	...	...	...	...	37	61'82	...	...	...	...	...	47	65'45	...	...	129	66'90	...
1890	...	...	...	...	...	...	41	60'66	...	...	...	...	...	57	61'76	...	...	140	59'74	...
1891	...	...	...	...	...	...	49	45'53	...	...	...	...	...	54	66'13	...	...	151	54'70	...
1892	...	...	...	...	...	...	54	40'92	...	...	...	...	...	64	55'36	...	...	151	52'35	...
1893	...	...	...	...	...	...	70	41'12	...	...	33	44'87	68	47'44	...	...	136	53'08	...	
1894	...	...	...	...	...	...	79	37'79	...	...	42	38'35	65	60'29	...	...	177	50'20	...	
1895	...	...	...	...	...	...	70	40'18	...	...	42	40'17	63	58'73	...	...	185	53'77	...	
1896	...	...	...	...	...	...	88	35'91	...	...	57	43'50	69	51'44	...	...	187	50'02	...	
1897	...	...	...	...	...	...	70	46'58	46	46'92	48	46'55	56	76'91	11	214'55	205	48'67	...	
1898	...	...	...	...	...	...	72	42'55	33	42'70	43	42'50	51	112'65	11	186'33	221	44'20	...	
1899	...	...	...	...	...	...	79	42'40	74	42'23	50	42'37	60	64'40	22	76'32	240	43'45	48	41'82
1900	...	...	...	...	...	...	89	44'75	93	41'17	53	43'66	57	73'82	25	75'46	286	41'52	70	60'41

\* Includes the Muttra-Hathras, Cawnpore-Farukhabad and Muttra-Achnera railways.

† Includes Berwada extension of the East Coast State railway.

DIX 6—contd.

Appendix 6.  
Weekly earnings.

railways per mile per week

to gross earnings.

of Report.

railway has been amalgamated with the system by which it has been worked.

earnings and expenses.

12 MADRAS RAILWAY SYSTEM.						13 BENGAL DOOARS.				14 DIBRU-SADIYA.				15 ASSAM- BENGAL. 3' 31".		16 DEOGHUR, 3' 31".		17 BENGAL AND NORTH WESTERN RAILWAY SYSTEM.						Rail- way.		
(a) Madras, 3' 8".		(b) Kolar Goldfields, 3' 6".		(c) Nilgiri, 3' 31".		(a) Bengal Dooars. 3' 31".		(b) Bengal Dooars extensions. 3' 31".		(a) Dibru- Sadiya, 3' 31".		(b) Ledo and Tisak-Mar- gherita Colliery, 3' 31".		Earnings per mile per week.		Pro: of exp: to earn- ings.		(a) Bengal and North Western, 3' 31".		(b) Tirhoot, 3' 31".		(c) Segowille- Raxaul, 3' 31".			Calen- dar Year.	
Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854	
75	51'66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855	
91	47'13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856	
93	55'33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857	
122	60'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858	
117	73'50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859	
91	71'08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860	
84	74'02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861	
110	68'57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862	
133	49'62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863	
145	45'69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864	
147	45'62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865	
153	43'47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866	
181	41'48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867	
171	49'16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868	
146	52'84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869	
139	51'27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870	
143	52'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871	
157	56'94	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872	
132	61'67	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873	
144	70'28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874	
159	64'38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875	
225	59'26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876	
145	76'05	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877	
148	63'68	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878	
138	68'24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879	
142	67'11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880	
155	62'84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1881	
148	61'90	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1882	
160	58'29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1883	
171	57'18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1884	
178	59'46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1885	
189	64'76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1886	
195	58'72	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1887	
209	58'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1888	
218	52'44	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1889	
214	58'20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1890	
221	55'40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1891	
241	48'39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1892	
237	52'06	249	61'37	...	...	69	45'73	...	...	127	70'13	...	...	...	...	152	49'47	123	42'57	...	...	...	...	...	1893	
...	...	...	...	...	...	109	41'19	...	...	132	63'18	...	...	...	...	118	67'17	130	41'72	...	...	...	...	...	1894	
257	47'55	294	56'60	...	...	125	41'17	...	...	149	55'16	...	...	64	103'75	130	54'46	133	41'97	...	...	...	...	...	1895	
249	50'50	299	59'25	...	...	136	44'70	...	...	161	51'76	...	...	71	94'63	120	61'69	134	44'13	...	...	...	...	...	1896	
263	47'65	402	56'77	...	...	145	43'62	...	...	192	68'12	88	82'51	63	92'71	122	63'22	126	44'40	...	...	...	...	...	1897	
246	49'51	392	59'82	...	...	135	52'61	...	...	194	63'85	142	93'22	85	55'83	129	79'44	129	42'83	...	...	...	...	...	1898	
240	52'43	342	68'01	175	76'06	137	45'06	...	...	213	47'68	162	65'04	75	80'08	134	79'92	131	47'06	...	...	...	...	30	40'00	1899
254	51'75	402	67'83	200	42'83	168	37'94	...	...	137	72'31	224	48'67	169	72'64	140	78'87	128	49'01	...	...	...	...	30	52'62	1900

Appendix 6.  
Weekly earnings.

APPEN

Gross earnings (average) of individual  
and  
Proportion of working expenses

(Referred to in paragraph

N.B.—(1) When figures cease to be shown under any railway it is to be understood that such

(2)—This appendix excludes steam boat

RAILWAY.	18 ROHILKUND AND KUMAON RAILWAY SYSTEM.								19 JODHPUR-BIKANER RAILWAY SYSTEM.						20 UDAIPUR CHITOR 3' 3 1/2".	
	(a) Rohilkund and Kumaon, 3' 3 1/2".		(b) LUCKNOW-BAREILLY.						(a) Jodhpur section, 3' 3 1/2".		(b) Bikaner section 3' 3 1/2".		(c) Shadipalli- Baiotra (British section), 3' 3 1/2".		Earnings per mile per week.	Pro: of exp: to earnings.
	Earnings per mile per week.	Pro: of exp: to earnings.	Bareilly-Pilibhit, 3' 3 1/2".		Lucknow-Sitapur- Seramau, 3' 3 1/2".		Lucknow-Bareilly, 3' 3 1/2".		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		
Calendar year.																
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1862	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1863	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1864	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1865	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1866	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1868	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1869	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1871	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1872	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1876	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1877	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1879	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1880	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1881	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1882	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1883	...	...	...	...	...	...	...	...	42	42'74	...	...	...	...	...	...
1884	51	95'16	32	91'81	...	...	...	...	39	50'59	...	...	...	...	...	...
1885	68	66'40	44	83'70	...	...	...	...	54	34'30	...	...	...	...	...	...
1886	86	58'75	53	77'46	45	76'49	...	...	62	35'20	...	...	...	...	...	...
1887	92	63'42	52	71'47	46	73'49	...	...	55	39'86	...	...	...	...	...	...
1888	96	57'46	50	70'31	47	70'81	...	...	56	46'91	...	...	...	...	...	...
1889	107	56'98	59	66'45	59	65'10	...	...	56	46'50	...	...	...	...	...	...
1890	90	52'04	64	66'08	62	72'78	...	...	58	47'09	...	...	...	...	...	...
1891	112	58'22	...	...	...	...	56	65'05	66	45'44	36	46'09	...	...	...	...
1892	127	54'17	...	...	...	...	66	59'72	74	44'14	34	67'47	...	...	...	...
1893	124	56'78	...	...	...	...	67	62'29	52	47'83	30	61'43	...	...	...	...
1894	134	52'91	...	...	...	...	87	59'25	65	38'09	35	49'61	...	...	...	...
1895	118	62'18	...	...	...	...	74	61'90	58	41'60	38	47'89	...	...	42	65'67
1896	125	63'79	...	...	...	...	75	63'32	70	36'60	53	37'56	...	...	43	60'25
1897	124	59'33	...	...	...	...	69	59'42	67	33'66	52	44'02	...	...	39	65'19
1898	135	52'24	...	...	...	...	94	51'62	73	42'22	31	43'54	...	...	46	57'33
1899	136	49'74	...	...	...	...	114	50'21	102	38'88	37	40'22	...	...	62	50'21
1900	156	48'64	...	...	...	...	107	48'72	81	44'27	43	45'43	13'32	57'45	91	41'59

\* Information not available.

IX 6—contd.

Appendix 6.  
Weekly earnings.

always per mile per week.

gross earnings.

of Report.)

way has been amalgamated with the system by which it has been worked.  
nings and expenses

21 BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM.								22 SOUTHERN MAHRATTA RAILWAY SYSTEM.												RAILWAY.				
(a) Bhavnagar-Gondal-Junagad-Porbandar 3' 31".		(b) Jamnagar, 3' 31".		(c) Jetalsar Rajkot, 3' 31".		(d) Dhrangadhra 3' 31".		(a) Southern Mahratta, 3' 31".		(b) Mysore section, 3' 31".		(c) Guntakul-Mysore frontier, 3' 31".		(d) Yesvantpur-Mysore frontier, 3' 31".		(e) Birur-Shimoga, 3' 31".		(f) Kohapur, 3' 31".			(g) Mysore-Nanjangud, 3' 31".			
Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
78	70'18	...	...	...	...	...	...	...	...	51	59'13	...	...	...	...	...	...	...	...	...	...	...	...	1881
87	59'55	...	...	...	...	...	...	...	...	68	64'91	...	...	...	...	...	...	...	...	...	...	...	...	1882
89	63'47	...	...	...	...	...	...	...	...	67	67'09	...	...	...	...	...	...	...	...	...	...	...	...	1883
109	54'46	...	...	...	...	...	...	50	108'51	67	54'22	...	...	...	...	...	...	...	...	...	...	...	...	1884
98	59'55	...	...	...	...	...	...	63	83'80	60	52'12	...	...	...	...	...	...	...	...	...	...	...	...	1885
96	57'00	...	...	...	...	...	...	92	69'83	64	59'04	...	...	...	...	...	...	...	...	...	...	...	...	1886
98	54'93	...	...	...	...	...	...	93	66'01	71	71'60	...	...	...	...	...	...	...	...	...	...	...	...	1887
109	50'58	...	...	...	...	...	...	86	75'70	79	76'28	...	...	...	...	...	...	...	...	...	...	...	...	1888
97	56'55	...	...	...	...	...	...	88	76'15	72	75'23	...	...	...	...	...	...	...	...	...	...	...	...	1889
91	61'81	...	...	...	...	...	...	85	78'19	77	77'94	...	...	...	...	...	...	...	...	...	...	...	...	1890
85	67'79	...	...	...	...	...	...	88	65'76	86	66'50	...	...	...	...	...	...	...	...	...	...	...	...	1891
91	72'25	...	...	...	...	...	...	82	68'09	87	67'92	...	...	...	...	...	...	55	64'26	...	...	...	...	1892
119	55'02	...	...	59	50'59	...	...	106	59'60	109	59'92	38	60'40	38	60'99	...	...	78	58'09	43	59'01	...	...	1893
106	49'61	...	...	65	60'68	...	...	108	65'44	94	66'59	59	65'70	60	65'41	...	...	81	64'99	47	65'19	...	...	1894
113	57'93	...	...	76	57'76	...	...	119	59'65	103	59'72	71	58'65	72	58'43	...	...	80	57'90	49	57'97	...	...	1895
114	50'06	...	...	82	57'26	...	...	124	56'55	103	57'29	77	56'60	84	55'94	...	...	80	55'81	50	56'59	...	...	1896
105	55'04	41	65'73	85	58'72	...	...	120	56'66	122	57'54	102	56'76	101	56'31	...	...	63	55'03	42	57'64	...	...	1897
97	58'22	36	69'12	74	57'50	37	54'62	93	70'32	90	70'32	69	68'88	67	68'66	...	...	52	69'08	40	67'85	...	...	1198
107	49'99	83	59'20	45	60'43	59	67'16	108	67'73	69	68'97	62	66'62	56	66'17	36	69'59	58	65'74	21	66'25	...	...	1899
113	48'27	53	60'09	84	57'47	53	66'91	119	64'06	89	58'50	70	63'81	71	64'32	34	63'43	82	63'87	38	63'20	...	...	1900

\* Information not available.

Appendix 6.  
Weekly earnings.

Gross earnings (average) of individual  
and  
Proportion of working expenses

(Referred to in paragraph

N.B. (1)—When figures cease to be shown under any railway it is to be understood that such

(2) This appendix excludes steam-boat

RAILWAY.	24 SOUTH INDIAN RAILWAY SYSTEM.																
	23 WEST OF INDIA PORTUGUESE 3' 3 1/2".		(a) South Indian. 3' 3 1/2".		(b) Māyavaram-Mutputai, 3' 3 1/2".		(c) Kāraikkal-Peralam, 3' 3 1/2".		25 BURMA, 3' 3 1/2".		26 MORVI, 2' 6".		27 BAKSI, 2' 6".		28 TARAKESH-WARMA RA. 4' 6".		
	Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861	...	...	77	47'45	...	...	...	...	...	...	...	...	...	...	...	...	...
1862	...	...	61	44'43	...	...	...	...	...	...	...	...	...	...	...	...	...
1863	...	...	74	44'60	...	...	...	...	...	...	...	...	...	...	...	...	...
1864	...	...	69	57'55	...	...	...	...	...	...	...	...	...	...	...	...	...
1865	...	...	79	49'53	...	...	...	...	...	...	...	...	...	...	...	...	...
1866	...	...	106	49'28	...	...	...	...	...	...	...	...	...	...	...	...	...
1867	...	...	86	49'66	...	...	...	...	...	...	...	...	...	...	...	...	...
1868	...	...	90	48'64	...	...	...	...	...	...	...	...	...	...	...	...	...
1869	...	...	84	64'44	...	...	...	...	...	...	...	...	...	...	...	...	...
1870	...	...	84	62'40	...	...	...	...	...	...	...	...	...	...	...	...	...
1871	...	...	84	55'61	...	...	...	...	...	...	...	...	...	...	...	...	...
1872	...	...	87	56'87	...	...	...	...	...	...	...	...	...	...	...	...	...
1873	...	...	120	49'99	...	...	...	...	...	...	...	...	...	...	...	...	...
1874	...	...	101	60'81	...	...	...	...	...	...	...	...	...	...	...	...	...
1875	...	...	96	48'16	...	...	...	...	...	...	...	...	...	...	...	...	...
1876	...	...	90	53'27	...	...	...	...	...	...	...	...	...	...	...	...	...
1877	...	...	107	50'88	...	...	...	...	61	129'36	...	...	...	...	...	...	...
1878	...	...	102	66'65	...	...	...	...	115	93'03	...	...	...	...	...	...	...
1879	...	...	105	68'38	...	...	...	...	114	85'17	...	...	...	...	...	...	...
1880	...	...	106	73'87	...	...	...	...	158	60'60	...	...	...	...	...	...	...
1881	...	...	109	67'04	...	...	...	...	184	58'21	...	...	...	...	...	...	...
1882	...	...	109	62'69	...	...	...	...	188	55'99	...	...	...	...	...	...	...
1883	...	...	112	65'83	...	...	...	...	187	64'66	...	...	...	...	...	...	...
1884	...	...	122	64'18	...	...	...	...	161	60'66	...	...	...	...	...	...	...
1885	...	...	132	65'12	...	...	...	...	143	78'13	...	...	...	...	...	...	...
1886	...	...	143	69'78	...	...	...	...	156	64'51	30	103'28	...	...	...	...	...
1887	•	•	148	68'20	...	...	...	...	192	53'12	39	86'87	...	...	...	...	...
1888	•	•	159	68'98	...	...	...	...	171	62'33	46	86'44	...	...	...	...	...
1889	185	•	167	70'11	...	...	...	...	169	66'45	50	68'01	...	...	...	...	...
1890	138	74'24	181	57'50	...	...	...	...	210	57'08	60	70'34	...	...	...	...	...
1891	157	86'01	154	65'47	...	...	...	...	199	58'98	63	64'90	...	...	...	...	...
1892	109	106'01	137	63'01	...	...	...	...	237	47'51	63	57'83	...	...	...	...	...
1893	168	78'13	149	61'25	...	...	...	...	178	65'79	66	54'86	...	...	...	...	...
1894	157	86'47	148	58'99	103	61'50	...	...	164	62'38	65	55'46	...	...	...	...	...
1895	167	90'75	165	56'13	86	61'30	...	...	169	58'87	75	45'91	...	...	...	...	...
1896	90	137'34	165	54'89	88	59'90	...	...	167	59'89	79	53'06	...	...	...	...	...
1897	55	209'65	170	53'01	95	58'10	...	...	188	54'91	87	50'49	115	80'00	...	...	...
1898	65	173'60	157	54'50	88	68'47	27	60'19	184	57'39	77	56'41	116	81'15	46	71'65	...
1899	157	83'15	159	52'41	86	60'01	37	67'36	179	54'84	86	59'56	139	58'63	41	81'58	...
1900	9	35'05	166	50'27	83	32'02	32	61'48	195	54'93	86	62'49	111	65'90	47	72'63	...

\* Information not available.

Appendix 6,  
Weekly earnings.

DIX 6—concl'd.

railways per mile per week

to gross earnings.

14 of Report).

railway has been amalgamated with the system by which it has been worked,  
earnings and expenses.

29 RANAGHAT- KRISHNAGAR, 2' 6".		30 TEZPUR-BALIPARA, 2' 6".		31 CHERRA-COM- PANYGANJ, 2' 6".		32 DARJEELING- HIMALYAN, 2' 0".		33 HOWRAH-AMTA, 2' 0".		34 HOWRAH-SHEA- KHALLA, 2' 0".		35 JORHAT, 2' 0".		Rail- way.
Earnings per mile, per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Calen- dar year.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	103	58'32	...	...	...	...	...	...	1881
...	...	...	...	...	...	141	75'70	...	...	...	...	...	...	1882
...	...	...	...	...	...	162	63'11	...	...	...	...	...	...	1883
...	...	...	...	...	...	167	66'26	...	...	...	...	...	...	1884
...	...	...	...	...	...	†	†	...	...	...	...	...	...	1885
...	...	...	...	...	...	17	45'38	188	51'23	...	...	25	123'14	1886
...	...	...	...	...	...	25	297'54	180	55'86	...	...	32	127'99	1887
...	...	...	...	...	...	21	339'84	232	53'92	...	...	38	99'86	1888
...	...	...	...	...	...	26	240'69	217	60'10	...	...	42	105'94	1889
...	...	...	...	...	...	45	116'33	217	59'60	...	...	44	90'06	1890
...	...	...	...	...	...	44	103'28	231	57'61	...	...	47	97'70	1891
...	...	...	...	...	...	45	95'33	240	57'46	...	...	48	82'16	1892
...	...	...	...	...	...	55	85'08	239	55'41	...	...	52	79'32	1893
...	...	...	...	...	...	60	82'31	239	59'27	...	...	52	84'43	1894
...	...	...	...	...	...	59	88'68	279	50'92	...	...	61	77'81	1895
...	...	...	...	...	...	63	97'45	294	53'98	...	...	65	84'73	1896
...	...	...	...	...	...	*53	392'84	281	55'28	...	...	69	85'33	1897
...	...	82	76'49	26	6,212'77	285	54'79	152	58'36	70	72'12	70	79'02	1898
59	81'84	91	72'51	92	483'88	270	65'07	168	55'02	65	70'77	72	106'16	1899
66	71'95	92	73'12	†	†	305	55'28	172	51'99	74	64'71	63	118'05	1900

\* For first half of the year only, as traffic was stopped during the next half year on account of damage by earthquake.

† Closed for traffic from the 25th March 1900, and subsequently abandoned.

‡ Information not available.



Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Agra-Delhi chord— (5' 6" gauge). Agra to Delhi . . . . .	Miles.  121'16	
10 (h)	Ahmedabad-Parantij— (3' 3½" gauge). Ahmedabad [309'25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Idar-Ahmednagar .	54'59	Ahmedabad to Talod . . . . . 1-5-97 32'75 Talod to Parantij . . . . . 2-7-97 7'75 Parantij to Idar-Ahmednagar 23-10-97 14'09 <hr/> 54'59
9 (e)	Amraoti— (5' 6" gauge). Badnera Junction [412'30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . . . . .	5'44	Badnera to Amráoti . . . . . 16-2-71 5'44

DIX 7.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.						
	<p>The line was sanctioned for construction on the 15th September 1898.</p>						
<p>The line has been constructed for a single track. The permanent-way is laid with 41½ lb. flat-footed steel rails on transverse deodar or creosoted pine sleepers. There are two bridges for crossing the Khari river, the first in the 14th mile by five spans of 60 feet, and again in the 37th mile by five spans of 60 feet. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200, of which there are 4 in number and aggregate 1·74 miles in length. The line is ballasted throughout with either kunker or stone.</p>	<p>The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line was constructed by the Bombay, Baroda and Central India Railway Company, and is worked by the same Company as a part of their metre-gauge system under an agreement, the terms of which will be found in Appendix P to Part II of the Railway Administration Report for 1895-96.</p>						
<p>The permanent-way used on this line is of iron, the rails weighing 68lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under radius of 1,000 feet, <i>vis.</i>, 990 feet. It is situated between 0 and 0·25 mile and is 0·14 mile in length.</p>	<p>The dates of order for survey and construction are as follows:—</p> <table data-bbox="859 1953 1519 2057"> <tr> <td><i>Date for survey.</i></td> <td><i>Dates for construction.</i></td> </tr> <tr> <td>8th April 1870.</td> <td>7th June 1869.</td> </tr> <tr> <td></td> <td>11th June 1870.</td> </tr> </table> <p>This branch has been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Amráoti. It is worked by the Great Indian Peninsula Railway Company.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	8th April 1870.	7th June 1869.		11th June 1870.
<i>Date for survey.</i>	<i>Dates for construction.</i>						
8th April 1870.	7th June 1869.						
	11th June 1870.						

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.	Miles.		Miles.
15 (a)	Assam-Bengal— (3' 3½" gauge). Main line— Chittagong Port to Chittagong 1'73 Chittagong to Tinsukia . 579'10 <u>580'83</u>			Main line— Chittagong Port to Chittagong— For goods traffic . . . 3-11-95 1'73 Chittagong to Feni . . . 1-7-95 56'90 Feni to Comilla— For goods traffic . . . 1-7-95 } 39'10 For passenger traffic . . . 15-9-95 } Comilla to Akhaura— For goods traffic . . . 1-1-96 } 29'41 For passenger traffic . . . 1-2-96 } Akhaura to Karimganj*— For goods traffic . . . 4-12-96 } 115'00 For passenger traffic . . . 1-1-97 } Karimganj to Badarpur*— For goods traffic . . . 4-12-96 } 12'00 For passenger traffic . . . 1-12-97 } Badarpur to Dámchara— For goods traffic . . . 23-4-99 18'50 <u>272'64</u>	
	Branches— Láksám to Chandpur . . . 31'62 Badarpur to Silchar . . . 18'62 Lumding to Gauháti . . . 113'38 <u>163'62</u>		744'45	Branches— Láksám to Chandpur— For goods traffic . . . 1-7-95 } 31'62 For passenger traffic . . . 15-9-95 } Badarpur to Katta Khal— For goods traffic . . . 13-6-98 6'27 Katta Khal to Silchar— For goods traffic . . . 8-11-98 12'35 * . . . . . 18'62 Gauháti to Gauháti Ghat— For goods traffic . . . 1-1-1900 1'22 Gauháti to Jamuna Mukh . . . 1-1-97 74'50 Jamuna Mukh to Lanka . . . 2-1-99 19'35 Lanka to Lumding, tem- porary station— For goods traffic . . . 1-3-99 15'21 Lumding (temporary sta- tion) to Lumding— For goods traffic . . . 20-2-00 3'10 <u>113'38</u>	
				TOTAL OPEN MILEAGE . . . 436'26	

\* Closed for repairs after the earthquake of 12th June 1897 and re-opened as follows :  
Akhaura to Srimangal . . . . . 20-7-97  
Srimangal to Kalaura . . . . . 24-7-97  
Kalaura to Karimganj . . . . . 8-8-97  
Karimganj to Badarpur . . . . . 18-10-97

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
<p>On section I, which includes the main line from Chittagong Port to Badarpur, with branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers.</p> <p>Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley, where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 8 spans of 60 feet.</p> <p>Section III, which includes the main line from Lumding to Tinsukia Junction and the branch from Lumding to Gáuháti, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing.</p> <p>The line, where already laid, is for a single track with 50lb rails on sál and pynkado sleepers, and this will be done on the rest of the line.</p> <p>On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet.</p> <p>On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:</p>				<p>The branch from Gauháti to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company.</p> <p><i>Section I.</i>—The 360 feet jetty at Chittagong was completed, and formally opened.</p> <p><i>Section II.</i>—The earthwork on the 8th division is completed and on the 9th, 10th and 11th divisions well in hand. Tunnels on the 8th division were completed and satisfactory progress was made with all other works on the section considering the exceptionally wet season and the restriction of funds towards the close of the year.</p> <p><i>Section III.</i>—On this section the open line (112.43 miles) from Gáuháti to Lumding is now open for traffic.</p> <p>The work on the 16th and 17th divisions is approaching completion, and good progress was made on the 15th division.</p> <p>The survey of the 18th division was completed and the work sanctioned, but owing to restriction of funds was not commenced.</p>	
SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1 in 100 and less.	1 in 75 to 100	1 in 50 to 75	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division . . . . .	—	3.72	6.99	4.24	Varying from 573 feet to 955 feet.
9th " . . . . .	9.68	5.22	3.55	9.96	
10th " . . . . .	0.05	11.85	4.38	9.46	
11th " . . . . .	—	10.45	4.48	9.75	

**Appendix 7.**  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
27 (a)	Barsi Light— (2' 6" gauge).				
	Bársi Junction [234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway] to the town of Bársi . . . . .	. 21'59		Bársi Junction to the town of Bársi— For goods traffic . . . . . 1-3-97 } For passenger traffic . . . . . 19-3-97 }	21'59
	Bársi Junction to Pandharpur . . . . .	. 33'16			
	Bársi town to Tadvála . . . . .	. 28'00			
			82'75		

**DIX 7—continued.***on the 31st December 1900, alphabetically arranged.***Appendix 7.**  
**History of Railways.**

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line has been laid on the existing provincial road, which, with its earthworks, cuttings and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway. In practice the gradients were found to be as steep as 1 in 70, and not one bridge on the road would carry the rolling-stock, hence all have had to be strengthened.</p>	<p>This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railways Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to Part II of the Railway Administration Report for 1895-96.</p> <p>Construction commenced on the 1st January 1896.</p> <p>In December 1897, the terms for the construction of the Bársi Road-Pandharpur extension were accepted by the Bársi Light Railway Company, and orders issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up as a measure of famine relief.</p> <p>The Bársi Light Railway Company have recently carried out a detailed survey for an extension of their railway from Bársi to Tadwala, a distance of about 28 miles. The construction of this extension was sanctioned on the 29th November 1900.</p>

Appendix 7.  
History of Railways.

APPE

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class. No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		Miles.	Miles.
17 (a)	Bengal and North-Western—			COMPANY'S SECTION—	
	(3' 3½" gauge).			Main line—	
	COMPANY'S SECTION—			Sonepore to Mankapur . . . 15-1-85 218'50	
	Main line—			Mankapur to Nawábganj . . . 2-4-84 14'00	
	Sonepore, opposite Patna, <i>via</i> Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya . . . 238'60			Nawábganj to Ajodhya . . . 1-12-84 6'10	
	Loop line—			238'60	
	Sonepore to Bunwárchak . . . 9'34			Loop line—	
	Branches—			Sonepur to Bunwárchak . . . 15-1-85 9'34	
	Gorakhpur to Uska bazar ( <i>Uska bazar branch</i> ) . . . 39'58			Branches—	
	Mankapur to Naipálganj Road . . . (Naipálganj Road branch) . . . 88'98			<i>Uska bazar branch</i> —	
	Chupra to Revelganj ( <i>Revelganj branch</i> ) . . . 7'34			Gorakhpur to Uska bazar . . . 15-12-86 39'58	
	Gonda to Jarwal Road ( <i>Bahramghát branch</i> ) . . . 28'05			Naipálganj Road branch—	
	Jarwal Road to Burhwal on the Cawnpur-Burhwal metre-gauge railway, with bridge over the Gogra river ( <i>Burhwal branch</i> ) . . . 10'02			Mankapur to Bahraich . . . 2-4-84 55'00	
	Gonda <i>via</i> Balrámpur to Tulsipur ( <i>Tulsipur branch</i> ) . . . 41'00			Bahraich to Naipálganj Road . . . 15-12-86 33'98	
	Nánpara to Katarnian Ghát ( <i>Katarnian ghát branch</i> ) . . . 42'08			88'98	
	Bhatni to Turtipur with side extension to Barhaj ( <i>Turtipur branch</i> ) . . . 29'91			<i>Revelganj branch</i> —	
	286'96			Chupra to Revelganj—	
	534'90			For goods traffic . . . 15-4-91 } 7'34	
				For passenger traffic . . . 15-5-91 }	
				<i>Bahramghát branch</i> —	
				Gonda to Colonelganj—	
				For goods traffic . . . 29-10-91 } 17'75	
				For passenger traffic . . . 1-2-92 }	
				Colonelganj to Jarwal Road . . . 1-2-92 10'30	
				28'05	
				<i>Burhwal branch</i> —	
				Jarwal Road to west bank	
				Gogra river . . . 18-12-96 2'63	
				Gogra ghát to Ganeshpur . . . 24-12-98 3'27	
				Chawkaghát to Burhwal . . . 24-11-96 4'12	
				10'02	
				<i>Tulsipur branch</i> —	
				Gonda to Balrámpur . . . 15-12-96 22'00	
				Balrámpur to Tulsipur . . . 1-6-98 19'00	
				41'00	
				<i>Katarnian ghát branch</i> —	
				Nanpara to Mohinpurwa . . . 15-12-96 15'00	
				Mohinpurwa to Katarnian ghát . . . 25-3-98 27'08	
				42'08	
				<i>Turtipur branch</i> —	
				Bhatni to Turtipur . . . 15-12-96 17'14	
				Salempur to Barhaj . . . 1-12-97 12'77	
				29'91	
	Carried over . . . 534'90			Carried over . . . 534'90	

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonopore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.</p> <p>The line is laid with 41½ lbs. steel rails on sleepers of sāl and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of the level-crossings and near stations. On this line there are no grades of 1 in 100 or under and there is only one curve under a radius of 1,000 feet, <i>vis.</i>, at Paleza Ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.</p>	<p>The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882.</p> <p>From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee.</p> <p>The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonopore and Hajee-pore, which was sanctioned on the 19th October 1883.</p> <p>On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer. The branch from Gorakhpur to Uska Bazar was sanctioned on the 3rd August 1885, in substitution of a branch, 36 miles from Gorakhpur to Bânsi.</p> <p>During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889.</p> <p>The construction of the Bahramghât branch was sanctioned in November 1889.</p> <p>Communication across the Ganges between Dighaghât station of the East Indian railway and Palezaghât station of the Bengal and North-Western railway is maintained by means of a steam ferry.</p> <p>The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways.</p> <p>The extensions of the Company's section in connection with the linking up of the metre-gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895.</p> <p>The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.</p>



Appendix 7.  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.			Date of opening for public traffic.
		Miles.	Miles.	Miles.	
17 (a)	Bengal and North-Western— <i>concl'd.</i> (3'3½" gauge).				
	Brought forward . . . . .	534'90			Brought forward . . . . . 534'90
	COMPANY'S SECTION— <i>concl'd.</i>				<i>Ganges-Gogra Doab lines—</i>
	<i>Ganges-Gogra Doab lines—</i>				Turtipur to Mau . . . . . 8-6-98 24'20
	Turtipur to Benares . . . . . 82'26				Mau to Benares—
	Mau to Shahganj . . . . . 60'15				For goods traffic . . . . . 15-3-99 } 58'06
	Kopaganj Road to Chand-Deera Ghât . . . . . 66'61				For passenger traffic . . . . . 5-4-99 }
	Revelganj to Manjhi Ghât . . . . . 3'71				Mau to Azamgarh—
	Aunrihar to Ghâzipur . . . . . 28'37				For public traffic . . . . . 8-6-98 27'15
		<u>241'10</u>			Kopaganj Road to Ballia—
			776'00		For goods traffic . . . . . 15-3-99 } 37'61
					For passenger traffic . . . . . 15-4-99 }
					Ballia to Chand-Deera Ghât—
					For public traffic . . . . . 12-5-99 29'00
					Revelganj to Manjhi Ghât 1-4-99 3'71
					Aunrihar to Ghâzipur—
					For goods traffic . . . . . 15-3-99 } 28'37
					For passenger traffic . . . . . 5-4-99 }
					<u>208'10</u>
					Total open mileage . . . . . <u>743'00</u>
	TOTAL		778'00		

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.

Appendix 7.  
History of Railways.

APPEN  
History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
3 (a)	<p><b>Bengal Central—</b> (5' 6" gauge).</p> <p>Dum-Dum (4.25 miles from Calcutta on the eastern section of the Eastern Bengal State railway) <i>via</i> Baraset and Bongong to Khoodna . . . . . 104.51</p> <p>Ránaghat (45.50 miles from Calcutta on the eastern section of the Eastern Bengal State railway) to Bongong . . . . . 20.50</p> <p style="text-align: right;">125.01</p> <p><i>Branch—</i> Dun-Dum Cantonment to Patti-pookur . . . . . 2.68</p> <p style="text-align: right;">127.69</p>	Miles. Miles.	<p>Dum-Dum Junction to Dattapukur . . . . . 2-4-83 14.25</p> <p>Dattapukur to Gobardánga 7-12-83 17.00</p> <p>Gobardánga to Bongong . . . . . 22-4-84 12.00</p> <p>Bongong to Khoodna . . . . . 16-2-84 61.26</p> <p style="text-align: right;">104.51</p> <p>Ránaghat to Bongong . . . . . 16-10-82 20.50</p> <p style="text-align: right;">125.01</p> <p style="text-align: center;"><b>TOTAL OPEN MILEAGE</b> 125.01</p>
13 (a) & (b).	<p><b>Bengal Doars—</b> (3' 3½" gauge).</p> <p><i>Main line—</i> East bank of the Teesta opposite Jalpaiguri (305.00 miles from Calcutta, Sealdah) on the northern section of the Eastern Bengal State railway <i>via</i> Dam Dim to Bagrakote 37.56</p> <p><i>Branches—</i> Lataguri to Ramshaihat . . . . . 5.40 Mal to Hantupara . . . . . 44.00 Barnes Junction to Lalmanir Hát . . . . . 66.00</p> <p style="text-align: right;">152.96</p>	Miles.	<p><i>Main line—</i> East bank of the Teesta to Mal Bazar— For goods traffic . . . . . 15-1-93 } 26.85 For passenger traffic . . . . . 1-11-93 } Mal to Dam Dim . . . . . 16-6-94 4.15</p> <p style="text-align: right;">31.00</p> <p><i>Branches—</i> Lataguri to Ramshaihat— For goods traffic . . . . . 11-6-93 } 5.40 For passenger traffic . . . . . 16-6-94 } <i>Barnes Junction to Baura—</i> For goods traffic . . . . . 20-4-00 } 28.45 For passenger traffic . . . . . 28-6-00 } <i>Baura to Bhotemari—</i> For goods traffic . . . . . 21-10-00 17.20 <i>Bhotemari to Lalmanir Hát—</i> For goods traffic . . . . . 20-11-00 20.35</p> <p style="text-align: right;">71.40</p> <p style="text-align: center;"><b>TOTAL OPEN MILEAGE</b> 102.40</p>

IX 7—continued.

the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>This line is single throughout. The permanent-way consists of flat-footed steel rails of the Vignole section, 62lb. to the yard, laid on sleepers of creosoted pine. S&amp;L sleepers are now being used for renewals instead of creosoted pine, and in all curves s&amp;L sleepers have been put in at the joints in place of creosoted pine sleepers, and s&amp;L sleepers have also been put in at the middle of pairs of rails in some of the curves.</p> <p>At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of the line between Dum-Dum Junction and Singhia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and between Singhia and Khoolna where the earth, of which the embankment is composed, is not very good.</p> <p>The line is fenced throughout; iron gates are provided at level-crossings.</p> <p>Viaducts and bridges are constructed for a single line. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881.</p> <p>The original contract with the Company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—<i>Vide</i> Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect as from the 1st July 1885.</p> <p>The line was worked by the Eastern Bengal State railway under an agreement (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) till the 31st December 1896, when it was made over to the Company.</p> <p>An estimate for surveying suitable lines for independent passenger and goods termini for the Bengal Central Railway from Dum-Dum Cantonment station was sanctioned by Government in April 1897.</p> <p>An estimate for surveying a line from Bongong to Kotchandpur was sanctioned by Government in January 1898; but the Government of India have expressed themselves in favour of the construction of a line from Shibnibash (Kissengunge) to Kotchandpur and Magura.</p> <p>An estimate for surveying a line from Muxudpore at the 40th mile of the proposed Singhia-Madaripore extension to Majeegati, a place opposite Kaulipara, was sanctioned by Government in June 1898.</p> <p>A survey of the proposed Madhyamgram (Chandipore)-Taki branch line was completed by the Company on behalf of Messrs. Barry &amp; Co. of Calcutta.</p>
<p>The line has been laid with 41½lb. flat-footed steel rails spiked to s&amp;L sleepers and is being provided with stone ballast. The bridges are of girders resting on brick-work piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge.</p> <p>The piers of the Neora bridge (6 ft. x 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water.</p> <p>There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The line was sanctioned for construction in May 1891. The extension of the branch to Tondur has been abandoned owing to changes in the river Jaldaka.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
4 (a)	Bengal-Nagpur— (5 6" gauge). <i>Main line—</i> Asansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . . . . 371·47  Biláspur to Nágpur [519·41 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] . . . . . 255·22 <hr/> 626·69		<i>Main line—</i> Asansol to Damoodur— For coal traffic . . . . . 12-6-89 } For passenger and goods } 5'10 traffic . . . . . 14-12-89 }  Damoodur to Purulia . . . . . 14-12-89 41'72  Purulia to Chakardharpore— For goods traffic . . . . . 22-1-90 } For passenger traffic . . . . . 1-4-90 } 72'25  Chakardharpore to Goilkera— For goods traffic . . . . . 15-5-90 } For passenger traffic . . . . . 28-3-91 } 21'06  Goilkera to Jharsuguda— For goods traffic . . . . . 1-2-91 } For passenger traffic . . . . . 28-3-91 } 105'09  Jharsuguda to Raighar— For goods traffic . . . . . 20-4-90 } For passenger traffic . . . . . 1-8-90 } 44'35  Raighar to Biláspur— For goods traffic . . . . . 10-2-90 } For passenger traffic . . . . . 24-3-90 } 81'90  Biláspur to Raipur— For goods traffic . . . . . 10-1-89 } For passenger traffic . . . . . 14-2-89 } 68'35  Raipur to Ráj-Nándgaon . . . . . 4-12-88 41'99 Ráj-Nándgaon to Nágpur . . . . . 27-11-88 144'88
	Carried over	626·69	Carried over . 626·69

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																														
<p>The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sál and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders and the flattening of curves.</p> <p>On the main line the rails are 75lb. steel, flat-footed, laid on 10 transverse steel sleepers and 2 wooden sleepers per rail, 30 feet long, except between Nágpur and Kamptee, where 12 sleepers per rail are used. Owing to the large number of tributaries of the Mahánadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy.</p> <p>On the Biláspur-Umaria section the permanent-way consists of 75lb. section flat-footed steel rails laid on transverse steel sleepers except between Biláspur and Khodri where 2 sál sleepers have been added to each rail joint. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200 feet girders, 116 feet high.</p> <p>The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore district, where laterite is used.</p> <p>The line is unfenced, except between Nágpur and Kamptee and at the more important stations.</p>	<p>Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork.</p> <p>Owing to the negotiations for the formation of a company to construct and work this line not having been completed and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates.</p> <p>In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Ráj-Nándgaon, 149 miles. Of this length, 145.50 miles have been converted to the standard gauge, and the Tumsar branch, 3.50 miles, has been abandoned.</p> <p>The whole system extends from Asansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with branches from Jharsuguda to Sambalpur and from Biláspur <i>via</i> the Umaria coal mines to Katni. There is also a branch from near Asansol to the Sanctoria collieries.</p> <p>The line has also been extended from Sini to Khargpur and from Barang, on the East Coast State Railway, to Howrah and Shalimar on the River Hooghly and a branch from Khargpur to Midnapore.</p> <p>The Umaria-Katni line was taken over by the Company on the 1st April 1888.</p> <p>The dates of orders for survey and construction, and of opening, of the original metre-gauge line are as follows:</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881.</p> <p style="text-align: center;"><i>Dates of opening.</i></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Nágpur to Tumsar—</td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: right;">Miles.</td> </tr> <tr> <td>For goods traffic . . . . .</td> <td>6-4-80</td> <td rowspan="3" style="vertical-align: middle;">} 53</td> </tr> <tr> <td>For passenger traffic—</td> <td></td> </tr> <tr> <td>    Nágpur to Kamptee (9 miles) . . . . .</td> <td>26-7-80</td> </tr> <tr> <td>    Kamptee to Tumsar (44 miles) . . . . .</td> <td>8-11-80</td> <td></td> </tr> <tr> <td>Dowháli junction (Tumsar road) to Tirora</td> <td>21-2-81</td> <td>13</td> </tr> <tr> <td>Tirora to Gondia . . . . .</td> <td>18-5-81</td> <td>18</td> </tr> <tr> <td>Gondia to Amgaon . . . . .</td> <td>25-11-81</td> <td>14</td> </tr> <tr> <td>Amgaon to Ráj-Nándgaon—</td> <td></td> <td></td> </tr> <tr> <td>For goods traffic . . . . .</td> <td>16-12-82</td> <td rowspan="2" style="vertical-align: middle;">} 51</td> </tr> <tr> <td>For passenger traffic . . . . .</td> <td>7-2-83</td> </tr> </table> <p>TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145.50*</p> <p>The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891.</p> <p>The Saranda tunnel was completed and opened for traffic on the 1st October 1892. It is lined almost throughout.</p>	Nágpur to Tumsar—		Miles.	For goods traffic . . . . .	6-4-80	} 53	For passenger traffic—		Nágpur to Kamptee (9 miles) . . . . .	26-7-80	Kamptee to Tumsar (44 miles) . . . . .	8-11-80		Dowháli junction (Tumsar road) to Tirora	21-2-81	13	Tirora to Gondia . . . . .	18-5-81	18	Gondia to Amgaon . . . . .	25-11-81	14	Amgaon to Ráj-Nándgaon—			For goods traffic . . . . .	16-12-82	} 51	For passenger traffic . . . . .	7-2-83
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\* Excluding the branch line from Dowháli to Tumsar (3.50 miles), which has been abandoned.

Appendix 7.  
History of Railways:

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
	Miles.	Miles.	Miles.		Miles.	
4(a)	Bengal-Nagpur—concl'd. (5' 6" gauge). Brought forward		626.69	Brought forward . . . . .		626.69
	<i>Branches—</i>			<i>Branches—</i>		
	Damoodur (5.10 miles from Asansol junction) to the Sanctoria collieries ( <i>Sanctoria coal branch</i> ) . . . . .		7.03	Damoodur to the Sanctoria collieries— For coal traffic . . . . .		7.03
	Jharsuguda (245.22 miles from Asansol) to Sambalpur ( <i>Sambalpur branch</i> ) . . . . .		30.23	Jharsuguda to Sambalpur— For goods traffic . . . . . For passenger traffic . . . . .		30.23
	Biláspur to Katni ( <i>Katni branch</i> ) . . . . .		196.93	Biláspur to Birsinghpur— For goods traffic . . . . . For passenger traffic . . . . .		
			234.19	Birsinghpur to Umariá— For goods traffic . . . . . For passenger traffic . . . . .		18.48
				Umariá to Katni . . . . .		
						234.19
	Sini (530.41 miles from Nágpur on the Bengal-Nágpur railway, main line) to Howrah . . . . .		170.33	Sini to Khargpur— For goods traffic . . . . . For passenger traffic . . . . .		99.50
	Khargpur to Barang (Cuttack), on the East Coast State railway . . . . .		188.50	Khargpur to Khal Bridge— For goods traffic . . . . . For passenger traffic . . . . .		
			358.83	Khal Bridge to Rajapur Khal . . . . . Rajapur Khal to Howrah . . . . .		18.80 17.50
	Santragachi to Shalimar . . . . .		3.00			
	Khal bridge to Kola river side station ( <i>Kola riverside branch</i> ) . . . . .		1.00	Khargpur to Balasore— For goods traffic . . . . . For passenger traffic . . . . .		71.75
	Khargpur to Bujudih . . . . .		122.02	Balasore to Barang (Cuttack)— For goods traffic . . . . . For passenger traffic . . . . .		
				Rajapur Khal to Kola Riverside Station— For goods traffic . . . . . For passenger traffic . . . . .		1.00
			Khargpur to Cossye river— For goods traffic . . . . . For passenger traffic . . . . .		5.75	
						188.50
				TOTAL OPEN MILEAGE		1,226.46
			1,345.73			
II (b)	Bezwada extension (East Coast State)— (5' 6" gauge).					
	Hyderabad frontier to Bezwada (91.00 miles from Gódávari North on the East Coast State railway) . . . . .		20.58	Hyderabad frontier to Bezwada . . . . .		20.58

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

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Details of construction.		REMARKS.																																																																																		
<p>The Sambalpur branch is laid with the same type of permanent-way as the main line, but no s&amp;l sleepers have been added at rail joints. The work is fairly heavy and contains one bridge of six spans of 100 feet girders across the Bonum river.</p> <p>The Umari-Katni section, which was originally laid with second-hand East Indian railway permanent-way on timber sleepers (82lb. rails on three-fourths of the distance and 74lb. rails on the remainder), is now being relaid with 75lb. flat-footed rails on transverse steel sleepers. Thirty-four miles have been relaid up to date.</p> <p>The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mah&amp;nadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet.</p> <p>This line has been laid with steel rails weighing 85lb. to the yard on cast-iron pot sleepers.</p> <p>The important bridges are those over the Koakhye, Katjoori, Mah&amp;nadi, Beroopa, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopnarain, Damoodur, Upper Subanarikha and Korkai rivers.</p> <p>The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below :</p>		<p>The survey of the Sambalpur branch was sanctioned in October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.</p> <p>The surveys of the Sini-Midnapore-Howrah and Midnapore-Barang (Cuttack) section were carried out by Government. Sanction for construction was given in August 1895, and work was started by the Bengal-N&amp;gpur Railway Company in December 1895.</p> <p>The construction of the bridge over the Mah&amp;nadi delta round Cuttack, to connect directly with the East Coast State railway, was sanctioned in March 1897, and completed in March 1900.</p> <p>The construction of the Khargpur-Midnapore section of the Midnapore-Jherriah branch was sanctioned in January 1899, and work was commenced in the same month and completed up to the Cossye river in January 1900.</p>																																																																																		
<table border="1"> <thead> <tr> <th rowspan="2">Section of line.</th> <th colspan="2">Length of gradients.</th> <th colspan="2">Curves under a radius of 1,000 feet.</th> </tr> <tr> <th>१०</th> <th>१००</th> <th>Length.</th> <th>Radius.</th> </tr> </thead> <tbody> <tr> <td>Main line—</td> <td>Mile.</td> <td>Miles.</td> <td>Mile.</td> <td>Feet.</td> </tr> <tr> <td>Between 160 and 161 miles from N&amp;gpur .</td> <td>...</td> <td>0'19</td> <td>...</td> <td>...</td> </tr> <tr> <td>" 341 " 363 " " "</td> <td>...</td> <td>7'36</td> <td>...</td> <td>...</td> </tr> <tr> <td>" 419 " 437 " " "</td> <td>...</td> <td>5'83</td> <td>...</td> <td>...</td> </tr> <tr> <td>" 472 " 491 " " "</td> <td>...</td> <td>13'01</td> <td>...</td> <td>...</td> </tr> <tr> <td>" 531 " 624 " " "</td> <td>...</td> <td>23'44</td> <td>...</td> <td>...</td> </tr> <tr> <td>Sanctoria coal branch . . . . .</td> <td>0'15</td> <td>1'36</td> <td>0'28</td> <td>800</td> </tr> <tr> <td>Katni branch—</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Between 299 and 317 miles from N&amp;gpur .</td> <td>...</td> <td>12'06</td> <td>...</td> <td>...</td> </tr> <tr> <td>" 378 " 387 " " "</td> <td>...</td> <td>4'53</td> <td>...</td> <td>...</td> </tr> <tr> <td>" 418 " 423 " " "</td> <td>...</td> <td>1'59</td> <td>...</td> <td>...</td> </tr> <tr> <td>" 438 " 439 " " "</td> <td>...</td> <td>0'61</td> <td>...</td> <td>...</td> </tr> <tr> <td>Sambalpur branch—</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Between 395 and 413 miles from N&amp;gpur .</td> <td>...</td> <td>8'90</td> <td>...</td> <td>...</td> </tr> </tbody> </table>		Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.		१०	१००	Length.	Radius.	Main line—	Mile.	Miles.	Mile.	Feet.	Between 160 and 161 miles from N&gpur .	...	0'19	...	...	" 341 " 363 " " "	...	7'36	...	...	" 419 " 437 " " "	...	5'83	...	...	" 472 " 491 " " "	...	13'01	...	...	" 531 " 624 " " "	...	23'44	...	...	Sanctoria coal branch . . . . .	0'15	1'36	0'28	800	Katni branch—					Between 299 and 317 miles from N&gpur .	...	12'06	...	...	" 378 " 387 " " "	...	4'53	...	...	" 418 " 423 " " "	...	1'59	...	...	" 438 " 439 " " "	...	0'61	...	...	Sambalpur branch—					Between 395 and 413 miles from N&gpur .	...	8'90	...	...	<p>The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations.</p> <p>A grade of 1 in 100, 0'32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.</p>		<p>The line was sanctioned for construction on the 26th November 1886. It was amalgamated with the East Coast State railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system. The extension is maintained by the East Coast State Railway.</p>	
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Sambalpur branch—																																																																																				
Between 395 and 413 miles from N&gpur .	...	8'90	...	...																																																																																



Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
22 (a)	<b>Bhavnagar-Gondal-Junágad- Porbandar—</b> (3' 3½" gauge).		
	Bhavnagar Bandar to Wadhwan Junction . . . . . 105·20		Bhavnagar to Wadhwan . 20-12-80 *105·20
	Dhola Junction (32·00 miles from Bhavnagar Bandar) to Porbandar Bandar . . . . . 158·79		Dhola to Dhoráji . . . 19-1-81 88·37 Dhoráji to Porbandar . 17-12-89 †69·44 Porbandar to Porbandar Bandar—
	Jetalsar Junction (112·00 miles from Bhavnagar Bandar) to Verával Bandar, including 2·33 miles of Junágad quarry line . . . . . 69·85		For goods traffic . . . 15-3-90 0·98 Jetalsar to Junágad . . . 1-9-88 16·00 Junágad to Verával (in- cluding Junágad quar- ry line) . . . . . 1-2-89 ‡53·55
			Verával to Verával Bandar—
			For goods traffic . . . 1-12-90 0·30
	TOTAL . . .	333·84	TOTAL OPEN MILEAGE . 333·84
9 (i)	<b>Bhopal-Itársi—</b> (5' 6" gauge).		
	<i>Main line—</i>		<i>Main line—</i>
	Itársi [463·28 miles from Bombay (Vic- toria terminus) on the north-east line of the Great Indian Peninsula rail- way] to Bhopal . . . . . 57·11		Itársi to Hoshangabad . . . 1-6-82 10·89 Hoshangabad to Bhopal . . 18-11-84 46·22
	<i>Branch—</i>		57·11
	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . 0·28	57·39	<i>Branch—</i>
			Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . . . . 11-11-95 0·28
			TOTAL OPEN MILEAGE . 57·39

\* Of this, the Bhavnagar Dock estate line, 0·87 mile, is worked for goods traffic only.

† Of this, the Porbandar Dock estate line, 1·35 miles, is worked for goods traffic only.

‡ Of this, the Junágad quarry line, 2·35 miles, and Junágad Dock estate line, 0·30 mile, are worked for goods traffic only.

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.								
<p>The lines from Bhávnagar to Wadhván and Dhola to Dhoráji have been constructed for a single track with 41½ lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72.</p> <p>The ruling gradient on the Jetalsar-Verával section is 1 in 150. The permanent-way consists of 41½ lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers.</p> <p>The permanent-way on the Dhoráji-Porbandar section consists of 41½ lb. flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good section of well-broken stone ballast.</p> <p>The whole line is practically unfenced.</p> <p>There are no curves under a radius of 1,000 feet.</p>	<p>The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native States by the British Government, and is worked under the direction of a Board of Control consisting of representatives of each of the proprietary states. The revised agreement came into force on the 1st January 1897 and will be found in Appendix Y to Part II of the Railway Administration Report for 1897-98.</p> <p>The portions from Bhávnagar to Wadhván on the north and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State.</p> <p>The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágad State, within whose territory it lies.</p> <p>The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.</p>								
<p>The line has been laid for a single track with 62 lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood.</p> <p>The ghát section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 92 lbs. per bowl. A similar operation was subsequently put in hand on those portions of the line where wooden sleepers were in use. The whole of these portions are now relaid with Indian Midland railway pot sleepers. Up to the end of 1899, 14·25 miles have been relaid with Indian Midland railway 80 lb. rails.</p> <p>The line is wholly fenced.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The steepest gradients are noted below:</p>	<p>The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively.</p> <p>The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line has been worked by the Indian Midland Railway Company from the 1st January 1889.</p> <p>The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94.</p> <p>The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.</p>								
<table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="2">LENGTH OF GRADIENTS.</th> </tr> <tr> <th>1 in 100</th> <th>1 in 150</th> </tr> </thead> <tbody> <tr> <td>Budni-Barkhera . . . . .</td> <td>Miles. 6·77</td> <td>Mile. 0·83</td> </tr> </tbody> </table>	SECTION OF LINE.	LENGTH OF GRADIENTS.		1 in 100	1 in 150	Budni-Barkhera . . . . .	Miles. 6·77	Mile. 0·83	
SECTION OF LINE.		LENGTH OF GRADIENTS.							
	1 in 100	1 in 150							
Budni-Barkhera . . . . .	Miles. 6·77	Mile. 0·83							

Appendix 7.  
History of Railways.

APPEA

History of Railways constructed and in progress

NOTE—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
9 (h)	<p>Bhopal-Ujjain— (5' 6" gauge).</p> <p>From joint boundary of the Indian Midland and Bhopal-Itarsi railways at Bhopal (57 miles from Itarsi on the Bhopal-Itarsi railway) to Ujjain (600.50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway . . . . .</p>	113.27		<p>Bhopal to Ujjain—</p> <p>For goods traffic . . . . . 11-11-95 } For passenger traffic . . . . . 11-4-96 } 113.27</p>	
9 (g)	<p>Bina-Goona-Baran— (5' 6" gauge).</p> <p>From the joint boundary of the Indian Midland and Bina-Goona railways, a point 2.00 miles from the centre of Bina station (143 miles from Itarsi on the Indian Midland railway), to Goona . . . . .</p> <p>Goona-Baran extension— Goona to Baran . . . . .</p>	71.71	73.88	<p>From the joint boundary of the Indian Midland and Bina-Goona railways, a point 2.00 miles from the centre of Bina station to Goona . . . . . 23-9-95</p> <p>From centre of Goona station (mile 216—3,402 ft.) to centre of Baran station (mile 290—697 ft.) } 15-5-99</p>	71.71 73.88
			145.59		
					Total open mileage . . . . . 145.59

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																								
<p>The permanent-way consists of 75lb. flat-footed steel rails laid on 135lb. transverse steel sleepers.</p> <p>There are six large bridges on the line:</p> <table border="0"> <tr> <td>Parbati</td> <td>5 spans of</td> <td>. . . . .</td> <td>100 feet.</td> </tr> <tr> <td>Niwaj</td> <td>5 " "</td> <td>. . . . .</td> <td>100 "</td> </tr> <tr> <td>Bari-Kalis-Sind</td> <td>6 " "</td> <td>. . . . .</td> <td>100 "</td> </tr> <tr> <td>Lakhundar</td> <td>4 " "</td> <td>. . . . .</td> <td>60 "</td> </tr> <tr> <td>Greater Tilar</td> <td>8 " "</td> <td>. . . . .</td> <td>60 "</td> </tr> <tr> <td>Choti-Kali-Sind</td> <td>6 " "</td> <td>. . . . .</td> <td>60 "</td> </tr> </table> <p>The line is fenced only at, and in the vicinity of, stations, towns, and important level crossings.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The ruling gradient is 1 in 150 and aggregates 31·88 miles in length.</p>	Parbati	5 spans of	. . . . .	100 feet.	Niwaj	5 " "	. . . . .	100 "	Bari-Kalis-Sind	6 " "	. . . . .	100 "	Lakhundar	4 " "	. . . . .	60 "	Greater Tilar	8 " "	. . . . .	60 "	Choti-Kali-Sind	6 " "	. . . . .	60 "	<p>The construction of this line was sanctioned in November 1892.</p> <p>Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not started until the end of April 1893.</p> <p>The line was constructed jointly by the Gwalior and Bhopal States; but is worked by the Indian Midland Railway Company. The terms of working will be found in Appendices GG and HH to Part II of the Railway Administration Report for 1896-97.</p>
Parbati	5 spans of	. . . . .	100 feet.																						
Niwaj	5 " "	. . . . .	100 "																						
Bari-Kalis-Sind	6 " "	. . . . .	100 "																						
Lakhundar	4 " "	. . . . .	60 "																						
Greater Tilar	8 " "	. . . . .	60 "																						
Choti-Kali-Sind	6 " "	. . . . .	60 "																						
<p>The permanent-way consists of 75lb. steel rails laid on steel transverse sleepers.</p> <p>There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet.</p> <p>The line is fenced throughout.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The ruling gradient is 1 in 125, of which there are 7 in number on the Bina-Goonna line, aggregating 3·95 miles in length.</p> <p>The country for the first part passed through is difficult, there being a sudden descent from the Central India plateau; but the latter portion, the Kotah section, is easy going. The main works are some 6 miles of very heavy ghat work with 50 feet banks and cuttings now completed: and the Parbatti bridge, 11 spans of 100 feet girders. Other large bridges are the Betli, 3-60 feet girders, the Andheri, 5-60 feet girders and the Lhassi, 3-40 feet girders. The ruling grade is 1 in 125, there being a continuous run of 6½ miles on this grade down the Goona ghâts. The sharpest curve is 1 degree or over 1 mile radius. A temporary terminus is being formed at Bárán pending decision as to further extension. The permanent-way consists of 75lb. flat-footed steel rails with 4-holed fish plates laid on deodar sleepers. Some 15 miles of Indian State Railway pattern steel trough sleepers, surplus from the Bhopal-Ujjain and Bina-Goonna railways, have been utilized on the Gwalior section. The line will be ballasted throughout but not fenced, except at stations. Black trap, sand stone, laterite or river shingle ballast is used as found most economical on the various lengths. Good stone is found; sand stone in parts, at other places basalt. Generally all openings are arched or flat tops. The only minor girder openings are 1-30 feet, 2-20 feet and 2-12 feet girders. Platforms, foot high above rail level only are being constructed. A station master's room and a waiting hall, serviceable also for goods protection, is arranged for at each station. At Chabra a waiting room for upper class is also provided, and at Bárán a rest-house has been built.</p>	<p>This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895. The terms of working will be found in Appendix EE to Part II of the Railway Administration Report for 1896-97.</p> <p>This line is an extension of the Bina-Goonna branch of the Indian Midland Railway system, and is being constructed jointly by the Durbars of the Gwalior, Tonk and Kotah States under Agreements the terms of which will be found in Appendices V, W and X to the Railway Administration Report for 1899-1900.</p> <p>Sanction was accorded to the commencement of earth work in the Gwalior section as a famine relief work in March 1896 and sanction to the whole line was accorded in January 1897.</p> <p>Rails were laid into Bárán by June 1898, but owing to the undue delay in receipt of girders the road was not laid over the Parbatti bridge till March 1899. It was opened for traffic on the 15th May 1899.</p> <p>A further extension of this system to Marwar Junction and Ajmer is under survey.</p>																								

**Appendix 7.**  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
22 (c)	Birur-Shimoga— (3' 3½" gauge). Birur to Shimoga . . . . .	Miles.  37'90	Miles.  Birur to Shimoga . . . . . 1-12-99 37'90

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is constructed for a single track. The rails are steel 41½ lb. to the yard laid on Mysore teak sleepers.</p> <p>The country traversed is somewhat undulating and the length of curves amount to 8.20 miles. There are no curves under a radius of 1,500 feet. The ruling gradient is 1 in 89 for a length of 1.87 miles. There are also gradients of 1 in 90 for 8.28 miles. The important river crossed is the Bhadra by 11 spans of 60' girders.</p>	<p>This line is worked by the Southern Mahratta Railway Company under an agreement, the terms of which will be found in Appendix K to this report.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
10(a)	<b>Bombay, Baroda and Central India—</b> (5' 6" gauge).		
	<i>Main line—</i>	Miles. Miles.	<i>Main line—</i> Miles.
	Bombay (Colába) terminus to Ahmedabad . . . . . 309'64		Colába to Marine lines . . 18-1-70 2'00
	Extension to Viramgám Junc- tion and Wadhván . . . . 79'93		Marine lines to Charni Road 19-6-69 0'75
	<u>389'57</u>		Charni Road to Bellasis Road . . . . . 13-9-68 0'75
			Bellasis Road to Bulsár . 28-11-64 121'00
			Bulsár to Navsári . . . . 2-9-61 24'25
			Navsári to Sachin . . . . 20-5-61 9'25
			Sachin to Surat . . . . . 18-3-61 9'00
			Surat to Amroli . . . . . 19-11-60 2'25
			Amroli to Anklesvar . . . . 10-2-60 28'75
			Anklesvar to the Nerbudda 5-12-60 } 5'50
			Nerbudda to Broach . . . . 22-6-60 }
			Broach to Baroda . . . . . 9-1-61 45'75
			Baroda to Dholia . . . . . 22-4-61 41'25
			Dholia to Mehmabad . . . . 3-9-62 33'25
			Mehmabad to Ahmedabad 21-1-63 17'89
			Ahmedabad to Sábarmati . . 1-1-70 3'75
			Sábarmati to Sánand . . . . 24-5-71 13'75
			Sánand to Viramgám . . . . 30-11-71 22'75
			Viramgám to Wadhván . . . 25-5-72 39'68
			<u>389'57</u>
	<i>Branches—</i>		<i>Branches—</i>
	Anand Junction (269'50 miles from Bombay) to Godhra ( <i>Godhra branch</i> ). . . . . 49'21		<i>Godhra branch—</i>
	Khárághoda in the Runn of Cutch, to Viramgám Junc- tion (349'75 miles from Bombay on the Wadhván extension on the Bombay, Baroda and Central India railway) ( <i>Pátri branch</i> ) . . 22'12		Anand to Dákor . . . . . 8-4-74 16'75
	<u>71'33</u>		Dákor to Rukhyal . . . . . 6-1-75 1'75
			Rukhyal to Hungari . . . . 6-12-76 9'00
			Hungari to Páli . . . . . 29-1-77 4'71
			Páli to Godhra . . . . . 26-2-82 17'00
			<u>49'21</u>
			<i>Pátri branch—</i>
			Khárághoda to Viramgám . 12-5-73 22'12
			<u>22'12</u>
	Carried over . 460'90		Carried over . 460'90

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.														
<p>The line is double from Colába to Dahanu, 78·28 miles; from Sachin to Anklesvar, 40·19 miles; from Broach to Baroda, 44·01 miles; and from Bârejâdi to Ahmedabad, 10·21 miles—in all 172·69 miles. The work of doubling the line from Dahanu to Sachin 80·00 miles is in hand and from Anklesvar to Broach, 5 miles, is completed. The warren girders of the bridges have been renewed by steel plate girders.</p>	<p>The section from Colába to Marine lines was commenced in May 1865. The estimates of the extension to Wadhwan were sanctioned on the 24th October 1870. The following are the dates of sanction of the remaining sections of this line:—</p> <table border="0"> <tr> <td>Marine lines to Charni Road . . . . .</td> <td>1868</td> </tr> <tr> <td>Charni Road to Grant Road . . . . .</td> <td>May 1863</td> </tr> <tr> <td>Grant Road to Dâdar . . . . .</td> <td>July 1862</td> </tr> <tr> <td>Dadar to 50th mile (from Colába) . . . . .</td> <td>1859</td> </tr> <tr> <td>50th mile (from Colába) to Surat . . . . .</td> <td>1858</td> </tr> <tr> <td>Surat to Ahmedabad . . . . .</td> <td>1857 and 1859</td> </tr> <tr> <td>Ahmedabad to Viramgâm . . . . .</td> <td>October 1870</td> </tr> </table>	Marine lines to Charni Road . . . . .	1868	Charni Road to Grant Road . . . . .	May 1863	Grant Road to Dâdar . . . . .	July 1862	Dadar to 50th mile (from Colába) . . . . .	1859	50th mile (from Colába) to Surat . . . . .	1858	Surat to Ahmedabad . . . . .	1857 and 1859	Ahmedabad to Viramgâm . . . . .	October 1870
Marine lines to Charni Road . . . . .	1868														
Charni Road to Grant Road . . . . .	May 1863														
Grant Road to Dâdar . . . . .	July 1862														
Dadar to 50th mile (from Colába) . . . . .	1859														
50th mile (from Colába) to Surat . . . . .	1858														
Surat to Ahmedabad . . . . .	1857 and 1859														
Ahmedabad to Viramgâm . . . . .	October 1870														
<p>The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.</p>															
<p>The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwan extension, which is, for the most part, laid with 60lb. iron rails and cast-iron pots. On the Ahmedabad-Viramgâm section, however, 8 miles of road are being renewed annually with 69lb. steel rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.</p>															
<p>On the double line from Virâr to Dahanu, Amroli to Anklesvar and Broach to Miyagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and based four-holed chairs and ballasted with stone and gravel ballast.</p>															
<p>On the double line from Miyagam to Itola 82lb. bull-headed steel rails are laid on cast-iron pot sleepers and ballasted with gravel ballast.</p>															
<p>On the double line Itola to Baroda 69lb. double-headed steel rails are laid on cast-iron pot sleepers and ballasted with gravel ballast.</p>															
<p>The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwan there are 37 miles of cactus and 43 miles of wire.</p>															
<p>The ruling gradient on the main line is 1 in 500, of which there are 63 in number aggregating 97·87 miles in length.</p>															
<p>The formation and earthwork of the Godhra branch are for a single line; the rails are 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The 60lb. iron rails have been renewed with 69lb. steel rails. The line is located on the trunk road, and is fenced partly with cactus (8 miles) and partly with wire (41 miles).</p>															



Appendix 7.  
History of Railways.

APPE

History of Railways constructed and in progress

NOTE—On account of the earlier issue on this Appendix this

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
10 (a)	<b>Bombay, Baroda and Central India—concl'd.</b> (5' 6" gauge).  Brought forward . 460'90		Brought forward . 460'90
			<b>DOUBLE MAIN LINE—</b>
			Colaba to Marine lines . 18-1-70 1'91
			Marine lines to Charni Road . . . . . 19-6-69 0'71
			Charni Road to Bellasis Road . . . . . 13-9-68 1'29
			Bellasis Road to Máhim . 20-7-65 5'44
			Máhim to Bándra . . . . . 23-2-66 1'07
			Bándra to Santa Cruz . 23-5-66 1'83
			Santa Cruz to Andheri . 29-8-67 2'71
			Andheri to Bháyndar . . 27-4-85 13'33
			Bháyndar to Virár . . . . 1-10-85 10'34
			Virár to Palghar . . . . . 1-12-97 19'28
			Palghar to Dahanu Road . 17-1-98 20'37
			Dahanu Road to Gholvad . 20-4-00 6'68
			Gholvad to Damaun . . . . 18-10-00 23'19
			Sachin to Kánkra Khári . . 4-7-87 6'36
			Kánkra Khári to Surat . . 5-6-68 2'72
			Surat to Amroli . . . . . 9-10-67 2'19
			Amroli to Sayan . . . . . 25-5-98 6'43
			Sayan to Kim . . . . . 1-10-98 6'33
			Kim to Anklesvar . . . . . 11-12-99 16'16
			Broach to Miyagam . . . . . 15-10-99 25'42
			Miyagam to Itola . . . . . 15-9-97 7'82
			Itola to Baroda . . . . . 7-6-95 10'77
			Bárejadi to Ahmedabad . . 2-6-87 10'21
			<b>TOTAL DOUBLE LINE . 202'56</b>
	<b>TOTAL . 460'90</b>		<b>TOTAL OPEN MILEAGE . 460'90</b>
2 (c)	<b>Brahmaputra-Sultanpur—</b> (3' 3½" gauge).  Santabar to Fulchhari . . . . . 59'19		Santabar to Bogra . . . . . 1-4-99 24'50
			Bogra to Davantola . . . . . 5-4-00 22'02
			Davantola to Bonarpara—
			For goods traffic . . . . . 1-8-00 } 4'60
			For passenger traffic . . . . 15-9-00 }
			Bonarpara to Fulchhari—
			For goods traffic . . . . . 1-9-00 } 8'07
			For passenger traffic . . . . . 15-9-00 }
			<b>TOTAL OPEN MILEAGE . 59'19</b>

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

was not been possible to bring this statement fully up to date.

Details of construction.		REMARKS:																
<p>The ruling gradient on the Godhra branch is 1 in 200 of which there are 7 in number aggregating 4'05 miles in length.</p> <p>The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard and are laid on creosoted pine sleepers with sand ballast. On this branch 2 miles of road are being renewed annually with 50lb. steel rails.</p> <p>This branch is unfenced.</p> <p>The ruling gradient on the Patri branch is 1 in 300, of which there are 4 in number aggregating 0'74 miles in length.</p> <p>There are no curves under a radiur of 1,000 feet.</p> <p>The length and situation of gradients up to 1 in 100 are shown in the statement below :</p>		<p>The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant.</p> <p>The dates of orders for survey and construction are 26th May 1870 and 13th June 1871 respectively.</p> <p>The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this Company. The terms of working the Dabhoi and Mehsána railways will be found in Appendix AA to Part II of the Railway Administration Report, for 1897-98 and in Appendix M to Part II of the Railway Administration Report for 1893-94, respectively.</p> <p>The Rajputana-Malwa State Railway has been leased to this Company from the 1st January 1885. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85. A supplemental agreement for working this line and branches and extending the lease to the 31st December 1905 will be found in Appendix G to this report.</p>																
<table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="2">LENGTH OF GRADIENTS</th> </tr> <tr> <th>1 in 80.</th> <th>1 in 100.</th> </tr> </thead> <tbody> <tr> <td>Main line, miles 197 and 198 from Bombay</td> <td>Miles. ...</td> <td>Miles. 0'06</td> </tr> <tr> <td>" " 259 and 260 "</td> <td>...</td> <td>0'13</td> </tr> <tr> <td>Godhra branch, miles 301 to 304 from Bombay</td> <td>1'32</td> <td>...</td> </tr> <tr> <td>Godhra branch, miles 315 and 316 from Bombay</td> <td>...</td> <td>0'05</td> </tr> </tbody> </table>			SECTION OF LINE.	LENGTH OF GRADIENTS		1 in 80.	1 in 100.	Main line, miles 197 and 198 from Bombay	Miles. ...	Miles. 0'06	" " 259 and 260 "	...	0'13	Godhra branch, miles 301 to 304 from Bombay	1'32	...	Godhra branch, miles 315 and 316 from Bombay	...
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<p>The permanent-way consists of 50lb. steel rails and sál sleepers.</p> <p>The ballast is of burnt brick.</p> <p>The works are fairly heavy. The largest bridge, the Bengali, consists of 6 spans of 60 feet. The steepest grade is 1 in 180 and occurs at miles 13 and 14 in the two approaches to a bridge. Their lengths are 0'38 and 0'37 miles, respectively.</p> <p>There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations.</p>		<p>Date of orders for survey—</p> <p>Sultanpur <i>via</i> Bogra to Fulchhari on the Brahmaputra 7-10-90</p> <p>The construction of the line was sanctioned in October 1896, and work started in January 1897.</p>																



DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

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Details of construction.	REMARKS.																																																																																	
<p>The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 90 miles, 41½lb steel for 29 miles and 40lb. iron for 33 miles.</p> <p>The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low.</p> <p>The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Pyinbongyi (62 miles), the remaining 104 miles being laid with rails, 41½lb. to the yard, on pyinkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of water-way provided against 8,165 lineal feet on the Irrawaddy line.</p> <p>The permanent-way on the Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel.</p> <p>The ballast is either single or broken stone.</p>	<p>The dates of orders for survey and construction are as follow:</p> <table data-bbox="826 716 1552 820"> <thead> <tr> <th></th> <th><i>Dates for survey.</i></th> <th><i>Dates for construction.</i></th> </tr> </thead> <tbody> <tr> <td>Rangoon to Prome</td> <td>16-10-69</td> <td>25-9-74</td> </tr> <tr> <td>Rangoon to Toungoo</td> <td>17-8-74</td> <td>23-5-81</td> </tr> </tbody> </table>		<i>Dates for survey.</i>	<i>Dates for construction.</i>	Rangoon to Prome	16-10-69	25-9-74	Rangoon to Toungoo	17-8-74	23-5-81																																																																								
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<p>There are several other bridges with water-ways up to 200 lineal feet.</p> <p>All girder bridges on the Mandalay line are provided with floors and hand rails for military purposes.</p> <p>There are no great engineering difficulties, but much of the line passes through thick jungle.</p> <p>The line from Prome to Mandalay is fenced.</p> <p>The earthwork on the Thazi-Myingyan branch was carried out as a famine relief work, the bridging is partly of timber and partly of masonry with steel girders. The permanent-way consists of steel rails 41½ and 50lb. to the yard, and the sleepers are of pyinkado.</p>	<p>Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure.</p> <p>An extension of this branch to Myingyan was sanctioned and construction started in September 1898.</p>																																																																																	
<p>On the Mu Valley line masonry of bridges is mostly of brickwork. The permanent-way consists of 41½lb. flat-footed steel rails, laid on sleepers of teak, pyinkado, ingyin and thitya. The ballast is all of broken stone or shingle. The line is generally unfenced, except at a few stations:</p>	<p>The construction of the main line, Sagaing to Kawlin and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.</p>																																																																																	

Appendix 7.  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
25 (a)	Burma—concl'd. (3'3½" gauge).				
	Brought forward	{ 331'29		Brought forward	{ 628'60
		628'60			331'29
	<i>Branches—(concl'd.)</i>			<i>Branches—</i>	
	Sagaing (on the right bank of the Irrawaddy) to Alon (on the left bank of the Chindwin)	70'46		Sagaing to Alon . . . . . 15-4-00	70'46
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the left bank of the Irrawaddy opposite Sagaing ( <i>Myohaung branch</i> )	6'00		Myohaung to Amarapura shore—	
	Naba on the main line to Katha on the right bank of the Irrawaddy ( <i>Katha branch</i> )	14'45		For goods traffic . . . 22-11-91	6'00
		422'20		For passenger traffic . . . 22-2-92	
	<i>Mandalay Kunlón section—</i>			Naba to Katha . . . . . 2-10-95	14'45
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the right bank of the Salween river	222'99		Total Mu Valley line	422'20
	<i>Bassein-Hensada-Letpadan railway—</i>			Myohaung to Sédaw—	
	Letpadan (on Irrawaddy line) to Tharrawaddy on the east bank of the Irrawaddy river, thence through Hensada (on the west bank of the Irrawaddy) to the town of Bassein	119'01		For goods traffic . . . 1-1-98	13'00
				For passenger traffic . . . 1-4-00	
				Sédaw to Maymyo . . . 1-4-00	26'10
				Maymyo to Nawnghkio . . 20-5-00	34'10
					73'20
				<i>DOUBLE—</i>	
				<i>Irrawaddy line—</i>	
				Rangoon to Kemmendine 30-10-89	3'54
				Kemmendine to Insein . . . 10-1-90	5'50
				<i>Mandalay line—</i>	
				Myohaung to Mandalay . . . 3-10-99	2'45
				<i>Mu Valley line—</i>	
				Nahakaung to Naba . . . 11-6-97	0'55
					12'00
	<b>TOTAL</b>		1,392'80	<b>TOTAL OPEN MILEAGE</b>	1,124'00

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
<p>The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nahakaung-Katha section, and their aggregate length is 3.08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213.8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankhan-Mohyin section, 3,790 feet long.</p> <p>On the Sagaing-Alon branch, the ruling gradient is 1 in 150 and the sharpest curve is 2°. The earthwork and bridging are not heavy, the latter being of stone or brick masonry and steel girders. The permanent-way consists of steel rails, 41½ and 50lb. to the yard on pyinkado sleepers; the ballast is of shingle and broken stone.</p> <p>The Mandalay-Kunlön line is being constructed for a single track with 50lb. steel rails and wooden sleepers. The sleepers will be of pyinkado, ingyin, thitya or oak, and average 2,200 to the mile. It is a mountain railway with a gradient of 1 in 40, except on the Maymyo Ghât (miles 13 to 28), where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult.</p> <p>The works and bridging generally are light for a mountain railway, with the exception of 1½ miles of very heavy work on the Maymyo Ghât; and a long, high viaduct, and two tunnels at the Gokteik gorge. This viaduct will consist of 10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet supported on piers formed of steel trestles in pairs 40 feet apart. Total length of viaduct will be 2,260 feet and greatest height of rail level above ground 325 feet.</p> <p>Special locomotives are being designed for this railway, and the rolling-stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves.</p> <p>The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:—</p>				<p>The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later.</p> <p>The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively.</p> <p>Sanction was received in September 1898 to the construction of a branch line, 71.00 miles long, from Sagaing Station on the Mu Valley railway to Alon, a town on the Chindwin river. Work was commenced at once.</p> <p>Orders were given for the construction of the Mandalay-Kunlön line in October 1895.</p> <p>The working and construction of the Burma railways was made over to a company from the 1st September 1896—<i>vide</i> Appendix P to Part II of the Railway Administration Report for 1897-98.</p> <p>Sanction was received in February 1900 to the construction of the line from Letpadan to Tarrawaddy, a town on the east bank of the Irrawaddy through Henzada, on the west bank, to the town of Bassein, and work has been commenced.</p>	
SECTION.	GRADIENTS.			CURVES.	
	1 in 25	1 in 25 to 1 in 40	1 in 40	Length.	Radius.
Mandalay (Myohaung) Salween— Mile 0 to 230.72 . . .	Miles. 11.36	Miles. 102.22	Miles. 18.32	Miles. 51.45	Varying from 338 feet to 955 feet.
<p>The 11.36 miles of 1 in 25 gradients are on the Maymyo Ghât.</p> <p>Wooden bridging will be used to a certain extent on the easier and flatter portions of the line.</p> <p>The line will not be fenced.</p> <p>On the Bassein-Henzada-Letpadan branch the large bridges will be of steel girders on iron cylinders and piles. The permanent-way will be of steel rails 50lb. to the yard on pyinkado sleepers.</p>					

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year.

Class. No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
6 (a)	Calcutta Port Commissioners'— (5' 6" gauge).				
	Cossipore to Chandpal Ghât, Calcutta . . . . .	4'06		Bagbazar to Cossipore . . . . .	1-6-78 . . 1'14
				Bagbazar to Meerbohur Ghât . . . . .	1-11-75 . . 1'76
				Meerbohur Ghât to Jetties . . . . .	1-6-78 . . 0'84
				Jetties to Chandpal Ghât . . . . .	1-12-80 . . 0'32
				Chandpal Ghât to Kidderpore docks . . . . .	1-1-87 . . 2'16
	Chandpal Ghât to Kidderpore docks . . . . .	2'16			6'22
	<i>Shalimar branch—</i> Telkul Ghât Road to Bhurpara Khal at Shalimar . . . . .	2'31		<i>Shalimar branch—</i> Telkul Ghât Road to Bhur- para Khal at Shalimar . . . . .	11-12-84 . . 2'31
	TOTAL . . . . .		8'53	TOTAL OPEN MILEAGE . . . . .	8'53

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is laid partly with iron and partly with steel rails, weighing 60lb. to the yard, on Maclellan's patent embossed sleepers and sal sleepers; packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The line is fenced with wire and iron standards.</p> <p>The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails.</p> <p>There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 740 feet and the lengths from 74 feet to 200 feet.</p> <p>The gradients up to 1 in 100 are:</p> <p style="padding-left: 2em;">1 of 1 in 80 . . . . . 300 feet in length, and 1 of 1 in 90 . . . . . 400 " "</p> <p>The Shalimar branch is laid partly with single-headed steel rails weighing 60lbs. to the yard, on Maclellan's patent embossed steel sleepers, and partly with East Indian railway second-hand iron rails laid on cast-iron ordinary chairs spiked on teakwood sleepers. Packing is done with coal cinders and ballast. The line is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.</p>	<p>The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively.</p> <p>This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874.</p> <p>This line is really a single line, but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary.</p> <p>From Chandpal Ghât to Kidderpore docks a line with sidings was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891.</p> <p>The line is laid on the west side of the Howrah foreshore road and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of the Telkul Ghât Road. The line serves the workshops of Messrs. Burn and Company, the chawl golahs at Ramkrishtopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The line is of a single track, and from it several sidings branch off to the jute and flour mills, etc.</p>



Appendix 7.  
History of Railways.

APPE

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class. No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles
7 (c)	Cawnpore-Burhwál (metre gauge link)— (3' 3½" gauge). Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) <i>via</i> Lucknow to Burhwál (point of junction with the Bahramghát branch of the Oudh and Rohilkhand State railway) . . .	79'60*	Burhwál to Daliganj . . . 24-11-96 Aishbagh to Cawnpore— For goods traffic . . . 25-4-97 } For passenger traffic . . . 15-5-97 }	†34'57 ‡45'03
	Carried over . . .	79'60	Carried over . . .	79'60

\* Excluding 3'66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.  
† Including the length, Burhwál to Bara Banki, 16'70 miles, laid on a mixed gauge.  
‡ Including the length over the Cawnpore bridge, 0'59 mile, laid on a mixed gauge.

IX 7—continued.

the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																
<p>The line has been laid partly on a mixed (5' 6" and 3' 3<math>\frac{1}{2}</math>") gauge and partly on a separate 3' 3<math>\frac{1}{2}</math>" gauge track, except for 3.66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway has been utilized. Starting from the north of Burhwál station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate metre gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2.08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2.80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand State railway, station yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83.26.</p> <p>Land has been taken up for a double line, except where the line runs alongside the Oudh and Rohilkhand State railway, but the bridges have been constructed for a single line only.</p> <p>From Burhwál to Bara Banki the permanent-way consists of second-hand 60lb. steel rails, obtained from the Oudh and Rohilkhand State railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50lb. steel rails on deodar sleepers, except for the last three miles at Cawnpore, which are laid with second-hand 60lb. steel rails obtained from the Oudh and Rohilkhand State railway. All sidings are of second-hand iron 60lb. section rails.</p> <p>There are no gradients of 1 in 100 or less. The sharpest curve has a radius of 573 feet.</p>	<p>The construction of this line, which was sanctioned in October 1894 as a part of the project for linking up the metre gauge railway systems of Northern India, was commenced in November 1894. It has been constructed and is worked by the Oudh and Rohilkhand State railway.</p>																																
<i>Rails.</i>																																	
<table border="1"> <thead> <tr> <th data-bbox="84 1979 437 2148">SECTIONS.</th> <th data-bbox="437 1979 561 2148">50lb. flat-footed Indian State railway steel rail.</th> <th data-bbox="561 1979 685 2148">60lb. flat-footed steel rail.</th> <th data-bbox="685 1979 789 2148">TOTAL.</th> </tr> </thead> <tbody> <tr> <td data-bbox="84 2148 437 2200">Burhwál to Daliganj—</td> <td></td> <td></td> <td></td> </tr> <tr> <td data-bbox="84 2200 437 2239">Mixed gauge, 3rd rail</td> <td data-bbox="437 2200 561 2239">...</td> <td data-bbox="561 2200 685 2239">16.79</td> <td data-bbox="685 2200 789 2239">16.79</td> </tr> <tr> <td data-bbox="84 2239 437 2278">Independent line</td> <td data-bbox="437 2239 561 2278">17.78</td> <td data-bbox="561 2239 685 2278">...</td> <td data-bbox="685 2239 789 2278">17.78</td> </tr> <tr> <td data-bbox="84 2278 437 2317">Aishbagh to Cawnpore—</td> <td></td> <td></td> <td></td> </tr> <tr> <td data-bbox="84 2317 437 2356">Mixed gauge, 3rd rail</td> <td data-bbox="437 2317 561 2356">...</td> <td data-bbox="561 2317 685 2356">0.59</td> <td data-bbox="685 2317 789 2356">0.59</td> </tr> <tr> <td data-bbox="84 2356 437 2377">Independent line</td> <td data-bbox="437 2356 561 2377">40.48</td> <td data-bbox="561 2356 685 2377">3.96</td> <td data-bbox="685 2356 789 2377">44.44</td> </tr> <tr> <td data-bbox="84 2377 437 2377" style="text-align: right;">TOTAL</td> <td data-bbox="437 2377 561 2377">58.26</td> <td data-bbox="561 2377 685 2377">21.34</td> <td data-bbox="685 2377 789 2377">79.60</td> </tr> </tbody> </table>	SECTIONS.	50lb. flat-footed Indian State railway steel rail.	60lb. flat-footed steel rail.	TOTAL.	Burhwál to Daliganj—				Mixed gauge, 3rd rail	...	16.79	16.79	Independent line	17.78	...	17.78	Aishbagh to Cawnpore—				Mixed gauge, 3rd rail	...	0.59	0.59	Independent line	40.48	3.96	44.44	TOTAL	58.26	21.34	79.60	
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Appendix 7.  
History of Railways:

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
7 (c)	Cawnpore-Burhwal (metre gauge line)— <i>concl'd.</i> (3' 3½" gauge).  Brought forward . . . . .	79.60	Brought forward . . . . .
	TOTAL . . . . .	79.60	TOTAL OPEN MILEAGE . . . . .
31 (a)	Cherra-Companyganj—* (2' 6" gauge). Companyganj to Thariaghât . . . . . 7.50 Thariaghât to Komora limestone quarry . . . . . 0.50	8.00	Companyganj to Thariaghât . . . . . 15-6-86 7.50 Thariaghât to Komora limestone quarry . . . . . 1-1-90 0.50  TOTAL OPEN MILEAGE . . . . . 8.00
2 (e)	Cooch Behar— (2' 6" gauge). Gitaldaha (on the left bank of the Dharlla river opposite Mogalhât) to the town of Cooch Behar . . . . . 22.38 Cooch Behar to Alipur (Cooch Behar-Santrabari extension, Native State section) . . . . . 11.40	33.78	Gitaldaha to Manshahi Junction— For goods traffic . . . . . 15-9-93 } 19.11 For passenger traffic . . . . . 1-3-94 } Manshahi Junction to the town of Cooch Behar . . . . . 15-12-98 3.27 Cooch Behar-Santrabari extension— (Native States section)— Cooch Behar to temporary Alipur Duar (Kholta) . . . . . 15-4-99 10.91 Temporary Alipur Duar (Kholta) to south bank of Kaljani river . . . . . 18-1-1900 0.49  TOTAL OPEN MILEAGE . . . . . 33.78

\* Closed for traffic from 25th March 1900, and subsequently abandoned.

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.
<i>Sleepers.</i>				
SECTIONS.	Deodar.	Teak.	TOTAL.	
Burhwál to Daliganj— Mixed gauge, 3rd rail, and independent line . . . . .	34'57	...	34'57	
Aishbagh to Cawnpore— Mixed gauge, 3rd rail, and independent line . . . . .	44'03	1'00	45'03	
TOTAL . . . . .	78'60	1'00	79'60	
<p>This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. With the exception of 0.50 mile near Therria, laid with wooden sleepers, the sleepers are steel, having a central corrugation with the convexity laid downwards. The rail is fastened by a tie and clips.</p> <p>The sleepers are 45 inches long, 8 to each rail of 21 feet. The line from Thariághát to Komora is laid with 18lb. steel rails on wooden sleepers.</p> <p>The steepest gradient on this line is 1 in 42.30 for a length of 1,250 feet; there are seven curves under a radius of 1,000 feet; their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet.</p> <p>A quarry extension, about half a mile in length, is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.</p>				<p>The line was closed on the 27th March 1899 owing to flood damages. A fair weather surface line, which was opened for goods traffic on the 3rd January 1900, was closed on the 25th March 1900, the line has since been abandoned.</p>
<p>The line runs through an easy country on an embankment, 12 feet wide. It is single throughout.</p> <p>For 18.38 miles the rails are steel, 25lb to the yard, laid on pyinkado sleepers (5' x 8" x 4"); 15.35 miles are of 40lb. iron rails on sál sleepers (6' x 8" x 4½").</p> <p>The line is unballasted.</p> <p>The bridges, except three arched culverts, are of brickwork with metre gauge girders.</p> <p>The line is unfenced.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghát, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.</p>				<p>The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal State railway.</p> <p>An extension of the Cooch Behar line to the town of Cooch Behar, 3.72 miles in length, was sanctioned for construction in August 1895 and work commenced in January 1897.</p> <p>The survey of the Cooch Behar-Alipur section was ordered in January 1896 and final survey made in September of that year. Construction was sanctioned in December 1897 and work started in January 1898.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress.

NOTE.—On account of the earlier issue of this Appendix this year.

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
23 (a)	<p>Darjeeling-Himalayan— (2' 0" gauge).</p> <p>Siliguri [328 miles from Sealdah (Calcutta)] on the northern section of the Eastern Bengal State railway to the Darjeeling bazar . . . . .</p>	<p>Miles.</p> <p>51'00</p>	<p>Miles.</p> <p>Siliguri to Kurseong . . . . . 23-8-80 31'75            Kurseong to Sonáda . . . . . 1-2-81 9'50            Sonáda to Ghúm . . . . . 5-4-81 5'87            Ghúm to Darjeeling . . . . . 4-7-81 3'63            Darjeeling to the Darjeeling bazar . . . . . 16-6-86 0'25</p> <p>TOTAL OPEN MILEAGE . . . . . 51'00</p>
1 (b)	<p>Delhi-Umballa-Kalka— (5' 6" gauge).</p> <p>Delhi on the East Indian railway, <i>viá</i> Karnál and Umballa, to Kalka . . . . .</p>	<p>162'24</p>	<p>Delhi to Kalka . . . . . 1-3-91 162'24</p>
16 (a)	<p>Deoghur— (3' 3½" gauge).</p> <p>Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur . . . . .</p>	<p>4'79</p>	<p>Baidyanáth to Deoghur . . . . . 23-12-82 4'79</p>

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																			
<p>The line is single throughout.</p> <p>The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35.55 miles throughout the line.</p> <p>Of gradients there are 40.69 miles of 1 in 50 and less; 1.63 miles of 1 in 51 to 1 in 80; and 0.45 mile of 1 in 81 to 1 in 100—the steepest being 1 in 25.70 up hill.</p> <p>The line which was originally laid with iron rails, 30lb to the yard, on the plains portion, has been relaid with iron rails 40lb to the yard. Steel rails, 41½lb to the yard, are laid on the hill portion. Of the Terai, 2.50 miles have been renewed with 41½lb, steel rails. S&amp;L, oak and chestnut sleepers are in use, but are being gradually renewed with s&amp;L only under 41½lb rails.</p> <p>The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel.</p> <p>Half the width of the cart-road has been reserved for cart and other traffic.</p>	<p>The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to Rs. 2,00,000 per annum.</p>																			
<p>The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep.</p> <p>The permanent-way consists of double-headed steel rails, 75lb to the yard, laid on Denham-Olphert's sleepers.</p> <p>The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 3.98 miles into Kalka.</p> <p>The whole length is fenced.</p> <p>The length and situation of gradients up to 1 in 100 are as shown below:</p>	<p>The Delhi-Umballa-Kalka Railway Company was formed in January 1889.</p> <p>The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company.</p> <p>The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89.</p>																			
<table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="3">LENGTH OF GRADIENTS.</th> </tr> <tr> <th>1/50 &amp; less.</th> <th>1/40</th> <th>1/31 to 1/20</th> </tr> <tr> <th></th> <th>Miles.</th> <th>Miles.</th> <th>Miles.</th> </tr> </thead> <tbody> <tr> <td>Between 1.19 and 154.98 miles from Delhi . . . . .</td> <td>...</td> <td>3.29</td> <td>0.85</td> </tr> <tr> <td>Between 154.98 and 160.47 miles from Delhi . . . . .</td> <td>5.78</td> <td>...</td> <td>...</td> </tr> </tbody> </table>	SECTION OF LINE.	LENGTH OF GRADIENTS.			1/50 & less.	1/40	1/31 to 1/20		Miles.	Miles.	Miles.	Between 1.19 and 154.98 miles from Delhi . . . . .	...	3.29	0.85	Between 154.98 and 160.47 miles from Delhi . . . . .	5.78	...	...	
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Between 154.98 and 160.47 miles from Delhi . . . . .	5.78	...	...																	
<p>The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2.08 miles are on a grade of 1 in 80 and 0.69 mile on a grade of 1 in 100. The permanent-way is laid with 36lb steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.</p>	<p>Messrs. Burn &amp; Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881.</p> <p>The Rohini branch (1.50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.</p>																			

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
9 (b)	<p>Dhond-Manmad— (5' 6" gauge).</p> <p>Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula Railway to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway . . . . .</p>	115·44	<p>Dhond to Ahmednagar . . . . . 15-3-78 50·41</p> <p>Ahmednagar to Manmád . . . . . 17-4-78 95·03</p> <p>TOTAL OPEN MILEAGE . . . . . 145·44</p>
21 (d)	<p>Dhrangadra— (3' 3½" gauge).</p> <p>Wadhwan junction with the Bhávanagar-Gondal-Junágad-Porbandar, Bombay, Baroda and Central India and Morvi railways (104 miles from Bhávanagar on the Bhávnagar-Gondal-Junaga d-Porbandar railway) to Dhrángadra .</p>	20·83	<p>Wadhwan Junction to Dhrángadra—</p> <p>For goods traffic . . . . . 1-6-98 } 20·83</p> <p>For passenger traffic . . . . . 25-6-98 }</p>

IX 7—continued.

Appendix 7.  
History of Railways.

as the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction:	REMARKS.
<p>The line is constructed for a single track; the rails are chiefly double-headed steel, 69 lb. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lakh and sand between Lakh and Manmad.</p> <p>The line is fenced with wire fencing throughout.</p> <p>The ruling gradient is 1 in 100 and extends over a length of 30.10 miles. There are no curves under a radius of 1,000 feet.</p>	<p>The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively.</p> <p>The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghats. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878.</p> <p>The line is worked and maintained, by the Great Indian Peninsula railway.</p>
<p>The permanent-way consists of steel flat-footed rails, weighing 41½ lb. to the yard, laid on deodar sleepers.</p> <p>The line is unfenced.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The ruling grade is 1 in 175.</p>	<p>The construction of this line, sanctioned in December 1897, was carried out at the expense of the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway administration, and is worked by it under the direction of a board of control consisting of representatives of each of the proprietary States.</p>



Appendix 7.  
History of Railways.

APPE

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
14 (a)	<p><b>Dibru-Sadiya—</b> (3' 3<math>\frac{3}{8}</math>" gauge). <i>Main line—</i> Dibrugarh (on the left bank of the Brahmaputra river) <i>via</i> Makum Junction to Dihing bridge . . . 61'50 <i>Tálap branch—</i> Makum Junction to Tálap . . . 16'00</p>	77'50	<p><i>Main line—</i> Lower steamer ghat on the left bank of the Brahmaputra river, near Dibru- garh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles). Dibrugarh to Makum Junction 16-7-83 38'50 Makum Junction to Dihing bridge . . . . . 2-5-84 23'00 <hr/>61'50</p>
			<p><i>Tálap branch—</i> Makum Junction to Dum- Duma . . . . . 2-5-84 10'00 Dum-Duma to Tálap . . . . . 5-2-85 6'00 <hr/>16'00 <hr/><b>TOTAL OPEN MILEAGE . . . 77'50</b></p>

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																					
<p>The line throughout was originally laid with steel rails, 41½lb. to the yard, but these are now gradually being renewed and replaced by 50lb. steel rails, 19 miles from Dibrugarh having been so renewed.</p> <p>The length from steamer ghát to Tálap <i>via</i> Makum Junction is constructed on the existing Government road, except for 2.75 miles from the ghát, 1.50 miles from Dibrugarh station east, 0.25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0.50 mile from Dum-Duma river to the Bisakopi.</p> <p>The culverts which were in existence have been utilized, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridges over the Tipúk Jan, Sessaján, Borbil and Digboi (No. 1) rivers have been replaced by brick abutments and steel girders. Brick culverts have been constructed at miles 44.50, 25.50, 50.75, 55.00 and 59.00 on the main line; and at miles 30.75 and 41.75 on the Tálap branch, and a 6' arched culvert has been built taking the place of Digboi No. 2 bridge at mile 53.50.</p> <p>The extension to Dihing bridge is cut entirely through thick forest.</p> <p>The line is unfenced and unballasted for one mile from Lower Ghát, and for 16 miles between Makum Junction and Tálap. On the rest of the line broken stone ballast has been used.</p> <p>There are no gradients of 1 in 100 or less.</p> <p>Curves under a radius of 1,000 feet are noted below:</p>	<p>The contract with this company, which was formed in England by Messrs. Shaw, Finlayson and Co., will be found in Appendix F to the Railway Administration Report for 1881-82.</p>																					
<table border="1"> <thead> <tr> <th data-bbox="92 1596 568 1674">Section of line.</th> <th data-bbox="568 1596 687 1674">Length.</th> <th data-bbox="687 1596 806 1674">Radii.</th> </tr> <tr> <td></td> <th data-bbox="568 1674 687 1726">Feet.</th> <th data-bbox="687 1674 806 1726">Feet.</th> </tr> </thead> <tbody> <tr> <td data-bbox="92 1726 568 1778">Main line—</td> <td></td> <td></td> </tr> <tr> <td data-bbox="92 1778 568 1830">Mile 56 from Dibrugarh . . . .</td> <td data-bbox="568 1778 687 1830">747</td> <td data-bbox="687 1778 806 1830">800</td> </tr> <tr> <td data-bbox="92 1830 568 1882">" 61 " " . . . .</td> <td data-bbox="568 1830 687 1882">635</td> <td data-bbox="687 1830 806 1882">700</td> </tr> <tr> <td data-bbox="92 1882 568 1934">Talap branch—</td> <td></td> <td></td> </tr> <tr> <td data-bbox="92 1934 568 1986">Mile 40.25 from Dibrugarh . . . .</td> <td data-bbox="568 1934 687 1986">290</td> <td data-bbox="687 1934 806 1986">750</td> </tr> </tbody> </table>	Section of line.	Length.	Radii.		Feet.	Feet.	Main line—			Mile 56 from Dibrugarh . . . .	747	800	" 61 " " . . . .	635	700	Talap branch—			Mile 40.25 from Dibrugarh . . . .	290	750	
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NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
5 (a)	East Coast— (5' 6" gauge).	Miles. Miles.	Miles.
	<i>Main line—</i>		<i>Main line—</i>
	Washermentpet to Ennúr . . . . . 7'00		Washermentpet to Ennúr . . . . . 22-2-96 7'00
	Ennúr to Gudur . . . . . 74'60		Ennúr to Gudur . . . . . 23-2-99 74'60
	Gudur to Nellore . . . . . 24'24		Gudur to Nellore . . . . . 1-11-88 24'24
	Nellore to Kistna Canal Junction . . . . . 154'13		Nellore to Kistna Canal Junction . . . . . 20-12-98 154'13
	Kistna Canal Junction to Bezwada . . . . . *2'66		Kistna Canal Junction to Bezwada . . . . . 15-7-97 *2'66
	Tadépalli to Bezwada . . . . . †2'99		Tadépalli to Bezwada— For 3' 3½' gauge traffic only . . . . . 1-1-94 †2'99
	Bezwada Station Facing Points to the distant signal of the Bezwada Extension . . . . . 0'22		Bezwada station Facing Points to distant signal of the Bezwada extension . . . . . 10-2-89 0'22
	Bezwada to Kovvúr, right bank of the Góđávari opposite Rajahmundry (permanent line) . . . . . 88'58		Bezwada to the south bank of the Góđávari . . . . . 20-2-93 88'58
	Rajahmundry to Kovvúr . . . . . 4'55		Rajahmundry to Kovvúr— For goods traffic . . . . . 6-8-00 } 4'55 For passenger traffic . . . . . 30-8-00 }
	Góđávari North to Vizianagram <i>via</i> Waltair . . . . . 158'92		Góđávari, North, to Vizianagram <i>via</i> Waltair— For goods traffic . . . . . 15-7-93 } 158'92 For passenger traffic . . . . . 21-8-93 }
	Vizianagram to Parlákimedi Road . . . . . 55'20		Vizianagram to Parlákimedi Road . . . . . 20-7-94 55'20
	Parlákimedi Road to Palasa . . . . . 33'11		Parlákimedi Road to Palasa— For goods traffic . . . . . 17-12-94 } 33'11 For passenger traffic . . . . . 1-4-95 }
	Palasa to Berhampore-Ganjam . . . . . 45'76		Palasa to Berhampur-Ganjam . . . . . 1-4-95 45'76
	Berhampore-Ganjam to Rambha . . . . . 29'56		Berhampur-Ganjam to Rambha— For goods traffic . . . . . 1-9-95 } 29'56 For passenger traffic . . . . . 15-10-95 }
	Rambha to Khurda Road . . . . . 61'54		Rambha to Khurda Road . . . . . 1-3-96 61'54
	Khurda Road to Bhubaneshwar . . . . . 11'76		Khurda Road to Bhubaneshwar— For goods traffic . . . . . 20-7-96 } 11'76 For passenger traffic . . . . . 1-9-96 }
	Bhubaneshwar to Cuttack Road (Barang) . . . . . 10'32		Bhubaneshwar to Cuttack Road (Barang) . . . . . 1-2-97 10'32
		762'48	
	<i>Branches—</i>		<i>Branches—</i>
	Samalkot Junction (32'50 miles from Góđávari, North) to Coconada port ( <i>Coconada branch</i> ) . . . . . 10'33		Samalkot Junction to Coconada port— For goods traffic . . . . . 15-7-93 } 10'33 For passenger traffic . . . . . 21-8-93 }
	Waltair Junction (125'50 miles from Góđávari, North) to Vizigapatam, including Wharf and Swamp lines ( <i>Vizigapatam branch</i> ) . . . . . 4'97		Waltair to Vizigapatam including wharf, 0'82 mile— For goods traffic . . . . . 15-7-93 } 4'97 For passenger traffic . . . . . 21-8-93 }
	Khurda Road (372'75 miles from Góđávari, North) to Puri ( <i>Puri branch</i> ) . . . . . 25'34		Swamp line— For goods traffic . . . . . 1-10-94 } 25'34 Khurda Road to Puri . . . . . 1-2-97 }
	Puri branch extension . . . . . 1'84		Temporary Puri station to new Puri station . . . . . 1-6-98 1'84
	Naupada Salt factory . . . . . 2'61		Naupada Salt factory . . . . . 7-6-00 2'61
		45'09	
	<b>TOTAL</b>	<b>807'57</b>	<b>TOTAL OPEN MILEAGE</b> . . . . . 807'57

\* 5' 6" gauge.

† Including 2'66 miles (mixed gauge) and 0'33 miles (3' 3½" gauge).

IX 7—continued.

Appendix 7.  
History of Railways.

the 31st December 1900, alphabetically arranged.

as not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																													
<p>In the Washermenpet-Ennúr section, the permanent-way consists of flat-footed 75 lbs. steel rails (E. C. S. Ry. pattern) with 5-holed fishplates laid on wooden sleepers. There are no gradients of 1 in 100 or less. The sharpest curve is 1,910 feet in radius.</p>	<p>The construction of Washermenpet-Ennúr section, which was sanctioned in August 1894, was carried out by the Madras Railway Company and was worked by that Company up to the 1st July 1899 when it was taken over by the State and amalgamated with the East Coast Railway.</p>																																													
<p>In the Ennúr-Kistna Canal section, the permanent-way consists of 75 lbs. flat-footed steel rails with 4-holed fishplates laid on wooden sleepers. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.</p>	<p>The construction of the line from Ennúr to Kistna Canal Junction was sanctioned in July 1895.</p>																																													
<p>The ruling gradient from Washermenpet to Kistna Canal Junction is 1 in 200, of which there are 56 in number, aggregating 36.89 miles in length.</p>	<p>The portion from Gudur to Nellore, which had been laid to 3' 3 3/4" gauge in order to utilize South Indian Railway rolling-stock, had to be widened to 5' 6" gauge. The heavy work of changing all the girders, including 111 spans of 40 feet, and rebuilding much of the masonry, was completed before the monsoon, and the conversion to 5' 6" gauge finally effected on 1st November when the East Coast Railway opened and is working the section.</p>																																													
<p>In the Kistna Canal, Barang section, the permanent-way consists of 75 lbs. F. F. steel rails with 5-holed fishplates, 284 miles being laid with wooden and the rest with steel pea-pod sleepers.</p>	<p>The survey of the section from Kistna Canal Junction to Barang, excepting the Puri branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by State agency. The portion beyond Barang has been constructed by the Bengal-Nágpur Railway Company.</p>																																													
<p>The ruling gradient is 1 in 150, of which there are 119 in number aggregating 76.06 miles in length. There are no curves under a radius of 1,000 feet.</p>	<p>The construction of the Puri branch was sanctioned in July 1895.</p>																																													
<p>The whole line has been constructed for a single track, except the length Waltair to Junction (mile 212.50) or a total length of 4 miles on which the bridges and earthwork are constructed for a double line. Only some of the station yards and first class level crossings are fenced on the whole line. The main line is not fenced.</p>																																														
<p>There are many bridges over rivers, irrigation channels and distributaries, and, omitting the 111 spans of 40' girders in the Gudur-Nellore section, the following is the list of some important bridges on the whole line:—</p>																																														
<table border="0"> <tbody> <tr> <td>Ennúr creeks . . . . .</td> <td>30 spans of</td> <td>40 ft.</td> </tr> <tr> <td>Swarnamukhi . . . . .</td> <td>22 " "</td> <td>40 "</td> </tr> <tr> <td>Penner . . . . .</td> <td>23 " "</td> <td>70 "</td> </tr> <tr> <td></td> <td>and 5 " "</td> <td>40 "</td> </tr> <tr> <td>Palar . . . . .</td> <td>21 " "</td> <td>40 "</td> </tr> <tr> <td>Gundlakama . . . . .</td> <td>13 " "</td> <td>60 "</td> </tr> <tr> <td>Kistna . . . . .</td> <td>12 " "</td> <td>300 "</td> </tr> <tr> <td>Gózávari (un-open) . . . . .</td> <td>56 " "</td> <td>150 "</td> </tr> <tr> <td>Tuni . . . . .</td> <td>4 " "</td> <td>100 "</td> </tr> <tr> <td>Anakáalli . . . . .</td> <td>6 " "</td> <td>100 "</td> </tr> <tr> <td>Beemasingha . . . . .</td> <td>5 " "</td> <td>100 "</td> </tr> <tr> <td>Nellimaria . . . . .</td> <td>4 " "</td> <td>100 "</td> </tr> <tr> <td>Lyàngulya . . . . .</td> <td>7 " "</td> <td>150 "</td> </tr> <tr> <td>Vamsadhara . . . . .</td> <td>19 " "</td> <td>70 "</td> </tr> <tr> <td>Rushikulya . . . . .</td> <td>10 " "</td> <td>150 "</td> </tr> </tbody> </table>	Ennúr creeks . . . . .	30 spans of	40 ft.	Swarnamukhi . . . . .	22 " "	40 "	Penner . . . . .	23 " "	70 "		and 5 " "	40 "	Palar . . . . .	21 " "	40 "	Gundlakama . . . . .	13 " "	60 "	Kistna . . . . .	12 " "	300 "	Gózávari (un-open) . . . . .	56 " "	150 "	Tuni . . . . .	4 " "	100 "	Anakáalli . . . . .	6 " "	100 "	Beemasingha . . . . .	5 " "	100 "	Nellimaria . . . . .	4 " "	100 "	Lyàngulya . . . . .	7 " "	150 "	Vamsadhara . . . . .	19 " "	70 "	Rushikulya . . . . .	10 " "	150 "	
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Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

Note.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
2 (a)	<b>Eastern Bengal—</b> (5' 6" gauge).				
	<b>EASTERN SECTION—</b>				
	<b>Main line—</b>				
	Calcutta to Jagati Junction . . . . .	107'25		29-9-62	45'25
	Jagati Junction to 145th mile . . . . .	37'82		15-11-62	62'00
		<u>145'07</u>		1-1-71	37'82
	<b>Branches—</b>				145'07
	Jagati Junction to river Ganges (Kooshtea branch) . . . . .	3'77		16-2-64	3'77
	Kooshtea loop line . . . . .	1'17		1-8-81	1'17
	Canal Junction to Chitpore (Chitpore branch) . . . . .	2'00		25-8-73	1'88
	Panchooria Junction to new Goalundo . . . . .	3'24		13-4-88	0'12
	Mile 145 to Panchooria Junction . . . . .	3'16		22-10-98	3'24
	Panchooria Junction to Farid- pore . . . . .	16'20		1-4-90	3'16
	Belgácbhi to the Ganges . . . . .	2'30		20-10-98	8'77
	Bhydea Junction to Borat . . . . .	3'17		9-4-99	7'43
	Panchooria Junction to the Ganges ( <i>Fakirabad line</i> ) . . . . .	6'00		27-10-98	2'30
		<u>41'01</u>		7-6-97	3'17
	<b>Porádaha branch—</b>				35'01
	Porádaha (102'72 miles from Calcutta) to Bhairámára on the right bank of the Gan- ges . . . . .	11'79		19-1-78	11'79
	Bhairámára to Golabnuggur (Dámukdia station) . . . . .	6'10		8-12-83	6'10
		<u>17'89</u>			17'89
		<u>203'97</u>		<b>Total Eastern section</b>	<u>197'97</u>
	<b>SOUTHERN SECTION—</b>				
	<b>Original line—</b>				
	Calcutta to Port Canning Junction with Eastern section . . . . .	28'04		2-1-62	15'00
		0'41		15-5-63	12'79
		<u>28'45</u>		15-8-85	0'41
				5-3-1900	0'25
					<u>28'45</u>
	Carried over . . . . .	28'495	203'97	Carried over . . . . .	{ <u>197'97</u> 28'45

IX 7—continued.

as the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>Between Calcutta and Rajbári the land and earthwork and masonry for bridges were originally constructed for double line whilst the piles and right-hand girders of screw-pile bridges beyond Porádaha were made strong enough for double line. One track was originally laid throughout, but this has been doubled in 1886 to Naiháti, in 1892 to Ránaghat, and in 1897 to Porádaha. The rails are double-headed. They were originally iron, 74 lbs. to the yard; but iron rails, 68, 72 and 85 lbs. to the yard, also exist. The iron rails have been and are being largely replaced by steel rails, 30 ft. and 40 ft. long, 72 lbs., 73 lbs., 74 lbs. and 75 lbs to the yard. The second track between Sealdah and Porádaha consists entirely of steel rails, 73 lbs. and 75 lbs., per yard on Denham-Olphert's sleepers.</p>	<p>The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868. The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871. The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874. There is a branch, <math>\frac{1}{2}</math> mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868.</p>
<p>The sleepers on the main line were originally creosoted pine, hardwood and sál, and on branches cast-iron bowl sleepers. Wooden sleepers have been and are being largely replaced by Denham-Olphert's sleepers.</p>	<p>In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887 and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890. The survey of the Rajbári-Faridpore branch was ordered in December 1895. The construction of the line was sanctioned in February 1897 and the work started in March 1897. The Kooshtea branch has been reduced from 4 to 3.77<sup>+</sup> miles, part of it being treated as a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0.75 mile, have been taken up. The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896. The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway. Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghát. The doubling of the line between Naiháti and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naiháti and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha Junction was sanctioned in December 1895, and completed in 1897. The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia Junction about 16 miles from Porádaha station, and is treated as a siding. The Golbatan extension, 2.84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895 and opened for goods traffic on 9th November 1896. It is treated as a siding.</p>
<p>The Porádaha branch is laid with rails, 72lb. to the yard, on iron pot sleepers. The Dámukdia extension beyond Bhairámára is laid on Denham-Olphert's sleepers with steel rails, 75lb. to the yard. This section is fenced throughout.</p>	

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
			Miles.	Miles.
2 (a)	Eastern Bengal— <i>concl'd.</i> (5' 6" gauge)— <i>concl'd.</i> Brought forward . . . . . 28'45	203'97	Brought forward . . . . . 197'97	
	SOUTHERN SECTION— <i>concl'd.</i> <i>Diamond Harbour line—</i> Sonárpur to Magra Hát . . . . . 14'85		SOUTHERN SECTION— <i>concl'd.</i> <i>Diamond Harbour line—</i> Sonárpur to Baruipur . . . . . 30-6-82 5'30	
	Magra Hát to Diamond Har- bour . . . . . 12'69		Baruipur to Magra Hát . . . . . 18-12-82 9'35	
	Diamond Harbour towards Hara fort . . . . . 0'42		Magra Hát to Diamond Har- bour . . . . . 25-4-83 12'69	
			Diamond Harbour towards Hara fort . . . . . 25-4-83 0'42	
			27'96	
	<i>Budge Budge extension—</i> Ballygunge (4.25 miles from Sealdah on the Southern section) to Budge Budge . . . . . 13'66		<i>Budge Budge extension—</i> Ballygunge to Budge Budge— For goods traffic . . . . . 1-5-90 } 13'66 For passenger traffic . . . . . 1-6-90 }	
			70'07	
			Total Southern section . . . . . 70'07	
			DOUBLE—EASTERN SECTION— <i>Main line—</i> Calcutta to Naiháti . . . . . { 1-8-86 23'23 21-3-87 0'26	
			Naiháti to Kánchrapára . . . . . 20-4-92 4'69	
			Kánchrapára to Ránaghat . . . . . 12-11-92 17'56	
			Ránaghat to Aranghata . . . . . 7-8-97 5'50	
			Aranghata to Bogoola . . . . . 17-9-97 6'75	
			Bogoola to Shibnibash . . . . . { 3-11-97 6'65 17-11-98 0'75	
	Shibnibash to Ramanagar . . . . . 17-9-97 9'50			
	Ramanagar to Porá'aha . . . . . 7-8-97 27'58			
	Canal Junction to Chitpore . . . . . 13-4-88 1'88			
	104'35			
	DOUBLE—SOUTHERN SECTION— <i>Main line—</i> Sealdah to Ballygunge . . . . . { 20-10-88 3'50 19-9-90 0'36			
	Ballygunge to Dock Junction . . . . . 20-11-93 4'00			
	7'86			
	TOTAL DOUBLE LINE . . . . . 112'21			
	TOTAL . . . . . 274'04		TOTAL OPEN MILEAGE (5' 6" GAUGE SECTION) . . . . . 268'04	

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballygunge which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are designed but not adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails are iron 74lb. to the yard, laid generally on wooden sleepers mixed with cast-iron bowls. A short length, 0·25 mile, has been laid with Greaves' bowls.</p> <p>With the exception of the Usti Khal bridge, on span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73lb. to the yard, on Denham-Olphert's sleepers.</p> <p>The Budge Budge extension has been constructed for a double line between Ballygunge and Dock Junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Olphert's.</p> <p>The total length of fencing provided on the Southern section, including the Budge Budge extension, is 47·50 miles.</p> <p>The grade 1 in 300 is the sharpest on the line and occurs at miles 4 and 6, Southern section, at miles 20 and 22 on the Canning branch (Bansra diversion), and miles 1, 12, 129 and 131, Eastern section. The length of the longest one is 0·90 mile.</p>	<p>The Bahadurpur extension, 1·52 miles in length, branches off from Dámukdia and is treated as a siding. It was sanctioned in January 1894 and has been used from time to time to suit Dámukdia Ghât Station.</p> <p>The line from Calcutta to Port Canning was constructed under guarantee. The company surrendered it to Government under the provisions of the contract on the 1st April 1858.</p> <p>The Beliagháta station, the Calcutta terminus of the late Calcutta and South-Eastern State Railway, which had been closed, the trains of the Southern section being worked from the main station at Sealdah, was re-opened for passenger traffic on 1st October 1897.</p> <p>The diversion at Bansra was sanctioned in January 1900 and opened in March 1900.</p> <p>Orders for the Diamond Harbour survey were issued in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section. ●</p> <p>Sanction to the construction of the Kidderpore Dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished.</p> <p>Sanction to the construction of the Budge Budge extension was given in November 1888. It was completed and opened to traffic in 1890.</p> <p>The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge Budge extension.</p> <p>Sanction to the construction of the double line from Ballygunge to Dock Junction was given in November 1889. It was completed and opened in November 1893. A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge Junction to Brace Bridge Hall. It is treated as a siding.</p> <p>On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharlia, the Dacca and the Assam-Bihar railways, and these lines are now worked as one combined system.</p> <p>The Eastern Bengal State railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.</p>



**Appendix 7.**  
**History of Railways.**
**History of Railways constructed and in progress**

NOTE—On account of the earlier issue of this Appendix this year

Class : No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.			
	Miles.	Miles.	Miles.		Miles.		
2 (b)	Eastern Bengal— <i>contd.</i>			NORTHERN SECTION—			
	(3' 3½" gauge).			Main line—			
	NORTHERN SECTION—			Sára to Atrai . . . . . 19-1-78		38'75	
	<i>Main line—</i>			Atrai to Jalpaiguri . . . . . 28-8-77		134'25	
	Sára ghât to Párbatipur Junction			111'25	Jalpaiguri to Siliguri—		
	Párbatipur Junction to Siliguri			84'75	For goods traffic . . . . . 10-6-78		23'00
				196'00	For general traffic . . . . . 1-11-78		
							196'00
	<i>Branches—</i>				Párbatipur Junction to		
	Párbatipur Junction to Kaunia				Shámpur . . . . . 19-5-78		15'25
	on the right bank of the				Shámpur to Rungpore . . . . . 2-7-78		7'50
	Teesta ( <i>Rungpore branch</i> )			34'00	Rungpore to Kaunia . . . . . 1-6-79		11'25
	Teesta bridge at Kaunia and						34'00
	approaches . . . . .			4'87	Párbatipur to Chirir ban-		
	Párbatipur to Dinagepore				dar . . . . . 1-7-83		9'00
	( <i>Dinagepore branch</i> ) . . . . .			17'75	Chirir bandar to Dinage-		
	Teesta to Dhubri . . . . .			38'83*	pore . . . . . 16-5-84		8'75
				95'45			17'75
	<i>(2' 6" gauge)</i>						
	<i>Kaunia-Dharlla branch—</i>				<i>2' 6" gauge—</i>		
	Teesta Junction to Jatrapur			23'25	Teesta Junction to Dhar-		
	Teesta Junction to Mogalhát			13'78	lla . . . . . 18-7-81		18'50
				37'03	Teesta Junction to Mo-		
				132'48	galhát . . . . . 6-2-82		13'78
					Dharlla to Jatrapur . . . . . 1-7-84		4'75
							37'03
					Total Northern section . . . . .		284'78
			Cooch Behar-Santrabari ex-				
			tension (British section)—				
			South bank of Kaljani river				
			to Alipur Duar . . . . . 18-1-1900		0'64		
			Alipur Duar to Raja Bhat				
			Khawa . . . . . 5-4-00		9'97		
					10'61		
			DACCA SECTION				
			Naráyanganj ghât to Dacca		4-1-85		
			Dacca to Jaydebpúr—				
			For goods traffic . . . . . 1-8-85		19'65		
			For passenger traffic . . . . . 12-12-85				
			Jaydebpúr to Gáfargáo—				
			For goods traffic . . . . . 1-8-85		32'50		
			For passenger traffic . . . . . 18-2-86				
			Gáfargáo to Mynensingh—				
			For goods traffic . . . . . 1-8-85		23'52		
			For passenger traffic . . . . . 29-8-85				
			Total Dacca section . . . . .		85'92		
			BEHAR SECTION—				
			<i>Main line—</i>				
			Manihári to Katihár . . . . . 1-4-87		15'50		
			Katihár to Ráyganj . . . . . 1-7-89		37'49		
			Ráyganj to Dinagepore . . . . . 15-2-88		32'68		
					85'67		
			Carried over . . . . .		85'67		
			Carried over . . . . .		381'31		
					85'67		

\*Including the section of the Kaunia-Dharlla line from Teesta to Mogal Hát 2' 6" gauge (12'23 miles), which was converted to the 3' 3½" gauge on 1st April 1901.

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>Rails, iron, 40lb. to the yard, and steel, 41½lb. to the yard, and sleepers of creosoted pine, sál, teak and iron-wood, also of steel wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section.</p> <p>Iron rails, 40lb. to the yard, are being replaced by steel rails, 50lb. and 41½lb. to the yard from Sára northwards: 178.73 miles with the 50 lb. and 20.76 miles with the 41½lb rails—total 199.49 miles—are now laid. Sál sleepers are used for renewals.</p> <p>The whole of the Northern section is fenced, except the Kaunia-Dharlla section.</p> <p>The permanent-way of the Mogalhát-Dhubri extension will consist of steel rails, 40 ft., 50 lb. per yard, laid on sál sleepers. The ballast will be of stone shingle. The line will be unfenced except at stations.</p>	<p><i>Dates of orders for survey.</i></p> <p>Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76.</p> <p><i>Date of orders for construction.</i></p> <p>Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills. Survey of the Mogalhát-Dhubri extension was ordered on 1st October 1896 and commenced in the middle of January 1897. The construction was sanctioned in September 1899.</p>
<p>The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25 lb. and iron 30 lb. to the yard, laid on sál sleepers. The line is not fenced. The permanent-way of the Teesta-Mogalhát line, when converted, will consist of steel rails, 50 lb. per yard, 40 feet in length, on sál sleepers. The ballast will be of stone shingle.</p> <p>The Couch Behar-Santrabari extension (British section) is without ballast. The rails are partly iron, 40 lbs. per yard, and partly steel, 41½lb. per yard, laid on 3' 3½" gauge sál sleepers.</p> <p>The only important bridges are (1) that over the Kaljani river at mile 11½, consisting of 5 spans of 55 feet, one span of 40 feet and one span of 32 feet girders and (2) over the Balla torrent, 17 spans of 27 feet.</p> <p>The line is unfenced.</p> <p>The Dacca section is laid with permanent-way material of the ordinary 3' 3½" gauge type, the rails being of steel, 41½ lb. to the yard, on sál, creosoted pine, asna and pyinkado sleepers. The work on the northern half of the line is heavy, but gradients are easy.</p> <p>The line is unfenced, except at stations, and between Náráyanganj and Dacca, 10.25 miles.</p>	<p>The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatra-pur on the Brahmaputra and Dhubri, are worked in connection with the trains.</p> <p>Sanction was given in September 1899 to the conversion of the line from Teesta Junction to Mogalhát (12.23 miles) of the Kaunia-Dharlla branch from 2' 6" to 3' 3½" gauge in connection with the Mogalhát-Dhubri extension.</p> <p>The survey of the line was ordered and started in January 1896 and completed in June of that year.</p> <p>The construction of the line was sanctioned in December 1897 and started in January 1898.</p> <p>The construction of the line was sanctioned on the 11th August 1882.</p> <p>The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned.</p> <p>The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghât.</p>
<p>The Behar section consists of a single track laid with 41½lb. steel rails on sál, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes.</p> <p>The line is fenced.</p>	<p>The line from Manihári through Kátihar Junction to Dinagepore connects the East Indian railway at Saheb-gunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Kátihar Junction through Purnea and Kasba to Anchará ghât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway.</p> <p>The Behar section of the Eastern Bengal railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.</p>

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.																																																																																																																						
a (b)	<table style="width:100%; border:none;"> <tr> <td style="width:15%;"></td> <td style="width:15%; text-align:right;">Miles.</td> <td style="width:15%; text-align:right;">Miles.</td> <td style="width:15%;"></td> <td style="width:15%; text-align:right;">Miles.</td> </tr> <tr> <td>Eastern Bengal—<i>concl'd.</i> (3' 3½" gauge).</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Brought forward</td> <td style="text-align:right;">85.67</td> <td></td> <td></td> <td style="text-align:right;">434.19</td> </tr> <tr> <td>BEHAR SECTION—<i>concl'd.</i></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 10px;"><i>Branches—</i></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 20px;"><i>Kosi branch—</i></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Katihár to Kasba</td> <td style="text-align:right;">22.10</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Kasba to Arariyá</td> <td style="text-align:right;">21.71</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Arariyá to Forbesganj</td> <td style="text-align:right;">15.10</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Forbesganj to Debiganj</td> <td style="text-align:right;">7.69</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Debiganj to Ancharághát</td> <td style="text-align:right;">6.31</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="border-top: 1px solid black; text-align:right;"><u>72.91</u></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 20px;"><i>Bárhoi-Kissengunge branch—</i></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Bárhoi to Kissengunge</td> <td style="text-align:right;">35.11</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="border-top: 1px solid black; text-align:right;"><u>35.11</u></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align:right;">108.02</td> <td></td> <td></td> <td style="text-align:right;">193.69</td> </tr> <tr> <td style="text-align:right;"><b>TOTAL</b></td> <td></td> <td></td> <td></td> <td style="text-align:right;"><b>627.88</b></td> </tr> </table>		Miles.	Miles.		Miles.	Eastern Bengal— <i>concl'd.</i> (3' 3½" gauge).					Brought forward	85.67			434.19	BEHAR SECTION— <i>concl'd.</i>					<i>Branches—</i>					<i>Kosi branch—</i>					Katihár to Kasba	22.10				Kasba to Arariyá	21.71				Arariyá to Forbesganj	15.10				Forbesganj to Debiganj	7.69				Debiganj to Ancharághát	6.31					<u>72.91</u>				<i>Bárhoi-Kissengunge branch—</i>					Bárhoi to Kissengunge	35.11					<u>35.11</u>					108.02			193.69	<b>TOTAL</b>				<b>627.88</b>	<table style="width:100%; border:none;"> <tr> <td style="width:70%;"></td> <td style="width:5%;"></td> <td style="width:25%; text-align:right;">Miles.</td> </tr> <tr> <td>Brought forward</td> <td style="font-size: 2em;">}</td> <td style="text-align:right;">381.31</td> </tr> <tr> <td>Katihár to Kasba . . . 1-4-87</td> <td></td> <td style="text-align:right;">22.10</td> </tr> <tr> <td>Kasba to Forbesganj . . . 1-7-89</td> <td></td> <td style="text-align:right;">36.81</td> </tr> <tr> <td>Forbesganj to Ancharághát 1-1-91</td> <td></td> <td style="text-align:right;">14.00</td> </tr> <tr> <td></td> <td></td> <td style="border-top: 1px solid black; text-align:right;"><u>72.91</u></td> </tr> <tr> <td>Bárhoi to Kissengunge—</td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 20px;">For goods traffic . . . 15-12-92</td> <td rowspan="2" style="font-size: 2em;">}</td> <td rowspan="2" style="text-align:right;">35.11</td> </tr> <tr> <td style="padding-left: 20px;">For passenger traffic . . . 10-12-93</td> </tr> <tr> <td style="text-align:right;">Total Behar section</td> <td></td> <td style="border-top: 1px solid black; text-align:right;"><u>193.69</u></td> </tr> <tr> <td colspan="2" style="text-align:center;"><b>TOTAL OPEN MILEAGE (3' 3½"</b></td> <td></td> </tr> <tr> <td colspan="2" style="text-align:center;"><b>AND 2' 6" GAUGE SECTIONS) .</b></td> <td style="text-align:right;"><b>575.00</b></td> </tr> </table>			Miles.	Brought forward	}	381.31	Katihár to Kasba . . . 1-4-87		22.10	Kasba to Forbesganj . . . 1-7-89		36.81	Forbesganj to Ancharághát 1-1-91		14.00			<u>72.91</u>	Bárhoi to Kissengunge—			For goods traffic . . . 15-12-92	}	35.11	For passenger traffic . . . 10-12-93	Total Behar section		<u>193.69</u>	<b>TOTAL OPEN MILEAGE (3' 3½"</b>			<b>AND 2' 6" GAUGE SECTIONS) .</b>		<b>575.00</b>
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**PIX 7—continued.**

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41½ lb. to the yard, and the rest with second-hand iron rails, 40 lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sál, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.</p> <p>The grade of 1 in 150 is the sharpest on the 3' 3½" gauge section and only occurs at the 9th mile, Dacca section, the length being 0·36 mile.</p> <p>A length of 0·07 mile, which is situated at mile 1 on the Kaunia-Dharlla section (2' 6" gauge) is on the grade of 1/11 to 1/10. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1·25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.</p>	<p>Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.</p> <p>On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Bihar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system.</p> <p>The Eastern Bengal railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.</p>

Appendix 7.  
History of Railways.

APPE

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
1 (a)	<b>East Indian—</b> (5' 6" gauge).	Miles. Miles.	<b>Main line—</b>
		Miles.	Miles.
	<b>Main line—</b>		Howrah to Hooghly . . . . . 15-8-54* 23'23
	Howrah to Khána Junction . . . . . 74'48		Hooghly to Pundooah . . . . . 1-9-54* 14'31
	Khána Junction to Luckeeseraí Junction . . . . . 187'20		Pundooah to Khána Junction . . . . . 3-2-55* 36'94
	Luckeeseraí Junction to Allahabad . . . . . 303'01		Khána Junction to Raneegunge . . . . . 3-2-55* 45'71
	Allahabad to Delhi . . . . . 390'39	955'08	Raneegunge to Siársol . . . . . 21-7-63* 1'70
			Siársol to Sitarámpur . . . . . 1-1-65* 15'15
	<b>Loop line—</b>		Sitarámpur to Luckeeseraí Junction . . . . . 1-1-71* 124'64
	Khána Junction to Luckeeseraí Junction . . . . . 250'39		Luckeeseraí to Dinapore . . . . . 17-11-62* 82'42
			Dinapore to Moghal Sarai . . . . . 22-12-62* 125'92
	<b>Branches—</b>		Moghal Sarai to Mirzapur . . . . . 1-1-64 39'28
	<b>Main line—</b>		Mirzapur to south bank, Jumna . . . . . 4-4-64 52'64
	Bhadreswar Junction (17'46 miles from Howrah) to the river bank ( <i>Bhadreswar branch</i> ). . . . . 2'60		Jumna bridge to Allahabad . . . . . 15-8-65 2'75
	Hooghly Junction (23'23 miles from Howrah) to Naihāti on the Eastern Bengal State railway ( <i>Hooghly bridge branch</i> ). . . . . 4'22		Allahabad to Cawnpore . . . . . 3-3-59 119'47
	Ondál Junction (115'80 miles from Howrah <i>via</i> the main line) to Alipur ( <i>Ondál loop</i> ) . . . . . 31'54		Cawnpore to Etáwah . . . . . 1-7-61 86'46
	Ikrah Junction on the Ondál loop (125'63 miles from Howrah <i>via</i> the main line) to Domohani ( <i>Ikrah branch</i> ). . . . . 8'92		Etáwah to Shikohabad . . . . . 13-11-61 34'39
	Sitarámpur Junction (137'04 miles from Howrah <i>via</i> the main line) to Domohani . . . . . 6'99		Shikohabad to Tundla Junction . . . . . 1-4-62 22'92
	Sitarámpur Junction (137'04 miles from Howrah <i>via</i> the main line) to Kátrásgarh ( <i>Jherria branch</i> ). . . . . 39'23		Tundla Junction to Aligarh . . . . . 1-3-63 48'56
	Salanpur (140'20 miles from Howrah <i>via</i> the main line) to Shamdi ( <i>Salanpur branch</i> ). . . . . 5'53		Aligarh to Chola (Bulandshahr Road) . . . . . 1-4-64 35'54
	2'05 miles from Barákar (144'52 miles from Howrah <i>via</i> the main line) to Chanch ( <i>Chanch branch</i> ). . . . . 3'88		Chola to Delhi (south bank, Jumna) . . . . . 1-8-64 41'27
	Line from mile 148½ on Jherria branch to Pandra ( <i>Pandra branch</i> ). . . . . 3'23		Delhi terminus . . . . . 1-1-67 1'78
	Dheria Joba (171'17 miles from Howrah <i>via</i> the main line) to the Damoodur river ( <i>Damoodur branch</i> ). . . . . 9'77		
	Madhupur Junction (182'38 miles from Howrah <i>via</i> the main line) to Giridih (Kurbaree) ( <i>Giridih branch</i> ). . . . . 26'70		<b>Loop line—</b>
	Mokameh Junction (282'32 miles from Howrah <i>via</i> the main line) to Mokameh Ghát ( <i>Mokameh Ghát branch</i> ). . . . . 3'70		Khána Junction to river Adjai . . . . . 3-10-58 19'00
	Carried over . . . . . 146'31 1,205'47		River Adjai to Sainthia . . . . . 3-9-59 25'12
			Sainthia to Tinpahár . . . . . 15-10-60 76'12
			Tinpahár to Bhágalpur . . . . . 1-11-61 69'12
			Bhágalpur to Jamálpur . . . . . 10-2-62 32'62
			Jamálpur to Luckeeseraí . . . . . 17-11-62 28'41
			250'39
			<b>Branches—</b>
			<b>Main line—</b>
			Bhadreswar branch . . . . . 6-12-81 2'60
			Hooghly Bridge Branch . . . . . 15-3-87* 4'22
			<b>Ondál loop—</b>
			Ondál to Babasole . . . . . 1-5-64 2'03
			Babasole to Mangalpur . . . . . 1-1-63 2'74
			Mangalpur to Toposi . . . . . 2-2-63 2'65
			Toposi to Ikrah Junction—
			For coal traffic . . . . . 15-4-94 2'42
			Ikrah Junction to Gourangdi . . . . . 1-6-95 14'16
			Gourangdi to Alipur—
			For goods traffic . . . . . 30-3-95 7'54
			<b>Ikrah branch—</b>
			For coal traffic . . . . . 15-4-94 } 8'92
			For passenger and goods traffic . . . . . 1-1-95 }
			<b>Jherria branch—</b>
			Sitarámpur to Barákar . . . . . 1-1-65 5'43
			Barákar to Kátrásgarh . . . . . 20-5-94 † 33'80
			86'51
			1,205'47
			Carried over . . . . . 86'51

\* These are the dates of opening the original single line which has  
† The first seven miles of this extension were worked for coal traffic

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers, but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails, varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.</p>	<p>The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854.</p> <p>The chord line from Khána Junction to Luckeeseraí Junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line reduces the distance between Howrah and the Upper Provinces by 63·31 miles.</p> <p>A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borraah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.</p> <p>The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887.</p>
<p>The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers.</p>	<p>The section of the Ondál loop from Toposi to Panooria and the Ikrah branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894.</p>
<p>The Jherria branch is single throughout. The rails are iron, cut 18' 6" long, and are laid on timber sleepers.</p>	<p>The Alipur branch of the Barákar Coal Company, extending from Alipur to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of Rs. 1,00,600. It has since been worked as a part of the Ondál loop.</p>
<p>The Giridih branch is constructed for a single line. The width of formation in the embankments is 16 feet.</p>	<p>The extension of the Jherria branch from Barákar to Kátrágarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896.</p>
<p>since been doubled. from the 1st August 1893.</p>	<p>The construction of the Damoodur branch was sanctioned in January 1894.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		Miles.	Miles.
I (a)	East Indian—contd. (5' 6" gauge).		Miles.	Brought forward	
					1,205'47
	Brought forward	146'31	1,205'47		86'51
	Branches—contd.			Branches—concl'd.	
	Main line—concl'd.			Main line—concl'd.	
	Bankipore Junction (337'74 miles from Howrah <i>vid</i> the main line) to Gya (Patna-Gya branch)	58'42		Salanpur branch—	
	Bankipore Junction (337'74 miles from Howrah <i>vid</i> the main line) to Digha Ghât (Digha Ghât branch)	5'53		For coal traffic	7-9-94 4'29
	Dildárnagar Junction (433'66 miles from Howrah <i>vid</i> the main line) to Târighât on the Ganges opposite Ghazipur (Târighât branch)	12'00		Chanch branch—	1-1-97 1'24
	Moghal Sarai (470'02 miles from Howrah <i>vid</i> the main line) to Gya	125'47		For goods traffic	1-2-93 2'88
	Bârun to Daltonganj, including colliery branch	78'32		5-8-96	1'00
	Naini Junction (560'46 miles from Howrah <i>vid</i> the main line, or 4'55 miles east of Allahabad) to Jubbulpore (Jubbulpore branch)	223'58		Damoodur branch	30-6-95 8'00
	Allahabad Junction (565'01 miles from Howrah <i>vid</i> the main line) to fort (Allahabad fort branch)	2'34		15-7-90	1'77
	Cawnpore Junction (684'48 miles from Howrah <i>vid</i> the main line) to the corn market in the city (Cawnpore city branch)	0'88		Pandra branch	26-11-00 3'23
	Shikohabad to Farukhabad	65'82		Kurhurbaree branch	1-1-71 26'70
	Tundla Junction (828'25 miles from Howrah <i>vid</i> the main line) to Agra fort (Agra branch)	13'35		Mokameh branch	1-5-83 3'70
	Hathras Road Junction to Hathras city (Hathras city branch)	5'58		Bankipore Junction to Bankipore	2-6-79 0'25
	Loop line—			Bankipore to Jehanabad	21-4-79 28'95
	Nalhâti (144'60 miles from Howrah <i>vid</i> the loop line) to Azîmganj (Azîmganj branch)	27'48		Jehanabad to Gya	2-6-79 29'22
	Tinpahâr Junction (194'72 miles from Howrah <i>vid</i> the loop line) to Rajmehal (Rajmehal branch)	7'23		Digha Ghât branch	2-4-85 5'53
	Sakrigali Junction (213'28 miles from Howrah <i>vid</i> the loop line) to the river Ganges (Sakrighât branch)	1'99		Târighât branch	5-10-80 12'00
	Carried over	774'30	1,205'47	Moghal Sarai-Gya branch	1-3-00 125'47
				Jubbulpore branch	1-8-67 223'58
				Allahabad fort branch	3-3-59 2'34
				Cawnpore city branch	15-2-79 0'88
				Agra branch	1-4-62 13'35
				Hatras city branch—	
				For goods traffic	1-11-98 } 5'58
				For passenger traffic	10-1-99 }
				Loop line—	
				Azîmganj branch	15-7-92 27'48
				Rajmehal branch	15-10-60 7'23
				Sakrighât branch	1-1-94 1'99
				Maharajpur branch	31-10-96 2'36
				Sultangunge branch	30-11-98 2'48
				Monghyr branch	6-5-95 1'16
					10-4-62 5'68
					634'85
				Double—Main line and branches.	
				Howrah to Serampore	10-3-57 11'74
				Serampore to Chandernagore	1-2-58 8'38
				Chandernagore to Hooghly	1-5-58 3'11
				Hooghly to Magra	1-10-58 5'49
				Magra to Pundooah	25-2-59 8'82
				Pundooah to Burdwan	1-10-59 28'72
				Burdwan to Khâna	1-1-59 8'22
				Khâna to Durgapur	1-6-70 31'35
				Durgapur to Raneegunge	2-9-70 14'36
				Raneegunge to Sîtâmpur	19-12-70 16'85
				Sîtâmpur to Luckeeserai	1-1-71 124'64
				Luckeeserai to Burhee	22-6-50 9'82
				Burhee to Barh	22-2-68 27'10
				Barh to Futwah	1-11-68 25'87
				Futwah to Dinapore	20-3-67 19'63
				Dinapore to Bihta	13-8-68 10'93
				Bihta to Arrah	28-3-70 13'50
				Arrah to Buxar	13-8-68 42'67
					411'20
					1,840'32
				Carried over	411'20

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.															
<p>The first 29 miles of the Patna-Gya branch are laid with rails, 64 lb. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted.</p>	<p>The Mokameh branch was originally 17½ miles in length and was used for goods traffic only. When the terminus of the Tirhoot State railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0.75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893, the length of this branch has now been increased to 363 miles.</p>															
<p>The country traversed by the Moghal Sarai-Gya line is comparatively flat. The most important rivers crossed are—</p>	<p>The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway.</p>															
<table border="0"> <thead> <tr> <th></th> <th style="text-align: right;">Spans.</th> <th style="text-align: right;">Feet.</th> </tr> </thead> <tbody> <tr> <td>Sone . . . . .</td> <td style="text-align: right;">93</td> <td style="text-align: right;">of 100'</td> </tr> <tr> <td>Mohar . . . . .</td> <td style="text-align: right;">13</td> <td style="text-align: right;">" 60'</td> </tr> <tr> <td>Budh . . . . .</td> <td style="text-align: right;">13</td> <td style="text-align: right;">" 60'</td> </tr> <tr> <td>Punpun . . . . .</td> <td style="text-align: right;">8</td> <td style="text-align: right;">" 60'</td> </tr> </tbody> </table>		Spans.	Feet.	Sone . . . . .	93	of 100'	Mohar . . . . .	13	" 60'	Budh . . . . .	13	" 60'	Punpun . . . . .	8	" 60'	<p>The branch from Bankipore to Digha Ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonopore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.</p>
	Spans.	Feet.														
Sone . . . . .	93	of 100'														
Mohar . . . . .	13	" 60'														
Budh . . . . .	13	" 60'														
Punpun . . . . .	8	" 60'														
<p>The permanent-way is of the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid with cast-iron chairs and timber sleepers. The sharpest curves are 5,730 feet radius and the steepest gradient is 1 in 400.</p>	<p>The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years.</p>															
<p>The line is fenced near villages, round station yards and for a short distance near each crossing. The type of fence is a five wire fence of the ordinary pattern adopted for State railways.</p>	<p>The line from Nalhâti to Azîmganj, which was constructed by the Indian Branch (afterwrds the Oudh and Rohilkhand) Railway Company, as a 4' 0" gauge line, was opened for traffic on the 21st December 1863. It was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 31st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the 5' 6" gauge under the name of the "Azîmganj branch."</p>															
<p>Stone ballast procurable from the adjacent hills is used throughout.</p>	<p>The construction of the Sultangunge branch was sanctioned in March 1893.</p>															
<p>On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sâl.</p>	<p>The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880.</p>															
<p>The road on the Azîmganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sâl and pine sleepers. On its conversion to the 5' 6" gauge the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout.</p>	<p>On the 1st January 1889 the Dildâr-nagar-Ghâzipur State railway was incorporated with the East Indian railway.</p>															
<p>The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers.</p>	<p>The Gwalior branch (late Scindia State railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that Company.</p>															
<p>The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10.15 miles of very short branches, which is not considered necessary to provide with additional sleepers.</p>	<p>The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.</p>															



Appendix 7.  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.																															
1 (a)	East Indian—concl'd. (5' 6" gauge).	Miles.	Miles.	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Brought forward</td> <td style="border-left: 1px solid black; border-right: 1px solid black; text-align: center;">Miles.</td> <td style="text-align: right;">1,840<sup>32</sup></td> </tr> <tr> <td></td> <td style="border-left: 1px solid black; border-right: 1px solid black; text-align: center;">Miles.</td> <td style="text-align: right;">411<sup>20</sup></td> </tr> <tr> <td colspan="3"><i>Double—Main line and branches—concl'd.</i></td> </tr> <tr> <td>Buxar to Dildárnagar . . . . .</td> <td style="text-align: right;">15-4-82</td> <td style="text-align: right;">22<sup>46</sup></td> </tr> <tr> <td>Dildárnagar to Zamánia . . . . .</td> <td style="text-align: right;">20-5-82</td> <td style="text-align: right;">8<sup>59</sup></td> </tr> <tr> <td>Zamánia to Sakaldiha . . . . .</td> <td style="text-align: right;">20-9-82</td> <td style="text-align: right;">16<sup>28</sup></td> </tr> <tr> <td>Sakaldiha to Moghal Sarai . . . . .</td> <td style="text-align: right;">10-8-82</td> <td style="text-align: right;">11<sup>49</sup></td> </tr> <tr> <td>Hooghly bridge branch . . . . .</td> <td style="text-align: right;">15-3-87</td> <td style="text-align: right;">4<sup>22</sup></td> </tr> <tr> <td colspan="2" style="text-align: right;"><b>TOTAL DOUBLE LINE</b></td> <td style="border-top: 1px solid black; text-align: right;"><b>474<sup>24</sup></b></td> </tr> <tr> <td colspan="3" style="text-align: right;"><b>TOTAL OPEN MILEAGE</b></td> <td style="border-top: 1px solid black; text-align: right;"><b>1,840<sup>32</sup></b></td> </tr> </table>	Brought forward	Miles.	1,840 <sup>32</sup>		Miles.	411 <sup>20</sup>	<i>Double—Main line and branches—concl'd.</i>			Buxar to Dildárnagar . . . . .	15-4-82	22 <sup>46</sup>	Dildárnagar to Zamánia . . . . .	20-5-82	8 <sup>59</sup>	Zamánia to Sakaldiha . . . . .	20-9-82	16 <sup>28</sup>	Sakaldiha to Moghal Sarai . . . . .	10-8-82	11 <sup>49</sup>	Hooghly bridge branch . . . . .	15-3-87	4 <sup>22</sup>	<b>TOTAL DOUBLE LINE</b>		<b>474<sup>24</sup></b>	<b>TOTAL OPEN MILEAGE</b>			<b>1,840<sup>32</sup></b>
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Branches—concl'd. Loop line—concl'd.																																			
Maharajpur to Maharajpur Ghât (Maharajpur branch) . . . . .	4 <sup>84</sup>																																		
Sultangunge (279 <sup>28</sup> miles from Howrah <i>via</i> the loop line) to Sultangunge Ghât (Sultangunge branch) . . . . .	1 <sup>16</sup>																																		
Jamálpur Junction (296 <sup>39</sup> miles from Howrah <i>via</i> the loop line) to Monghyr (Monghyr branch) . . . . .	5 <sup>68</sup>																																		
		<u>785<sup>98</sup></u>																																	
<b>TOTAL</b>		<b>1,991<sup>45</sup></b>																																	

DIX 7—continued,

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.														
<p>The length of road relaid with steel rails up to the 31st December 1897 was 1,556·97 miles, as follows:</p> <table border="0"> <tr> <td></td> <td style="text-align: right;">Miles.</td> </tr> <tr> <td>Howrah district . . . . .</td> <td style="text-align: right;">180·55</td> </tr> <tr> <td>Chord line . . . . .</td> <td style="text-align: right;">369·07</td> </tr> <tr> <td>Dinapore district . . . . .</td> <td style="text-align: right;">487·87</td> </tr> <tr> <td>Allahabad district . . . . .</td> <td style="text-align: right;">279·31</td> </tr> <tr> <td>Delhi district . . . . .</td> <td style="text-align: right;">230·17</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">1,556·97</td> </tr> </table> <p>The line is double fenced throughout, excepting the Azimganj branch and the Barakar-Katrasgarh section, the Jherria branch which are unfenced.</p> <p>There are no curves of less than 1,000 feet in radius.</p> <p>The length and situation of gradients up to 1 in 100 are as shown below:</p>			Miles.	Howrah district . . . . .	180·55	Chord line . . . . .	369·07	Dinapore district . . . . .	487·87	Allahabad district . . . . .	279·31	Delhi district . . . . .	230·17		1,556·97	
	Miles.															
Howrah district . . . . .	180·55															
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Allahabad district . . . . .	279·31															
Delhi district . . . . .	230·17															
	1,556·97															
Section of line.	Length of gradients.															
	to	fr to rdo.														
Main line— Between 216 and 226 miles from Howrah (rdo)	...	6·64														
Ondal loop— Between 125 and 147 miles from Howrah . . . . .	5·19	9·05														
Shekhpur branch . . . . .	1·40	3·52														
Kurhurbaree branch . . . . .	4·05	6·14														

Appendix 7.  
History of Railways.

APPE

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.		
		Miles.	Miles.		Miles.	
10 (j)	Gaekwar's Dabhoi— (2' 6" gauge). Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi . . . . . 20·00 Dabhoi to Báhádarpur . . . . . 9·64 Báhádarpur to Bodeli . . . . . 12·77 Dabhoi to Chándod . . . . . 10·62 Dabhoi to Vishvámitri . . . . . 18·63 Vishvámitri to Padra . . . . . 7·14 <u>78·80</u>		78·80			
				Miyágám to Dabhoi . . . . . 8-4-73 20·00 Dabhoi to Chándod . . . . . 15-4-79 10·62 Dabhoi to Báhádarpur . . . . . 17-9-79 9·64 Dabhoi to Goya Gate . . . . . 1-7-80 } 18·63 Goya Gate to Vishvámitri . . . . . 24-1-81 } Báhádarpur to Bodeli . . . . . 16-6-90 12·77 Vishvámitri to Padra . . . . . 1-7-97 7·14 <u>TOTAL OPEN MILEAGE . . . . . 78·80</u>		

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.																												
<p>The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39.25 miles and 12.50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 11.30 miles having been renewed with 31lb. steel rails. The line from Vishvámitri to Padra is laid with 31lb. steel rails and wooden sleepers with sand ballast. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-foot span and some of two 20-foot, 30-foot spans each and one of 3 spans of 60 feet warren girders. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line.</p> <p>There is no fencing, except what has been put up by the villagers themselves.</p> <p>There are no gradients of 1 in 100 or less.</p> <p>The length and situation of the ruling gradients are as under:</p>				<p>The dates of orders for survey and construction are as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>Dates for survey.</th> <th>Dates for construction.</th> </tr> </thead> <tbody> <tr> <td>Miyágám to Dabhoi . . . . .</td> <td>17-4-69</td> <td>21-3-72</td> </tr> <tr> <td>Dabhoi to Chándod and Báhádar-pur . . . . .</td> <td>6-6-77</td> <td>27-11-77</td> </tr> <tr> <td>Dabhoi to Baroda . . . . .</td> <td>July 77</td> <td>29-1-79</td> </tr> </tbody> </table> <p>The line is the property of His Highness the Gaekwar of Baroda.</p> <p>The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890.</p> <p>The section from Vishvámitri to Padra, 7.14 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. Work commenced in March 1896 and was completed in June 1897.</p> <p>This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98.</p>		Dates for survey.	Dates for construction.	Miyágám to Dabhoi . . . . .	17-4-69	21-3-72	Dabhoi to Chándod and Báhádar-pur . . . . .	6-6-77	27-11-77	Dabhoi to Baroda . . . . .	July 77	29-1-79																
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<table border="1"> <thead> <tr> <th>Section of line.</th> <th>Ruling gradient</th> <th>No. of gradients.</th> <th>Length of gradients.</th> </tr> </thead> <tbody> <tr> <td>Miyágám-Dabhoi section . . . . .</td> <td>1 in 475</td> <td>2</td> <td>Miles. 1.03</td> </tr> <tr> <td>Dabhoi-Báhádarpur section . . . . .</td> <td>1 in 300</td> <td>1</td> <td>0.85</td> </tr> <tr> <td>Báhádarpur-Bodeli section . . . . .</td> <td>1 in 300</td> <td>1</td> <td>0.34</td> </tr> <tr> <td>Dabhoi-Chándod section . . . . .</td> <td>1 in 500</td> <td>2</td> <td>0.61</td> </tr> <tr> <td>Dabhoi-Vishvámitri section . . . . .</td> <td>1 in 400</td> <td>1</td> <td>0.38</td> </tr> <tr> <td>Vishvámitri-Padra section . . . . .</td> <td>1 in 200</td> <td>2</td> <td>0.58</td> </tr> </tbody> </table>				Section of line.	Ruling gradient	No. of gradients.	Length of gradients.	Miyágám-Dabhoi section . . . . .	1 in 475	2	Miles. 1.03	Dabhoi-Báhádarpur section . . . . .	1 in 300	1	0.85	Báhádarpur-Bodeli section . . . . .	1 in 300	1	0.34	Dabhoi-Chándod section . . . . .	1 in 500	2	0.61	Dabhoi-Vishvámitri section . . . . .	1 in 400	1	0.38	Vishvámitri-Padra section . . . . .	1 in 200	2	0.58	
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Vishvámitri-Padra section . . . . .	1 in 200	2	0.58																													
<p>The length and situation of curves under a radius of 1,000 feet are shown below:</p>																																
<table border="1"> <thead> <tr> <th>Section of line.</th> <th>Length of curve.</th> <th>Radius of curve.</th> </tr> <tr> <td></td> <th>Feet.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Vishvámitri-Dabhoi— (Between 0 and 1 mile from Vishvámitri) . . . . .</td> <td>1,505</td> <td>955.48</td> </tr> <tr> <td>Dabhoi-Chándod— (Between 18 and 20 miles from Vishvámitri) . . . . .</td> <td>956</td> <td>500.00</td> </tr> <tr> <td>Báhádarpur-Bodeli— (Between 29 and 30 miles from Vishvámitri) . . . . .</td> <td>702</td> <td>700.00</td> </tr> <tr> <td>Vishvámitri-Padra— (Between 0 and 1 mile from Vishvámitri) . . . . .</td> <td>219</td> <td>500.00</td> </tr> <tr> <td>(Between 4 and 5 miles from Vishvámitri) . . . . .</td> <td>422</td> <td>955.00</td> </tr> </tbody> </table>				Section of line.	Length of curve.	Radius of curve.		Feet.	Feet.	Vishvámitri-Dabhoi— (Between 0 and 1 mile from Vishvámitri) . . . . .	1,505	955.48	Dabhoi-Chándod— (Between 18 and 20 miles from Vishvámitri) . . . . .	956	500.00	Báhádarpur-Bodeli— (Between 29 and 30 miles from Vishvámitri) . . . . .	702	700.00	Vishvámitri-Padra— (Between 0 and 1 mile from Vishvámitri) . . . . .	219	500.00	(Between 4 and 5 miles from Vishvámitri) . . . . .	422	955.00								
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Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
	% Miles.	Miles.	Miles.
10 (g)	<p>Gaekwar's Mehsana— (3 3/4" gauge).</p> <p>Virangám (40.50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) <i>via</i> Mehsána to Kherálu Mehsána to Pátan . . . . .</p> <p style="text-align: right;">67.94 24.69</p>	92.63	<p>Virangám to Mehsána . . . . . 1-2-91 40.21 Mehsána to Vadnagar . . . . . 21-3-87 20.73 Vadnagar to Kherálu . . . . . 12-12-88 7.00 Mehsána to Pátan . . . . . 20-7-91 24.69</p> <p style="text-align: right;"><b>TOTAL OPEN MILEAGE . . . . . 92.63</b></p>
10 (c)	<p>Gaekwar's Petlad— (5 6" gauge).</p> <p>Anánd [269.50 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Petlád . . . . .</p>	13.35	<p>Anánd to Petlád . . . . . 5-5-90 13.35</p>
10 (e)	<p>Godhra-Rutlam-Nagda— (5 6" gauge).</p> <p>Godhra [318.71 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway <i>via</i> Rutlam] to Nágdá. . . . .</p>	141.14	<p>Godhra to Limkhérá . . . . . 16-1-93 26.09 Limkhérá to Dóhad . . . . . 7-3-94 19.55 Dóhad to Rutlam . . . . . 22-10-94 70.46 Rutlam to Nágdá— For goods traffic . . . . . 11-5-96 } 26.04 For passenger traffic . . . . . 1-6-96 }</p> <p style="text-align: right;"><b>TOTAL OPEN MILEAGE . . . . . 141.14</b></p>

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41½ lb to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40 lb and 41½ lb to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted.</p> <p>The line runs through an easy country, and there have been no engineering difficulties.</p> <p>The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887.</p> <p>The funds for this branch were supplied by His Highness the Gaekwar of Baroda.</p> <p>The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present.</p> <p>The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888.</p> <p>Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively.</p> <p>This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.</p>
<p>The rails used are flat-footed steel, 66½ lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment.</p> <p>There are a few bridges of one or two spans of 20 feet each.</p> <p>The whole line is fenced with cactus.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p> <p>The ruling gradient on the line is 1 in 200, of which there are 5 in number and aggregate 1·91 miles in length.</p>	<p>The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890.</p> <p>The cost of construction has been defrayed by His Highness the Gaekwar.</p> <p>This line is worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix DD to Part II of the Railway Administration Report for 1897-98.</p>
<p>The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The rails are flat-footed, steel, 75 lb. to the yard, laid on steel trough sleepers from mile 0 to 84½ and mile 114 to 117, on deodar sleepers from mile 84½ to 114 and mile 122 to 123 with bits of steel sleepers in three places, and on creosoted pine sleepers from mile 117 to 122 and mile 123 to 140½.</p> <p>The line is fenced with wire from mile 0 to mile 35 and then in different sections, making an aggregate of 76½ miles. The rest of the line is unfenced.</p> <p>The ballast is of stone or gravel.</p> <p>The ruling gradient is 1 in 200, of which there are 70 in number, aggregating 72·19 miles in length.</p>	<p>The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a resurvey was ordered in October 1886.</p> <p>Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles.</p> <p>The construction of the line from Rutlam to Nágdá was sanctioned and orders for the commencement of work issued in December 1894, and work was started in March 1895.</p> <p>The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company is printed as Appendix J to Part II of the Railway Administration Report for 1893-94 and Appendix T to Part II of the report for 1897-98.</p>

NOTE.—On account of the earlier issue of this Appendix this year

Class No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		Miles.	Miles.
9 (a)	Great Indian Peninsula— (5' 6" gauge).			NORTH-EAST LINE—	
	NORTH-EAST LINE—			Main line—	
	Bombay (Victoria terminus) to Kalyán Junction	33 38		Victoria terminus to Bori Bandar	0 19
	Kalyán Junction to Bhusával Junction	243 89		Bori Bandar to Thána	18-4-53 20 54
	Bhusával Junction to Jubbulpore (point of junction with the East Indian railway)	337 84		Thána to Kalyán	1-5-54 12 63
		615 11		Kalyán to Vásind	1-10-55 16 14
				Vásind to Asángaon	6-2-60 3 73
				Asángaon to Kására	1-1-61 21 84
				Kására to Igatpuri (Thull ghát)	1-1-65 9 89
				Igatpuri to Násik	28-1-61 31 43
				Násik to Chálisgaon	1-10-61 87 24
				Chálisgaon to Jalgaon	6-10-62 57 48
				Jalgaon to Bhusával	20-5-63 15 01
				Bhusával to Burhánpur	20-11-65 33 91
				Burhánpur to Khandwa	3-9-66 48 79
				Khandwa to Bir	17-2-68 21 15
				Bir to Itársi	1-1-70 89 27
				Itársi to Sohágpur	1-2-70 30 69
				Sohágpur to Jubbulpore	8-3-70 121 14
					615 11
				Chálisgaon to Dhulia—	
				For goods traffic	15-10-00 } 35 20
				For passenger traffic	10-12-00 }
				Jalgaon to Dhrangaon—	
				For goods traffic	20-2-00 18 56
				Dhrangaon to Amalner	4-4-00 15 72
				Nágpur branch—	34 28
				Bhusával Junction to Malkápur	20-5-63 30 05
				Malkápur to Shegaon	24-10-64 32 53
				Shegaon to Badnera	18-12-65 72 67
				Badnera to Pulgaon	16-7-66 40 29
				Pulgaon to Sindi	5-11-66 38 27
				Sindi to Nágpur	20-2-67 29 44
					243 25
				Mohpáni branch—	
				Gádarváda to Mohpáni—	
				For coal traffic only	3-9-72 } 12 47
				For public traffic	1-1-81 }
				Mohpáni to Gotitoria	22-11-96 1 07
				Mohpáni to new coal fields	30-6-00 0 14
					13 68
				SOUTH-EAST LINE—	
				Main line—	
				Kalyán to Palasdhari (Karjat)	12-5-56 30 61
				Palasdhari to Khandála (Bhore ghát)	14-5-63 13 20
				Khandála to Lonávla (Bhore ghát)	14-6-58 2 35
				Lonávla to Poona	14-6-58 39 66
				Poona to Diksál	15-12-58 64 25
				Diksál to Bársi Road	23-10-59 50 60
				Bársi Road to Mohol	20-1-60 28 32
				Mohol to Sholápur	6-6-60 20 51
				Sholápur to Gulbarga	1-2-70 70 29
				Gulbarga to the Kistna	1-12-70 73 76
				Kistna to Ráichúr	1-5-71 15 31
					408 86
				Khopoli branch—	
				Palasdhari to Khopoli	12-5-56 7 24
					416 10
				Carried over	1,357 62

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.																																																																								
<p>The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bāgra; 46·42 miles from Kalyán Junction to Lonāvla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nāgpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla Junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only, and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.</p> <p>The rails originally laid were iron weighing 68lb and 84lb to the yard. These are now being gradually replaced by steel rails weighing 69lb, 82lb, and 86lb to the yard. The lengths at present laid with steel and iron rails in the main line are 1,696·53 and 32·56 miles, respectively.</p> <p>The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,661·38 miles of bowl sleepers and 67·76 miles of wooden sleepers on the 31st December 1899.</p> <p>The whole of the south-east line, excepting the ghāt section, is laid with iron bowls.</p> <p>The line, with the exception of the Mohpáni branch, is well fenced throughout.</p> <p>The line throughout is very fully ballasted.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:</p>		<p>The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával Junction to Malkápur towards the close of 1859.</p> <p>The dates of orders for the construction of other sections on the north-east line, including branches, are as follows:</p> <table border="0"> <tr><td>Thána to Persick . . . . .</td><td>28-3-51</td></tr> <tr><td>Persick to Kalyán . . . . .</td><td>22-5-52</td></tr> <tr><td>Kalyán to Vāsind . . . . .</td><td>20-5-53</td></tr> <tr><td>Vāsind to Bhusával . . . . .</td><td>25-3-57</td></tr> <tr><td>Bhusával to Jubbulpore . . . . .</td><td>1858</td></tr> <tr><td>Nāgpur branch . . . . .</td><td>27-9-58</td></tr> <tr><td>Mohpáni branch . . . . .</td><td>13-2-71</td></tr> <tr><td>Mohpáni to Gotitoria . . . . .</td><td>25-2-96</td></tr> </table>	Thána to Persick . . . . .	28-3-51	Persick to Kalyán . . . . .	22-5-52	Kalyán to Vāsind . . . . .	20-5-53	Vāsind to Bhusával . . . . .	25-3-57	Bhusával to Jubbulpore . . . . .	1858	Nāgpur branch . . . . .	27-9-58	Mohpáni branch . . . . .	13-2-71	Mohpáni to Gotitoria . . . . .	25-2-96																																																								
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<table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="3">LENGTH OF GRADIENTS.</th> <th rowspan="2">Length of curves of 990 feet radius.</th> </tr> <tr> <th>30 and less.</th> <th>31 to 40.</th> <th>41 to 100.</th> </tr> <tr> <th></th> <th>Miles.</th> <th>Miles.</th> <th>Miles.</th> <th>Miles.</th> </tr> </thead> <tbody> <tr> <td colspan="5"><b>NORTH-EAST LINE—</b></td> </tr> <tr> <td>Miles 75—84 from Bombay (Thull ghāt) . . . . .</td> <td>5·05</td> <td>2·36</td> <td>—</td> <td>—</td> </tr> <tr> <td>Miles 21—99 from Bombay . . . . .</td> <td>—</td> <td>—</td> <td>13·55</td> <td>—</td> </tr> <tr> <td>„ 271—3 „ . . . . .</td> <td>—</td> <td>—</td> <td>0·94</td> <td>—</td> </tr> <tr> <td colspan="5"><b>SOUTH-EAST LINE—</b></td> </tr> <tr> <td>Miles 64—80 from Bombay (Bhore ghāt) . . . . .</td> <td>14·26</td> <td>0·46</td> <td>—</td> <td>—</td> </tr> <tr> <td>Miles 63—64 from Bombay . . . . .</td> <td>—</td> <td>—</td> <td>0·43</td> <td>—</td> </tr> <tr> <td>„ 298—376 „ . . . . .</td> <td>—</td> <td>—</td> <td>16·65</td> <td>—</td> </tr> <tr> <td>„ 75—76 „ . . . . .</td> <td>—</td> <td>—</td> <td>—</td> <td>0·34</td> </tr> </tbody> </table>		SECTION OF LINE.	LENGTH OF GRADIENTS.			Length of curves of 990 feet radius.	30 and less.	31 to 40.	41 to 100.		Miles.	Miles.	Miles.	Miles.	<b>NORTH-EAST LINE—</b>					Miles 75—84 from Bombay (Thull ghāt) . . . . .	5·05	2·36	—	—	Miles 21—99 from Bombay . . . . .	—	—	13·55	—	„ 271—3 „ . . . . .	—	—	0·94	—	<b>SOUTH-EAST LINE—</b>					Miles 64—80 from Bombay (Bhore ghāt) . . . . .	14·26	0·46	—	—	Miles 63—64 from Bombay . . . . .	—	—	0·43	—	„ 298—376 „ . . . . .	—	—	16·65	—	„ 75—76 „ . . . . .	—	—	—	0·34	<p>From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.</p> <p>The remaining portions of the south-east line were sanctioned for construction on the following dates:</p> <table border="0"> <tr><td>Kalyán to Neral . . . . .</td><td>13-5-54</td></tr> <tr><td>Neral to Palasdhari . . . . .</td><td>10-1-55</td></tr> <tr><td>Palasdhari to Poona . . . . .</td><td>7-7-55</td></tr> <tr><td>Poona to Sholápur . . . . .</td><td>5-10-55</td></tr> <tr><td>Khopoli branch . . . . .</td><td>30-1-55</td></tr> <tr><td>Chálisgaon to Dhulia . . . . .</td><td>15-7-97</td></tr> <tr><td>Amalner to Jalgaon . . . . .</td><td>Jany. '98.</td></tr> </table>	Kalyán to Neral . . . . .	13-5-54	Neral to Palasdhari . . . . .	10-1-55	Palasdhari to Poona . . . . .	7-7-55	Poona to Sholápur . . . . .	5-10-55	Khopoli branch . . . . .	30-1-55	Chálisgaon to Dhulia . . . . .	15-7-97	Amalner to Jalgaon . . . . .	Jany. '98.
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<p>The Khopoli branch is worked during fair weather only.</p> <p>The Great Indian Peninsula and Indian Midland railway systems have been amalgamated and worked as one undertaking on behalf of the State from 1st July 1900, the terms for which will be found in Appendices D and E to this report.</p>																																																																										



Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
9(a)	Great Indian Peninsula—concl'd. (5' 6" gauge).		
	Brought forward	1,357.62	Brought forward 1,357.62
			<b>DOUBLE—NORTH-EAST LINE—</b>
			Victoria terminus to Bori
			Bandar . . . . . 1-1-82 0'19
			Bori Bandar to Thána . . . 18-4-53 20'54
			Thána to Kalyán . . . . . 1-5-54 12'65
			Kalyán to Vásind . . . . . 22-10-66 16'15
			Vásind to Atgaon . . . . . 20-2-67 9'65
			Atgaon to Kására . . . . . 25-4-67 15'94
			Kására to Igatpuri . . . . . 1-1-65 9'89
			Igatpuri to Násik . . . . . 10-1-69 31'43
			Násik to Chálisgaon . . . . . 10-1-69 87'24
			Chálisgaon to Kajgaon . . . 10-1-69 11'86
			Kajgaon to Páchora . . . . . 17-3-69 16'05
			Páchora to Máheji . . . . . 27-5-69 9'14
			Máheji to Bhádli . . . . . 6-3-73 27'59
			Bhádli to Bhusával . . . . . 6-6-73 7'84
			Bhusával to Bhusával Junction . . . . . 1-7-92 1'11
			Bhusával Junction to Khandwa (Abna Junction) . . . 11-1-89 75'12
			Bágra tunnel to Towa viaduct . . . . . 1-2-70 0'74
			<hr/> 353'13 <hr/>
			<b>DOUBLE—SOUTH-EAST LINE—</b>
			Kalyán to Palasdhari . . . 25-7-70 30'61
			Palasdhari to Khandála } Bhore ghât { 14-5-63 13'20
			Khandála to Lonávla } { 14-6-58 2'61
			<hr/> 46'42 <hr/>
			<b>DOUBLE—NÍGPUR BRANCH—</b>
			Bhusával Junction to Nádgaon . . . . . 11-1-89 17'72
			Nádgaon to Shegaon . . . . . 1-4-90 44'65
			<hr/> 62'37 <hr/>
			<b>TOTAL DOUBLE LINE . . . . . 461'92</b>
			<hr/>
	<b>Total</b>	<b>1,357.62</b>	<b>TOTAL OPEN MILEAGE . . . 1,357.62</b>

X 7—continued.

the 31st December 1900, alphabetically arranged.

was not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.



IX 7—continued.

the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.																																				
<p>On the Guntakal-Dharmavaram section, the permanent-way consists of 41½ lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:—</p> <table border="1"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Pennér . . . . .</td> <td>11</td> <td>of 150</td> </tr> <tr> <td>Thada Kalairu . . . . .</td> <td>8</td> <td>" 64</td> </tr> <tr> <td>Penna Mairu . . . . .</td> <td>14</td> <td>" 64</td> </tr> </tbody> </table> <p>On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section. The length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:</p> <table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="2">LENGTH OF GRADIENTS.</th> <th colspan="2">CURVES UNDER A RADIUS OF 1,000 FEET.</th> </tr> <tr> <th>1/100 and less.</th> <th>1/100 to 1/100.</th> <th>Length.</th> <th>Radii.</th> </tr> </thead> <tbody> <tr> <td>Guntakal to Mysore frontier—</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Between miles 4 &amp; 11 2½</td> <td>...</td> <td>26.5</td> <td>...</td> <td>...</td> </tr> <tr> <td>" 63 . . . . .</td> <td>...</td> <td>...</td> <td>0.07</td> <td>6.0 feet.</td> </tr> </tbody> </table>			Spans.	Feet.	Pennér . . . . .	11	of 150	Thada Kalairu . . . . .	8	" 64	Penna Mairu . . . . .	14	" 64	SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.		1/100 and less.	1/100 to 1/100.	Length.	Radii.	Guntakal to Mysore frontier—					Between miles 4 & 11 2½	...	26.5	...	...	" 63 . . . . .	...	...	0.07	6.0 feet.	<p>The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.</p> <p>The extension to Hindúpur was sanctioned on the 26th January 1891; this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7.27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.</p> <p>The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893. The line is worked by the Southern Mahratta railway, the terms for which be will found in Appendix J to this report.</p>
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<p>The Gwalior-Sipri line will, for the most part, be laid on the berm of the Grand Trunk, Agra-Bombay Road, but at parts a new alignment is necessitated by the very heavy ghâts. The total rise, Gwalior to Sipri, is some 1,000 ft. Existing road bridges are made use of where possible. The ruling gradient is 1 in 40, and the sharpest curve in station yards 200 feet radius. The sharpest curve out of stations is 400 feet radius and this occurs but seldom, and not on the limiting grade. There are 1.17 miles on the ruling grade situated in the 18th and 19th miles. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30 lb. steel rails laid on 41 lb. steel trough sleepers, Indian State Railway pattern. The line is ballasted throughout.</p> <p>The Gwalior-Bhind section is an extension of His Highness the Maharaja of Scindia's private line, .66 miles of which are made use of. The country is easy and bridging light. The ruling grade is 1 in 144 and the sharpest curve out of stations 955 feet radius. The ruling grade extends for 1.14 miles situated at mile 14. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30 lb. flat-footed steel rails laid on 31 lb sleepers. The line is ballasted throughout.</p>		<p>The line was sanctioned for construction in March 1897 as a famine work.</p> <p>Work on this section was started as famine relief in March 1897.</p>																																				

\* Ruling gradient 1 in 100 throughout.

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.— On account of the earlier issue of this Appendix this year.

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
7 (b)	Hardwar-Dehra— (5'6" gauge). Hardwar to Dehra . . . . .	Miles. 32'04	Hardwar to Dehra . . . . . 1-3-1900 32'04
33 (a)	Howrah-Amta— (2'0" gauge). Telkul ghât (Howrah) to Amta . . . . . 27'19 Bârgachia to Jagatbalabpur ( <i>Branch</i> ) . . . . . 1'50	28'69	Telkul ghât Howrah) to Dumjur 1-7-97 9'20 Dumjur to Bârgachia . . . . . 2-10-97 5'87 Bârgachia to Maju . . . . . 4-5-98 5'50 Maju to Amta . . . . . 1-6-98 6'62 <u>27'19</u> <i>Branch—</i> Bârgachia to Jagatbalabpur . . . . . 2-10-97 1'50 <u>1'50</u> <b>TOTAL OPEN MILEAGE . 28'60</b>
34 (a)	Howrah-Sheakhalla— (2'0" gauge). Kadamtolla* Junction with the Howrah- Amta railway, 1'87 miles from Tel- kul ghât (Howrah) to Sheakhalla . . . . . 17'38 Chanditala to Janai ( <i>Branch</i> ) . . . . . 2'37	19'75	Kadamtolla to Chanditala . . . . . 2-8-97 8'88 Chanditala to Kistrampur . . . . . 10-9-97 3'75 Kistrampur to Sheakhalla . . . . . 7-11-97 4'73 <u>17'38</u> Chanditala to Janai ( <i>Branch</i> ) . . . . . 5-5-98 2'37 <u>2'37</u> <b>TOTAL OPEN MILEAGE . 19'75</b>

\* Excluding the Howrah-Kadamtolla section of the Howrah-Amta railway worked over.

IX 7—continued.

Appendix 7.  
History of Railways.

the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line has been constructed for a single track with permanent-way of 75lb. flat-footed steel rails and deodar sleepers. Work is heavy, especially in minor bridges over the first 16 miles, after which the country is easy, except for a mile on each side of Ré Nadi. The two largest bridges are of 9 spans of 40 feet over the Motichur and of 7 spans of 60 feet over the Suswa. The ruling gradient is 1 in 75, of which there are 15 in number, aggregating 8.92 miles, and the sharpest curve 1,273 feet radius.</p>	<p>The line is being worked by the Oudh and Rohilkhand State railway on behalf of Messrs. Gillanders, Arbuthnot and Company, the Managing Agents of the Hardwar-Dehra Branch Railway Company, " Limited," under an agreement the terms of which will be found in Appendix X to Part II of the Railway Administration Report for 1896-97.</p>
<p>The permanent-way consists of steel rails, Vignole's pattern, 25lbs. to the yard, laid on cross sleepers of pyinkado. There are no large bridges, but some important culverts and various minor bridges, the longest of which is 9 spans of 19 feet 6 inches at Gujerpore near Amta. The sharpest curve, sanctioned specially for the Town of Howrah, is of 144 feet radius, and the ruling gradient 1 in 100. All these grades are on the approaches to canal bridges requiring plenty of headway for boats, and none of them are over 600 feet in length. The line is ballasted throughout but not fenced.</p>	<p>The line has been constructed by the Howrah-Amta Light Railway Company, Limited. It was sanctioned for construction in March 1895. The line, with occasional diversions, the longest of which are one <math>\frac{3}{4}</math> of a mile long in the 3rd mile and another of 3 miles from Bârgachia to Munshir Hât 16th to 19th miles, follows the Howrah-Amta road. At Bârgachia there is a branch line to Jagatbalabpur laid upon the main road. The District Board of Howrah have guaranteed a subsidy of Rs. 1,100 per mile per annum, limited to a maximum annual payment of Rs. 28,000 per annum.</p>
<p>The permanent-way consists of steel rails, Vignole's pattern, 25lbs. to the yard, laid on cross sleepers of pyinkado. There are no large bridges, and the ruling gradient (only on bridge approaches) is 1 in 100, and the sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius. The line is ballasted throughout but not fenced.</p>	<p>The line was sanctioned for construction in March 1895. It has been constructed by the Howrah-Sheakhalla Light Railway Company, Limited. The line follows the Howrah-Sheakhalla road. At Chanditalah there is a branch line to Janai laid along the main road. The District Board have guaranteed a subsidy of Rs. 950 per mile per annum.</p>

Appendix 7.  
History of Railways.

APPE

History of Railways constructed and in progress

NOTE.— On account of the earlier issue of this Appendix this page

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
II (c)	Hyderabad-Godavari Valley— (3' 3½" gauge). Secunderabad to Manmád . . . . .	Miles.  385.23	Miles.  Manmád to Jalná— For goods traffic . . . . . 21-10-99 } For passenger traffic . . . . . 7-12-99 } 109.36 Jalná to Sailu . . . . . 7-12-99 } 44.87  Sailu to Purbhani— For goods traffic . . . . . 25-4-00 } For passenger traffic . . . . . 25-6-00 } 26.44 Purbhani to Nanded . . . . . 9-10-00 } 36.15  Nanded to Sivungaon— For goods traffic . . . . . 23-8-00 } For passenger traffic . . . . . 9-10-00 } 17.68  Sivungaon to Basar— For goods traffic . . . . . 25-4-00 } For passenger traffic . . . . . 9-10-00 } 32.89  Basar to Secunderabad— For goods traffic . . . . . 25-4-00 } For passenger traffic . . . . . 16-5-00 } 117.84  TOTAL OPEN MILEAGE 385.23
8 (d)	Hyderabad-Shadipalli— (5' 6" gauge). Gidu Bandar on the Indus near Hyderabad to Shadipalli . . . . .	55.33	Gidu Bandar to Shadipalli . . . . . 18-8-92 55.33

DIX 7.—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																																															
<p>The permanent-way will consist of 50lb. rails and steel and wooden sleepers. The steepest gradient will be 1 in 133.30 and aggregates 132.25 miles in length. The sharpest curve will have a radius of 1,432 feet.</p>	<p>The construction of the line was sanctioned in January 1897. The terms for construction and working will be found in Appendix BB to Part II of the Railway Administration Report for 1897-98.</p>																																																															
<p>The following are the important bridges:—</p> <table border="1"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Polang . . . . .</td> <td>7</td> <td>of 40</td> </tr> <tr> <td>Górávari . . . . .</td> <td>21</td> <td>" 60</td> </tr> <tr> <td>Boalsa . . . . .</td> <td>6</td> <td>" 20 arches.</td> </tr> <tr> <td>Moodkhaid . . . . .</td> <td>8</td> <td>" 15 "</td> </tr> <tr> <td>Astna . . . . .</td> <td>7</td> <td>" 80</td> </tr> <tr> <td>Pandrea . . . . .</td> <td>6</td> <td>" 20 arches.</td> </tr> <tr> <td>Thurna . . . . .</td> <td>3</td> <td>" 60</td> </tr> <tr> <td>Poorna . . . . .</td> <td>13</td> <td>" 60</td> </tr> <tr> <td>Narenda . . . . .</td> <td>3</td> <td>" 40</td> </tr> <tr> <td>Rotigaon Nallah . . . . .</td> <td>4</td> <td>" 40</td> </tr> <tr> <td>Bor Nadi . . . . .</td> <td>3</td> <td>" 40</td> </tr> <tr> <td>Dhykoo . . . . .</td> <td>5</td> <td>" 40</td> </tr> <tr> <td>Sivna . . . . .</td> <td>6</td> <td>" 60 and 2 span of 40'</td> </tr> <tr> <td>Kam . . . . .</td> <td>4</td> <td>" 40</td> </tr> <tr> <td>Sukhna . . . . .</td> <td>5</td> <td>" 40</td> </tr> <tr> <td>Lahouki . . . . .</td> <td>4</td> <td>" 40</td> </tr> <tr> <td>Dudhna I . . . . .</td> <td>6</td> <td>" 40</td> </tr> <tr> <td>Dudhna II . . . . .</td> <td>{ 3</td> <td>" 100</td> </tr> <tr> <td></td> <td>{ 1</td> <td>" 40</td> </tr> <tr> <td>Kasoora . . . . .</td> <td>4</td> <td>" 60</td> </tr> </tbody> </table>		Spans.	Feet.	Polang . . . . .	7	of 40	Górávari . . . . .	21	" 60	Boalsa . . . . .	6	" 20 arches.	Moodkhaid . . . . .	8	" 15 "	Astna . . . . .	7	" 80	Pandrea . . . . .	6	" 20 arches.	Thurna . . . . .	3	" 60	Poorna . . . . .	13	" 60	Narenda . . . . .	3	" 40	Rotigaon Nallah . . . . .	4	" 40	Bor Nadi . . . . .	3	" 40	Dhykoo . . . . .	5	" 40	Sivna . . . . .	6	" 60 and 2 span of 40'	Kam . . . . .	4	" 40	Sukhna . . . . .	5	" 40	Lahouki . . . . .	4	" 40	Dudhna I . . . . .	6	" 40	Dudhna II . . . . .	{ 3	" 100		{ 1	" 40	Kasoora . . . . .	4	" 60	
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<p>This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60lb. iron rails laid on deodar sleepers. Stone ballast is used for 29.50 miles only (in five pieces). There is only one curve under a radius of 1,000 feet, <i>vis.</i>, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.</p>	<p>The construction of this line was sanctioned on the 5th March 1891. It is worked by the North Western State railway for 45 per cent. of the gross earnings, including the hire of rolling stock <i>plus</i> actual cost of maintenance and Telegraph Department charges.</p>																																																															



## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.	Miles.
9 (f).	<b>Indian Midland—</b> (5' 6" gauge). <i>Main line—</i> Bhopal (57.11 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi . . . . . 180.49 Jhánsi <i>via</i> Gwalior to Agra Cantonment . . . . . 135.03 <hr/> 315.52		<i>Main Line—</i> Bhopal to Jhánsi . . . . . 1-1-89 180.49 Jhánsi to Gwalior . . . . . 1-3-89 60.39 Gwalior to Hetampur . . . . . 20-12-79 32.40 Hetampur to Dholpur . . . . . 15-5-81 8.55 Dholpur to Agra Cantonment 10-1-78 33.69 <hr/> 315.52	
	<i>Branches—</i> Jhánsi to Mánikpur (617.50 miles from Howrah on the Jubbulpore branch of the East Indian railway, ( <i>Mánikpur branch</i> )) . . . . . 180.37 Jhánsi to Cawnpore transfer sidings (684.75 miles from Howrah on the East Indian railway) ( <i>Cawnpore branch</i> ) . . . . . 135.22		<i>Branches—</i> <i>Mánikpur branch—</i> Jhánsi to Mau Ranipur . . . . . 5-6-89 39.96 Mau Ranipur to Bánda . . . . . 1-8-89 78.96 Bánda to Mánikpur . . . . . 15-2-89 61.45 <hr/> 180.37	
	Bína (143 miles from Itársi on the main line) to Saugor ( <i>Saugor branch</i> ) . . . . . 46.24 Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Gooná railway . . . . . 2.00		<i>Cawnpore branch—</i> Jhánsi to Chaunrah . . . . . 1-2-88 95.00 Chaunrah to Cawnpore . . . . . 1-4-86 40.22 <hr/> 135.22	
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway . . . . . 0.21 Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni ( <i>Katni branch</i> ) . . . . . 115.71		<i>Saugor branch—</i> Bína to Saugor . . . . . 5-6-89 46.24  Bína to point of junction with Bína-Gooná railway— For goods traffic . . . . . 1-5-95 } 2.00 For passenger traffic 23-9-95 } Bhopal to point of junction with Bhopal-Ujjain railway— For goods traffic . . . . . 11-11-95 } 0.21 For passenger traffic 11-4-96 }	
	From centre of Katni Murwara station to junction with Bengal-Nágpur railway . . . . . 0.71 Connecting link with East Indian railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian Railway . . . . . 0.27 <hr/> 480.73		<i>Katni branch—</i> Saugor to Damoh . . . . . 26-3-98 47.83 Damoh to Katni . . . . . 1-1-99 67.88 From centre of Katni Murwara station to junction with Bengal-Nágpur railway . . . . . 1-1-99 0.71	
	Carried over 796.25		Carried over 795.98	

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

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Details of construction.	REMARKS.																																									
<p>The main line and branches are constructed for a single line with flat-footed steel rails, 80lbs. to the yard, and oval pot sleepers weighing 92lbs. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi where the rails are 75lbs. to the yard, double-headed, laid on Denham-Olphert's sleepers, with 20 feet width formation. There were no engineering difficulties on this section.</p>	<p>On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bina to Saugor of the Biláspur-Etáwa State railway.</p>																																									
<p>From Bhopal to Jhánsi the ruling gradient is 1 in 200, aggregating 74·83 miles in length and from Jhánsi to Cawnpore 1 in 100, of which there are four in number, aggregating 5·41 miles in length.</p>	<p>The contract also provides for the extension from Saugor to a point on the East Indian railway near Katni. Sanction was given to the construction of this line in December 1895.</p>																																									
<p>The chief bridges are—</p>	<p>Work was started on the several sections of the Indian Midland railway on the dates given below:</p>																																									
<table border="0"> <thead> <tr> <th></th> <th style="text-align: right;">Spans.</th> <th style="text-align: right;">Feet.</th> </tr> </thead> <tbody> <tr> <td>Betwa (Markrari) . . . . .</td> <td style="text-align: right;">9 of</td> <td style="text-align: right;">150</td> </tr> <tr> <td>Narain . . . . .</td> <td style="text-align: right;">4 "</td> <td style="text-align: right;">150</td> </tr> <tr> <td>Bina . . . . .</td> <td style="text-align: right;">4 "</td> <td style="text-align: right;">150</td> </tr> <tr> <td>Keotan . . . . .</td> <td style="text-align: right;">5 "</td> <td style="text-align: right;">100</td> </tr> <tr> <td>Newan . . . . .</td> <td style="text-align: right;">8 "</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Betwa (Bhilsa) . . . . .</td> <td style="text-align: right;">4 "</td> <td style="text-align: right;">100 and 5 of 75</td> </tr> </tbody> </table>		Spans.	Feet.	Betwa (Markrari) . . . . .	9 of	150	Narain . . . . .	4 "	150	Bina . . . . .	4 "	150	Keotan . . . . .	5 "	100	Newan . . . . .	8 "	60	Betwa (Bhilsa) . . . . .	4 "	100 and 5 of 75	<table border="0"> <tbody> <tr> <td>Cawnpore-Kálpi . . . . .</td> <td style="text-align: right;">Oct. 1884</td> </tr> <tr> <td>Kálpi-Jhánsi . . . . .</td> <td style="text-align: right;">Jan. 1886</td> </tr> <tr> <td>Bhopal-Bhilsa . . . . .</td> <td style="text-align: right;">Mar. 1886</td> </tr> <tr> <td>Bhilsa-Básoda . . . . .</td> <td style="text-align: right;">Apl. 1886</td> </tr> <tr> <td>Jhánsi-Lalitpur . . . . .</td> <td style="text-align: right;">May 1886</td> </tr> <tr> <td>Básoda-Lalitpur . . . . .</td> <td style="text-align: right;">June 1886</td> </tr> <tr> <td>Jhánsi-Gwalior . . . . .</td> <td style="text-align: right;">Aug. 1886</td> </tr> <tr> <td>Bina-Saugor . . . . .</td> <td style="text-align: right;">Aug. 1887</td> </tr> <tr> <td>Saugor-Damoh . . . . .</td> <td style="text-align: right;">Dec. 1895</td> </tr> <tr> <td>Damoh-Katni . . . . .</td> <td style="text-align: right;">Jan. 1896</td> </tr> </tbody> </table>	Cawnpore-Kálpi . . . . .	Oct. 1884	Kálpi-Jhánsi . . . . .	Jan. 1886	Bhopal-Bhilsa . . . . .	Mar. 1886	Bhilsa-Básoda . . . . .	Apl. 1886	Jhánsi-Lalitpur . . . . .	May 1886	Básoda-Lalitpur . . . . .	June 1886	Jhánsi-Gwalior . . . . .	Aug. 1886	Bina-Saugor . . . . .	Aug. 1887	Saugor-Damoh . . . . .	Dec. 1895	Damoh-Katni . . . . .	Jan. 1896
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Bhilsa-Básoda . . . . .	Apl. 1886																																									
Jhánsi-Lalitpur . . . . .	May 1886																																									
Básoda-Lalitpur . . . . .	June 1886																																									
Jhánsi-Gwalior . . . . .	Aug. 1886																																									
Bina-Saugor . . . . .	Aug. 1887																																									
Saugor-Damoh . . . . .	Dec. 1895																																									
Damoh-Katni . . . . .	Jan. 1896																																									
<p>From Jhánsi to Gwalior the ruling gradient is 1 in 150, of which there are nine in number, aggregating 10·63 miles in length. There are heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 6 feet over the Sindh river.</p>	<p>The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.</p>																																									
<p>From Jhánsi to Mánikpur the steepest gradient is 1 in 125, of which there are seven in number, aggregating 5·21 miles in length.</p>	<p>The length, 2·00 miles, from the Bina station to the point of junction with the Bina-Gooná railway, was sanctioned for construction on the 5th June 1893, and that from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with the Bhopal-Ujjain railway, 0·21 mile, on the 7th July 1894.</p>																																									
<p>From Saugor to Katni, the ruling gradient, <i>against</i> the coal traffic, is 1 in 200 and <i>with</i>, 1 in 100. There are thirty-two of the former grades, aggregating 47·29 miles and four of the latter, aggregating 6·17 miles.</p>	<p>The Indian Midland and Great Indian Peninsula railways systems have been amalgamated and worked as one undertaking on behalf of the State from 1st July 1900, terms for which will be found in Appendices D and E of this report.</p>																																									
<p>The line is laid with 80lb. steel rails on cast-iron pot sleepers. The important bridges are those over the Bewas river (3-100 feet), Sonar (8-100 feet), Kopra (4-100 feet), Bearmi (11-100 feet) and the Bhoja Kho viaduct (5-100) feet spans with 30 feet arched approaches.</p>																																										
<p>There are heavy rock cuttings at the 16th, 18th and the 65th to 85th mile from Saugor.</p>																																										
<p>Fencing has been erected through Saugor Cantonments and at Damoh and Katni Murwara station only.</p>																																										
<p>There are no curves under a radius of 1,000 feet.</p>																																										
<p>The line is fenced throughout, except between Bándá and Jhánsi on the Jhánsi-Mánikpur section.</p>																																										
<p>The principal bridges are—</p>																																										
<table border="0"> <thead> <tr> <th></th> <th style="text-align: right;">Spans.</th> <th style="text-align: right;">Feet.</th> </tr> </thead> <tbody> <tr> <td>Betwa (Sujanpura) . . . . .</td> <td style="text-align: right;">13 of</td> <td style="text-align: right;">150 and 1 of 60</td> </tr> <tr> <td>Dhassan (Mau) . . . . .</td> <td style="text-align: right;">13 "</td> <td style="text-align: right;">100</td> </tr> <tr> <td>Ken . . . . .</td> <td style="text-align: right;">1 "</td> <td style="text-align: right;">250 and 12 of 100</td> </tr> <tr> <td>Bagain . . . . .</td> <td style="text-align: right;">8 "</td> <td style="text-align: right;">100</td> </tr> <tr> <td>Borwa . . . . .</td> <td style="text-align: right;">1 "</td> <td style="text-align: right;">100 and 4 of 40</td> </tr> <tr> <td>Paisuni . . . . .</td> <td style="text-align: right;">4 "</td> <td style="text-align: right;">100</td> </tr> <tr> <td>Ohan . . . . .</td> <td style="text-align: right;">1 "</td> <td style="text-align: right;">100 and 4 of 40</td> </tr> </tbody> </table>		Spans.	Feet.	Betwa (Sujanpura) . . . . .	13 of	150 and 1 of 60	Dhassan (Mau) . . . . .	13 "	100	Ken . . . . .	1 "	250 and 12 of 100	Bagain . . . . .	8 "	100	Borwa . . . . .	1 "	100 and 4 of 40	Paisuni . . . . .	4 "	100	Ohan . . . . .	1 "	100 and 4 of 40																		
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<p>The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails.</p>																																										
<p>The only important works on the Bina-Saugor branch are the heavy cuttings at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100—the steepest on the line—for a length of 3·37 miles.</p>																																										

Appendix 7.  
History of Railways.

APPE

History of Railways constructed and in progress

Note—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles	Miles.	Miles	
9 (f)	Indian Midland—concluded. (5' 6" gauge).			Brought forward	795'98
	Brought forward	796'25		Connecting link with East Indian railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian railway	1-1-99 0'27
	<b>TOTAL</b>	<b>796'25</b>		<b>TOTAL OPEN MILEAGE</b>	<b>796'25</b>
10 (m)	Jaipur— (3' 3½" gauge). Sanganer to Siwai Madhopur in the Jaipur state		72'85		
8 (e)	Jammu and Kashmir— (5' 6" gauge). Frontier of the Kashmir State to the left bank of the Tawi river near Jammu		15'92	Frontier of the Kashmir State to the left bank of the Tawi river	15-3-90 15'92
21 (d)	Jamnagar— (3' 3½" gauge). Rájkot Junction with the Bhávnagar-Gondal-Junágad-Porbandar and Morvi railways (46'23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar		*54'28	Rájkot Junction to Jámnagar	8-4-97 50'29
				Jámnnagar to Bedi Bandar— For goods traffic	8-4-97 3'99
				<b>TOTAL OPEN MILEAGE</b>	<b>54'28</b>

\* Including 3'99 miles of dock estate lines.

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The late Sindia State railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior. The track was originally laid with iron rails 62 lbs. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1899 the Company have also relaid 43·46 miles of track with Indian Midland railway steel rails 80lbs. to the yard.</p> <p>The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each.</p> <p>The ruling gradient is 1 in 151·50, of which there are three in number, aggregating 3·60 miles in length.</p>	
<p>The permanent-way as at present proposed will consist of 41½lb. rails and creosoted pine sleepers; and the ballast of broken stone or kunkur as found most economical.</p> <p>The ruling gradient will be 1 in 200 situated between Sanganer station and mile 4·20.</p> <p>The sharpest curve on the line will be of 2° compensated aggregating 0·59 mile in length.</p>	<p>The line was sanctioned in December 1897, and the commencement of work in February 1898. The funds for its construction will be supplied by the Jaipur State.</p>
<p>This line has been constructed according to standard dimensions.</p> <p>The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>Sanction was given to the construction of this line on the 25th February 1888.</p> <p>The line has been constructed by the Kashmir Darbar, by whom also the capital was provided.</p> <p>It is maintained and worked by the North Western State railway under an agreement the terms of which will be found in Appendix AA to part II of the Railway Administration Report for 1898-99.</p>
<p>The permanent-way consists of 41½lb. steel flat-footed rails laid on creosoted pine and deodar sleepers. The steepest gradient is 1 in 100 for a length of 0·19 mile at mile 16 from Rájkot.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The line is unfenced, except at the approaches to the Victoria bridge, near Jámnnagar, and the south side of the Jámnnagar station yard.</p> <p>The ballast consists of moorum on banks, and of stone in cuttings.</p>	<p>This line was sanctioned in October 1893.</p> <p>Work was commenced in January 1896 and completed on the 7th April 1897.</p> <p>The line has been constructed at the expense of the Jámnnagar state by the Bhávnagar-Gondal-Junágad-Porbandar railway, and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states. The agreement will be found in Appendix Z to Part II of the Railway Administration Report for 1897-98.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress.

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
21 (c)	<p>Jetalsar-Rajkot— (3' 3<math>\frac{3}{8}</math>" gauge). Jetalsar Junction to Rájkot (point of junction with the Morvi railway)</p>		46'23	Jetalsar Junction to Rájkot . 12-4-93	46'23
19 (a) & (b)	<p>Jodhpur-Bikaner— (3' 3<math>\frac{3}{8}</math>" gauge). Marwar Railway Junction (218'00 miles from Ahmedabad on the Rajputana-Malwa railway, <i>via</i> Luni and Merta Road Junctions to Kucháman Road, including the new approach to Kucháman Road (374'00 miles from Ahmedabad on the Rajputana-Malwa railway) . . . . . 201'00 Luni Junction to Pachpadra . . . . . 60'00 Merta Road Junction to Bikaner . . . . . 103'00 <i>Balotra-Jodhpur frontier section—</i> Balotra to the Jodhpur frontier in the Jodhpur state . . . . . 134'44 <i>Bikaner-Suratgarh extension—</i> Bikaner <i>via</i> Khari to Bhatinda in the Bikaner state . . . . . 201'74</p>		364'00	<p>Marwar railway Junction to Marwar Pali— For goods traffic . . . 24-6-82 } For passenger traffic . . . 27-7-82 } 19'00 Marwar Pali to Luni Junction . . . . . 17-6-84 25'00 Luni Junction to Jodhpur . . . 9-3-85 20'00 Jodhpur to Merta Road . . . 8-4-91 64'00 Merta Road to Kucháman Road . . . . . 13-3-93 73'00 Luni Junction to Pachpadra 22-3-87 60'00 Merta Road to Nágour . 16-10-91 35'00 Nágour to Bikaner . . . 9-12-91 68'00 Bikaner to Dulmera . . . 2-6-98 42'00 Balotra to Barmer . . . 15-5-99 60'00 Barmer to Jodhpur Frontier 22-12-00 74'44</p>	
21 (b)					
		TOTAL .	700'18	TOTAL OPEN MILEAGE .	540'44

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The permanent-way consists of 41½lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·07 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, <i>viz.</i>, 955 feet between mileages 45 and 46 from Jetalsar.</p> <p>The line is unfenced, except between Rájkot Para and Rájkot Junction.</p>	<p>The construction of this line was sanctioned in February 1892.</p> <p>The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágad-Porbandar railway and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states.</p>
<p>This is mainly a surface line and the works are very light. Excepting the length between Marwar Junction and Jodhpur, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpur to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41½lb. steel rails.</p> <p>Beyond Marwar Páli second-hand rails were originally laid on creosoted pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed with new 41½lb. steel rails laid on steel sleepers.</p> <p>The line between Balotra and Barmer is laid on 50lb. steel rails and steel sleepers. Permanent-way between Luni Junction and Balotra is being relaid by similar rails and pine sleepers.</p> <p>The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kucháman Road section it is chiefly broken stone, marble and kunkur.</p> <p>There is a telegraph line on the entire length, except from Balotra to Pachpadra and from Bikaner to Dulmera.</p> <p>With the exception of a few stations, the line is practically unfenced.</p> <p>There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 39 in number aggregating 18·89 miles in length.</p> <p>The permanent-way on the Bickaner-Suratgarh extension consists of 36lb. steel rails and deodar and steel trough sleepers weighing 69lbs. each.</p> <p>The ruling gradient is 1 in 150, of which there are 38 in number, aggregating 15·73 miles in length.</p>	<p>The line has been constructed at the expense of, and is worked by, the Jodhpur and Bikaner states. The section up to Luni Junction was sanctioned in 1883 and the extension to Jodhpur in 1884.</p> <p>The line from Jodhpur to Bikaner was sanctioned in 1890.</p> <p>The Luni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kuchaman Road in July 1891.</p> <p>On the completion of the line to Bikaner the name "Jodhpur-Bikaner railway" was given to the entire system.</p> <p>Sanction to construct the Shadipalli-Balotra railway was given in August 1897. The Balotra-Jodhpur frontier section has been constructed by the Jodhpur Durbar.</p> <p>The Bikaner-Dulmera extension was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896. The Dulmera-Suratgarh section was sanctioned in December 1897.</p> <p>The Suratgarh-Bhatinda section was sanctioned in July 1899.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
35 (a)	<p>Jorhát— (2' 0" gauge).</p> <p><i>Main line—</i> Gosáigáon to Titábar . . . . . 20'25 Alternative cold weather section to steamer ghát . . . . . 2'75</p> <p><i>Mariani branch—</i> Chenimara to Mariani . . . . . 7'00</p> <p style="text-align: right;">TOTAL . . . . .</p>	<p>30'00</p>	<p><i>Main line—</i> Gosáigáon to Jorhát— For goods traffic . . 15-12-84 } 9'00 For passenger traffic . . 17-10-85 }</p> <p>Jorhát to Dhali river— For goods traffic . . 15-12-84 } 9'50 For passenger traffic . . 26-2-88 }</p> <p>Dhali river to Titábar . . 16-7-87 1'75 Alternative cold weather section to steamer ghát 25-11-89 2'75</p> <p style="text-align: right;">21'00</p> <p><i>Mariani branch—</i> Chenimara Junction to Mariani— For goods traffic . . 7-1-85 } 7'00 For passenger traffic . . 26-2-88 }</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . 30'00</p>
1 (f)	<p>Kalka-Simla— (2' 0" gauge).</p> <p>Kalka to Simla . . . . .</p>	<p>58'00</p>	
24(c)	<p>Karaikkal-Peralam— (3' 3½" gauge).</p> <p>Peralam (186'58 miles from Madras on the Májavaram-Mutupet railway) to the French port of Káraikkal . . . . .</p>	<p>14'65</p>	<p>Peralam to Káraikkal . . . . . 14-3-98 14'65</p>

DIX 7—continued.

Appendix 7.  
History of Railways.

as the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>This line, excepting the alternative cold weather section, is laid with steel rails, 18lbs. to the yard, Vignole's pattern, on uriam sleepers. The extension to Titabar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosaigaon to the steamer ghat is laid with steel rails, 14lb. to the yard, Fowler's patent.</p> <p>The steepest gradient is 1 in 190.</p> <p>The sharpest curve has a radius of 480 feet and is 468 feet in length.</p>	<p>This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhat. The extension to Titabar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883.</p>
<p>The permanent-way will be 41lb. steel flat-bottomed rails on wooden sleepers with a ruling grade of 3 per cent. occurring frequently throughout the whole length.</p>	<p>The line is being constructed by the Kalka-Simla Railway Company, Limited, under an agreement, the terms of which will be found in Appendix X to Part II of the Railway Administration Report for 1898-99.</p> <p>Construction of the Kalka-Dharmapore section was sanctioned on the 22nd March 1900 and work is in progress. Detailed surveys of sections north of Dharmapore are still in hand.</p>
<p>The line traverses an easy country partly in British and partly in French territory.</p> <p>There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-foot girders over the river Wanjiar.</p> <p>The rails are of steel flat-footed, 41½lb. to the yard, laid on pyinkado sleepers.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The construction of this line, which was sanctioned in July 1895, was carried out by the South Indian Railway Company from funds provided by the French Government and is worked through the agency of that Company.</p>



Appendix 7.  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.	
		Miles.	Miles.	Miles.
9 (d)	<p>Khamgaon— (5' 6" gauge). Jalamb Junction [331·81 miles from Bombay (Victoria terminus) on the Nagpur branch of the Great Indian Peninsula railway] to Khamgaon .</p>	7·55	Jalamb to Khamgaon . . .	4-3-70 755
8 (h)	<p>Khushalgarh-Kohat-Thal— (2' 6" gauge). Khushalgarh <i>via</i> Kohat to Thal .</p>	88·12		
12 (b)	<p>Kolar Gold-fields— (5' 6" gauge). Bowringpet (175·46 miles from Madras on the Madras railway) to Marikuppam . . . . .</p>	10·00	Bowringpet to Marikuppam . . .	1-6-94 100
22 (f)	<p>Kolhapur— (3' 3½" gauge). Kolhapur to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway) . . .</p>	29·07	Kolhapur to Miraj . . . . .	21-4-91 290

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.						
<p>The line is constructed for a single track with a formation of 16 feet.</p> <p>It was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68 lb. iron rails and cast-iron pot sleepers.</p> <p>One quarter of the line is ballasted with broken stone, and the rest with gravel.</p> <p>The sharpest curve on this line has a radius of 990 feet; it is 0.27 mile long and is situated between 0 and 0.50 mile.</p> <p>The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0.23 mile.</p> <p>About 1.26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.</p>	<p>The dates of order for survey and construction are as follows:</p> <table data-bbox="842 585 1544 716"> <thead> <tr> <th data-bbox="842 585 1222 624"><i>Date for survey.</i></th> <th data-bbox="1222 585 1544 624"><i>Dates for construction.</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="842 637 1222 677">8th April 1870.</td> <td data-bbox="1222 637 1544 677">7th June 1869.</td> </tr> <tr> <td></td> <td data-bbox="1222 677 1544 716">11th June 1870.</td> </tr> </tbody> </table> <p>this branch has been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon. It is worked by the Great Indian Peninsula Railway Company.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	8th April 1870.	7th June 1869.		11th June 1870.
<i>Date for survey.</i>	<i>Dates for construction.</i>						
8th April 1870.	7th June 1869.						
	11th June 1870.						
<p>.....</p>	<p>This line was sanctioned for construction on the 31st October 1900.</p>						
<p>The permanent-way consists of Madras railway second-hand double headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75 lb. steel rails.</p> <p>The ruling gradient is 1 in 66.67 and the sharpest curve of a radius of 1,685 feet. The gradients of <math>\frac{1}{51}</math> to <math>\frac{1}{80}</math> are of a length of 4.66 miles, and those of <math>\frac{1}{81}</math> to <math>\frac{1}{100}</math> of a length of 2.04 miles.</p>	<p>The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company under an agreement the terms of which will be found in Appendix K to Part II of the Railway Administration Report for 1896-97.</p>						
<p>This line is constructed for a single track. The rails are steel, 41½ lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11.03 miles being on this grade.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The following important rivers are crossed:</p> <table data-bbox="156 2252 735 2421"> <tbody> <tr> <td data-bbox="156 2252 346 2304">Kistna,</td> <td data-bbox="346 2252 735 2304">14 spans of 60-foot girders.</td> </tr> <tr> <td data-bbox="156 2317 346 2369">Panchganga,</td> <td data-bbox="346 2317 735 2369">10 " 60 " "</td> </tr> <tr> <td data-bbox="156 2382 346 2434">Udgaum Nalla,</td> <td data-bbox="346 2382 735 2434">10 " 60 " "</td> </tr> </tbody> </table>	Kistna,	14 spans of 60-foot girders.	Panchganga,	10 " 60 " "	Udgaum Nalla,	10 " 60 " "	<p>The commencement of work was authorised in February 1888.</p> <p>The necessary funds were provided by the Kolhápúr Durbar, and the line is worked by the Southern Maharashtra Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.</p>
Kistna,	14 spans of 60-foot girders.						
Panchganga,	10 " 60 " "						
Udgaum Nalla,	10 " 60 " "						

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
14 (b)	<p>Ledo and Tikak-Margherita Colliery— (3' 3½" gauge). Main line— Dihing bridge, junction with the Dibru-Sadiya railway, to Ledo, including Namdang branch.</p>	<p>Miles. Miles. 7'50</p>	<p>Miles. Dihing bridge to Ledo, including Namdang branch. For coal traffic . . . 17-2-84 } For public traffic . . . 1-1-97 } 7'50</p>
18 (b)	<p>Lucknow-Bareilly— (3' 3½" gauge). Main line— Lucknow (209 miles from Moghal Sarai, on the Oudh and Rohil- khand State railway) to Bareilly 355 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) . . . . . 198'55 Bareilly grain siding . . . . . 1'75  Dudhwa branch— Mailani (118 miles from Lucknow) to Dudhwa . . . . . 26'00 Dudhwa to Sonaripur . . . . . 4'87</p>	<p>Miles. Miles. 200'30 30'87 231'17</p>	<p>Miles. Main Line— Lucknow to Sitapur . . . 15-11-86 55'00 Sitapur to Lakhimpur . . . 15-4-87 28'50 Lakhimpur to Gola Gokaran Náth . . . . . 15-12-87 21'50 Gola Gokaran Náth to Pili- bhit . . . . . 1-4-91 57'55 Pilibhit to Bhoojepura . . . 15-11-84 24'00 Bhoojepura to Bareilly . . . 12-10-84 12'00 Bareilly grain siding— For goods traffic . . . 1-4-94 1'75  Dudhwa branch— Mailani to Sarda . . . 1-1-93 15'00 Sarda to Sohela— For goods traffic . . . 10-3-93 8'50 Sohela to Sonaripur— For goods traffic . . . 18-3-94 7'30</p>
	TOTAL . . . . .	231'17	TOTAL OPEN MILEAGE 231'17
8 (g)	<p>Ludhiana-Dhuri-Jakhal— (5' 6" gauge). Ludhiana <i>via</i> Dhuri to Jakhal . . . . .</p>	<p>Miles. 79'61</p>	

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date. •

Details of construction.	REMARKS.
<p>The main line is laid with 41½ lb. rails and sleepers of uriam, and is more than three-fourths ballasted. The steepest gradient is 1 in 70 and is 526 feet in length. The sharpest curve has a radius of 600 feet. The Namdang bridge, the most important on the line, is of 5 spans of 24 feet.</p> <p>The Namdang branch is laid throughout with new 50 lb. rails on uriam sleepers. It is unballasted. The steepest gradient is 1 in 86 for 1,425 feet, of which the last 300 feet is on a curve of 1,000 feet radius.</p>	<p>This colliery branch line was constructed in 1883 under sanction of a concession granted in an Indenture made with the Secretary of State for India on 30th July 1881, and has been used for the purpose of bringing coal from the mines on the south bank of the Dibing river to connect with the Dibru-Sadia railway. The working of the line was taken over by the Dibru-Sadia railway from the 1st January 1897 under the terms recorded as Appendix II to Part II of the Railway Administration Report for 1896-97.</p>
<p>The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41½ lb. steel rails, with the exception of the old Oudh and Rohilkhand railway 60 lb. steel rails between Daliganj and Lucknow Junction, and sal, asina and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. There is no fencing, except near Lucknow and on the Shahamatganj branch, and at stations.</p> <p>The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit.</p> <p>Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings.</p> <p>A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season.</p> <p>The steepest gradients on this line are situated on the Dudhwa branch and are as noted below:—</p> <p>1/81 to 1/80 . . . . . 1.57 miles.</p> <p>1/81 to 1/100 . . . . . 1.17 "</p> <p>A curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0.63 mile.</p>	<p>The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884.</p> <p>The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889.</p> <p>Orders for the construction of the first 4.62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojpur 12 miles from Bareilly.</p> <p>The length from Mailáni to Pilibhit (41.75 miles), which was closed to traffic on the 5th July 1891, was permanently re-opened on the 25th October 1891.</p> <p>The Bareilly grain siding was sanctioned for construction on the 24th March 1892.</p> <p>The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893.</p> <p>The Lucknow-Gola-Gokaran Náth and the Pilibhit-Bareilly sections, which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section to the latter Company on the 1st January 1891. These sections now form one line, called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.</p>
<p>The ruling gradient is 1 in 250 of which there are two in number aggregating 1.61 miles in length. There are no curves under a radius of 1000 feet.</p> <p>The permanent-way will consist of standard 75lb. flat-footed steel rails with new fastenings on new deodar sleepers and brick ballast. The line will be fenced round station yards and at some of the more important level-crossings.</p>	<p>The line will be constructed and worked by the North-Western State railway on behalf of the Maler Kotla and Jhindh Darbars who will provide funds for its construction. The agreement was executed on the 6th September 1899 and will be found in Appendix CC to Part II of the Railway Administration Report for 1899-1900.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.— On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
12 (a)	<b>Madras—</b> (5' 0" gauge). South-west line— Main line—	Miles.	South-west line— Main line—
		Miles. Miles.	Miles.
	Madras to Veyasarpady Junction . . . . . 2'16		Madras to Veyasarpady . . . . . 7-4-73 2'16
	Veyasarpady Junction to Arkonam Junction . . . . . 40'25		Veyasarpady to Arcot . . . . . 1-7-56 63'22
	Arakonam Junction to Calicut . . . . . 370'73		Arcot to Katpadi . . . . . 7-5-57 14'96
		413'14	Katpadi to Gudiyattam . . . . . 19-5-58 15'36
	<b>Branches—</b>		Gudiyattam to Ambur . . . . . 16-1-60 17'01
	Veyasarpady Junction to Rayapuram ( <i>Rayapuram branch</i> ) . . . . . 2'16		Ambur to Vaniyambadi . . . . . 1-2-60 9'98
	Rayapuram to Beach . . . . . 1'03		Vaniyambadi to Tiruppattur 23-5-60 14'19
	Walajah Road (Arcot) to Ranipet . . . . . 4'17		Tiruppattur to Salem . . . . . 1-2-61 69'98
	<b>Bangalore branch—</b>		Salem to Sankaridrug . . . . . 1-12-61 23'68
	Jalarpet Junction (132 miles from Madras) to Bangalore Cantonment . . . . . 84'37		Sankaridrug to Podanur . . . . . 12-5-62 71'18
	Bangalore Cantonment to Bangalore City . . . . . 3'05		Podanur to Pattambi . . . . . 14-4-62 64'96
		87'42	Pattambi to Kuttippuram . . . . . 23-9-61 11'30
			Kuttippuram to Tirur . . . . . 1-5-61 9'39
	Podanur Junction (301'73 miles from Madras to Mettupalaiyam at the foot of the hills ( <i>Nilgiri branch</i> )) . . . . . 25'75		Tirur to Kadalundi . . . . . 12-3-61 16'31
	Olavakkot (332'07 miles from Madras) to Palghat town ( <i>Palghat branch</i> ) . . . . . 2'47		Kadalundi to Calicut . . . . . 2-1-88 9'26
	Calicut to Azhikal . . . . . 59'75		
		182'75	<b>Branches—</b>
		595'89	Rayapuram branch—
	<b>North-west line—</b>		Veyasarpady to Rayapuram . . . . . 1-7-56 2'16
	Main line—		Rayapuram to Beach . . . . . 22-1-00 1'03
	Arkonam Junction (42'41 miles from Madras) to Guntakal . . . . . 232'88		Walajah Road (Arcot) to Ranipet . . . . . 17-4-99 4'17
	Guntakal to Raichur (point of junction with the Great Indian Peninsula railway) . . . . . 75'40		<b>Bangalore Branch—</b>
		308'28	Jalarpet Junction to Bangalore Cantonment . . . . . 1-8-64 84'37
			Bangalore Cantonment to Bangalore City . . . . . 1-7-82 3'05
			87'42
			<b>Nilgiri branch—</b>
			Podanur Junction to Coimbatore . . . . . 1-2-73 3'78
			Coimbatore to Mettupalaiyam . . . . . 31-8-73 21'97
			25'75
			<b>Palghat branch—</b>
			Olavakkot to Palghat . . . . . 2-1-88 2'47
			<b>North-west line—</b>
			Main line—
			Arkonam to Nagari . . . . . 4-3-61 17'27
			Nagari to Puttur . . . . . 8-12-61 9'59
			Puttur to Renigunta . . . . . 15-9-62 14'46
			Renigunta to Reddipalle . . . . . 1-10-64 38'02
			Reddipalle to Cuddapah . . . . . 1-9-65 39'59
			Cuddapah to Muddanuru . . . . . 1-8-66 34'31
			Muddanuru to Tadpatri . . . . . 1-9-68 32'07
			Tadpatri to Gooty . . . . . 1-8-69 29'72
			Gooty to the Tungabhadra river . . . . . 12-12-70 75'33
			Tungabhadra to Raichur . . . . . 51-3-71 17'92
			308'28
			<b>Double south-west line—</b>
			Madras to Veyasarpady Junction . . . . . 7-4-73 2'16
			Veyasarpady Junction to Perambur . . . . . 7-2-74 1'30
			Perambur to Avadi . . . . . 1-5-77 9'54
			Avadi to Tiruvallur . . . . . 20-7-77 12'89
			Tiruvallur to Arkonam . . . . . 28-8-77 16'52
			Total double line . . . . . 42'41
	<b>Total</b>	<b>904'17</b>	<b>TOTAL OPEN MILEAGE . . . . . 844'42</b>

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.
<p>The cuttings and embankments except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Palghat branches, the Calicut extension, and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65 lb. to 84 lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75 lb. to the yard, but this type has been discontinued, and bull headed steel rails 30 feet long and weighing 76 lb. to the yard are now used.</p> <p>The section between Madras and Arkonam, 42'41 miles, is double.</p> <p>The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2' x 2' x 1', as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857.</p> <p>Jungle wood sleepers were found to be very short-lived; and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lb.) of an improved and stronger design, with steel bull-headed rails 76 lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced.</p> <p>The whole line is fenced.</p> <p>There are no curves under a radius of 1,000 feet. The statement below shows the length and situation of gradients up to 1 in 100:—</p>		<p>Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpady Junction and the Central Station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch.</p> <p>The extension of the south west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1½ lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.</p> <p>The line takes off at 1'89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.</p> <p>The following are the dates of sanction of the remaining sections of the south-west line, including branches:—</p> <p>Madras to Veyasarpady . April 1868.  Veyasarpady to Arkonam . Between July 1853 and Feb. 1854.  Arkonam to Kadalundi . Between Feb. 1854 and May 1857.  Rayapuram branch . . July 1853.  Bangalore " . . 1862 and Mar. 1881.  Nilgiri " . . 17th Aug. 1870.  Palghat " . . 4th Jan. 1887.  Ranipet " . . 9th Dec. 1897.  Azhikhal " . . 6th May 1897.</p> <p>The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company.</p> <p>The Bellary branch, from Guntakal Junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887.</p> <p>The dates of sanction of the various sections of the north-west line are as follows:—</p>
Section of line.	Length of gradients.	
	1 in 100	1 in 125
	MILES.	MILES.
South-west line—		
Between 187'33 and 196'40 miles from Madras	1'34	4'11
" 223'87 and 241'06 " " "	...	3'59
" 305'88 and 319'73 " " "	5'36	2'90
" 353'48 and 366'57 " " "	...	3'99
Bangalore branch—		
Between 135'30 and 146'37 miles from Madras	6'32	3'17
" 147'60 and 191'14 " " "	...	18'98
" 215'10 and 218'74 " " "	0'88	1'60
Nilgiri branch—		
Between 316'19 and 325'67 miles from Madras	2'56	0'43
North-west line—		
Between 62'12 and 63'75 miles from Madras	...	1'63
" 72'77 and 76'68 " " "	0'75	2'02
" 96'62 and 97'79 " " "	0'80	0'37
" 137'54 and 138'36 " " "	...	0'82
" 152'16 and 158'49 " " "	...	4'49
		<p>Arkonam to mile 64 from Madras . . . 23-6-59.  Mile 64 " 87 " . . . 3-1-60.  " 87 " 108 " . . . 31-1-61.  " 108 " 130 " . . . 26-5-63.  " 130 " 172 " . . . 18-11-63.  " 172 " 192 " . . . 20-7-63.  " 192 " 203 " . . . 22-7-65.  " 203 " 233 " . . . 8-5-65.  " 233 " 245 " . . . 21-5-65.  " 245 " 256 " . . . 25-5-66.  " 256 " 267 " . . . 22-6-66.  " 267 " 278 " . . . 31-7-67.  " 278 " 288 " . . . 20-11-67.  " 288 " 294 " . . . 4-3-67.  " 294 " 305 " . . . 3-12-68.  " 305 " 314 " . . . 27-5-68.  " 314 " 325 " . . . 24-9-68.  " 325 " 334 " . . . 23-8-69.  " 344 to Raichur " . . . 22-9-69.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

Note.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.	Miles.
24 (b)	Máyavaram-Mutupet— (3 3/4" gauge).			
	Máyavaram (17.74 miles from Madras on the South Indian railway) to Mutupet . . . . . 54.08 Mutupet to Arantangi . . . . . 51.01	105.09	Máyavaram to Mutupet . . . . . 2-4-94	54.08
26 (a)	Morvi— (2 6" gauge). Main line— Wadhwan [389.25 miles from Bombay (Colaba) on the Bombay, Baroda and Central India railway] via Vankaner to Morvi . . . . . 68.50	94.36	Main line— Wadhwan to Dolia . . . . . 11-3-86 . . . . . 24.00 Dolia to Vankaner . . . . . 20-11-86 . . . . . 27.75 Vankaner to Morvi . . . . . 24-3-87 . . . . . 16.75 <hr/> 68.50	
	Branch— Vankaner to Rajkot, including the extension across the Aji river to Rajkot Junction with the Jetalsar-Rajkot railway (Rajkot branch) . . . . . 25.86		Rajkot branch— Vankaner to Rajkot . . . . . 1-1-90 . . . . . 25.25 Extension across the Aji river to Rajkot junction with the Jetalsar-Rajkot railway . . . . . 6-8-94 . . . . . 0.61 <hr/> 25.86	Total open mileage . . . . . 94.36

\* Including salt sidings and quarry branch.

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta, and is consequently costly in bridges and culverts. The line is laid on pyinkado transverse sleepers with second-hand 40 lbs. flat-footed iron and 41½ lb. steel rails taken out of the South Indian railway main line. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet. The second-hand rails are being replaced by 41½ lb. steel rails of which 4.50 miles have now been laid.</p>	<p>The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds.</p> <p>The railway crosses the Negapatam branch of the South Indian railway at Tiruvallūr.</p> <p>The construction of the Tiruvallūr-Mutupet section was sanctioned in June 1890, and Māvavaram-Tiruvallūr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888.</p> <p>The survey of an extension from Mutupet to Adirampatnam was sanctioned in November 1890 and completed in January 1892. The construction of this extension was sanctioned on the 15th November 1900.</p> <p>A survey of the further extension of the line from Adirampatnam to Avadaiyarkoil was sanctioned on 20th January 1899, and completed in November 1899.</p> <p>The line is worked by the South Indian railway under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1897-98. On the 1st January 1900 the Tanjore District Board took over the Government interest of the line and thereby became the sole owners of the railway.</p>

This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vānkāner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29lb. and 41½ lb. rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are:

19lb. rails . . . . .	20.50 Miles.
29 " " . . . . .	50.96 " "
41½ " " . . . . .	21.61 " "
	93.07

On the Rājkot branch, from Rājkot station to mile 58 (Sindhavadars), 18 miles of 19lb. rails have, with a view to eventual conversion, recently been replaced by 41½ lb. metre gauge rails on creosoted pine sleepers and 3 additional miles of 41½ lb. rails have been laid to mile 55. During the year, 930 steel 11lb. sleepers for 19lb. rails have been renewed on the main line between Wadhvān and Dolia, chiefly in salty places.

The extension across the Aji river has been laid with metre gauge rails, weighing 41½ lb. to the yard, on creosoted pine sleepers of that gauge.

The ruling gradient is 1 in 150, and there are 3.24 miles of curves under a radius of 1,000 feet, particulars of which are given below:

SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.	
	Length.	Radii.
Wadhvān to Dolia— (Between 0 and 24 miles from Wadhvān)	1.41	Varying from 250 to 850 feet.
Dolia to Vānkāner— (Between 24 and 51.75 miles)	1.03	" " 375 to 800 "
Vānkāner to Morvi— (Between 51.75 and 68.50 miles)	0.18	" " 550 to 850 "
Vānkāner to Rājkot— (Between 0 and 25.25 miles from Vānkāner)	0.62	" " 500 to 800 "

Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhvān to Rājkot. The scheme was afterwards modified and the line was carried to Morvi, *via* Vānkāner, instead of to Rājkot.

Plans and estimates for an extension to Rājkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890.

The extension across the Aji river into Rājkot, to effect a junction with the Jetalsar-Rājkot railway was sanctioned in January 1894.



Appendix 7.  
History of Railways.

APP

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	
2 (d)	<p>Mymensingh-Jamalpur-Jagannathganj— (3' 3½" gauge).</p> <p>Mymensingh to Jaggannathganj . . . . .</p>	53.37	<p>Mymensingh to Singhjani— For goods traffic . . . . . 15-10-98 } For passenger traffic . . . . . 1-11-98 } 33½ Singhjani to Jaggannathganj— For goods traffic . . . . . 15-10-99 } For passenger traffic . . . . . 1-12-99 } 20½  TOTAL OPEN MILEAGE . . . . . 53½</p>
22 (g)	<p>Mysore-Nanjangud— (3' 3½" gauge).</p> <p>Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjan- gud . . . . . 15.25 Nanjangud station to a point 0.55 mile nearer the town of Nanjangud . . . . . 0.55</p>	15.80	<p>Mysore to Nanjangud . . . . . 1-12-91 15.25 Nanjangud station to Nan- jangud town . . . . . 12-7-99 0.55  15.80</p>
22 (b)	<p>Mysore section (Southern Mahratta)— (3' 3½" gauge).</p> <p>Mysore via Bangalore to Gubbi . . . . . 139.75 Gubbi to Harihar . . . . . 156.25</p>	296.00	<p>Mysore to Mandya . . . . . 25-2-82 27 Mandya to Channapatna . . . . . 20-3-81 23 Channapatna to Bangalore . . . . . 1-2-81 34 Bangalore to Tumkur . . . . . 11-8-84 43 Tumkur to Gubbi . . . . . 26-12-84 11 Gubbi to Birur . . . . . 12-8-89 76 Birur to Harihar . . . . . 21-2-89 79  TOTAL OPEN MILEAGE . . . . . 296</p>

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The permanent-way consists of 50lb. rails and s&amp;l sleepers. The ballast is of burnt brick The Jbenai bridge, the most important on the line, consists of 4 spans of 55 feet. The steepest grade is 1 in 300 and occurs at miles 45 and 46 in the approaches to a bridge. Their lengths are 0.51 mile and 0.57 mile, respectively. There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations.</p>	<p>Dates of orders for survey— Mymensingh to Bonsi <i>via</i> Jámálpur . . . 27-11-94 Bonsi to Jagannathganj . . . . . 23-1-97 The construction of the line was sanctioned in November 1896.</p>

<p>The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9.50 miles. The permanent-way consists of 41½ lb. steel rails of the standard 3'3½" gauge pattern laid on Mysore teak sleepers. The ruling gradient is 1 in 100. The line is partially fenced.</p>	<p>The construction of this line was commenced in September 1890 and completed in November 1891. It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892, the terms for which will be found in Appendix L to this report. The extension to Nanjangúd town was sanctioned on the 12th March 1897.</p>
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<p>No works of special engineering difficulty occur on the Mysore section. The line has been laid for a single track with rails 41½ lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section. The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak. The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, are as under:</p>	<p>The dates of orders for survey and construction of the Mysore railway are as follows : <i>Date for survey.</i> . . . . . <i>Dates for construction.</i> 1st April 1870 . . . . . Mysore line, 20th September 1877. Tumkur line, 6th October 1882. Tumkur to Gubbi, 18th January 1884. Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78. The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.</p>
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SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	½ to and less	¾ to ¾	1 to 100	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	Feet.
Between miles 0 and 296	...	...	120.52	...	...
" " 210 and 296	...	45.41	...	...	...
" " 210½ and 293½	...	...	...	5.02	Varying from 660 feet to 990 feet.

\* Ruling gradient 1 in 70 throughout.

Appendix 7.  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.— On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
10 (a)	<p>Nagda-Ujjain— (5' 6" gauge). Nagdā [459·62 miles from Bombay (Colába)], on the Godhra-Rutlam-Nagdā railway, to Ujjain (600·50 miles from Ahmedabad), on the Raj- putana section of the Rajputana-Malwa railway</p>	<p>Miles.  34·32</p>	<p>Miles.  Nagdā to Ujjain . . . 15-7-96 34·32</p>
12 (c)	<p>Nilgiri— (3' 3½" gauge). Méttupálayam (327·47 miles from Madras on the Madras railway, Nil- giri branch) to Coonoor . . . . .</p>	<p>16·90</p>	<p>Méttupálayam to Coonoor . 15-6-99 16·90</p>

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has not been possible to bring this statement fully up to date.

Details of construction.					REMARKS.																														
<p>The permanent-way consists of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station; a third line of rails laid on deodar sleepers will be used to carry the 3'3<math>\frac{1}{2}</math>" gauge Rajputana-Malwa railway. The line will not be fenced, except round station yards.</p> <p>There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 of which there are 17 in number aggregating 10.20 miles, and the sharpest curve and angle of curvature of 3° or radius of 1,910 feet being rather under half a mile in length.</p> <p>The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.</p>					<p>This line was sanctioned for construction on the 17th and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line was constructed and is being worked by the Bombay, Baroda and Central India Railway Company, under an agreement the terms of which will be found in Appendix R to this Report.</p>																														
<p>The rails are steel, 50 lb. to the yard, on pyinkado sleepers, laid on stone ballast between dwarf walls 1'6" high. The line is unfenced. The bridges are of lattice or plate girders resting on masonry piers and abutments.</p> <p>On the Ghât the Abt Rack (double) is used.</p> <p>There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet.</p> <p>The ruling gradient is 1 in 12<math>\frac{1}{2}</math> in the mountainous portion, and 1 in 40 in the plains.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:</p>					<p>The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889.</p> <p>The survey was started in August 1890, and the final location was completed early in 1892.</p> <p>The Government of India guaranteed 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith.</p> <p>The company went into liquidation in April 1894.</p> <p>In February 1896 a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. Work re-commenced in April.</p> <p>The line was handed over to the Madras railway on the 7th September 1898 and opened for goods traffic on the 1st October, but owing to numerous slips the line was closed on the 29th October, and re-opened on 15th June 1899.</p> <p>The line is worked by the Madras railway under an agreement, the terms of which will be found in Appendix BB to Part II of the Railway Administration Report for 1898-99.</p>																														
<table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="3">LENGTH OF GRADIENTS.</th> <th colspan="2">CURVES UNDER A RADIUS OF 1,000 FEET.</th> </tr> <tr> <th><math>\frac{1}{75}</math> and less.</th> <th><math>\frac{1}{71}</math> to <math>\frac{1}{75}</math></th> <th><math>\frac{1}{61}</math> to <math>\frac{1}{70}</math></th> <th>Length.</th> <th>Radii.</th> </tr> <tr> <td></td> <th>Miles.</th> <th>Miles.</th> <th>Miles.</th> <th>Miles.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Between 13.92 and 16.21 miles</td> <td>...</td> <td>1.59</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>The whole line</td> <td>13.50</td> <td>...</td> <td>...</td> <td>8.27</td> <td>Varying from 328 feet (100 metres) to 716 feet.</td> </tr> </tbody> </table>					SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		$\frac{1}{75}$ and less.	$\frac{1}{71}$ to $\frac{1}{75}$	$\frac{1}{61}$ to $\frac{1}{70}$	Length.	Radii.		Miles.	Miles.	Miles.	Miles.	Feet.	Between 13.92 and 16.21 miles	...	1.59	...	...	...	The whole line	13.50	...	...	8.27	Varying from 328 feet (100 metres) to 716 feet.		
SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.																															
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Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class : No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.		
		Miles.	Miles.		Miles	
11 (a)	<p><b>The Nizam's Guaranteed State—</b> (5' 6" gauge). <i>Main line—</i> Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] <i>via</i> Secunderabad to the south-east frontier . . . . . 310·09</p> <p><i>Branches—</i> Husain Ságar Junction (111·50 miles from Wádi) to Hyderabad (<i>Hyderabad branch</i>) . . . . . 3·54 Dornakal to Singareni Coal-fields (<i>Mineral branch</i>) . . . . . 16·50</p>		330·13			
				<p><i>Main line—</i> Wádi junction to Secunderabad and to junction of new line 9-10-74 115·45 Junction of new line to Warangal . . . . . 8-4-86 87·47 Warangal to Dornakal . . . . . 1-1-88 51·91 Dornakal to Bona Kálu . . . . . 5-8-88 31·72 Bona Kálu to British frontier 10-2-89 23·54</p> <p style="text-align: right;">310·09</p> <p><i>Branches—</i> <i>Hyderabad branch—</i> Husain Ságar to Hyderabad . . . . . 9-10-74 3·54</p> <p><i>Mineral branch—</i> Dornakal to Singareni Coal-fields . . . . . 1-1-88 16·50</p>		
				<b>TOTAL OPEN MILEAGE . 330·13</b>		

DIX 7—continued.

as the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The whole line from Wádi to His Highness the Nizam's frontier is constructed for a single track.</p> <p>About 22 miles are laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 22½ miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers 2½ miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62lb. steel rails on steel sleepers; and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers.</p> <p>The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers, and is constructed for a single track.</p> <p>The line is fenced from Wádi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.</p> <p>The steepest gradient on this line is 1 in 100 for a length of 83.50 miles and occurs between Secunderabad and the British frontier.</p> <p>There are no curves under a radius of 1,000 feet.</p>	<p>The dates of orders for survey and construction of the Wádi-Secunderabad section are 30th October 1869 and 25th March 1871, respectively.</p> <p>The Government of the Nizam provided the capital, and the British Government constructed the line.</p> <p>The 5'6" gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.</p> <p>The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886.</p> <p>This company was formed for the purpose of acquiring and working the then existing line of 119.32 miles, and of constructing on the same (5' 6") gauge and working the new lines, 373 miles in length.</p> <p>The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1888. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889.</p> <p>The section of the East Coast State railway, which extends from the frontier of his Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when the maintenance of the line was taken over by the East Coast State railway.</p>

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.
		Miles.	Miles.	
8 (a)	<p>North Western— (5' 6" gauge).</p> <p>MAIN LINE AND BRANCHES (Commercial)—</p> <p><i>Main line—</i> Ghaziabad (13 miles east of Delhi on the East Indian railway) to Amritsar . . . . . 303'14 Amritsar to Lahore . . . . . 32'30 <u>335'44</u></p> <p>Lahore to Lala Musa . . . . . 82'25 Lala Musa to Jhelum . . . . . 20'87 Jhelum to Rawalpindi . . . . . 76'38 <u>179'50</u></p> <p>Carried over . . . . . 514'94</p>	Miles.	Miles.	<p>MAIN LINE AND BRANCHES (Commercial)—</p> <p><i>Main line—</i> Ghaziabad to Meerut City . . 18-4-67 27'33 Meerut City to Umballa Can- tonment . . . . . 1-1-69 121'02 Umballa Cantonment to Ludhiána . . . . . 12-10-69 70'66 Ludhiána to Phillour . . . 15-10-70 8'28 Phillour to Jullundur Canton- ment . . . . . 1-4-70 24'12 Jullundur Cantonment to Beas 15-11-69 25'53 Beas to Amritsar . . . . . 1-11-67 26'20 Amritsar to Lahore . . . . . 10-4-62 32'30 <u>335'44</u></p> <p>Temporary line on 3' 3 3/4" gauge (62 miles), Lahore to Wazirabad, 12th April 1875. Wazirabad to Naurungabad (38'00 miles), 10th April 1876. Naurungabad to Jhelum (2'75 miles), 14th September 1876. Lahore to Jhelum . . . . . 6-10-78 103'12</p> <p>The line was opened by sec- tions on the 5' 6" gauge, using temporary diversions near Domeli, thus— Jhelum to Ratial, 1st Janu- ary 1880 (15 miles). Ratial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882, and the complete 1/2 graded through line established thus— Jhelum to Rawalpindi (70'50 miles). But again in 1888, and in subsequent years up to date, various alignments in connection with the impro- vements of grades to 1/10 have been opened, and the present length of line on 31st March 1897 is— Jhelum to Rawalpindi . . . . . 76'38</p> <p>179'50 335'44 Carried over . . . . . 179'50</p>

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st March 1900, 91·84 miles have been relaid with 68lb. bull-headed steel rails, 17·01 miles with 68 lb. double-headed steel rails, 17·19 miles 73lb. bull-headed steel rails, 100·37 miles with 75 lb. flat-footed steel rails and 0·88 mile with flat-footed 70lb. steel rails.</p> <p>On the Phillour-Amritsar section, the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line.</p> <p>The original Delhi section bull-headed 60lb. rails have been renewed with the bull-headed 68lb. rails.</p> <p>From Phillour to Amritsar the rails are laid on wooden sleepers for 33·00 miles, and on cast-iron (oval and round) pots for 42·15 miles. On the Beas bridge (0·70 mile), the rails are flat-footed, 70lb. steel, laid on longitudinal timbers.</p> <p>From Amritsar to Lahore the earthwork and bridges are for a single line; 12·80 miles have been relaid with bull-headed 68lb. steel rails, of which 8·70 miles are on cast-iron pots and 4·10 miles on wooden sleepers; the remaining 19·50 miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat footed and 68 lb. double-headed steel and 73 lb. bull-headed steel rails on wooden sleepers.</p>	<p>The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway.</p> <p>The section from Gháziabad to Amritsar (first called the Delhi Railway and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey &amp; Co. entered into a contract for the construction of the line in five years.</p> <p>The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line.</p> <p>The section from Amritsar to Lahore was commenced on the 8th February 1859.</p>
<p>The line from Lahore to Pesháwar is constructed for a single track. From mile 823 to 825, the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. and 73 lb. bull-headed steel rails on Indian Midland railway iron pots and wood sleepers. From* mile 825·50 to 826·45 the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on wooden sleepers; from mile 826·45 to 848, the old flat-footed 60lb. iron rails have been replaced by double-headed 75 lb. steel rails on wooden sleepers.</p> <p>From mile 848 to Gujráat the rails are 75 lb. flat-footed steel, excepting one length of 1·58 miles, where flat-footed 60lb. steel rails are laid. The sleepers throughout are wooden.</p> <p>From Gujráat to Pesháwar Cantonment the rails are 62 lb. steel, with the exception of isolated lengths, aggregating 88·93 miles of track, of 75 lb. flat-footed steel, and 4·85 miles of 64 lb. double-headed rails. The whole length is laid with wooden sleepers, except 40·41 miles with steel sleepers and 6 miles with cast-iron oval pots.</p>	<p>The dates of orders for survey and construction of the Lahore-Pesháwar section are as follows.</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Jhelum to Ráwalpindi, 8th November 1864. Lála Músa to Miani junction, September 1877. Ráwalpindi to Khusálgarh, September 1879. Jhelum to Ráwalpindi for improvement of grades, February 1886.</p>

\* From mile 825 to 825·50 old 60-lbs. flat-footed iron rails are in the road.



Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

Note.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
8 (a)	<p>North Western—<i>contd.</i> Miles.</p> <p>(5' 6" gauge).</p> <p>Brought forward . 514'94</p> <p>MAIN LINE AND BRANCHES (Commercial)—<i>contd.</i></p> <p><i>Main line—</i></p> <p>Ráwalpindi to Pesháwar Cantonment 107'89</p> <p><i>Branches—</i></p> <p><i>Síálkot branch—</i></p> <p>Wazirabad to Síálkot . . . . . 26'50</p> <p>Carried over . 649'33</p>	Miles.	<p>Miles.</p> <p>Brought forward . { 335'44</p> <p>179'50</p> <p>MAIN LINE AND BRANCHES (Commercial)—<i>contd.</i></p> <p><i>Main line—</i></p> <p>Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58½ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.</p> <p>Thus, Ráwalpindi to Attock bridge . . . . . 61'61</p> <p>Attock to Khairabad . . . . . 31-5-83 2'38</p> <p>Khairabad to Pesháwar City . 1-5-82 41'25</p> <p>Pesháwar City to Psháwar Cantonment . . . . . 1-1-83 2'65</p> <p>287'39</p> <p><i>Branches—</i></p> <p>Wazirabad to Síálkot . . . . . 1-1-84 26'50</p> <p>Carried over . 649'33</p>

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																	
<p>The chief works on the Lahore-Rawalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan: the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Rawalpindi, where the original grades have now been improved to <math>\frac{1}{100}</math>; and the Taraki quarry.</p>																		
<p>The chief works on the Rawalpindi-Peshawar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus.</p>	<p style="text-align: center;"><i>Dates for construction.</i></p> <p>Lahore to Jhelum . . . . . 2-10-69            Jhelum to Rawalpindi . . . . . 17-9-77            Lala Musa to Miani . . . . . 24-7-78            Rawalpindi to Khusalgarh . . . . . Sept. '79            Rawalpindi to Peshawar City . . . . . 3-10-79            Peshawar City to Peshawar Cantonment . . . . . 1-1-83            Miani to Jhelum river . . . . . 4-3-81            Miani to Bhera . . . . . 25-10-81            Miani to Khewra . . . . . 27-1-82            Wazirabad to Sialkot . . . . . 19-4-83</p>																	
<p>The main line has, for the most part, a wire fencing on both sides. The section from Lala Musa to Peshawar is, however, only partially fenced.</p>	<p>Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from 3' 3<math>\frac{1}{2}</math>" to 5' 6" gauge . . . . . 27-11-84            Grades, Jhelum to Domeli . . . . . Nov. '86            " Domeli to Sohawa . . . . . 31-10-91            " Sohawa to Gujar Khan . . . . . 18-4-89            " Gujar Khan to Rawalpindi . . . . . 28-2-92</p> <p>It was originally intended to construct the line from Lahore to Peshawar (formerly known as the Punjab Northern State railway) on the 5' 6" gauge; but the 3' 3<math>\frac{1}{2}</math>" gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the 5' 6" gauge to be reverted to.</p>																	
<p>The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">62 lb. flat-footed steel on wood sleepers</td> <td style="width: 10%;">10.15 miles</td> <td rowspan="5" style="width: 10%; vertical-align: middle;">} From Wazirabad to the frontier of the Kashmir state.</td> </tr> <tr> <td>70 " " " "</td> <td>1.50 "</td> </tr> <tr> <td>60 " " iron "</td> <td>22.10 "</td> </tr> <tr> <td>60 " " " on steel sleepers</td> <td>1.75 "</td> </tr> <tr> <td>75 " " steel on wood "</td> <td>0.08 "</td> </tr> <tr> <td colspan="2" style="text-align: center;"><hr style="width: 50%; margin: 0 auto;"/></td> <td></td> </tr> <tr> <td colspan="2" style="text-align: center;">35.58</td> <td></td> </tr> </table>	62 lb. flat-footed steel on wood sleepers	10.15 miles	} From Wazirabad to the frontier of the Kashmir state.	70 " " " "	1.50 "	60 " " iron "	22.10 "	60 " " " on steel sleepers	1.75 "	75 " " steel on wood "	0.08 "	<hr style="width: 50%; margin: 0 auto;"/>			35.58			<p>Of the 3' 3<math>\frac{1}{2}</math>" gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the 5' 6" gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned.</p>
62 lb. flat-footed steel on wood sleepers	10.15 miles	} From Wazirabad to the frontier of the Kashmir state.																
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<hr style="width: 50%; margin: 0 auto;"/>																		
35.58																		
<p>On the Kashmir section, the ballast used is broken stone of excellent quality.</p> <p>Both sections are unfenced.</p>	<p>The final conversion of the main line of railway between Lahore and Jhelum from 3' 3<math>\frac{1}{2}</math>" to 5' 6" gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes.</p>																	
	<p>In August 1874 the first engine was run through from Shandara (5 miles from Lahore) to Wazirabad, and the 3' 3<math>\frac{1}{2}</math>" gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875.</p> <p>The 5' 6" gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshawar, a distance of 1,555 miles.</p>																	

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

Note.—On account of the earlier issue of this Appendix this year.

Class No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		Miles.	Miles.
8 (a)	North Western— <i>contd.</i>		Miles.	Brought forward . . . . . 649'33	
	(5' 6" gauge).				
	Brought forward . . . . . 649'33			MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>	
	MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>			Wazirabad to Hafizabad 15-8-95 37'37	
	<i>Wazirabad-Lyallpur branch—</i>			Hafizabad to Sangla Hill 1-1-96 31'45	
	Wazirabad (885 miles from			Sangla Hill to Lyallpur 15-2-96 27'21	
	Kiámári on the North West-			Lyallpur to Toba	
	ern railway) to Lyallpur . . . . . 96'03			Tek Singh . . . . . 22-6-99 49'00	
	* Lyallpur to Toba Tek Singh . . . . . 49'00			Toba Tek Singh to	
	Toba Tek Singh to Khanewal . . . . . 55'53			Khanewal . . . . . 16-4-00 55'53	
	200'56			200'56	
	<i>Kashmir branch—</i>				
	Siálkot to the frontier of the			Siálkot to the frontier of the	
	Kashmir state . . . . . 9'08			Kashmir state . . . . . 15-3-90 9'08	
	209'64			209'64	
	<i>Main line—</i>			<i>Main line—</i>	
	Lahore to Khánpur . . . . . 353'85			Lahore to Mooltan . . . . . 24-4-65 207'82	
				Mooltan to Muzaffarabad . . . . . 21-8-70 6'89	
				Muzaffarabad to Khánpur . . . . . 1-7-78 139'14	
				353'85	
	Carried over . . . . . 1,212'82			Carried over . . . . . 1,212'82	

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The Wazirabad-Lyallpur section is constructed for a single track. The permanent-way consists of second-hand 60lb. bull-headed, 68lb. double-headed and 60lb. flat-footed rails obtained from the renewals of the North Western State railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is being ballasted to about <math>\frac{1}{4}</math> of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad.</p> <p>The Lyallpur-Khanewal extension will be almost a surface line throughout, with grades not exceeding 1 in 300. With the exception of the Ravi bridge of 4 spans of 95 feet and one span of 100 feet, there are no large or difficult engineering works. The line is being laid with second-hand North Western State railway rails and new wooden sleepers.</p> <p>The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 x 40 feet girders over the main canal at mile 829.08 from Kurrachee, and another 3 x 40 feet at mile 792.51 over the Jhang branch canal.</p> <p>Girders for all bridges have been supplied from the old stock of the North Western State railway.</p>	<p>This line which is a portion of the project known as the Wazirabad-Mooltan railway, 200.34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western State railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95.68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earthwork, masonry of bridges, and other masonry work.</p> <p>The length of 95.68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and is treated as a quarry siding.</p> <p>The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895. Work was commenced in 1897.</p> <p>The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water.</p>
<p>From Lahore to Ráewind the earthwork and bridges are for a single track.</p> <p>From Ráewind south distant signal to Muzaffarabad (188.49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lb. iron rails have been in parts (aggregating 188.49 miles) replaced with double-headed 68lb., bull-headed 73lb., flat-footed 75lb., and bull-headed 77<math>\frac{1}{2}</math>lb., and 62lb. flat-footed steel rails.</p> <p>The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails, 60lb. to the yard, but 6.29 miles have been replaced with 62lb. flat-footed steel rails, and 132.85 miles with 75lb. flat-footed steel rails. The sleepers are wooden, except 67.39 miles which are laid with steel transverse sleepers.</p> <p>On the 1st January 1889, Muzaffarabad Junction was closed and Sher Shah Junction opened in connection with the Sind-Sagar loop.</p>	<p>The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859.</p> <p>The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a 3' 3<math>\frac{1}{2}</math>" gauge railway, and works had been well advanced when orders were received to adopt the 5' 6" gauge. It was opened partly on the 21st August 1870, and partly on the 1st July 1878.</p>

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
		Miles.	
8 (a)	North Western— <i>contd.</i> (5' 6" gauge).		
	Brought forward . . . . .	12,12'82	Brought forward . . . . . 1,212'82
	MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>		MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>
	Khánpur to Rohri . . . . . 132'05		Khánpur to Rohri . . . . . 1-7-78 132'05
	Rohri to Sukkur . . . . . 2'64		Rohri to Sukkur . . . . . 27-3-89 2'64
	Sukkur to Kotri . . . . . 225'36		Sukkur to Rádhan . . . . . 1-10-78 79'31
	<u>360'05</u>		Rádhan to Laki . . . . . 27-10-78 70'57
			Laki to Kotri . . . . . 8-10-78 75'48
			<u>360'05</u>
	Kotri to Kurrachee Cantonment . . . . . 102'59		Kotri to Kurrachee City . . . . . 13-5-81 104'89
	Kurrachee Cantonment to Kurrachee City . . . . . 2'30		Kurrachee City to Kiámári (including Napier Mole line)—
	Kurrachee City to Kiámári (including Napier Mole line) . . . . . 3'06		For goods traffic . . . . . 16-6-89 } 3'06
	<u>107'95</u>		For passenger traffic . . . . . 5-11-91 } <u>107'95</u>
	<i>Branches—</i>		<i>Branches—</i>
	Phulji to Puranadera . . . . . 2'57		Phulji to Puranadera—
	Sukkur to Sukkur Bandar . . . . . 1'25		For goods traffic . . . . . 1-6-82 2'57
	Kotri to Kotri Bandar . . . . . 1'14		Sukkur to Sukkur Bandar . . . . . 1-10-78 1'25
			Kotri to Kotri Bandar . . . . . 1-4-89 1'14
	<i>Meean Meer Chord line*—</i>		<i>Meean Meer Chord line*—</i>
	Meean Meer East to Meean Meer West . . . . . 2'13		Meean Meer East to Meean Meer West . . . . . 10-12-91† 2'13
	<i>Kotri-Rohri (Chord) line—</i>		<i>Kotri-Rohri (Chord) line—</i>
	Kotri (107'95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway) . . . . . 4'99		Kotri to Hyderabad . . . . . 25-5-00 4'99
	Hyderabad to Rahoki . . . . . 6'04		Rahoki to Shahdadpur—
	Rahoki on the Hyderabad-Shadipalli railway (119'52 miles from Kiámári) to Rohri (298'43 miles from Kiámári) on the North Western State railway . . . . . 178'93		For goods traffic { 15-11-96 } 39'09
	<u>189'96</u>		For public traffic . . . . . 16-12-96 } <u>39'09</u>
			Shahdadpur to Rohri—
			For goods traffic . . . . . 15-11-96 } 139'84
			For public traffic . . . . . 16-12-96 } <u>191'01</u>
	Carried over . . . . . 1,877'87		Carried over . . . . . 1,871'83

\* This is a military line and is not intended to be used for ordinary public traffic.

† This was the date on which the line was ready for opening after the Consulting Engineer's inspection, which the line was opened for goods traffic and worked by construction trains.

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.										
<p>The section from Khánpur to Kotri is constructed for a single track with flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull-headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Robri and the cutting through the Laki pass.</p>	<p>The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows :</p> <table border="0" data-bbox="883 677 1486 833"> <tr> <td colspan="2" style="text-align: center;"><i>Date for survey.</i></td> </tr> <tr> <td>Khánpur to Kotri</td> <td style="text-align: right;">30-10-69</td> </tr> <tr> <td colspan="2" style="text-align: center;"><i>Dates for construction.</i></td> </tr> <tr> <td>Khánpur to Rohri</td> <td style="text-align: right;">8-11-71</td> </tr> <tr> <td>Sukkur to Kotri</td> <td style="text-align: right;">4-11-72</td> </tr> </table> <p>The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic.</p> <p>The line from Khánpur to Kotri was commenced as a 3' 3½" gauge railway, and works had been well advanced when orders were received to adopt the 5' 6" gauge. The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887.</p>	<i>Date for survey.</i>		Khánpur to Kotri	30-10-69	<i>Dates for construction.</i>		Khánpur to Rohri	8-11-71	Sukkur to Kotri	4-11-72
<i>Date for survey.</i>											
Khánpur to Kotri	30-10-69										
<i>Dates for construction.</i>											
Khánpur to Rohri	8-11-71										
Sukkur to Kotri	4-11-72										
<p>Ordinary double-headed rails, 65lb. to the yard, were originally laid on sleepers of creosoted pine, but they are being renewed with steel rails 80.75 miles having been relaid with 75lb. flat-footed, 26.20 miles, with 68lb. double-headed, and 1.00 mile with 77½lb. bull-headed steel rails up to the 31st December 1899.</p> <p>From Kiámári station to Kotri station (except over the Malir bridge) the line is double.</p> <p>From Meean Meer East to Meean Meer West, including the siding to the commissariat yard (3.55 miles), the line is constructed of second-hand 68lb. bull-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.</p>	<p>The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.</p>										
<p>The Kotri-Rohri (Chord line) traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 feet girders and one land span of 100 feet.</p> <p>Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light.</p> <p>On the Kotri approach to the bridge the gradient is 1 in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500.</p> <p>The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 feet. All bridges over 2 feet span, except that on the Kotri approach to the Indus bridge, and those bridges are being built for a double line.</p> <p>The permanent-way consists of 75lb. flat-footed steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 feet rail. Ballast will ultimately consist of broken stone, but at present the line is packed with earth. Sidings are being laid with second-hand materials.</p>	<p>The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier.</p> <p>The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36.51 miles on the through distance from the Punjab to Kurrachee, and will also give an alternative route to Quetta.</p> <p>The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the bridge in September 1895.</p>										

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.	
8 (a)	North Western— <i>contd.</i> (5' 6" gauge).				
	Brought forward	1,877'87		Brought forward	1,871'83
	MAIN LINE AND BRANCHES (Commercial)— <i>concl'd.</i>			MAIN LINE AND BRANCHES (Commercial) — <i>concl'd.</i>	
	<i>Ferozepore branch—</i>			Rāewind to Kasūr . . . . . 15-4-83	16'50
	Rāewind to Ferozepore Cantonment . . . . .	33'00		Kasūr to Ganda Singhwāla 10-6-83	7'00
				Ganda Singhwāla to Ganda Singh Bandar . . . . . 15-12-83	} 5'50
				Ganda Singh Bandar to Hussainiwāla . . . . . 8-5-87	
	Hussainiwāla to Ferozepore Canton- ment . . . . .	3'50*		Hussainiwāla to Feroze- pore City . . . . . 1-10-92	2'00
				Ferozepore City to Feroze- pore Cantonment . . . . . 1-10-88	2'00
					<u>33'00</u>
				Hussainiwāla to Feroze- pore Cantonment . . . . . 8-5-87	3'50*
					<u>66'70</u>
<i>Pathankot branch—</i>			Amritsar to Dīnanagar . . . . . 1-1-84	51'22	
Amritsar <i>viā</i> Batāla and Gurdāspur to Pathānkot . . . . .	66'70	1,981'07	Dīnanagar to Pathānkot . . . . . 8-6-84	15'48	
				<u>66'70</u>	
			TOTAL MAIN LINE AND BRANCHES	1,975'03	
FRONTIER SECTION (Military)—			FRONTIER SECTION (Military)—		
<i>Sind-Sagar railway and Khusālgarh branch—</i>			Golra junction to Langar . . . . . 1-4-81	60'50	
<i>Khusālgarh branch—</i>			Langar to Khusālgarh . . . . . 16-4-81	} 9'66	
Golra junction to Khusālgarh . . . . .	70'16		Khusālgarh, new station . . . . . 18-7-83		
				<u>70'16</u>	
Carried over	70'16	1,981'07	Carried over	{ 1,975'03 70'16	

\* This is a military line and is not intended to be used for ordinary public traffic

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 5.88 miles with 68lb. bull-headed steel rails on cast-iron pot-sleepers; 16.75 miles with 75lb. flat-footed rails on deodar sleepers, and on 10.50 miles with 75lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75lb. flat-footed steel.</p>	<p>The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.</p>
<p>The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track.</p>	<p>The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.</p>
<p>The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-foot girders on brick piers and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river.</p>	
<p>The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge.</p>	
<p>The Ferozepore branch is wholly fenced.</p>	
<p>The Pathámkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathámkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathámkot is 326.45 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet.</p>	<p>The survey of the Pathámkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western State railway. It was absorbed into the North Western State railway system on the 1st April 1892.</p>
<p>Steel rails, 64.70 miles with 62lb. flat-footed, and 2.00 miles with 68lb. double-headed rails, have been used.</p>	
<p>The whole line is fenced. The line from Golra junction to Khusálgarh is constructed for a single track.</p>	
<p>The rails are flat-footed steel, 62lb. to the yard, spiked to transverse wooden sleepers, except 1.25 miles which are on steel sleepers.</p>	
<p>The Khusálgarh branch is unfenced, except at stations.</p>	



Appendix 7.  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
	Miles.	Miles.		Miles.	Miles.	
8 (a)	<b>North Western—contd.</b>		1,981·07			
	(5' 6" gauge).					
	Brought forward . . . . .			70·16	Brought forward	{ 1,975·00
						70·16
						<hr/> 344·60
	<b>FRONTIER SECTION (Military)—contd.</b>				<b>FRONTIER SECTION (Military)—contd.</b>	
	<b>Sind-Sagar railway—</b>				<b>Sind-Sagar railway—</b>	
	<b>Main line—</b>				<b>Main line—</b>	
	Lála Músa (82·37 miles from Lahore) to Malakwál . . . . .			44·97	Lála Musa to Malakwál . . . . .	10-2-86 44·97
	Malakwál to Chenab west bank . . . . .			294·75	Malakwál to Bhakkar . . . . .	15-8-87 175·04
	Chenab west bank to Chenab east bank . . . . .			2·49	Bhakkar to Chenab west bank . . . . .	22-1-87 119·71
	Chenab east bank to Sher Shah . . . . .			2·39	Chenab west bank to Chenab east bank . . . . .	1-2-90 2·49
				344·60	Chenab east bank to Sher Shah . . . . .	1-1-89 2·39
						344·60
						<hr/> 344·60
	<b>Branches—</b>				<b>Branches—</b>	
	<b>Bhera branch—</b>				<b>Bhera branch—</b>	
	Malakwál to Bhera . . . . .			18·10	Malakwál to Bhera . . . . .	15-3-87 18·10
	<b>Bhaganwala branch—</b>				<b>Bhaganwala branch—</b>	
	Harapur to Bhaganwala . . . . .			10·84	Harapur to Bhaganwala— For goods traffic . . . . .	10·84
	<b>Khewra branch—</b>				<b>Khewra branch—</b>	
	Chalisa junction to Khewra salt mines . . . . .			6·36	Chalisa junction to Khewra salt mines . . . . .	15-8-87 6·36
Khewra to Dandot . . . . .		2·15	Khewra to Dandot— For coal traffic . . . . .	1-8-89 2·15		
		8·51				
<b>Mári branch—</b>			<b>Mári branch—</b>			
Kundián to Miánwáli . . . . .		9·00	Kundián to Mári . . . . .	15-3-92 36·32		
Miánwáli to Mári . . . . .		27·32				
		36·32				
<b>Dera Gházi Khan branch—</b>			<b>Dera Gházi Khan branch—</b>			
Mahmud Kot to Gházi ghát . . . . .		11·27	Mahmud Kot to Gházi ghát . . . . .	1-4-87 11·27		
		85·04		85·04		
				<hr/> 1,975·03		
			Carried over	499·80		
				<hr/> 499·80		
Carried over		499·80	1,981·07			

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.												
<p>The Sind-Sagar eastern section (formerly known as the Salt branch of the Punjab Northern state railway) was originally laid for a 3' 3<math>\frac{1}{2}</math>" gauge single track with 40lb. rails. It has since been converted into a single 5' 6" gauge line. From Lála Músa Junction to Malakwál the rails are flat-footed steel 75lb. to the yard, laid on transverse wooden sleepers; and from Malakwál to Behra the rails, taken from the main line, are old iron flat-footed 60lb. to the yard, laid on wooden sleepers.</p> <p>The rails used on the Sind-Sagar western section are steel, 75lb. to the yard, 200.65 miles on steel sleepers, 0.92 mile on steel and wood mixed, and the remainder with wooden sleepers.</p> <p>The steepest gradient on the main line is 1 in 100.</p> <p>The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.</p> <p>The permanent-way on the Bhaganwala branch consists of iron flat-footed 60lb. and double-headed 68lb. iron rails laid on serviceable deodar, steel and oval pot sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips.</p> <p>On the Khewra branch there are two gradients; one 0.76 mile long of 1 in 53.54 and 0.83 mile of 1 in 60, and another 0.46 mile long of 1 in 100.</p> <p>The sharpest curve on the main line is 3°, on the branches 848.5 feet is the steepest, except on the Khewra branch, where there are five curves of 1,000 feet radius.</p> <p>The earthwork is light throughout.</p> <p>The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the only important works are three bridges aggregating 9 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.</p> <p>On the Kundían-Miánwáli section of the Mári branch the permanent-way consists of 75lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run.</p> <p>The Miánwáli-Mári section is laid 18.30 miles with second-hand iron rails, 60lb. to the yard, on wooden sleepers and 9.02 miles with 75lb. steel rails on wooden sleepers and ballasted with 8 cubic feet of shingle per foot run.</p> <p>The branch is unfenced throughout.</p> <p>The bridging is light between Kundían and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40-foot girders over the Jabba nullah.</p> <p>The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius.</p> <p>On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level.</p> <p>Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53.54.</p>	<p>The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems.</p> <p>The orders for the survey were issued in October 1884 and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3.50 miles) between Malakwál and the Jhelum river.</p> <p>The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It was subsequently opened for passenger traffic.</p> <p>The lengths from Kundían to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively.</p> <p>The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh.</p> <p>The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old 3' 3<math>\frac{1}{2}</math>" gauge, <i>vis.</i>:</p> <table data-bbox="900 2109 1453 2291"> <tr> <td>Lála Músa to Miani on the Jhelum</td> <td></td> </tr> <tr> <td>    opposite Pind Dádan Khán</td> <td>53.96</td> </tr> <tr> <td>Miani to Bhera</td> <td>9.11</td> </tr> <tr> <td>Miani to Khewra (abandoned)</td> <td>10.00</td> </tr> <tr> <td></td> <td><hr/></td> </tr> <tr> <td></td> <td>73.07</td> </tr> </table> <p>The dates of opening of the 3' 3<math>\frac{1}{2}</math>" gauge line were as follows:</p> <p>Lála Músa to Bahá-ud-din (28.46 miles) on the 1st January 1880.</p>	Lála Músa to Miani on the Jhelum		opposite Pind Dádan Khán	53.96	Miani to Bhera	9.11	Miani to Khewra (abandoned)	10.00		<hr/>		73.07
Lála Músa to Miani on the Jhelum													
opposite Pind Dádan Khán	53.96												
Miani to Bhera	9.11												
Miani to Khewra (abandoned)	10.00												
	<hr/>												
	73.07												

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
8 (a)	North Western— <i>contd.</i> (5' 6" gauge).	Miles. Miles.	Miles.	
	Brought forward . . . . .	499'80	1,981'07	Brought forward { 1,975'03 499'80
	FRONTIER SECTION (Military)— <i>contd.</i>			FRONTIER SECTION (Military)— <i>contd.</i>
	Pesháwar-Jamrud extension— Pesháwar to Jamrud . . . . .	. . . . . 11'13		
	<i>Mári-Attock railway—</i>			
	Cambellpore Cantonment (new station) to Basál Junction . 18'45 Jand Junction to Daud Khel . 53'91	<u>72'36*</u>		Cambellpore Cantonment (new station) to Basál Junction . 1-4-99 18'45 Jand Junction to Daud Khel . 1-4-99 53'91 <u>72'36</u>
	<i>Sind-Pishin railway—</i> <i>Main line—</i> Ruk Junction (Point No. 5) to Bostán distant signal (Chaman extension) . 268'15 Base of Bostán triangle loop . 0'31 Bostán to Kila Abdulla 38'14 Kila Abdulla to Chaman 29'40	<u>336'00</u>		<i>Sind-Pishin railway—</i> <i>Main line—</i> Ruk to Sibi— For coaching traffic . 2-5-80 } 132'22 For goods traffic . 1-7-80 } Sibi to Sharigh— For goods and parcels traffic 20-3-87 } 74'80 For coaching traffic . 28-8-87 } Sharigh to Bostán . 28-8-87 61'13 Base of Bostán triangle loop . . . . . 0'31 Bostán to Kila Abdulla— For goods traffic . . . . . 25-1-88 } 38'14 For coaching traffic . . . . . 8-2-88 } Kila Abdulla to Chaman . . . . . 1-1-92 29'40 <u>336'00</u>
	Carried over . . . . .	919'29	1,981'07	Carried over . . . . . { 1,975'00 908'16

\* The total length from Mári to Cambellpore Cantonment is 90'96 miles, of which 72'36 miles are new line and 18'60 miles are a part of the existing Khusálgarh branch of the North Western State railway.

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has not been possible to bring this statement fully up to date.

Details of construction,	REMARKS.										
<p>The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15' wide between girders and 14' 6" headway at centre from rail-level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class.</p> <p>The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level.</p> <p>The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete. The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.</p> <p>Somewhat extensive protective works have been carried out to train the river through the bridge.</p> <p>This line is being laid with flat-footed steel rails, 75 lbs. to the yard, on deodar sleepers and will not for the present be ballasted and the formation will be only 16½' wide.</p> <p>The ruling gradient is 1 in 90 and sharpest curve 3° or 1,910' radius.</p> <p>For the present the line will cross the Jam Nullah by a diversion at Nullah bed level.</p> <p>This is the only place on the line requiring any considerable waterway. For the rest of the way the line is practically a surface line with a few small culverts and syphons chiefly for irrigation purposes.</p> <p>This scheme completes the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar-Kohistan.</p> <p>The works are those of a ghât line of the heaviest class. There are eleven tunnels aggregating 2·27 miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet, as also other heavy bridging.</p> <p>The sharpest curve, which is 0·19 mile long, has a radius of 1,110 feet, and is situated between 62·02 and 62·21 miles from Campbellpore Contonment.</p> <p>The ruling gradient is 1 in 83 compensated and such grades occur as under :</p> <table data-bbox="148 1926 759 2031"> <thead> <tr> <th></th> <th>Miles.</th> </tr> </thead> <tbody> <tr> <td>Cambellpore Contonment to Basál</td> <td>· 9·37</td> </tr> <tr> <td>Langar to Daud Khel</td> <td>· 17·36</td> </tr> <tr> <td></td> <td><hr/></td> </tr> <tr> <td></td> <td>26·73</td> </tr> </tbody> </table> <p>On the Campbellpore-Basál section the line is laid with 75lbs. flat-footed steel rails 18·00 miles on wooden sleepers, 62lbs. flat-footed steel rails 0·45 miles on steel sleepers. On the Jand-Daud Khel section the rails are 62lbs. flat-footed steel 10·36 miles on wooden sleepers, and 1·55 miles on steel sleepers, 38·55 miles of 75lbs. flat-footed steel rails on wooden sleepers, and 3·45 miles of 64lbs. double-headed steel rails on wooden sleepers.</p> <p>The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62lbs. steel rails on wooden sleepers, 68lbs. double-headed rails on cast-iron pots, 82 lbs. East Indian railway (very old)</p>		Miles.	Cambellpore Contonment to Basál	· 9·37	Langar to Daud Khel	· 17·36		<hr/>		26·73	<p>Bahá-ud-din to Hariah (10·52 miles) on the 1st February 1880.</p> <p>Hariah to Miani (14·98 miles) on the 10th April 1880.</p> <p>Miani to Bhera (9·11 miles) on the 2nd February 1882.</p> <p>Miani to Khewra (10 miles) on the 1st January 1883.</p> <p>This line is being constructed purely as a military siding for the conveyance of troops and stores.</p> <p>Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879.</p>
	Miles.										
Cambellpore Contonment to Basál	· 9·37										
Langar to Daud Khel	· 17·36										
	<hr/>										
	26·73										

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.	Miles.		Miles.
8 (a)	North Western— <i>contd.</i> (5' 6" gauge). Brought forward . . . . . 919'29		1,981'07	Brought forward { 1,975'03 908'16	
	FRONTIER SECTION (Military)— <i>contd.</i>			FRONTIER SECTION (Military)— <i>contd.</i>	
	<i>Mushkaf-Bolan railway—</i> Sibi (Point No. 51) to distant signal 0'83 Sibi distant signal to Nari Bank . 3'98 Nari Bank to Kolpur . . . . . 57'00 Kolpur to Quetta south distant signal . . . . . 24'93 <span style="float: right;"><u>86'74</u></span>			<i>Mushkaf-Bolan railway—</i> Sibi (Point No 51) to Quetta south distant signal . . . . . (a) 15-4-97 86'74	
	Carried over . . . . .	1,006'03	1,981'07	Carried over . . . . .	{ 1,975'03 994'90

(a) The railway was utilized for the carriage of both goods and passengers for a short period in November 1905.

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>rails, and 84lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on wooden and Indian Midland oval pot sleepers on the 31st December 1899.</p> <p>From Sibi for a length of 38·87 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olphert's sleepers. Except the small portions on bridges where there are 75 lb. flat-footed steel rails on wooden sleepers, the remainder of the line is laid with flat-footed steel rails, 75lb. to the yard, on steel troughs sleepers.</p> <p>The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.</p> <p>Ruling gradients are—</p> <ul style="list-style-type: none"> <li>1 in 200 between Sibi and Nári.</li> <li>1 in 55 between Nári and Dalújal.</li> <li>1 in 68·4 between Dalújal and Spintangi</li> <li>1 in 55 between Spintangi and Nákus.</li> <li>1 in 45 between Nákus and Sharigh.</li> <li>1 in 50 between Sharigh and Khost.</li> <li>1 in 42·3 between Khost and Khanai.</li> <li>1 in 81·2 between Khanai and Bostán.</li> <li>1 in 100 between Bostán and Gulistán.</li> <li>1 in 39·8 between Gulistán and Chaman.</li> </ul> <p>From Nári (459th mile from Kíamári) to Spintangi (494th mile) and from Dirgi (543rd mile) to Khanai (575th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (610th mile) the Khojak tunnel, 2½ mil's long, occurs; the approaches to it on either side involve very heavy earthwork.</p> <p>The Sind-Pishin main line is fenced from Ruk Junction to Jhatpat; the remainder of the line is unfenced.</p> <p>The line from the Bolán Junction station, and from the Sibi station, follows the old Quetta loop to Nári Bank station, about 5 miles from Sibi and 456·78 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nári Bank, <i>viâ</i> Kundalani to Hirók, has been dismantled except the first portion from Nári bank to Rindli.</p> <p>The new line just constructed is on a completely new alignment between Nári Bank and Kolpur, the actual length of the construction works being 57 miles. from Nári Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), <i>viâ</i> Sibi the line is over flat ground with light works, between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open, but the line crosses the Mushkaf river twice and has two tunnels.</p> <p>On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being five tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings.</p> <p>Thence to Mach at mile 498·37, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491 where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley.</p> <p>Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirok (mile 506·35) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán.</p>	<p>Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887.</p> <p>The re-grading of the line between Sibi and Nákus has been completed; there is now no grade on that section virtually steeper than 1 in 55.</p> <p>The surveys of the Upper Bolán between Hirok and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirok about the beginning of January 1891.</p> <p>The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891.</p> <p>The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line.</p> <p>Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were sanctioned in December 1893.</p> <p>The line between A-bi-Gum and Kolpur is double.</p> <p>The Mushkaf-Bolan railway was incorporated with the North Western State railway from the 31st May 1896.</p>

Appendix 7.  
History of Railways.

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History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.	Miles.		Miles.
8 (a)	North Western— <i>concl'd.</i> (5' 6" gauge).				
	Brought forward	1,006'03	1,981'07	Brought forward	1,975'03
	FRONTIER SECTION (Military)— <i>concl'd.</i>				994'90
	<i>Quetta loop—</i> Quetta south distant signal to Bostán (Point No. 1) . . . . . 20'59 Nari Bank to Rindli ( <i>Rindli</i> <i>branch</i> ) . . . . . 13'81 Mithri chord (in Quetta district) . . . . . 0'60 Mithri chord (in Sukkur district) . . . . . 0'74 <hr/> 35'74		1,041'77	<i>Quetta loop—</i> Quetta south distant signal to Bostán (Point No. 1) . . . . . 28-8-87 20'59 Nari Bank to Rindli . . . . . 13'81 Mithri chord . . . . . 1-1-98 1'34 <hr/> Total <i>Quetta loop</i> . . . . . 35'74	
	TOTAL FRONTIER SECTION		1,030'64	DOUBLE—MAIN LINE AND BRANCHES—(COM- MERCIAL)—	
	Kiamári to Kurrachee City . . . . . 30-6-97		3'06	Kurrachee City to Kurrachee Cantonment . . . . . 13-5-61 2'30	
	Kurrachee Cantonment to Pipri . . . . . 20-6-97		20'75	Pipri to Kotri . . . . . 3-5-98 81'89	
	Meean Meer East to Meean Meer West . . . . . 10-12-91		2'13	<hr/> 110'13	
	Gulistán to Chaman . . . . . 20-9-92		36'82	A-bi-Gum to Kolpur . . . . . 23'54	
	TOTAL DOUBLE LINE . . . . .		170'49	<hr/>	
	TOTAL		3,022'84	TOTAL OPEN MILEAGE . . . . . 3,005'67	

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.					REMARKS.	
<p>Between Hirok and Kolpur (513.80 mile) the works are again very heavy, involving numerous heavy rock cuttings, four tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.</p> <p>From Sibi to Nari Bank mile 457.05 the permanent-way consists of 75 lb. double-headed rails and Denham-Olphert's sleepers. From Nari Bank, mile 457.05 to mile 461.25, 75 lb. double-headed and cast-iron chairs and deodar sleepers. From mile 461.25 to mile 484.60, 75 lb. double-headed rails on Denham-Olphert's sleepers. From mile 484.60 to mile 490.45, 75 lb. flat-footed rails on steel sleepers. From mile 490.45 to Kolpur, mile 414.00, 100 lb. flat-footed rails on steel sleepers, and from Kolpur, mile 414.00 to Quetta, 75 lb. flat-footed rails on steel sleepers.</p> <p>This section is unfenced.</p> <p>The Quetta-Bostán section has been laid with 75 lb flat-footed rails on steel sleepers.</p> <p>The works are light and the ruling gradient is 1 in 93.6.</p> <p>This section is unfenced.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:</p>						
SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
	1 in 10 and less	1 in 20	1 in 30	Length	Radius.	
North Western—	Miles.	Miles.	Miles.	Miles.	Feet.	
Lahore district (1880)	...	...	0.21	...	...	
Rawalpindi (1880)	...	...	120.12	...	...	
Mile 95.50 between Lahore and Rawalpindi	...	...	...	0.21	955	
Sind-Sagar, Main line—						
Between Haranpur and Chalisa (1880)	...	...	0.06	...	...	
Khusdgárh branch	1.23	12.42	9.21	...	...	
Bhaganwala "	...	...	0.43	...	...	
Khewra "	...	1.59	0.45	...	...	
Sukkur bandar "	...	0.08	...	...	...	
Sind Pishin—						
Sibi to Nákus	...	30.43	5.58	6.49	Varying from 455 to 900 ft.	
Nákus to Bostán	22.70	18.96	6.83	10.18	Varying from 500 to 980 ft.	
Bostán to Yaru	...	...	1.42	...	...	
Gulistán to Chaman	25.14	3.16	1.24	7.56	Varying from 772 to 988 ft.	
Bostán to Quetta	...	...	5.10	0.20	Varying from 550 to 980 ft.	
Mushkaf Bolan—						
Sibi to A-bi-Gum	...	19.46	4.20	...	...	Ruling gradient 1 in 55
A-bi-Gum to Mach	6.96	0.13	...	0.19	8.46 ft.	" 1 in 33
Mach to Kolpur	14.21	0.38	...	0.90	Varying from 900 to 955 ft.	" 1 in 25
Kolpur to Quetta	...	...	2.70	...	...	" 1 in 100

The Jammu and Kashmir and Rájura-Bhátinda railways are worked by the North Western State railway. The terms of working will be found in Appendices AA to this report and V to Part II of the Railway Administration Report for 1892-93, respectively.

\* Including Mari Attock.



Appendix 7.  
History of Railways.

APPEN

*History of Railway constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
8 (S)	<p>Nowshera-Dargai— (2' 6" gauge). Nowshera to Dargai . . . . .</p>	<p>Miles.  40'44</p>	

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The permanent-way consists of flat-footed steel rails, 35lb. to the yard, laid on deodar sleepers and fully ballasted. The country is easy, the ruling gradient being 1 in 100 and the sharpest curve 12° or 477' radius.</p> <p>The only important engineering works are the bridges over the Bhagiara and Lakhora nullas.</p> <p>The former consists of one span of nearly 100', one of 60' and one of 40'; the latter of two of nearly 100' and two of 40'.</p> <p>The line is not fenced.</p>	

History of Railways constructed and in progress

NOTE—On account of the earlier issue of this Appendix this year,

Class No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
7(a)	Oudh and Rohilkhand— <i>(5' 6" gauge).</i> <b>Main line—</b> Starting from the East Indian railway Junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee and joined the North Western State railway at Saháranpur Junction. On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad <i>viá</i> Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14'43 miles, Chandausi being placed on the loop line. On the 4th April 1898 the main line was again diverted to the chord between Benares Cantoment and Lucknow <i>viá</i> Partabgarh further shortening the through route by 12'08 miles, Jaunpur, Fyzabad and Bara Banki being placed on the loop line and the main line mileage being . . . . .		Moghal Sarai to 3'25 mile 22-12-62 . 3'25 From 3'25 miles south of the Dufferin bridge to the Benares Ganges station . 1-10-87 . 4'25 From the Benares Ganges station to Benares Cantonment 18-6-83 . 4'50 Benares Cantonment to Rae Bareli . . . . . 4-4-98 . 138'36 Lucknow to Rae Bareli— For goods traffic . . 18-10-93 } 48'56 For passenger traffic. . 26-10-93 } Lucknow to Sandíla . . . 1-2-72 . 30'00 Sandíla to Hardoi . . . 15-7-72 . 33'00 Hardoi to Sháhjahánpur . . 1-3-73 . 39'00 Sháhjahánpur to Farídpur . . 8-9-73 . 32'00 Farídpur to Bareilly . . { 1-11-73 } 13'00 { 2-12-73 } Bareilly to Moradabad (chord line <i>viá</i> Rámpur) . . . . . 8-6-94 . 56'07 Moradabad to Nagina . . . 8-10-84 . 47'25 Nagina to Najíbabad . . . 1-4-85 . 13'70 Najíbabad to Saháranpur . . 1-1-86 . 58'25  518'19  <b>Loop lines—</b> Bareilly to Ukka . . . . . 22-12-73 . 5'00 Ukka to Aonla . . . . . 1-11-73 . 11'00 Aonla to Chandausi . . . . 10-6-73 . 27'00 Chandausi to Moradabad . . 28-10-72 . 27'50  70'50 518'19 269'53 99'03 86'77 3'22 21'52 45'45  60'60 17'06  Carried over . . . . . 234'62 787'72
	<b>Loop lines—</b> Bareilly to Moradabad, <i>viá</i> Chandausi Benares Cantonment to Lucknow <i>viá</i> Fyzabad . . . . .  <b>Branches—</b> Moradabad to Gháziabad . . . . . Ránupáli Junction (126'75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát ( <i>Ajodhya ghát branch</i> ) . . . . . Bara Banki Junction (191 miles from Moghal Sarai) to Bahramghat ( <i>Bahramghat branch</i> ) . . . . . Lucknow Junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore ( <i>Cawnpore branch</i> ) . . . . .  Chandausi Junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh ( <i>Aligarh branch</i> ) . . . . .  Lhaksar junction (498 miles from Moghal Sarai <i>viá</i> the chord line) to Hardwar ( <i>Hardwar branch</i> ) . . . . .  Carried over . . . . . 234'62 787'72		58'19 5'00 11'00 27'00 27'50 56'03 7'00 9'00 12'00 36'00 62'00 17'00 199'03 33'40 53'37 86'77 3'22 21'52 42'00 3'22 21'52 42'00 0'23 45'45 30'12 30'48 60'60 1,005'28
			518'19 70'50 518'19 269'53 99'03 86'77 3'22 21'52 45'45 60'60 17'06 Carried over . . . . . 234'62 787'72
			58'19 5'00 11'00 27'00 27'50 56'03 7'00 9'00 12'00 36'00 62'00 17'00 199'03 33'40 53'37 86'77 3'22 21'52 42'00 3'22 21'52 42'00 0'23 45'45 30'12 30'48 60'60 1,005'28

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																						
<p>Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.</p> <p>The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers.</p> <p>The Cawnpore branch which was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 60 lb. iron on cast-iron bowls. These have since been entirely removed and have been replaced 19.80 miles by 60 lb. and 25.40 miles by 75 lb. steel rails on deodar and sal sleepers, all but 0.25 mile.</p> <p>Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern.</p> <p>On the northern extension, from Moradabad to Saharanpur and the Hardwar branch (with the exception of 0.03 mile laid with 60 lb. iron rails), 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.</p> <p>The Rae Bareilly-Benares branch is constructed for a single line, and is used as chord between Benares Cantonment and Lucknow and forms the main line between these two stations. The works generally are light, the largest bridges being—</p> <table border="0" data-bbox="165 1275 792 1601"> <tr> <td>Sai</td> <td>4 spans of 100 feet.</td> </tr> <tr> <td>Chamoor</td> <td>4 " 60 "</td> </tr> <tr> <td>Bakli</td> <td>3 " 60 "</td> </tr> <tr> <td>Burna</td> <td>6 " 40 "</td> </tr> <tr> <td>Murna</td> <td>3 " 40 "</td> </tr> <tr> <td>Mile 76</td> <td>5 " 20 "</td> </tr> <tr> <td>Naia Nala I</td> <td>2 " 40 "</td> </tr> <tr> <td>Naia Nala II</td> <td>2 " 40 "</td> </tr> <tr> <td>Rammaga</td> <td>2 " 40 "</td> </tr> <tr> <td>Naia</td> <td>1 " 40 "</td> </tr> <tr> <td>Spill</td> <td>3 " 20 "</td> </tr> </table> <p>Besides these, there are a number of smaller bridges and numerous irrigation drains.</p> <p>The line is fenced with wire and stone posts.</p> <p>The ruling gradient is 1 in 500 and sharpest curve is 2,865 feet.</p> <p>The permanent-way consists of flat-footed steel rails 75 lb. to the yard and transverse sal wood sleepers.</p> <p>The ballast is of kunkur throughout and is obtained locally.</p> <p>The permanent-way for the Bareilly-Rampur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers.</p> <p>The whole of the Aligarh branch has been relaid with 60 lb. steel rails and with 4 miles of steel sleepers, the remainder being pots. On the Bahramghat branch all the rails are 60 lb. iron with 4 miles of wrought-iron saddle sleepers, the rest being of wood. The Ajodhya ghát branch is laid with 60 lb. steel rails and with steel sleepers.</p>	Sai	4 spans of 100 feet.	Chamoor	4 " 60 "	Bakli	3 " 60 "	Burna	6 " 40 "	Murna	3 " 40 "	Mile 76	5 " 20 "	Naia Nala I	2 " 40 "	Naia Nala II	2 " 40 "	Rammaga	2 " 40 "	Naia	1 " 40 "	Spill	3 " 20 "	<p>The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalháti and Azimganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.</p> <p>In 1880 the company was relieved from its obligation under original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai Junction station and the Dufferin bridge.</p> <p>Sanction to the construction of the Lucknow-Rae Bareilly-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareilly was opened for traffic in October 1893.</p> <p>The construction of the Moradabad-Saharanpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company.</p> <p>The Bareilly-Rampur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line <i>via</i> Chandausi being regarded as a Loop.</p> <p>The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883.</p> <p>Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883.</p> <p>Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.</p>
Sai	4 spans of 100 feet.																						
Chamoor	4 " 60 "																						
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Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.— On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
7 (a)	<p>Oudh and Rohilkhand—<i>concl'd.</i> (5 6" gauge). Brought forward . . . 234'62 <i>Branches—concl'd.</i> Najibabad Junction (472'02 miles from Moghal Sarai <i>via</i> the chord line) to the right bank of the Koh river opposite Kotdwára (<i>Kotdwára branch</i>) . . . 15'19</p>	<p>Miles. Miles. 787'72 249'81</p>	<p>Brought forward . . . Miles. 1,005'28 <i>Branches—concl'd.</i> <i>Hardwar branch—</i> Lhaksar Junction to left bank Ganges canal near Jawálapur . . . 1-1-86 . . . 13'53 Left bank Ganges canal near Jawálapur to Hardwar . . . 20-8-86 . . . 3'53 <u>17'06</u> <i>Kotdwára branch—</i> Najibabad Junction to the right bank of the Koh river opposite Kotdwára . . . 24-12-96 . . . 15'19</p>
	TOTAL . . .	1,037'53	TOTAL OPEN MILEAGE . . . 1,037'53
10 (i)	<p>Pálanpur-Deesa— (3' 3½" gauge). Pálanpur (496'75 miles from Delhi on the Raj- putana-Malwa railway) to the cantonment of Deesa . . . . .</p>	<p>Miles. 17'28</p>	<p>Pálanpur to Deesa— For goods traffic . . . 8-11-93 } For passenger traffic . . . 25-11-93 } 17'28</p>

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.						REMARKS.																																																																																										
<p>The length of permanent-way of the different types as existing on 31st December 1899 is shown in the following table.</p> <p style="text-align: center;"><i>Rails.</i></p> <table border="1"> <thead> <tr> <th>LOCALITY.</th> <th>60 lb. flat-footed iron rail.</th> <th>60 lb. flat-footed steel rail.</th> <th>75 lb. flat-footed Indian State railway steel rail.</th> <th>75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.</th> <th>TOTAL.</th> </tr> <tr> <td></td> <td>Miles.</td> <td>Miles.</td> <td>Miles.</td> <td>Miles.</td> <td>Miles.</td> </tr> </thead> <tbody> <tr> <td>Main line including the chord from Benares to Lucknow</td> <td>0'03</td> <td>0'57</td> <td>398'12</td> <td>119'47</td> <td>518'19</td> </tr> <tr> <td>Loop line Benares to Lucknow</td> <td>0'49</td> <td>34'95</td> <td>163'59</td> <td>...</td> <td>199'03</td> </tr> <tr> <td>Loop line Bareilly to Moradabad</td> <td>28'67</td> <td>36'41</td> <td>...</td> <td>5'42</td> <td>70'50</td> </tr> <tr> <td>Ranupali to Ajodhya ghât</td> <td>0'51</td> <td>2'71</td> <td>...</td> <td>...</td> <td>3'22</td> </tr> <tr> <td>Lucknow to Cawnpore</td> <td>0'25</td> <td>15'80</td> <td>25'40</td> <td>...</td> <td>45'45</td> </tr> <tr> <td>Barabanki to Bahramghat</td> <td>21'52</td> <td>...</td> <td>...</td> <td>...</td> <td>21'52</td> </tr> <tr> <td>Chandausi to Aligarh</td> <td>...</td> <td>60'60</td> <td>...</td> <td>...</td> <td>60'60</td> </tr> <tr> <td>Najibabad to Kotdwara</td> <td>15'06</td> <td>0'13</td> <td>...</td> <td>...</td> <td>15'19</td> </tr> <tr> <td>Lhaksar to Hardwar</td> <td>0'03</td> <td>0'05</td> <td>...</td> <td>16'98</td> <td>17'06</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>66'56</b></td> <td><b>155'22</b></td> <td><b>587'11</b></td> <td><b>141'87</b></td> <td><b>950'76</b></td> </tr> </tbody> </table> <p style="text-align: center;"><i>Sleepers.</i></p> <table border="1"> <thead> <tr> <th>Cast-iron oval bowl, and plate.</th> <th>Wrought-iron saddle.</th> <th>Steel McLellan and Smith's patent.</th> <th>Steel trough.</th> <th>Wooden.</th> <th>TOTAL.</th> </tr> <tr> <td>Miles.</td> <td>Miles.</td> <td>Miles.</td> <td>Miles.</td> <td>Miles.</td> <td>Miles.</td> </tr> </thead> <tbody> <tr> <td>349'86</td> <td>59'62</td> <td>203'10</td> <td>92'43</td> <td>235'75</td> <td>9,050'76</td> </tr> </tbody> </table>						LOCALITY.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian State railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.		Miles.	Miles.	Miles.	Miles.	Miles.	Main line including the chord from Benares to Lucknow	0'03	0'57	398'12	119'47	518'19	Loop line Benares to Lucknow	0'49	34'95	163'59	...	199'03	Loop line Bareilly to Moradabad	28'67	36'41	...	5'42	70'50	Ranupali to Ajodhya ghât	0'51	2'71	...	...	3'22	Lucknow to Cawnpore	0'25	15'80	25'40	...	45'45	Barabanki to Bahramghat	21'52	...	...	...	21'52	Chandausi to Aligarh	...	60'60	...	...	60'60	Najibabad to Kotdwara	15'06	0'13	...	...	15'19	Lhaksar to Hardwar	0'03	0'05	...	16'98	17'06	<b>TOTAL</b>	<b>66'56</b>	<b>155'22</b>	<b>587'11</b>	<b>141'87</b>	<b>950'76</b>	Cast-iron oval bowl, and plate.	Wrought-iron saddle.	Steel McLellan and Smith's patent.	Steel trough.	Wooden.	TOTAL.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	349'86	59'62	203'10	92'43	235'75	9,050'76	<p>Sanction to the construction of the Kotdwara branch, which will serve the military station of Lansdowne, was accorded in October 1895.</p> <p>A tramway, constructed at the expense of Messrs. Carew &amp; Co., connects the Rosa Sugar Factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3'25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway joins the Oudh and Rohilkhand State railway at Shâhjahânpnr, 4½ miles from Rosa station.</p> <p>The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889.</p> <p>Orders for construction of the Rae Bareli-Benares line were issued in October 1895. Work commenced in December of the same year, and on its opening was treated as part of the main line.</p>
LOCALITY.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian State railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.																																																																																											
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<p>There are four kinds of ballast in use on the line, <i>viz.</i>, sand or earth with a covering of broken brick or kunker, kunker, stone, and shingle.</p> <p>The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers. The line, with the exception of 19 miles, is fenced throughout with wire fencing.</p> <p>There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet.</p> <p>With the exception of 0'50 mile laid with 60 lb. steel rails, the permanent-way for the Kotdwara branch consists of second-hand 60 lb. iron rails laid partly on cast-iron oval bowl and partly on wrought-iron saddle back sleepers removed from the main line.</p> <p>The ruling gradient on this branch is 1 in 100, of which there are five in number situated between miles 5 and 15 and aggregate 2'84 miles in length.</p> <p>There are no curves under a radius of 1,000 feet.</p>						<p>The line was sanctioned for construction on the 22nd March 1892.</p> <p>The Pâlanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary.</p> <p>The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.</p>																																																																																										
<p>This line is constructed for a single track with substructure suitable for 5' 6" gauge.</p> <p>The rails are iron, 40lb. to the yard, laid on Denham-Olphert's cast iron sleepers or on steel dish cover sleepers taken from the main line.</p> <p>The line traverses an easy country, and there have been no engineering difficulties.</p> <p>The line is well-ballasted to a full section, shingle being used on the Deesa end, and broken line stone ballast at the Pâlanpur end.</p> <p>The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p> <p>The ruling gradient on the line is 1 in 150 and aggregates 8'58 miles in length.</p>																																																																																																

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of the line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
10 (l)	Petlad-Cambay— (5' 6" gauge). Petlad to Cambay . . . . .	20'75	
24 (d)	Pondicherry— Left bank of the Gingee river (French frontier) or (16.48 miles from Villupuram, on the Pondi- cherry branch, South Indian railway) to Pondi- cherry . . . . .	7.85	Left bank of the Gingee river to Pondicherry . . . . . 15-12-79 7.85
4 (b)	Raipur-Dhamtari— (2' 6" gauge). Raipur (187.52 miles from Nágpur) to Dhamtari . . . . . 45'74 Branch— Abhanpur (17.00 miles from Raipur) to Rajim ( <i>Rajim branch</i> ) . . . . . 10'50  TOTAL . . . . . 56'24		Miles. <i>Raipur to Kurud—</i> For goods traffic . . . . . 10-9-00 31'50 <i>Kurud to Dhamtari—</i> For goods traffic . . . . . 17-12-00 14'24 Branch— Abhanpur to Rajim— For goods traffic . . . . . 15-11-00 10'50  TOTAL OPEN MILEAGE . . . . . 56'24
20 (h)	Rajpipla— (2' 6" gauge). Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] <i>via</i> Raj- Párdi to Nandod . . . . .	37.37	Miles. Anklesvar to Raj-Párdi . . . . . 1-7-97 19'03 Raj-Párdi to Umalla . . . . . 19-1-99 4'95 Umalla to Amletha . . . . . 1-6-99 7'85 Amletha to Nandod . . . . . 20-7-99 5'54  TOTAL OPEN MILEAGE . . . . . 37.37

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.												
<p>The ruling gradient is 1 in 200 of which there are 2 in number aggregating 1.10 miles in length. There are no curves under a radius of 1,433 feet. The permanent-way will consist of 66½ lb. flat-footed steel rails on creosoted pine sleepers and gravel ballast. The line will not be fenced except round station yards.</p>	<p>The line will be constructed and worked by the Bombay, Baroda and Central India Railway Company on behalf of the Baroda and Cambay Durbars, who will provide funds for its construction.</p>												
<p>The line is single and is laid with 40 lb. iron rails on wooden sleepers, except on the approaches to and over the Gingee bridge, where 50 lb. bull-headed steel rails on pot sleepers and 56 lb. flat-footed steel rails have been respectively adopted. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878. This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—vide Appendix Z to Part II of the Railway Administration Report for 1894-95.</p>												
<p>The line will be laid with 31 lb. flat-footed steel rails and timber sleepers.</p>	<p>The survey was ordered in September 1896 and completed in March 1897. Construction of portions of the line finally surveyed was sanctioned on the 3rd March 1897. The line forms an integral part of the Bengal-Nággpur railway.</p>												
<p>The line is laid with 41½ lb iron rails on half round jungle teak sleepers with sand ballast. The width at formation level is 12 feet. There is one bridge of 5 spans and one of 4 spans of 60 feet, three of 2 spans of 60 feet each, two of 2 spans of 40 feet, one of 1 span of 40 feet, one of 3 spans of 30 feet and 2 of 3 spans of 20 feet, beside a large number of minor bridges. There are no bridges specially constructed for cart traffic, but carts use some of the nullahs to pass under the line. There is no fencing except in the station yards. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 8 in number, aggregating 5.34 miles in length, on the open line. The lengths and situations of the ruling gradient 1 in 150 are as under :</p>	<p>This line is owned by the State of Rajpipla, but constructed, worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix CC to Part II of the Railway Administration Report for 1897-98. Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Raj-Párdi was provisionally sanctioned in October 1894. Work commenced in April 1895 and was completed in June 1897. The Raj-Párdi-Nándod section was sanctioned for construction in February 1898, completed in July 1899 and opened in November 1899.</p>												
<table border="1"> <thead> <tr> <th>Section of Line.</th> <th>No. of gradient.</th> <th>Length of gradient.</th> </tr> </thead> <tbody> <tr> <td>Anklesvar—Raj-Párdi . . . . .</td> <td>3</td> <td>3.12</td> </tr> <tr> <td>Raj-Párdi—Umalla . . . . .</td> <td>2</td> <td>1.31</td> </tr> <tr> <td>Umalla—Nándod . . . . .</td> <td>3</td> <td>0.91</td> </tr> </tbody> </table>	Section of Line.	No. of gradient.	Length of gradient.	Anklesvar—Raj-Párdi . . . . .	3	3.12	Raj-Párdi—Umalla . . . . .	2	1.31	Umalla—Nándod . . . . .	3	0.91	
Section of Line.	No. of gradient.	Length of gradient.											
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Umalla—Nándod . . . . .	3	0.91											



Appendix 7.  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
8 (c)	Rajpura-Bhatinda— (5' 6" gauge).  Rajpura (179 miles from Delhi on the North Western State railway, main line) via Patiala to Bhatinda . . . . .	107'05		
			Rajpura to Patiala . . . . .	1-11-84 15'77
			Patiala to Bhatinda . . . . .	13-10-89 91'28
			Total open mileage	107'05

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails, 68lb. to the yard, laid on deodar sleepers, from Rájpara to Patiála; and with 75lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda.</p> <p>The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250.</p> <p>The line is fenced from Rájpara to Patiála only.</p>	<p>The line from Rájpara to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar.</p> <p>The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888.</p> <p>The line is worked and maintained by the North Western State railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.</p>

Class No.	Name of line and mileage sanctioned.	Total	Date of opening for public traffic.
		mileage.	
10 (5)	Rajputana-Malwa— (3' 3½" gauge). Junction of East Indian railway, Agra (Jumna east bank), to the limit of Agra cantonment	Miles. 3'07*	Jumna east bank to Agra cantonment . . . . . 1-1-76 3'07*
	RAJPUTANA SECTION. <i>Main line—</i> Delhi to Bándikui (junction with the Agra branch) . . . 135'25 Bándikui to Ajmer . . . 139'75 Ajmer, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway 304'75 <u>579'75</u>	3'07*	RAJPUTANA SECTION. <i>Main line—</i> Delhi to Rewári— For salt traffic only . . . 14-2-73 } For passenger traffic . . . 1-7-73 } 51'25 Rewári to Alwar . . . 15-9-74 46'25 Alwar to Bándikui . . . 7-12-74 37'75 Bándikui to Dausa . . . 20-4-74 17'75 Dausa to Jaipur . . . 12-10-74 38'00 Jaipur to Phulera . . . 1-3-75 34'25 Phulera to Ajmer . . . 1-8-75 49'75 Ajmer to Beáwar . . . 15-5-78 32'25 Beáwar to Haripur . . . 12-8-79 21'00 Haripur to Sojat Road . . . 20-10-80 20'50 Sojat Road to Pálanpur . . . 1-1-81 148'00 Pálanpur to Ahmedabad . . . 15-11-79 83'00 <u>579'75</u>
	<i>Branches—</i> Garhi Harsaru Junction (25'25 miles from Delhi) to Farukhnagar ( <i>Farukhnagar salt branch</i> ) . . . 7'75 Bándikui to Agra fort ( <i>Agra branch</i> ) . . . 94'64† Agra fort to Jumna east bank. . . 1'50 Phulera Junction (183'50 miles from Agra) to Sámbar ( <i>Sámbar lake salt branch</i> ) . . . 4'50 Extension of Sámbar branch to Japog . . . 4'50 Extension of Sámbar branch across the lake to Gudha, and thence <i>via</i> Kucháman Road to Jhowra . . . 17'00 Kankaroola siding . . . 1'25 Additional salt sidings in the Sámbar lake . . . 5'02 <u>136'16</u>	715'91	<i>Farukhnagar salt branch—</i> For salt traffic only . . . 14-2-73 } For passenger traffic . . . 1-7-73 } 7'75 Bándikui to Bhurtpore . . . 20-4-74 60'50 Bhurtpore to Agra fort— For goods traffic . . . 11-8-73 } For passenger traffic . . . 20-10-73 } 34'14† Agra fort to Jumna east bank . . . 1-1-76 1'50 Sámbar lake salt branch . . . 1-3-75 4'50 Japog extension . . . Oct. 76 4'50 Extension of Sámbar branch to Jhowra . . . 20-12-79 17'00 Kankaroola siding . . . 15-2-81 1'25 Additional salt sidings in the Sámbar lake . . . 1-9-91 5'02 <u>136'16</u>
	Carried over . . .	3'07	TOTAL RAJPUTANA SECTION . . . 715'91
		715'91	DOUBLE-RAJPUTANA SECTION. Agra fort to Agra Cantonment— For goods traffic . . . 11-8-73 } For passenger traffic . . . 20-10-73 } 1'14 Carried over . . .
		3'07	Carried over . . .
		715'91	715'91

\* These 3'07 miles are laid on both the 5' 6" and 3' 3½" gauges except on the Jumna bridge, where a mixed gauge is laid.  
† Of this length, 1'14 miles are double.

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

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Details of construction.				REMARKS.																																														
<p>The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter.</p> <p>The rails originally used were 36lb and 40lb to the yard, laid on transverse, deodar and creosoted pine sleepers. The 36lb iron rails have nearly all been replaced by 41½lb steel rails. For future renewals, it has been decided to still further increase the weight of rails to a 50lb. section, which has already been used in relaying 544½ miles of the length between Delhi and Ahmedabad.</p>				<p>The dates of orders for survey and construction are as follows:—</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <table border="0"> <tr> <td>Delhi and Agra to Nusseerabad . . . . .</td> <td>17-5-69</td> </tr> <tr> <td>Ajmer to Ahmedabad . . . . .</td> <td>1-11-72</td> </tr> <tr> <td>Khandwa to Indore . . . . .</td> <td>8-4-70</td> </tr> <tr> <td>Indore to Neemuch . . . . .</td> <td>6-3-71</td> </tr> <tr> <td>Neemuch to Nasirabad . . . . .</td> <td>3-11-71</td> </tr> <tr> <td>Rewári to Hissar . . . . .</td> <td>10-3-81</td> </tr> <tr> <td>Hissar to Ferozepore . . . . .</td> <td>13-9-81</td> </tr> </table>	Delhi and Agra to Nusseerabad . . . . .	17-5-69	Ajmer to Ahmedabad . . . . .	1-11-72	Khandwa to Indore . . . . .	8-4-70	Indore to Neemuch . . . . .	6-3-71	Neemuch to Nasirabad . . . . .	3-11-71	Rewári to Hissar . . . . .	10-3-81	Hissar to Ferozepore . . . . .	13-9-81																																
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<p>The ruling gradient on the Farukhnagar salt, Sambhar and Agra branches is 1 in 150 and aggregates 0.20 and 0.70 mile and 3.19 miles in length, respectively. The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers. The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmer. The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section. The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below:</p>				<p style="text-align: center;"><i>Dates for construction.</i></p> <table border="0"> <tr> <td>Delhi Rewári section and Salt branch . . . . .</td> <td>1-3-70</td> </tr> <tr> <td>Rewári to Bándikui . . . . .</td> <td>14-8-72</td> </tr> <tr> <td>Agra to Phulera . . . . .</td> <td>30-10-71</td> </tr> <tr> <td>Phulera to Sámbar . . . . .</td> <td>8-4-73</td> </tr> <tr> <td>Phulera to Ajmere . . . . .</td> <td>9-4-73</td> </tr> <tr> <td>Ajmer to Nasirabad . . . . .</td> <td>14-4-74</td> </tr> <tr> <td>Sámbar to Japog . . . . .</td> <td>14-7-75</td> </tr> <tr> <td>Ajmer to Nasirabad . . . . .</td> <td>4-9-76</td> </tr> <tr> <td>Sámbar extension to Jhowra and extension of Japog siding . . . . .</td> <td>15-5-78</td> </tr> <tr> <td>Khandwa to Indore . . . . .</td> <td>8-1-72</td> </tr> <tr> <td>Indore to Rutlam, with branch to Ujjain . . . . .</td> <td>29-10-73</td> </tr> <tr> <td>Rutlam to Neemuch . . . . .</td> <td>5-10-77</td> </tr> <tr> <td>Neemuch to Nasirabad . . . . .</td> <td>30-4-79</td> </tr> <tr> <td>Rewári to Hissar . . . . .</td> <td>13-9-81</td> </tr> <tr> <td>Hissar to Ferozepore . . . . .</td> <td>8-10-82</td> </tr> <tr> <td>Extension of Ujjain branch to Ujjain City . . . . .</td> <td>6-12-82</td> </tr> </table> <p>The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4.33 miles in the same year; 5.25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.</p>	Delhi Rewári section and Salt branch . . . . .	1-3-70	Rewári to Bándikui . . . . .	14-8-72	Agra to Phulera . . . . .	30-10-71	Phulera to Sámbar . . . . .	8-4-73	Phulera to Ajmere . . . . .	9-4-73	Ajmer to Nasirabad . . . . .	14-4-74	Sámbar to Japog . . . . .	14-7-75	Ajmer to Nasirabad . . . . .	4-9-76	Sámbar extension to Jhowra and extension of Japog siding . . . . .	15-5-78	Khandwa to Indore . . . . .	8-1-72	Indore to Rutlam, with branch to Ujjain . . . . .	29-10-73	Rutlam to Neemuch . . . . .	5-10-77	Neemuch to Nasirabad . . . . .	30-4-79	Rewári to Hissar . . . . .	13-9-81	Hissar to Ferozepore . . . . .	8-10-82	Extension of Ujjain branch to Ujjain City . . . . .	6-12-82														
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NOTE.—On account of the earlier issue of this Appendix this year,

Class No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
10 (f)	Rajputana-Malwa—contd. (3' 3½" gauge).				
	Brought forward		3'07	Brought forward	3'07
	<b>MALWA SECTION.</b>		715'91		715'91
	<i>Main line—</i>			<i>Main line—</i>	
	Khandwa (352'75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore . . . 86'94			Khandwa to Sanāwad . . . 1-2-74	34'25
	Indore <i>via</i> Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch . . . 156'48			Sanāwad to Mortakka . . . 1-4-74	3'50
	Neemuch to Ajmer . . . 148'85			Mortakka to Choral . . . 20-1-75	20'50
			392'27	Choral to Mhow . . . 1-1-78	15'69
				Mhow to Indore . . . 3-8-76	13'00
				Nerbudda bridge . . . 5-10-76	...
				Indore to Fatehabad . . . 3-8-76	25'23
				Fatehabad Junction to Rutlam . . . 11-7-78	48'75
				Rutlam to Jaora . . . 25-2-80	20'50
				Jaora to Mandsaur . . . 8-4-80	31'75
				Mandsaur to Neemuch . . . 2-7-80	30'25
				Neemuch to Nimbahera . . . 10-3-81	16'40
				Nimbahera to Chitorgarh . . . 19-3-81	17'65
				Chitorgarh to Nasirabad . . . 1-12-81	100'65
				Nasirabad to Ajmer . . . 14-2-76	14'15
					392'27
	<i>Ujjain branch—</i>				
	Fatehabad Junction (24'50 miles from Indore) to Ujjain . . . 12'00			Fatehabad to Ujjain . . . 3-8-76	12'00
	Extension of Ujjain branch across the Sipra river to Ujjain city . . . 2'88*			Ujjain branch extension across the Sipra river to Ujjain city . . . 1-3-84	2'88*
			14'88		14'88
			407'15		407'15
	<b>CAWNPORE-ACHNERA SECTION.</b>			<b>TOTAL MALWA SECTION</b>	<b>407'15</b>
	<i>Main line—</i>			<b>CAWNPORE-ACHNERA SECTION.</b>	
	Cawnpore (683'50 miles from Howrah, <i>via</i> the chord line, on the East Indian railway) to Farukhabad . . . 86'01			<i>Main line—</i>	
	Farukhabad to Háthras Road Junction . . . 101'00			Cawnpore to Kanauj . . . 15-12-80	49'51
	Háthras Road station (856'75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra . . . 29'00			Kanauj to Farukhabad . . . 1-2-81	36'50
	Jumna bridge and approaches Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra . . . 22'33			Farukhabad to Kásganj . . . 14-4-84	67'00
			239'34	Kásganj to Háthras . . . 1-7-84	34'00
				Háthras to Muttra . . . 19-10-75	20'00
				Jumna bridge . . . 1-7-84	1'00
				Muttra to Achnera . . . 7-11-81	22'33
					239'34
			3'07		
	Carried over		1,123'06	Carried over	3'07
			239'34		1,123'06
					239'34

\* Includes a 10 miles 5' 6" gauge line from Sipra Junction to Station opened in 1893.

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

Details of construction.					REMARKS.	
<p>The ruling gradient on the Dehli-Ahmedabad section is 1 in 150 and aggregates 92.70 miles in length.</p> <p>The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.</p> <p>With the exception of the bridging, the works on the Sindia-Neemuch section are light.</p> <p>The Sipra bridge consists of 6 spans of 150-foot girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from 3' 3<math>\frac{3}{8}</math>" to 5' 6" gauge.</p> <p>The Malwa section is generally unfenced, except on the ghâts between Mhow and Kalakund and at stations.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section :</p>					<p>The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4<math>\frac{1}{2}</math> per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.</p> <p>The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.</p>	
SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		
	$\frac{1}{100}$	$\frac{1}{75}$	$\frac{1}{50}$	Length.	Radii.	
<i>Main line—</i>						
Between 322 and 323 miles from Ajmer	...	...	0.59	...	...	
" 323 and 326.66 "	3.43	...	...	...	...	
" 326.66 and 326.86 "	...	0.20	...	...	...	
" 326.86 and 385 "	...	...	15.20	...	...	
" 323 and 342 "	...	...	...	3.68	Varying from 600 feet to 950 feet.	
<i>Ujjain branch—</i>						
Between 0 and 0.31 mile from Fatehabad	...	...	...	0.31	955 feet.	
<p>The ruling gradient on the Khandwa-Ajmer section and Ujjain branch is 1 in 150 and aggregates 53.84 and 26.40 miles in length, respectively.</p> <p>The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40lb. to the yard.</p> <p>The line from Farukhabad to Háthras Road has been laid with 41<math>\frac{1}{2}</math>lb Bessemer steel rails.</p> <p>The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30lb to the yard were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41<math>\frac{1}{2}</math>lb steel rails.</p> <p>The bridge over the Jumna consists of 7 spans of 150 feet on stone piers.</p> <p>The Muttra-Achnera section has been laid with steel rails 41<math>\frac{1}{2}</math>lb to the yard.</p> <p>The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations.</p>					<p>The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878.</p> <p>The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882.</p> <p>The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881.</p> <p>The construction of the Brahmávar branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883.</p> <p>The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882.</p>	

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
10 (S)	<b>Rajputana-Malwa—concluded.</b> (3' 3½" gauge).				
	Brought forward	239'34	3'07	Brought forward	3'07 1,123'06 239'34
	<b>CAWNPORE-ACHNERA SECTION—concl'd.</b>				
	<i>Branches—</i>			<i>Branches—</i>	
	Mandhana to Brahmávar ( <i>Brahmávar branch</i> ) . . . . .	5'00		Brahmávar branch . . . . .	10-11-85 5'00
	Kasganj (153.75 miles from Cawnpore city) to Soron ( <i>Soron branch</i> ) . . . . .	9'00		Soron branch . . . . .	4-1-85 9'00
	Muttra to Brindaban ( <i>Brin- daban branch</i> ) . . . . .	7'32		Brindaban branch . . . . .	26-8-89 7'32
		<u>21'32</u>	260'66		<u>21'32</u>
				<b>TOTAL CAWNPORE-ACHNERA SECTION</b>	<u>260'66</u>
	<b>REWARI-FEROZEPURE RAILWAY.</b>			<b>REWARI-FEROZEPURE RAILWAY.</b>	
	<i>Main line—</i>			<i>Main line—</i>	
	Rewári (51.25 miles from Delhi <i>viâ</i> Hissar, Sirsa, Bhatinda, and Faridkot) to Kot Kapura	212'77		Rewári to Hissar— For goods traffic . . . . .	20-3-83 } 89'00 For passenger traffic . . . . .
	<i>Fazilka branch—</i>			Hissar to Sirsa— For goods traffic . . . . .	1-1-84 } 50'50 For passenger traffic . . . . .
	Kot Kapura (212.50 miles from Rewári) to Fázilka . . . . .	50'00		Sirsa to Kot Kapura . . . . .	1-10-84 73'27
		<u>50'00</u>	262'77		<u>212'77</u>
			<i>Fazilka branch—</i>		
			Kot Kapura to Fázilka . . . . .	1-1-85 50'00	
			<b>TOTAL REWARI-FEROZEPURE RAILWAY</b>	<u>262'77</u>	
5' 6" gauge, Ferozepore to Bhatinda . . . . .	54'36		5' 6" gauge, Ferozepore to Bhatinda— For through traffic . . . . .	15-6-99 54'36	
	<u>54'36</u>				
<b>TOTAL 5' 6" GAUGE</b> . . . . .	54'36		<b>TOTAL OPEN MILEAGE</b> {	5' 6" GAUGE . 54'36	
<b>TOTAL 3' 3½" GAUGE</b> . . . . .	1,646'49			3' 3½" GAUGE . 1,646'49	
<b>TOTAL MIXED GAUGE</b> . . . . .	3'07			MIXED GAUGE . 3'07	

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The ruling gradient on the Brahmávar branch is 1 in 150 and aggregates 0·38 mile in length. On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p> <p>No engineering difficulties were encountered on the Rewári Ferozepore line. The rails are mainly of steel 41½lbs. to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots, sand with a covering of stone. The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 110 miles of main line and at stations. The Fázilka branch is laid with 41½lbs. steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without stone covering. On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.</p>	<p>The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878.</p> <p>The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land construction work was not commenced till October 1888.</p> <p>The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.</p> <p>The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85. A supplemental agreement for working this line and branches and extending the base to the 31st December 1905 will be found in Appendix G to this report.</p> <p>Conversion of the 3' 3¾" gauge line from Ferozepore to Kot Kapura to 5' 6" gauge and the construction of the 5' 6" gauge line through to Bhatinda was sanctioned in September 1898.</p>



Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE—On account of the earlier issues of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.		Miles.
29 (a)	Ranaghat-Krishnagar— (2' 6" gauge). Right bank of the Churni river (Aistalaghat) near Ránaghat (45·50 miles from Sealdah) on the Eastern section of the Eastern Bengal State railway to the left bank of the river Jalangi at Krishnagar . . . . .	20·25	Right bank of the Churni river (Aistalaghat) near Ránaghat to Krishnagar . . . . . 5-4-99 20·25
1 (c)	Rewah— (2' 6" gauge). Rewah to Sutna . . . . .	31·81	
18 (a)	Rohilkund and Kumaon (Company's section)— (3' 3½" gauge). Bhojeepera Junction (12·00 miles from Bareilly on the main line) to Kathgodam, at the foot of the Naini Tal hills. . . . .	53·92	Bhojeepera to Kathgodam . 12-10-84 53·92
17 (c)	Segowlie-Raxaul— (3' 3½" gauge). Segowlie to Raxaul . . . . .	18·09	Segowlie to Raxaul . 1-3-99 18·09

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet. The old embankment of the Ránaghat-Bhagwangola railway, started as a famine relief work, has been utilized as far as possible. There are no bridges of over 20 foot span, but some of them are very high so as to provide plenty of waterway during the floods. The sharpest curve is of 600 feet radius and the ruling gradient 1 in 300. The line is ballasted throughout but not fenced.</p>	<p>The line has been constructed by the Ránaghat-Krishnagar Light Railway Company, Limited. It was sanctioned for construction in December 1895. A siding, 1.50 miles long, has been constructed by the Eastern Bengal State railway on the 5' 6" gauge, and runs from the Ránaghat station to the left bank of the Churni and connects with the railway, by a ferry worked by the Eastern Bengal State railway. The District Board of Nuddea have guaranteed a net annual profit of Rs. 1,473, limited to a maximum claim of Rs. 28,000 per annum.</p>
<p>The ruling gradient is 1 in 73 of which there are two in number, aggregating 0.83 mile in length.</p>	<p>Nearly three-fourths of the earthwork was carried out under the relief work system. The earthwork was stopped when the famine operations ceased. Plans for culverts and bridges have been prepared. Drawings for the permanent-way are under consideration by the East Indian railway authorities. The actual construction of the line has not yet been sanctioned by the Rewah Darbar.</p>
<p>The rails are of the 3' 3<math>\frac{3}{8}</math>" gauge type, steel, weighing 41<math>\frac{1}{2}</math> lbs. to the yard, laid on sál sleepers. From Kathgodam to Haldwani, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwani to Lalkua it varies from 1 in 80 to 1 in 103; from Lalkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of <math>\frac{1}{81}</math> to <math>\frac{1}{80}</math> and <math>\frac{1}{81}</math> to <math>\frac{1}{100}</math> are 4.84 miles and 6.12 miles, respectively. The line is unfenced, except at stations and between Haldwani and Lalkua.</p>	<p>The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. This company also works the Lucknow-Bareilly line. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91, and Appendix I to this report.</p>
<p>The permanent-way consists of 41<math>\frac{1}{2}</math> lb. steel rails and sál sleepers.</p>	<p>The construction of the line was sanctioned in October 1896.</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

Note.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
19 (c)	Shadipalli-Balotra (British section)*— (3' 3½" gauge). Shadipalli to the Jodhpur Frontier . . . . .	† 68·49	Shadipalli to Balotra . . . . .	22-12-00 68·49
12 (d)	Shoranur-Cochin— (3' 3½" gauge). Shoranur (359·50 miles from Madras) to Ernakolum . . . . .	64·68		
1 (c)	South Behar (Luckeeserai-Gya)— (5' 6" gauge). Luckeeserai to Gya . . . . .	78·76	Luckeeserai to Gya . . . . .	78·76

\* The native state section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.

† The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli 5' 6" gauge railway between Shadipalli and Rahoki Junction to be converted to the 3' 3½" gauge, as also 6·33 miles of the same railway between Rahoki Junction and Hyderabad on which a separate 3' 3½" gauge track will be added.

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																																			
<p>The work is light and easy for 36 miles across the Nara Valley. The rest of the length is through heavy sand-hills.</p>																																																				
<p>The permanent-way will consist of 41½lb. steel rails, flat-footed, and wooden sleepers, the latter being procured from the State forest. The ruling gradient is 1 in 80 (aggregating 16.40 miles) and the sharpest curve 955 feet radius. The following are the important bridges:</p> <table border="0" data-bbox="231 1223 817 1718"> <thead> <tr> <th></th> <th style="text-align: center;">Spans.</th> <th></th> </tr> </thead> <tbody> <tr> <td>Ponnani river . . . . .</td> <td style="text-align: center;">15</td> <td>60' girders.</td> </tr> <tr> <td>Palamkutta canal . . . . .</td> <td style="text-align: center;">1</td> <td>60' "</td> </tr> <tr> <td>    Ditto . . . . .</td> <td style="text-align: center;">2</td> <td>20' "</td> </tr> <tr> <td>Canal . . . . .</td> <td style="text-align: center;">1</td> <td>40' "</td> </tr> <tr> <td>Karavarcad river . . . . .</td> <td style="text-align: center;">2</td> <td>60' "</td> </tr> <tr> <td>Kurumali " . . . . .</td> <td style="text-align: center;">4</td> <td>60' "</td> </tr> <tr> <td>Kosurupalam thodu . . . . .</td> <td style="text-align: center;">2</td> <td>40' "</td> </tr> <tr> <td>Chalakudi river . . . . .</td> <td style="text-align: center;">4</td> <td>80' "</td> </tr> <tr> <td>Angamali " . . . . .</td> <td style="text-align: center;">3</td> <td>60' "</td> </tr> <tr> <td>Chengal thodu . . . . .</td> <td style="text-align: center;">2</td> <td>40' "</td> </tr> <tr> <td>Alway river branch . . . . .</td> <td style="text-align: center;">3</td> <td>80' "</td> </tr> <tr> <td>Alway river . . . . .</td> <td style="text-align: center;">9</td> <td>80' "</td> </tr> <tr> <td>Drainage channel . . . . .</td> <td style="text-align: center;">1</td> <td>60' "</td> </tr> <tr> <td>Edapally " . . . . .</td> <td style="text-align: center;">1</td> <td>60' "</td> </tr> <tr> <td>Backwater canal . . . . .</td> <td style="text-align: center;">1</td> <td>60' "</td> </tr> <tr> <td>    Ditto . . . . .</td> <td style="text-align: center;">1</td> <td>100' "</td> </tr> </tbody> </table>		Spans.		Ponnani river . . . . .	15	60' girders.	Palamkutta canal . . . . .	1	60' "	Ditto . . . . .	2	20' "	Canal . . . . .	1	40' "	Karavarcad river . . . . .	2	60' "	Kurumali " . . . . .	4	60' "	Kosurupalam thodu . . . . .	2	40' "	Chalakudi river . . . . .	4	80' "	Angamali " . . . . .	3	60' "	Chengal thodu . . . . .	2	40' "	Alway river branch . . . . .	3	80' "	Alway river . . . . .	9	80' "	Drainage channel . . . . .	1	60' "	Edapally " . . . . .	1	60' "	Backwater canal . . . . .	1	60' "	Ditto . . . . .	1	100' "	<p>The survey of this line for a 5' 6" gauge line was carried out by the Madras railway in 1894. The re-alignment for a 3' 3½" gauge line was made by the Madras railway in 1899, and the construction was sanctioned on the 28th April 1899, and the work started in November 1899.</p>
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<p>The line traverses a comparatively flat country with small isolated rocky hills at intervals. The three most important rivers crossed are the Phulgu (18 spans of 100 feet and 1 span of 30 feet), Soma (3 spans of 60 feet and 30 spans of 30 feet) and the Sukri (16 spans of 60 feet). The waterway is comparatively heavy owing largely to flood water from the Ganges and Sukri having to be passed. The permanent-way is of the East Indian railway standard design with double-headed rails, 75lbs. to the yard, laid half with cast-iron chairs and timber sleepers and half with Denham-Olphert's sleepers. The minimum radius of curve except at the entrance to Gya station is 2,865 feet, and the steepest gradient 1 in 400 compensated. The line is being fenced past villages near the line, around station yards, and for a short distance near each level-crossing. Stone ballast procurable from adjacent hills has been used throughout.</p>	<p>The South Behar line connects with the Moghal Sarai-Gya and Patna-Gya branches of the East Indian railway at Gya, and is worked by the East Indian railway on behalf of the South Behar Company, under an agreement printed in Appendix L, Part II of the Railway Administration Report for 1895-96.</p>																																																			

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.— On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
22 (2)	<b>Southern Mahratta—</b> (3' 3½" gauge).				
	<i>Main line—</i> Portuguese frontier near Dhárwar <i>via</i> Guntakal and Nandyál to Tadêpalli.		509'97		
				<i>Main line—</i>	
				Frontier to Castle Rock . . . . .	3-2-88 3'63
				Castle Rock to Deuli . . . . .	15-6-87 2'75
				Deuli to Dhárwár . . . . .	24-1-87 56'00
				Dhárwár to Hospet . . . . .	1-7-85 101'25
				Hospet to Bellary . . . . .	24-3-84 40'51
				Bellary to Guntakal . . . . .	16-5-87 29'99
				Guntakal to Nandyál . . . . .	11-7-87 90'25
				Nandyál to Cumbum . . . . .	15-6-90 63'18
				Cumbum to Tadêpalli . . . . .	3-10-89 122'41
					509'97
	<i>Branches—</i>				
	Hubli to Harihar ( <i>Harihar branch</i> ) . . . . .	81'00		Hubli to Harihar (temporary station) . . . . .	18-10-86 81'00
	Gadag to Hotgi ( <i>Bijapur branch</i> ) . . . . .	173'08		Temporary station to permanent station . . . . .	21-2-89
				Gadag to Hotgi—	
				For goods traffic . . . . .	1-8-84 173'08
				For passenger traffic . . . . .	15-9-84
	Londa to Poona ( <i>Poona branch</i> ) . . . . .	277'99	532'07	Londa to Belgaum . . . . .	21-3-87 31'00
				Belgaum to Miraj . . . . .	22-12-87 85'01
				Miraj to Koregaon . . . . .	2-5-87 76'00
				Koregaon to Ghorpuri . . . . .	18-11-86 83'07
				Ghorpuri to Poona . . . . .	4-10-90 0'91
					277'99
	Carried over		1,042'04	Carried over	1,042'04

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																																																																																																
<p>The permanent-way is of the ordinary State railway 3' 3<math>\frac{3}{4}</math>" gauge type, except for the portion from the Portuguese frontier to Castle Rock which is laid with 62lb. rails. The line is only partially fenced. The following are the large girder bridges:</p> <p><i>Main line—</i></p> <table border="1"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Hagari . . . . .</td> <td>34</td> <td>of 64</td> </tr> <tr> <td>Tungabhadra . . . . .</td> <td>38</td> <td>" 60</td> </tr> <tr> <td>Burra Nalla . . . . .</td> <td>10</td> <td>" 60</td> </tr> <tr> <td>Banni Nalla . . . . .</td> <td>9</td> <td>" 60</td> </tr> <tr> <td>Kondia . . . . .</td> <td>9</td> <td>" 60</td> </tr> <tr> <td>Dorapilly . . . . .</td> <td>2</td> <td>" 40</td> </tr> <tr> <td>Doratangi . . . . .</td> <td>1</td> <td>" 20</td> </tr> <tr> <td>Dorabhani . . . . .</td> <td>3</td> <td>" 100</td> </tr> <tr> <td></td> <td>2</td> <td>" 150</td> </tr> <tr> <td></td> <td>1</td> <td>" 250</td> </tr> <tr> <td>Budicherla . . . . .</td> <td>1</td> <td>" 66<math>\frac{1}{2}</math></td> </tr> <tr> <td>Gundlacam . . . . .</td> <td>6</td> <td>" 66<math>\frac{1}{2}</math></td> </tr> <tr> <td>Mile 439<math>\frac{1}{2}</math> . . . . .</td> <td>11</td> <td>" 60</td> </tr> <tr> <td>Colair, mile 448 . . . . .</td> <td>8</td> <td>" 40</td> </tr> <tr> <td></td> <td>8</td> <td>" 40</td> </tr> </tbody> </table> <p><i>Harihar branch—</i></p> <table border="1"> <tbody> <tr> <td>Wardha . . . . .</td> <td>15</td> <td>" 60</td> </tr> <tr> <td>Tungabhadra . . . . .</td> <td>16</td> <td>" 60</td> </tr> </tbody> </table> <p><i>Bijapur branch—</i></p> <table border="1"> <tbody> <tr> <td>Bhima . . . . .</td> <td>14</td> <td>" 150</td> </tr> <tr> <td>Gunki . . . . .</td> <td>8</td> <td>" 40</td> </tr> <tr> <td>Don . . . . .</td> <td>8</td> <td>" 100</td> </tr> <tr> <td>Kistna . . . . .</td> <td>21</td> <td>" 150</td> </tr> <tr> <td>Malprabha . . . . .</td> <td>12</td> <td>" 100</td> </tr> </tbody> </table> <p><i>Poona branch—</i></p> <table border="1"> <tbody> <tr> <td>Nira . . . . .</td> <td>12</td> <td>" 50</td> </tr> <tr> <td>Yerla . . . . .</td> <td>10</td> <td>" 60</td> </tr> <tr> <td>Kistna . . . . .</td> <td>14</td> <td>" 150</td> </tr> <tr> <td>Jagnoor . . . . .</td> <td>11</td> <td>" 30</td> </tr> <tr> <td>Ghatprabha . . . . .</td> <td>45</td> <td>" 40</td> </tr> <tr> <td>Márkándyae . . . . .</td> <td>5</td> <td>" 60</td> </tr> <tr> <td></td> <td>1</td> <td>" 100</td> </tr> <tr> <td>Malprabha . . . . .</td> <td>3</td> <td>" 40</td> </tr> <tr> <td></td> <td>5</td> <td>" 20</td> </tr> </tbody> </table> <p><i>Main line—</i></p> <p>The following are the tunnels and covered ways on this line:</p> <table border="1"> <tbody> <tr> <td>Bear's rock . . . . .</td> <td>58<math>\frac{1}{2}</math> feet.</td> </tr> <tr> <td>Castle rock . . . . .</td> <td>1,356 "</td> </tr> <tr> <td>Covered way . . . . .</td> <td>312 "</td> </tr> <tr> <td>Nulla-Mulla hills . . . . .</td> <td>1,560 "</td> </tr> </tbody> </table> <p>The Ghât incline for 3.50 miles from the Portuguese frontier has been constructed for a double line up to formation level.</p> <p>The maximum gradient on the Ghât incline is 1 in 40 and on the rest of the line 1 in 100.</p> <p>On the Bellary-Kistna section, which is now included in the Southern-Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.</p> <p><i>Poona branch—</i></p> <p>The following are the tunnels and covered ways on this line:</p> <table border="1"> <tbody> <tr> <td>Covered way at mile 265<math>\frac{1}{2}</math> . . . . .</td> <td>566 feet.</td> </tr> <tr> <td>Tunnel No. 1 " 264<math>\frac{1}{2}</math> . . . . .</td> <td>545 "</td> </tr> <tr> <td>" " 2 " 259<math>\frac{1}{2}</math> . . . . .</td> <td>611 "</td> </tr> <tr> <td>" " 3 " 214<math>\frac{1}{2}</math> . . . . .</td> <td>503 "</td> </tr> </tbody> </table>		Spans.	Feet.	Hagari . . . . .	34	of 64	Tungabhadra . . . . .	38	" 60	Burra Nalla . . . . .	10	" 60	Banni Nalla . . . . .	9	" 60	Kondia . . . . .	9	" 60	Dorapilly . . . . .	2	" 40	Doratangi . . . . .	1	" 20	Dorabhani . . . . .	3	" 100		2	" 150		1	" 250	Budicherla . . . . .	1	" 66 $\frac{1}{2}$	Gundlacam . . . . .	6	" 66 $\frac{1}{2}$	Mile 439 $\frac{1}{2}$ . . . . .	11	" 60	Colair, mile 448 . . . . .	8	" 40		8	" 40	Wardha . . . . .	15	" 60	Tungabhadra . . . . .	16	" 60	Bhima . . . . .	14	" 150	Gunki . . . . .	8	" 40	Don . . . . .	8	" 100	Kistna . . . . .	21	" 150	Malprabha . . . . .	12	" 100	Nira . . . . .	12	" 50	Yerla . . . . .	10	" 60	Kistna . . . . .	14	" 150	Jagnoor . . . . .	11	" 30	Ghatprabha . . . . .	45	" 40	Márkándyae . . . . .	5	" 60		1	" 100	Malprabha . . . . .	3	" 40		5	" 20	Bear's rock . . . . .	58 $\frac{1}{2}$ feet.	Castle rock . . . . .	1,356 "	Covered way . . . . .	312 "	Nulla-Mulla hills . . . . .	1,560 "	Covered way at mile 265 $\frac{1}{2}$ . . . . .	566 feet.	Tunnel No. 1 " 264 $\frac{1}{2}$ . . . . .	545 "	" " 2 " 259 $\frac{1}{2}$ . . . . .	611 "	" " 3 " 214 $\frac{1}{2}$ . . . . .	503 "	<p>The line from Hotgi <i>via</i> Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company.</p> <p>The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from 5' 6" to 3' 3<math>\frac{3}{4}</math>" gauge on the 16th May 1887.</p> <p>The Bellary-Kistna railway was sanctioned for construction on the 26th September 1833. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.</p>
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Tungabhadra . . . . .	16	" 60																																																																																																															
Bhima . . . . .	14	" 150																																																																																																															
Gunki . . . . .	8	" 40																																																																																																															
Don . . . . .	8	" 100																																																																																																															
Kistna . . . . .	21	" 150																																																																																																															
Malprabha . . . . .	12	" 100																																																																																																															
Nira . . . . .	12	" 50																																																																																																															
Yerla . . . . .	10	" 60																																																																																																															
Kistna . . . . .	14	" 150																																																																																																															
Jagnoor . . . . .	11	" 30																																																																																																															
Ghatprabha . . . . .	45	" 40																																																																																																															
Márkándyae . . . . .	5	" 60																																																																																																															
	1	" 100																																																																																																															
Malprabha . . . . .	3	" 40																																																																																																															
	5	" 20																																																																																																															
Bear's rock . . . . .	58 $\frac{1}{2}$ feet.																																																																																																																
Castle rock . . . . .	1,356 "																																																																																																																
Covered way . . . . .	312 "																																																																																																																
Nulla-Mulla hills . . . . .	1,560 "																																																																																																																
Covered way at mile 265 $\frac{1}{2}$ . . . . .	566 feet.																																																																																																																
Tunnel No. 1 " 264 $\frac{1}{2}$ . . . . .	545 "																																																																																																																
" " 2 " 259 $\frac{1}{2}$ . . . . .	611 "																																																																																																																
" " 3 " 214 $\frac{1}{2}$ . . . . .	503 "																																																																																																																

Appendix 7.  
History of Railways.

APPEL

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
22 (a)	Southern Mahratta— <i>consolid.</i> (3' 3½" gauge).  Brought forward	1,042'04	Brought forward . 1,042'04
	<b>TOTAL</b>	1,042'04	1,042'04
8 (b)	Southern Punjab (Delhi-Samasata)— (5' 6" gauge).  Delhi <i>via</i> Bhatinda to Samasata . . . . . Miles. 400 55 Delhi Brewery to Delhi . . . . . 0'79  <i>Branch—</i> Narwana to Kaithal . . . . . 23'38  <b>TOTAL</b> . . . . . 424'72	Miles. 401'34 23'38 <b>TOTAL</b> . . . . . 424'72	Miles. Delhi <i>via</i> Bhatinda to Samasata 10-11-97 400'55  <i>Branch—</i> Narwana to Kaithal— For goods traffic . . . . . 1-2-99 } 23'38 For passenger traffic . . . . . 8-3-99 }  <b>TOTAL OPEN MILEAGE</b> . . . . . 423'93

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under :					
SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.		
	$\frac{1}{10}$ and less *	$\frac{1}{11}$ to $\frac{1}{100}$	Length	Radii	
<b>MAIN LINE—</b>	Miles.	Miles.	Miles.		
Between miles 0 and 3	2.6	...	...	...	
" " 3½ and 308½	"	232.06	"	"	
" " 0 and 5	"	...	2.11	800 feet.	
" " 234 and 493	"	...	11.98	Varying from 603 feet to 955 feet.	
<b>POONA BRANCH—</b>					
Between miles 1 and 276½	...	108.73	"	"	
" " 21½ and 21½	...	...	0.17	955 feet.	
" " 210 and 277½	"	...	10.06	Varying from 600 feet to 907 feet.	
<b>HARIWAR BRANCH—</b>					
Between miles 0 and 80	...	28.09	...	"	
<b>BIJAPUR BRANCH—</b>					
Between miles 0 and 165½	...	53.74	...	"	
<p>The earthwork and bridges are for a single line. The permanent-way consists of 75lb. flat-footed rails spiked to transverse sleepers of creosoted pine or of deodar.</p> <p>The country traversed is flat. From Delhi to Sujjawalpur (246 miles) it is well irrigated; from Sujjawalpur to Samasata (156 miles) the line skirts the edge of the desert near the land irrigated by inundation canals from the Sutlej.</p> <p>The cuttings are few; but there are long stretches of bank, low for the most part, except where headway is required for canal bridges and near Samasata where there are considerable depressions in the country between the sand hills.</p> <p>For natural waterways few minor bridges are required; but there are a large number of openings of from 18 inches to 75 feet for irrigation channels and canals.</p> <p>The Ghaggar is the only river crossed and for this 22 spans of 40 foot girders have been provided, the openings being at four places in 1½ miles. In the main channels, the piers rest on well foundations. In the spill channels, open foundations have been adopted and the bridges floored.</p> <p>The line between Delhi and Jhind, except for about 10 miles near Rohtak, has been ballasted with stone ballast from Delhi. The rest of the line is ballasted with broken bricks obtained from ruins at Rohtak and Toba-na, and from manufactured brick ballast.</p> <p>There are no gradients steeper than 1 in 333, and of this only 16½ miles near Delhi between miles 941 and 944 from Kurrachee.</p>				<p>The contract between the Secretary of State for India and the Company was executed on the 13th August 1895. The indenture will be found in Appendix M to Part II of the Railway Administration Report for 1895-96. The line, with the exception of the Kaithal branch, was sanctioned on the 21st August 1895; the branch was sanctioned on the 17th March 1898. The line is worked and maintained by the North Western State railway. The indenture for the construction of the Kaithal branch will be found in Appendix M to Part II of the Report for 1899-1900.</p>	

\* Ruling gradient 1 in 40 between miles 0 and 3 on the ghats, the rest of the line is on a ruling gradient of 1 in 100.



NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
24 (a)	South Indian— (3' 3½" gauge).		MADRAS-TUTICORIN SECTION—
	MADRAS-TUTICORIN SECTION—		<i>Main line—</i>
	<i>Main line—</i> Madras (Beach Joint) to Tuticorin (Foreshore) . . . . . 446.58		Madras (Beach Joint to Beach, old) . . . . . 15-1-00 0.11
			Madras Beach, old, to Park zero . . . . . 1-1-79 1.60
			Madras (Park zero) to Tindi- vanam . . . . . 1-9-76 76.05
			Tindivanam to Cuddalore old town . . . . . 1-1-77 52.00
			Cuddalore old town to Porto Novo . . . . . 1-1-77 17.15
			Porto Novo to Chidambaram . . . . . 1-10-78 6.73
			Chidambaram to Coleroon . . . . . 1-7-79 4.58
			Coleroon to Shiyali . . . . . 1-1-78 6.06
			Shiyali to Májavaram . . . . . 1-7-77 12.24
			Májavaram to Tanjore . . . . . 15-2-77 43.76
			Tanjore to Trichinopoly Junction . . . . . 11-3-62 31.14
			Trichinopoly Junction to Madura . . . . . 1-9-75 96.04
			Madura to Tuticorin . . . . . 1-1-76 98.71
			Tuticorin to Foreshore . . . . . 7-8-99 0.41
			446.58
	<i>Branches—</i>		<i>Branches—</i>
	Chingleput (37.16 miles from Madras) to Arkonam (42.50 miles from Madras on the Madras railway) ( <i>Arkonam branch</i> ) . . . . . 39.25		Chingleput to Wálajábád . . . . . 1-8-80 13.66
			Wálajábád to Conjeeveram . . . . . 1-1-81 7.94
			Conjeeveram to Arkonam . . . . . 8-5-65 17.65
			39.25
	Villupuram (101.13 miles from Madras) to the Gingee river to connect with the Pondi- cherry railway ( <i>Pondicherry branch</i> ) . . . . . 16.47		Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river . . . . . 15-12-79 16.47
	Tanjore (220.50 miles from Madras) to Nagore ( <i>Nagore branch</i> ) . . . . . 52.83		Tanjore to Tiruvallúr . . . . . 2-12-61 33.83
			Tiruvallúr to Negapatam . . . . . 15-7-61 14.33
			Negapatam to Nagore . . . . . 1-12-99 4.67
			52.83
	Trichinopoly (251.65 miles from Madras) to Erode Junction (243 miles from Madras on the Madras rail- way, south-west line) ( <i>Erode branch</i> ) . . . . . 87.41		Trichinopoly Junction to Fort . . . . . 11-3-62 2.52
	Madura to Toni Torai . . . . . 91.33		Trichnopoly Fort to Karúr . . . . . 3-12-66 44.65
	Mutanandal to Sivaganga . . . . . 9.00		Karúr to Kodumudi . . . . . 1-7-67 16.70
	Maniyáchi (427.98 miles from Madras) to Tinnevelly ( <i>Tinnevelly branch</i> ) . . . . . 18.23		Kodumudi to Erode . . . . . 1-1-68 23.54
			87.41
	Tinnevelly-Quilon (Travan- core branch) (British sec- tion . . . . . 46.47		Maniyáchi to Tinnevelly . . . . . 1-1-76 18.23
	Cuddalore old town to Wharf ( <i>Wharf branch</i> ) . . . . . 1.54		Cuddalore old town to Wharf . . . . . 7-8-99 1.54
	Carried over . 362.53	446.58	Carried over . 662.31

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way.</p> <p>The original undertaking between Negapatam and Erode, 166.45 miles, was laid between Negapatam and Trichinopoly with rails 68lb. to the yard on creosoted pine sleepers and with the same weight of rail on cast-iron pot sleepers between Trichinopoly and Erode. During the course of renewals with the 50lb. bull-headed rails, the following alterations have been made. Out of Negapatam, 12.72 miles have been relaid with the 50lb. rails on pot sleepers and between Tanjore and Trichinopoly (31.04 miles) the same permanent-way has taken the place of the 68lb. rails. From mile 12.72 out of Negapatam to Tanjore (35.44 miles) the creosoted pine sleepers have been replaced by cast-iron pots. Out of 87.41 miles on the Erode branch, 10.00 miles have been relaid with 52lb. bull-headed rails on the same pots, the remaining 77.41 miles remain as originally laid.</p> <p>The Negapatam branch has been extended to Nagore 4.68 miles, laid with 68lb. second class double headed iron rails on salwood sleepers.</p> <p>The main line from the Beach at Madras to Tuticorin has, with the exception of 0.31 mile through Tanjore station, been completely relaid with 50lb. rails on cast-iron pots replacing between Madras and Tanjore and Trichinopoly and Tuticorin, the 40.3lb. rails on creosoted pine sleepers.</p> <p>From Conjeeveram to Arkonam the original 35lb. rails and wooden sleepers have been replaced with 50lb. rails and pot sleepers.</p> <p>The Pondicherry and Tinnevely branches and the remainder of the Arkonam branch are still laid with the 40.3lb. and 41.4lb. rails on wooden sleepers.</p> <p>The whole of this part of the system is fenced.</p> <p>The Tanjore-Pulliarpatti quarry extension is laid with 68lb. double-headed iron rails and pyinkado sleepers. The ballast is of gravel throughout the line. The ruling gradient is 1 in 85 and is 0.44 mile in length, and the sharpest curve which has a radius of 1,000 feet, 0.15 mile.</p> <p>On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include bridges over the Cheyar, Palar and Chitravati rivers.</p> <p>The rails are of steel, flat-footed, 41.4lb. to the yard (except for 15.43 miles south of the Chitravati, which has been laid with 40lb. second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are laid in sidings.</p> <p>The Madras railway is crossed by an overbridge 1.50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92.</p> <p>On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of waterway.</p> <p>The Madras railway is crossed by an overbridge near Renigunta, where a large station has been built. The rails are of steel, flat-footed, 41.4lb. to the yard, laid partly on Denham-Olphert's cast-iron sleepers, and partly on steel transverse sleepers of the pea-pod pattern.</p> <p>The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Renigunta.</p> <p>This branch, including the Native state section, is being constructed for a single 3' 3.8" gauge line. The ruling</p>	<p>The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the 5' 6" gauge. It was converted to 3' 3.8" gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karur, July 1879; Karur to Erode, December 1879.</p> <p>The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3' 6" gauge.</p> <p>A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the 3' 3.8" gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the 3' 3.8" gauge.</p> <p>The estimates for the extensions from Trichinopoly to Tinnevely and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode and Tinnevely.</p> <p>The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879.</p> <p>The estimate for the Villupuram-Gingee river section was sanctioned in May 1879.</p> <p>This line is required for famine protection purposes of certain districts which suffered severely in 1876-78.</p> <p>The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. The Gudur-Nellore section, 23.71 miles, has been converted to the 5' 6" gauge and was handed over to the Bezwada-Madras railway on the 1st November 1898.</p> <p>On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over together with the Villupuram-Guntakal State railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway.</p> <p>The South Indian Railway Company works, under agreement, the portion (7.84 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—vide Appendix Z to Part II of the Railway Administration Report for 1894-95.</p> <p>The construction of the Eastern section of the line between Paramakudi and Mandapam was commenced in</p>

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
24 (a)	South Indian— <i>concl'd.</i> (3' 3½" gauge).				
	Brought forward . . . 362'63	446'58		Brought forward . . .	662'31
	<b>MADRAS-TUTICORIN SECTION—</b>				
	<i>Branches—</i>				
	Junction to Capper Quarry with main line to buffer end ( <i>Capper Quarry branch</i> ) . . . . .	0'86		Junction with main line to Capper Quarry . . . . .	15-4-00 0'86
	Tuticorin to Buffer end of Senanducolam . . . . .	2'14		Tuticorin to buffer end of Senanducolam salt siding 12-11-99	2'14
	Junction of Senanducolam salt siding to Buffer end of Lenengapuram ( <i>Salt branch</i> ) . . . . .	0'25		Junction of Senanducolam salt siding to buffer end of Lenengapuram . . . . .	12-11-99 0'25
		<u>365'78</u>	<u>446'80</u>	<i>Total Madras-Tuticorin section</i> . . . . .	<u>665'78</u>
			812'58		
	<b>VILLUPURAM-DHARMAVARAM SECTION—</b>			<b>VILLUPURAM-DHARMAVARAM SECTION—</b>	
	<i>Main line—</i>			<i>Main line—</i>	
	Villupuram (101'13 miles from Madras on the South Indian railway) to Dharmavaram (380'37 miles from Madras on the South Indian rail- way) . . . . .	279'18		Villupuram to Tiruvannámalai 17-11-90	41'80
				Tiruvannámalai to Pákala . . . . .	18-3-91 96'55
				Pákala to Váyalpád . . . . .	1-1-92 46'69
				Váyalpád to Dharmavaram—	
				For goods traffic . . . . .	1-3-92 } 94'14
				For passenger traffic . . . . .	20-3-92 } 94'14
					<u>279'18</u>
	<i>Branch—</i>			Pákala to Tirupati west . . . . .	18-3-91 25'05
	Pákala to Gudur ( <i>Nellore branch</i> ) . . . . .	84'10		Tirupati to Gudur . . . . .	15-9-87 59'05
		<u>363'28</u>	363'28		<u>84'10</u>
				<i>Total Vilupuram-Dharmavaram section</i> . . . . .	<u>363'28</u>
	<b>TOTAL</b> . . . . .		1,180'43	<b>TOTAL OPEN MILEAGE</b> . . . . .	*1,033'63

\* Includes 4'79 miles, details of which are not available.

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

Details of construction.			REMARKS.
<p>gradient from Tinnevelly to Shenkottah is 1 in 100, from Shenkottah to Tenmali 1 in 60, from Tenmali to Ponalur 1 in 50, and from Ponalur to Quilon 1 in 100.</p> <p>It is proposed to lay the road with 50lb rails on cast iron pot sleepers.</p> <p>The country in the British territory between Tinnevelly and Shenkottah is moderately easy; the Tambraparni river is the only one of importance crossed.</p> <p>From Shenkottah to Ponalur the line traverses through a very mountainous country, the work on which will be very heavy. At the Ariankavu pass will be a tunnel 2,600 feet in length and at Camp George to minor ones.</p> <p>From Ponalur to Quilon the country traversed is very undulating, and the work will be fairly heavy.</p> <p>The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under:</p>			<p>July 1899 and on the remaining portion between Madura and Paramakudi in January 1900.</p> <p>The British section of this branch forms part of the undertaking of the South Indian Railway Company (Limited). The construction of the British portion between Tinnevelly and Shenkottah was sanctioned on 15th May 1899, and work started in July 1899, but is confined for the present to the first 26 miles out from Tinnevelly.</p> <p>The resurvey of the line between Shenkottah and Quilon through the Travancore territory is nearly completed and work will shortly begin on that length.</p> <p>The Travancore Durbar granted a loan of 7 lakhs in 1899 which will be repaid as soon as the debentures have been raised.</p> <p>The capital for the construction of this branch will be raised by the South Indian Railway Company (Limited) by debentures, the Government of India guaranteeing the interest payable on capital spent in British territory, and the Travancore Durbar similarly paying the interest due for the capital expended in their State.</p> <p>When complete the line will be worked under agreement by the South Indian Railway Company (Limited).</p>
SECTION OF LINE.	Lengths of gradients (1/1 to 1/100).	Length of curves under radius of 1,000 feet.	
<p><b>MAIN LINE —</b></p> <p>Between 282.68 and 289.66 miles from Madras</p> <p>    "    314.97 " 321.57 "    "</p> <p><b>ARCONAM BRANCH —</b></p> <p>Between 56.90 and 57.10 miles from Madras</p> <p>    "    73.59 " 74.15 "    "</p> <p><b>ERODE BRANCH —</b></p> <p>Between 300.31 and 306.88 miles from Madras</p> <p>    "    323.62 " 331.27 "    "</p> <p><b>VILLUPURAM-DHARMAVARAM SECTION —</b></p> <p>Between 121.36 and 125.99 miles from Madras</p> <p>    "    134.66 " 145.91 "    "</p> <p>    "    162.24 " 369.84 "    "</p> <p>    "    198.49 " 198.79 "    "</p> <p><b>PAKALA BRANCH —</b></p> <p>Between 278.16 and 274.34 miles from Madras</p> <p>    "    288.96 " 310.58 "    "</p>	<p>Miles.</p> <p>2.27</p> <p>3.58</p> <p>...</p> <p>...</p> <p>1.73</p> <p>1.84</p> <p>1.15</p> <p>2.33</p> <p>88.94</p> <p>...</p> <p>14.12</p> <p>1.43</p>	<p>Miles.</p> <p>...</p> <p>...</p> <p>0.20</p> <p>0.54</p> <p>...</p> <p>...</p> <p>...</p> <p>...</p> <p>0.30</p> <p>...</p> <p>...</p>	
<p>This branch is being constructed for a single 3' 3 3/8" gauge line, the girder bridges being built to carry 5' 6" gauge girders in the event of the line being converted to that gauge.</p> <p>The ruling gradient is 1 in 200.</p> <p>It is proposed to lay the road with 50lb. rails on cast iron pot sleepers.</p> <p>The country through which the line runs is very flat, no large rivers are crossed, the chief bridging being over feeder channels from the Vaigai river to the village tanks.</p>			

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
10 (b)	Tapti Valley— (5' 6" gauge). Kankra-Khari to Amalner . . . . .	Miles. 155'45	Miles. Kankra-Khari to Vyára— For goods traffic . . 1-12-98 } For passenger traffic . . 3-1-99 } 35'91 Vyára to Chinchpada . . 10-7-99 } 36'55 Chinchpada to Náandarbar . . 8-10-99 } 25'20 Náandarbar to Dondaiche . . 11-11-99 } 21'44 Dondaiche to Nárdána— For goods traffic . . 25-11-99 } For passenger traffic . . 15-3-00 } 19'78 Nárdána to Amalner . . 15-3-00 } 16'59 <hr/> 155'45
28 (a)	Tárakeshwar-Magra— (2' 6" gauge). Tárakeshwar (terminus of the Tarkessur rail- way) to Magra, a station on the East Indian railway . . . . .	31'12	Tárakeshwar to Basua . . 7-11-94 12'50 Basua to Magra . . . . 8-3-95 18'62 <hr/> TOTAL OPEN MILEAGE . . 31'12
1 (d)	Tarkessur— (5' 6" gauge). Seoraphuli (14 miles from Howrah on the East Indian Railway) to Tarkessur in the Hooghly district . . . . .	22'23	Seoraphuli to Tarkessur . . 1-1-85 22'23
30 (a)	Tezpore-Bálpára— (2' 6" gauge). Tezpore Ghât to Bálpára . . . . .	Miles. 20'10	Miles. Tezpore ghât to Bindukuri— For goods traffic . . . . 9-8-94 } 8'10 For passenger traffic . . . . 1-9-95 } Bindukuri to Bálpára . . . . 1-9-95 12'00 <hr/> TOTAL OPEN MILEAGE . . . . 20'10
24 (e)	Tinnevelly-Quilon (Travancore) branch (Native state section)— (3' 3½" gauge).	56'86	

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December, 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is being constructed for a single track. The permanent-way consists of 70lb. flat-footed rails and creosoted pine and teak sleepers. The ruling gradient is 1 in 200 and aggregates 51·78 miles. The minimum radius of curve is 30 or 1,910 feet.</p>	<p>The line has been constructed by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company under contract with the Secretary of State for India, and is being worked as part of their 5' 6" gauge system, on behalf of the promoters. Work was started on such land as was handed over in January 1897, and the whole length was inspected and opened for public traffic with the sanction of Government on 15th March 1900. The indentures will be found in Appendices P and Q to Part II of the Railway Administration Report for 1896-97.</p>
<p>The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lbs. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing. The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water ways, smaller openings being covered with timber tops, arches and stoneware pipes. The line is partially fenced. There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, <i>vis.</i>, 955 feet, the length of which is 14·38 chains.</p>	<p>The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 2·50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.</p>
<p>The permanent-way consists of 74lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham Olphert's latest pattern. The line is fenced and ballasted throughout. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.</p>
<p>The permanent-way consists of flat-bottomed steel rails weighing 30lbs. to the yard, laid on wooden sleepers 2,200 to the mile. The line is unballasted and is single throughout. The ruling gradient is 1 in 125 of which there are 4 in number aggregating 1·10 miles. The narrowest curves between stations are two of 500 feet radius on the first mile for lengths of 294 feet and 450 feet, respectively. In station yards the minimum radius is 300 feet.</p>	<p>The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894, and the final Tramway Order was gazetted on the 1st June 1895.</p>
	<p>For details please see South Indian railway.</p>

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
17(b)	<b>Tirhoot—</b> (3' 3½" gauge).		
	<i>Main line—</i> Semaria ghat on the opposite bank of the Ganges, 4 miles below Mokameh to Bettiah . . . . .	145'87	<i>Main line—</i> Semaria ghat to Dalsinghsarai 1-5-83 22'55 Dalsinghsarai to Samastipur 1-11-75 14'75 Samastipur to Mozufferpore 24-2-77 32'00 Mozufferpore to Motiharee 1-2-83 49'57 Motiharee to Bettiah 20-12-83 27'00 <hr/> 145'87
	<i>Kosi extension—</i> Samastipur to Bhaptiahi . 76'92 Bhaptiahi to Pratapganj . 14'00 Pratapganj to Khanwa ghat . 8'00 <hr/> 98'92	98'92	Samastipur to Durbhunga . 1-11-75 23'00 Durbhunga to Jhanjharpur . 1-2-83 24'00 Jhanjharpur to Ghoghardiha— For goods traffic . 8-4-86 } 13'00 For passenger traffic . 6-5-86 } Ghoghardiha to Nirmala— For goods traffic . 8-4-86 } 6'92 For passenger traffic . 1-11-85 } Nirmala to Bhaptiahi— For goods traffic . 15-11-87 } 10'00 For passenger traffic . 1-1-88 } Bhaptiahi to Pratapganj— For goods traffic . 1-10-88 } 14'00 For passenger traffic . 1-1-89 } Pratapganj to Khanwa ghat 14-11-90 8'00 <hr/> 98'92
	<i>Bairagnia branch—</i> Durbhunga to Dheng . . . . . 57'00 Dheng to Bairagnia ( <i>fair wea- ther line</i> ) . . . . . 3'51 <hr/> 60'51	60'51	Durbhunga to Sitamarhi— For goods traffic . 1-7-90 } 42'00 For passenger traffic . 1-11-90 } Sitamarhi to Righa— For goods traffic . 1-1-91 } 6'00 For passenger traffic . 2-11-91 } Rega to Dheng— For goods traffic . 1-7-91 } 9'00 For passenger traffic . 2-11-91 } Dheng to Bairagnia— For goods traffic . 1-3-92 } 3'51 For passenger traffic . 15-3-92 } <hr/> 60'51
	<i>Jainagar branch—</i> Sakri (74.25 miles from Sema- ria ghat), to Jainagar . . . . . 30'47	30'47	Mozufferpore to Hajeeapore 26-10-84 31'25 Hajeeapore to Sonopore— For goods traffic . 1-8-87 } 3'36 For passenger traffic . 25-4-87 } <hr/> 34'61
	<i>Sonopore branch—</i> Mozufferpore to Sonopore (point of junction with the Company's section) . . . . . 34'61	34'61	Hajeeapore to Hajeeapore ghat 26-10-84 1'89 Hajeeapore branch loop line 2-11-00 3'31 <hr/> 5'20
	<i>Hajeeapore branch—</i> Hajeeapore to Hajeeapore ghat . . . . . 5'20	5'20	Hajeeapore to Bachhwara— For goods traffic . 1-4-00 } 44'46 For passenger traffic . 2-11-00 } Barauni Junction to Thana Bihpur . . . . . 1-3-00 56'17 Sahebpour Kamal to Mon- ghyr ghat . . . . . 7-3-00 7'00 <hr/> 462'74
	<i>Hajeeapore-Katihar extension</i> Hajeeapore to Bachhwara . 44'46 Barauni Junction to Katihar . 110'64 <hr/> 155'10	155'10	<b>TOTAL OPEN MILEAGE . . . . . 462'74</b>
	<i>Monghyr branch—</i> Sahebpour Kamal to Monghyr ghat . . . . . 7'00	7'00	
	<b>Total</b>	<b>537'68</b>	

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is laid partly with iron rails 40lbs. to the yard, and partly with steel rails 41½lb. to the yard, on transverse sleepers of sal and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40lb. iron rails are being replaced with 50lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.</p> <p>The Bairagnia branch is laid with second-hand iron rails 60lbs. to the yard, received from the North Western State railway, the sleepers used being of pyinkado wood from Burma.</p>	<p>The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank, opposite Barh to Durbhunga, in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875.</p> <p>The construction of the line from Dalsinghsarai to Semaria ghat was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route <i>via</i> Bajitpur and the Barh branch was closed.</p> <p>The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876.</p> <p>With the opening of the section from Pratapganj to Khanwa ghat the construction of the Kosi extension project was brought to completion.</p> <p>This line is connected with the Behar section of the Eastern Bengal State railway by means of a ferry across the Kosi river, between Khanwa ghat on the Kosi extension of this line and Ancharghat on the Kosi branch of the Eastern Bengal State railway.</p>



Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
20 (a)	<p>Udaipur-Chitor— (3' 3½" gauge).</p> <p>From Berach near Chitorgarh (550·75 miles from Bombay <i>via</i> the Godhra-Rutlam-Nágdá railway) <i>via</i> Debari to the Ahr river near Udaipur . . . . .</p>	67·30	<p>Berach near Chitorgarh to Debari near Udaipur . . . . . 1-8-95</p> <p>Separate station at Chitorgarh . . . . . 15-8-98</p> <p>Debari to Udaipur . . . . . 25-8-99</p>	<p>60·39</p> <p>0·47</p> <p>6·44</p>
			<p><b>TOTAL OPEN MILEAGE . . . . . 67·30</b></p>	
20 (n)	<p>Vijapur-Kalol— (3' 3½" gauge).</p> <p>Vijapur to Kalol . . . . .</p>	29·60		
9 (c)	<p>Wardha Coal— (5' 6" gauge).</p> <p>Wardha (471·25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora...</p>	44·88	<p>Wardha to mile 18·44 . . . . . 1-2-74</p> <p>Mile 18·44 to mile 40·88 (for coal traffic only) . . . . . 24-12-75</p> <p>Mile 40·88 to Warora (for coal traffic only) . . . . . 26-4-76</p> <p>Mile 18·44 to mile 21 (for public traffic) . . . . . 16-6-77</p> <p>Mile 21 to Warora (mile 44·88), for public traffic . . . . . 7-11-77</p>	<p>18·44</p> <p>22·44</p> <p>4·00</p> <p>44·88</p>
			<p><b>TOTAL OPEN MILEAGE . . . . . 44·88</b></p>	

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The works on the Berach-Debari section are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8½. The permanent-way consists of 41½ lb. flat-footed steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast.</p> <p>The whole line is unfenced.</p> <p>The steepest gradient is 1 in 100 for a length of 0·84 mile (including compensation for curves the length is 1·17 miles) between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length.</p> <p>On the extension from Debari to the Ahr river near Udaipur the works are heavier—there being a tunnel 300 feet long. The permanent-way will be the same as on the Berach-Debari section. The steepest gradient is 1 in 100, aggregating 0·96 mile between miles 61 and 62. The sharpest curve has a radius of 820 feet and is 0·16 mile in length, and occurs at the 61st mile post.</p>	<p>The line was constructed at the expense of the Mewar Durbar.</p> <p>It was sanctioned for construction in February 1894.</p> <p>The line was worked by the Bombay, Baroda and Central India railway up to the 31st December 1897, when the working was taken over by the Mewar Durbar.</p> <p>Work on this section commenced in January 1898.</p>
<p>The ruling gradient is 1 in 200, aggregating in length 1·36 miles. The sharpest curve has a radius of 4,524 feet.</p> <p>The line is to be laid with 41½ lb. steel rails, 24 feet long on deodar sleepers in kunkur ballast.</p>	<p>The survey of this line was carried out by the Bombay, Baroda and Central India Railway Company in 1896.</p> <p>The construction of the line was sanctioned in September 1899.</p> <p>The line is to be constructed for the Baroda Durbar by the Bombay, Baroda and Central India Railway Company.</p>
<p>The line is constructed for a single track. There are 18 miles of 69 lb double-headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stones.</p> <p>The line is fenced throughout.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart.</p> <p>The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874.</p> <p>The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.</p>

Appendix 7.  
History of Railways.

APPENDIX

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this appendix this year

Class No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
23 (a)	<p>West of India Portuguese— (3' 3½" gauge). Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway)</p>	<p>Miles.  51'11</p>	<p>Miles. Mormugao to Sonauli . . . 17-1-87 41'00 Sonauli to the Portuguese frontier . . . 3-2-88 10'11 <b>TOTAL OPEN MILEAGE . . . 51'11</b></p>
22 (a)	<p>Yesvantpur-Mysore frontier— (3' 3½" gauge). Yesvantpur (363.25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier</p>	<p>51'35</p>	<p>Yesvantpur to Dodballapur . . . 15-12-92 19'93 Dodballapur to Mysore frontier . . . 17-9-93 31'42 <b>TOTAL OPEN MILEAGE . . . 51'35</b></p>

## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7  
History of Railways

It has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
<p>The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails.</p> <p>The permanent-way throughout is of the 62lb. Stat-Railway type with 10 sleeper to the rail. The sleepers used are creosoted pine, sal, teak and jamba.</p> <p>The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghats. On the Ghats there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghat incline is not much less than that on the Bhor Ghat on the Great Indian Peninsula railway. The length and situation of gradients up to <math>\frac{1}{100}</math>, and of curves under a radius of 1,000 feet are detailed below:</p>				<p>The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier.</p> <p>Work was commenced on the 22nd February 1882 and the harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.</p>	
SECTION OF LINE	LENGTH OF GRADIENTS.			LENGTH OF CURVES UNDER A RADIUS OF 1,000 FEET.	
	½ and less	1 to ½	1 to 100	720 feet radius.	800 feet radius.
	Miles.	Miles.	Miles.	Miles.	Miles.
Mormugao harbour to mile 1	...	...	...	0'15	0'41
Collem to frontier—					
between 41 and 51 miles	12'42	...	...	...	5'80
between 39'50 and 40'50 miles	...	0'55	...	...	...
between 2'50 and 39'50 miles	...	...	12'18	...	...
<p>The rails used are of the State Railway type, weighing 50lb. to the yard, on the Ghat section, 11 miles in length and 41½ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.</p> <p>On the Ghat section the ruling gradient is 1 in 80, and the sharpest curve of a radius of 623 feet; on the rest of the line the ruling gradient is 1 in 100 and the sharpest curve has a radius of 1,910 feet.</p> <p>The line is ballasted with broken stone in the cuttings and sand and moorum in the banks. It is fenced throughout.</p>				<p>The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.</p>	

## History of Steam tramways outside Municipal limits constructed and

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
36 (c)	<p>Dandot colliery— (2' 0" gauge). Dandot station on the Khewra branch of the North Western State railway to the mouth of the main mine . . . . . 1'89</p> <p>Head of middle incline to shaft No. 10 of outcrop mine . . . . . 1'29</p> <p>Head of upper incline to Pidh coal platform . . . . . 3'00</p>	<p>Miles.</p> <p>Miles.</p> <p>6'18</p>	<p>Miles.</p> <p>Dandot station to the mouth of the main mine (open for coal traffic only) . . . . . 5-7-89 1'89</p> <p>Head of middle incline to shaft No. 10 of outcrop mine . . . . . 1-7-93 1'29</p> <p>Head of upper incline to Pidh coal platform . . . . . 6-6-95 3'00</p> <p><b>TOTAL OPEN MILEAGE . . . . . 6'18</b></p>
36 (d)	<p>Madura District Tramways. (2' 6" gauge). Ammayanakkanur to Kotagudi . . . . . 55'00 Periyakulam to Krishnamanaik's tope . . . . . 5'00 Thene to Kuruvanath . . . . . 33'00</p>	<p>Miles.</p> <p>Miles.</p> <p>93'00</p>	
36 (e)	<p>Parlakimedi— (2' 6" gauge). Naupada to Parlakimedi . . . . .</p>	<p>25'00</p>	.....
36 (a)	<p>Powayan— (2' 6" gauge). Shahjahanpur (310'00 miles from Moghal Sarai on the Oudh and Rohilkhand railway) to Powayan and thence to Mailani on the Rohil- kund and Kumaon railway . . . . .</p>	<p>39'50</p>	<p>Shahjahanpur to Powayan . . . . . 17-6-90 17'00 Powayan to Khotar . . . . . 19-5-91 14'00 Khotar to Mailani . . . . . 22-12-94 8'50</p> <p><b>TOTAL OPEN MILEAGE . . . . . 39'50</b></p>
36 (b)	<p>Thaton-Duyinzaik— (2' 6" gauge). Thaton to Duyinzaik on the Donedamic river . . . . .</p>	<p>7'76</p>	<p>Thaton to Duyinzaik . . . . . 11-2-85 7'76</p>

## DIX 7—concluded.

Appendix 7.  
History of Tramways.

in progress on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.					REMARKS.
<p>The line is partly a double and partly a single track. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. The grades on the inclines vary from 1 in 2'30 to 1 in 17, with minimum curves of a radius of 60 feet. The second section contains a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius. The permanent-way consists of old metre gauge 36 lb. and 40 lb. rails laid on deodar sleepers. There is only one large bridge of 60-foot span, which forms part of one of the inclines on a grade of 1 in 2'50. The line is unfenced. The Pidh extension is of the same construction and grading as the tramway from head of incline to 10 south outcrop mine, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. The length of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, is shown in the following table:</p>					<p>This tramway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.</p>
LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.	
$\frac{1}{10}$ and less.	$\frac{1}{11}$ to $\frac{1}{20}$	$\frac{1}{11}$ to $\frac{1}{100}$	Length.		
Miles.	Miles.	Miles.	Miles.		
2'46	0'06		1'36	Varying from 74 to 450 feet.	
<p>The rails are flat-bottomed steel, weighing 25lb. to the yard, laid on wooden sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The line runs as far as Khotar alongside the public road, thence through forest lands up to Mailani where it joins the Rohilkund and Kumaon railway.</p>					<p>The section from Shahjahanpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailani in February 1894. The tramway is under the management of Messrs. Lyall, Marshall &amp; Co. of Calcutta, who are now the Company's managing agents, with a local manager at Shahjahanpur.</p>
<p>The rails are steel, Vignole's section; the sleepers are of steel and wood. There are no large bridges. The line is ballasted. An aggregate length of 5,600 feet is situated on a grade of <math>\frac{1}{80}</math>, while the total length of curves, under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.</p>					<p>This line is constructed along the public road, which has been specially made in view to tramway communication being established. The Local Government originally guaranteed in 1883 a subsidy of Rs. 8,100 per annum for three years but the amount was reduced from 11th February 1888 to Rs. 6,000 per annum. On the 11th August 1894 the payment of this subsidy ceased altogether. The line now receives a subsidy of Rs. 100 per month.</p>

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**APPENDICES**  
**of**  
**STATISTICS.**

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Appendix 8.  
General results.

APPEN  
General results  
Indian Railways  
(Referred to in paragraphs 15, 20,

GENERAL RESULTS					
Calendar year.	Total mileage open on 31st December.	Total Capital outlay in rupees.	Gross Earnings in thousands of rupees.	TOTAL WORKING EXPENSES IN THOUSANDS OF RUPEES.	
				Amount.	Proportion per cent. to gross earnings.
1	2	3	4	5	6
1896 . . .	20,209	2,68,95,22,650	25,36,14	12,13,84	47.86
1897 . . .	21,070	2,82,19,73,263	25,60,22	12,48,16	48.75
1898 . . .	21,995	2,92,88,83,257	27,45,61	13,03,24	47.47
1899 . . .	23,475	3,09,29,61,160	29,41,34	13,96,66	47.48
1900 . . .	24,707	3,30,34,83,361	31,59,67	15,09,95	47.79

GROSS EARNINGS IN THOUSANDS									
Calendar year.	COACHING TRAFFIC.						Goods		
	1st Class.	2nd Class.	Intermediate Class.	3rd Class.	Other Coaching Traffic.	Total Coaching Traffic (sum of 17 to 21).	Total Goods Traffic (sum of 24 to 28).	General Merchandise.	Coal.
16	17	18	19	20	21	22	23	24	25
1896 . . .	30,49	45,17	55,52	6,90,89	98,19	9,20,26	15,41,74	12,96,62	1,66,14
1897 . . .	29,61	44,90	49,78	6,37,84	1,23,97	8,86,10	15,88,99	13,15,53	1,77,48
1898 . . .	31,63	46,39	49,78	6,30,84	1,10,32	8,68,96	17,88,64	14,89,31	2,08,85
1899 . . .	31,92	48,31	52,33	6,76,76	1,13,26	9,22,58	19,23,74	16,12,81	2,21,64
1900 . . .	32,18	48,54	56,36	7,58,00	1,31,36	10,26,44	20,40,95	16,92,23	2,57,39

Number of passengers and quantity of goods carried, the average distance

PASSENGERS CARRIED AND AVERAGE DISTANCE TRAVELLED BY													
Calendar year.	Total mileage open on 31st December.	1ST CLASS.			2ND CLASS.			INTERMEDIATE CLASS.			3RD CLASS.		
		No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1896 . . .	20,209	613,890	74.65	12.61	3,599,777	47.46	5.03	5,501,414	62.79	3.09	149,793,864	39.28	2.26
1897 . . .	21,070	602,386	75.59	12.28	3,500,234	50.25	4.87	5,007,255	61.64	3.10	140,569,953	38.48	2.27
1898 . . .	21,995	745,251	74.67	12.40	3,714,835	48.22	4.93	5,223,068	58.53	3.13	141,441,868	37.58	2.29
1899 . . .	23,475	666,380	71.78	12.59	3,947,942	43.90	5.32	5,405,529	60.56	3.07	151,275,502	37.58	2.30
1900 . . .	24,707	655,180	74.65	12.59	3,855,736	44.04	5.49	5,913,311	58.93	3.11	164,400,250	39.16	2.31

\* Excludes railways wholly  
 † This column represents the percentage of net earnings on capital outlay but does  
 ‡ Including Revenue stores.  
 § These include Steam-boat. Contribution to Provident Fund



## DIX 8.

of working

treated as one System.

(24, 27, 29, 30, 37 and 47 of Report.)

OF WORKING.											Calendar year,
NET EARNINGS IN THOUSANDS OF RUPEES.		PER MILE WORKED. (EXCLUDING STEAM BOAT).			PER TRAIN MILE. (EXCLUDING STEAM-BOAT).						
Amount.	Percentage of Capital outlay.†	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.				
7	8	9	10	11	12	13	14				15
13,22,30	4.92	12,750	6,080	6,670	385	1.84	2.01				1896
13,12,06	4.65	12,382	6,019	6,363	3.66	1.78	1.88				1897
14,42,37	4.92	12,719	6,022	6,697	3.76	1.78	1.98				1898
15,44,68	4.99	12,800	6,038	6,762	3.78	1.79	1.99				1899
16,49,72	4.99	13,025	6,205	6,820	3.74	1.78	1.96				1900

OF RUPEES.					WORKING EXPENSES IN THOUSANDS OF RUPEES.						Calendar year.
TRAFFIC.			Electric telegraph.	Steam-boat and sundries.	Engineering.	Locomotive.	Carriage and wagon.	Traffic.	General.	Other Expenses. †	
Military Stores.	Railway Material.	Miscellaneous. ‡									
26	27	28	29	30	31	32	33	34	35	36	37
12.57	16.99	49.42	7.69	66.45	3,16,56	4,03,54	1,09,15	2,02,04	1,28,36	53.99	1896
23.69	19.72	52.63	8.11	77.02	3,24,42	4,05,35	1,14,98	2,10,84	1,33,27	59.30	1897
21.20	19.86	49.42	7.51	80.50	3,15,18	4,30,11	1,33,69	2,20,92	1,36,60	66.74	1898
13.07	23.44	52.78	8.72	86.30	3,43,05	4,71,99	1,34,23	2,31,97	1,42,62	72.80	1899
13.79	18.27	59.27	7.93	84.35	3,62,24	5,29,30	1,39,84	2,51,01	1,47,80	81.76	1900

travelled by each, and the train-mileage run by railways in India.

EACH.		TRAIN-MILES RUN.			GOODS TRAFFIC.			Calendar year.
TOTAL NO. OF PASSENGERS CARRIED.		Coaching.	Total train-mileage. (sum of 17 and 19).	Goods.	Tonnage carried.	Average distance carried.	Average rate charged in pies.	
No.	Average distance carried.							
15	16	17	18	19	20	21	22	23
159,508,945	39.98	28,240,082	65,377,354	37,137,272	32,471,335	141.32	6.45	1896
149,679,828	39.22	32,191,978	69,503,470	37,311,492	33,698,617	142.85	6.34	1897
151,125,022	38.53	30,425,592	72,523,953	42,098,361	36,350,900	162.12	5.99	1898
161,295,353	38.48	31,428,498	77,294,429	45,865,931	40,598,520	152.92	5.96	1899
174,824,483	40.09	34,328,845	84,058,264	49,729,419	43,615,289	153.57	5.85	1900

under construction, vide paragraph 40 of Report.

not represent the gain or loss to the State, for which information Appendix 30 should be consulted.

and Special and miscellaneous expenditure.

Appendix 9.  
Earnings by systems.

APPEN

Gross earnings in thousands of rupees

(Referred to in paragraphs

N. B.—A reference to Appendix 2 will furnish the key to

Calendar Year.	Gauge																				
	5' 6".											4' 6".									
	E. B. SYSTEM.				NORTH WESTERN SYSTEM.			G. I. P. SYSTEM.				B. B. & C. I. SYSTEM.			Nix's G. STATE SYSTEM.						
Class No.	1	2		3	4	5	6	7	8			9			10			11			
E. I.	5' 6" gauge. (a)	other gauge. (b) to (e)	Total.	B. C.	B. N.	E. C.	P. I. §	O. & H.	Com-mercial section.	Mili-tary section.	Total.	G. I. P. (a) to (e)	I. M. (f) to (j)	Total.	B. B. & C. I. (a) to (d) & (k)	E. M. (e) to (i).	Total.	Nix's (a) & (b)	H. G. V. (c)	Total.	
																					<b>PASSENGER TRAFFIC.</b>
1896.	1,67,96	47,02	Included with 5' 6" gauge section.	47,02	5,84	14,39	12,20	...	34,85	89,83	11,55	1,01,38	80,58	20,20	1,00,78	51,60	67,94	1,19,54	8,38	...	6,38
1897.	1,59,01	44,19		44,19	6,19	12,39	13,56	...	32,35	87,99	10,78	98,72	62,48	19,41	81,99	88,38	55,99	94,32	7,77	...	7,77
1898.	1,68,09	45,62		45,62	6,11	12,04	13,18	...	36,90	97,18	11,01	1,08,19	54,64	20,18	74,82	31,41	87,59	89,00	7,22	...	7,22
1899.	1,72,54	47,87		47,87	6,29	19,47	19,92	...	38,48	99,59	11,40	1,10,85	68,60	21,13	94,73	42,22	61,07	1,04,29	7,56	9	7,65
1900.	1,84,94	52,21		52,21	6,59	30,46	24,06	...	42,84	1,06,24	11,87	1,18,11	67,61	21,55	89,16	48,28	58,74	1,07,02	7,82	8,20	11,08
<b>PARCELS AND LUGGAGE.</b>																					
1896.	11,48	4,31	Included with 5' 6" gauge section.	4,31	31	1,00	41	...	2,06	7,48	1,12	8,58	12,06	2,14	14,20	5,82	5,67	11,49	76	...	76
1897.	15,21	2,40		2,40	46	1,20	46	...	2,44	13,94	1,95	15,89	11,96	2,56	14,52	6,15	6,69	12,84	86	...	86
1898.	14,50	4,05		4,05	61	1,11	50	...	2,47	10,52	1,34	11,86	12,86	2,51	15,37	6,23	8,26	12,49	92	...	92
1899.	15,34	4,82		4,82	58	1,42	85	...	2,61	8,78	1,20	9,98	14,14	2,34	17,48	5,93	5,62	11,55	91	1	92
1900.	18,41	3,61		3,61	49	2,89	1,45	...	2,20	9,82	1,42	11,24	15,51	3,30	18,81	6,43	5,96	12,39	98	21	1,19
<b>GOODS TRAFFIC.</b>																					
1896.	3,59,23	56,06	34,15	90,21	3,25	42,64	10,01	4,01	45,50	1,65,27	19,04	1,84,31	2,43,90	33,01	2,76,91	1,03,68	1,84,87	2,38,75	24,38	...	24,38
1897.	4,18,21	57,21	31,85	89,06	3,86	42,38	11,35	3,52	42,66	1,81,28	19,28	2,00,56	2,02,94	39,14	2,42,08	97,54	1,30,24	2,27,78	28,24	...	28,24
1898.	4,16,02	54,25	33,31	87,56	2,54	49,05	11,76	3,65	49,49	2,46,46	17,39	2,63,85	2,74,62	41,94	3,16,56	1,18,50	1,88,37	2,77,07	31,45	...	31,45
1899.	4,47,26	55,11	37,03	92,74	3,38	63,64	20,54	3,83	57,89	2,28,35	16,65	2,40,00	2,72,16	51,76	3,23,92	1,28,17	1,98,45	3,21,62	34,22	53	34,75
1900.	4,79,08	60,16	43,11	1,03,27	5,26	91,62	32,08	4,38	55,74	1,78,38	17,59	1,95,27	2,52,59	84,60	3,37,19	1,32,11	2,28,06	3,60,17	42,56	6,76	49,32
<b>TOTAL GROSS EARNINGS. ¶</b>																					
1896.	5,57,02	87,93	63,59	1,51,52	9,33	68,69	24,05	4,41	86,97	2,73,31	33,27	3,06,58	3,49,54	58,37	4,07,91	1,66,21	2,14,97	3,81,18	34,58	...	34,58
1897.	6,07,14	89,35	58,91	1,48,26	11,38	62,00	28,57	3,94	85,16	3,04,50	34,96	3,39,46	2,88,32	64,48	3,52,80	1,46,57	1,99,99	3,46,56	37,77	...	37,77
1898.	6,17,18	86,81	61,10	1,47,91	10,25	68,79	27,67	4,28	98,52	3,68,25	31,47	3,99,72	3,53,23	67,83	4,21,06	1,62,67	2,28,52	3,91,19	40,77	...	40,77
1899.	6,55,07	90,53	67,45	1,57,98	11,40	90,73	43,42	4,47	1,11,31	3,44,93	30,68	3,75,61	3,62,54	79,88	4,42,42	1,82,07	2,67,26	4,49,33	44,23	68	44,86
1900.	7,06,48	96,16	78,78	1,74,94	13,33	1,29,75	60,48	5,39	1,16,76	3,08,46	32,41	3,40,87	3,46,29	1,13,17	4,59,46	1,88,92	2,99,16	4,88,08	52,69	10,63	63,32
<b>NET EARNINGS.</b>																					
1896.	3,76,21	52,99	37,42	90,41	3,47	29,28	5,29	2,19	43,51	1,23,88	74	1,24,62	1,64,74	24,36	1,89,10	91,27	1,17,67	2,09,94	17,67	...	17,67
1897.	4,24,74	47,82	33,20	81,02	4,90	29,79	8,69	1,49	96,97	1,52,88	2,18	1,54,56	1,01,77	98,29	1,80,06	65,98	1,04,06	1,70,02	19,95	...	19,95
1898.	4,18,02	50,47	32,99	83,46	3,68	33,64	6,51	1,49	53,08	1,96,98	-40	1,96,58	1,50,03	30,26	1,80,29	88,08	1,29,55	2,17,63	23,70	...	23,70
1899.	4,37,30	45,20	38,11	84,01	4,42	47,21	15,15	1,93	60,77	1,78,90	-7,19	1,71,71	1,67,15	34,47	2,01,62	96,31	1,52,78	2,49,09	26,87	36	27,23
1900.	4,60,79	50,24	44,39	94,63	5,50	77,13	20,55	1,73	56,72	1,44,61	-2,47	1,44,14	1,64,50	59,53	2,24,02	88,33	1,64,35	2,52,66	30,81	4,31	35,08

\* Open only for goods traffic. † Excluding Hardwar-Dehra railway for which information is not available. ¶ This includes earnings from electric telegraph, steam  
NOTE.—For net earnings of individual  
NOTE.—For earnings per mile worked and per

**DIX 9.**  
of each Railway Administration.

**Appendix 9.**  
Earnings by systems.

15 and 37 of Report.)  
the code letters used to express railway systems.

		3' 3 1/2"													2' 6"					2' 0"				Gauge.	
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	Class: No.	
MADRAS SYSTEM.		H. D.	D. S.	A. B.	Deo gh ar.	B. & N. W.	R. and K.	J. B.	U. O.	B. G. J. P.	S. M.	W. I. P.	S. I.	Bur-ma.	M. R. W.	B. L.	B. P.	B. K. L.	T. B.	C. C.	D. H.	H. A.	H. S.	Jor-hat	Calen- dar year.
<b>PASSENGER TRAFFIC.</b>																									
40,81	...	43	1,10	8,69	26 1/2	20,90	4,56	5,02	90	10,62	32,39	60	46,96	37,24	2,34	...	...	...	...	8 1/2	2,27	...	...	11 1/2	1896
40,02	...	39	1,15	5,07	26	21,81	4,62	4,57	82	9,75	27,12	41	49,27	41,81	2,26	18	...	...	...	1	2,25	...	...	10	1897
34,91	...	42	1,11	6,83	27	23,04	5,28	4,58	85	8,57	18,12	36	43,36	41,73	2,06	17	67 1/2	...	32 1/2	...	2,25	1,83	67	12	1898
30,14	40	46	1,16	8,58	29	25,85	5,44	5,17	90	9,87	16,55	45	41,93	41,01	2,19	19	58	45 1/2	37	...	2,06	2,38	69	12	1899
35,37	84	58	1,28	9,07	31	29,45	5,37	4,56	82	9,28	25,16	49	47,73	48,72	2,16	23	67	67	39	...	2,20	2,39	70	12	1900
<b>PARCELS AND LUGGAGE.</b>																									
4,43	...	6	9	12	Information not available.	73	37	36	4	40	2,33	Information not available.	1,56 1/2	1,06	11	...	...	...	...	...	58	...	...	...	1896
4,93	...	6	10	19	Information not available.	86	41	37	4	43	2,25	Information not available.	1,61	1,14	14	2	...	...	...	...	55	...	...	...	1897
4,78	...	7	10	31	Information not available.	87	44	38	4	48	2,83	Information not available.	1,71	1,33	16	2	...	...	...	...	72	...	...	...	1898
4,54	8	7	12	40	Information not available.	99	35	34	5	50	2,19	Information not available.	1,71	1,32	15	2	...	...	...	...	59	...	...	...	1899
5,04	22	8	12	42	Information not available.	1,18	49	41	5	50	2,62	Information not available.	1,88 1/2	1,55	15	2	...	...	...	...	61	...	...	...	1900
<b>GOODS TRAFFIC.</b>																									
62,12	...	2,06	4,72	2,17	4	28,73	5,99	6,98	88	9,92	53,84	1,53	41,63	35,48	1,25	...	...	...	...	23	4,74	...	...	76	1896
68,06	...	2,27	6,40	4,24	4	28,29	5,66	6,86	34	9,71	61,73	81	40,04	41,76	1,30	85	...	...	...	10	4,43	...	...	85	1897
66,52	...	1,96	6,67	5,36	5	32,49	7,28	8,4	51	10,01	48,85	1,11	39,00	44,53	1,36	1,09	6	...	49	2	4,32	5	4	83	1898
69,05	35	2,03	7,42	6,17	4	41,44	8,99	14,62	1,09	11,09	54,24	3,43	41,99	43,00	1,67	1,32	6	1	52	9	4,27	11	4	83	1899
69,27	61	2,49	7,70	6,72	4	40,07	8,50	12,64	2,36	12,85	55,89	1,77	39,73	57,07	1,74	97	9	2	50	5	5,01	15	5	73	1900
<b>TOTAL GROSS EARNINGS ¶</b>																									
1,10,97	...	2,70	6,47	6,19	30	57,87	12,55	12,85	1,35	21,78	91,63	2,97	92,33	76,09	3,87	...	...	...	...	26	7,82	...	...	90	1896
1,17,38	...	2,86	8,20	9,91	30	59,94	12,51	12,40	1,23	21,11	94,08	1,90	94,84	86,76	4,27	1,08	...	...	...	11	7,44	...	...	96	1897
1,09,89	...	2,69	8,37	13,08	32	64,76	14,96	13,60	1,44	20,04	71,70	2,31	87,65	89,91	3,76	1,30	74	...	86	2	7,55	1,90	76	96	1898
1,07,73	84	2,73	9,22	16,20	33	77,83	17,38	20,84	2,11	22,43	75,87	5,72	87,90	88,26	4,20	1,56	66	46	95	9	7,15	2,51	73	96	1899
1,13,39	176	3,49	9,67	17,10	35	80,47	16,91	18,22	3,18	23,68	86,89	3,34	91,95	1,10,30	4,23	1,24	77	69	96	5	8,09	2,56	76	87	1900
<b>NET EARNINGS.</b>																									
54,59	...	1,31	2,12	33	11	32,42	4,57	8,13	54	10,74	39,69	-79	41,37	29,86	1,82	...	...	...	...	...	3,66	...	...	14	1896
60,97	...	1,45	2,55	72	11	33,70	5,08	8,11	43	9,32	40,42	-1,60	44,24	38,82	2,11	22	...	...	...	-32	3,40	...	...	14	1897
55,51	...	1,15	2,87	54	7	36,87	7,24	8,09	62	8,28	21,39	-1,10	39,38	37,88	1,64	24	21	...	20	-1,22	3,48	79	21	20	1898
50,97	80	1,18	4,71	8,23	6	41,51	8,69	12,72	1,05	10,79	24,44	164	40,95	35,79	1,70	65	12	8	26	-35	2,57	1,13	21	-6	1899
54,37	1 01	1 94	4,81	8,64	7	40,89	8,76	10,13	1,86	11,75	30,60	-66	45,29	48,95	1,59	42	21	19	26	-25	3,62	1,23	27	-15	1900

† Total coaching traffic. § Excluding Karaikkal-Peralam and Pondicherry railways. ¶ Excluding Pondicherry railway.  
boat and other items not shown in details above.  
railways, see Appendix 30.  
train-mile, see Appendices 19 and 20.

Appendix 10.  
Grain traffic.

APPE

Grain imported into, and exported

Note.—The figures under "imported" against sea ports represent the quantity brought in by rail and river, the greater portion of which is intended

(Referred to in para

Calendar year.	BRITISH PROVINCES (EXCLUDING CHIEF SEA PORTS)																			
	BERGAL.		BOMBAY.		SIND.		MADRAS.		NORTH-WESTERN PROVINCES AND OUDH.		PUNJAB.		CENTRAL PROVINCES.		BENAR.		ASSAM.		TOTAL BRITISH PROVINCES.	
	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.
<b>WHEAT.</b>																				
1896	3,193	24,937	16,934	13,882	1,533	44,824	3,084	984	50,166	61,313	5,856	119,744	5,421	66,540	1,139	4,161	366	14	88,624	135,324
1897	15,477	8,190	27,894	18,768	715	45,345	3,039	306	29,950	176,990	14,479	149,308	17,663	13,370	13,397	177	181	14	131,735	611,765
1898	17,038	37,27	16,324	74,565	4,123	93,235	2,981	183	5,176	306,197	4,320	486,477	5,775	88,856	10,909	397	224	41	61,640	1,177,802
1899	13,620	89,550	30,357	101,500	2,240	47,328	3,027	874	6,040	371,151	22,321	331,191	7,889	64,993	16,960	168	165	207	110,636	1,209,397
1900	19,496	74,072	115,438	7,036	5,207	34,216	3,720	670	11,337	419,414	49,460	183,798	36,323	12,987	26,651	170	3,121	51	270,793	1,344,112
<b>RICE.</b>																				
1896	149,845	518,919	26,470	3,963	3,222	10,919	19,679	145,577	76,310	20,178	11,636	4,988	482	58,977	11,566	74,55,902	52,113	138,375	823,244	
1897	313,419	400,020	57,369	3,319	1,065	29,514	23,291	185,158	149,607	20,220	37,415	5,116	87,989	81,443	14,734	79,16,246	74,661	617,585	769,526	
1898	81,965	556,533	33,368	8,570	890	39,347	46,229	79,732	28,684	47,732	32,683	4,391	7,021	61,511	16,479	33,48,144	44,619	390,464	843,466	
1899	189,443	781,665	149,792	7,303	889	34,018	21,867	155,767	46,303	57,407	28,521	4,250	67,937	65,218	30,982	474,32,642	89,563	599,378	1,161,664	
1900	137,725	1,130,565	442,688	7,120	1,665	29,878	59,088	145,567	118,569	42,705	32,405	6,222	316,171	10,086	37,811	318,24,089	81,366	1,171,711	1,451,866	
<b>OTHER GRAINS AND PULSE.</b>																				
1896	16,356	358,103	69,232	112,114	6,515	43,857	57,811	44,925	371,930	40,573	40,807	154,415	33,004	33,423	3,399	21,155	22,128	78	413,585	808,696
1897	41,757	193,037	146,418	33,690	6,909	95,901	46,479	99,280	181,243	82,014	84,752	96,559	19,407	25,288	9,524	7,040	19,108	216	625,618	632,800
1898	60,000	147,161	79,338	59,071	5,226	42,271	95,046	17,268	67,218	139,790	30,479	102,269	13,863	72,535	5,108	19,217	21,401	111	377,685	598,703
1899	73,221	307,270	214,794	80,141	2,694	58,193	47,392	138,093	76,955	403,212	130,178	20,342	16,882	60,242	18,817	28,316	21,012	399	602,845	1,186,217
1900	29,962	477,315	307,188	16,375	2,694	89,379	54,389	143,519	86,304	599,015	108,231	97,979	21,074	28,007	65,500	6,241	16,930	301	952,272	1,452,151

DIX 10.

Appendix 10.  
Grain traffic.

from the several Provinces.

(for export out of India by sea. The figures shown under head "exported" represent the quantity sent out by rail and river and not by sea.

graph 18 of Report.)

NATIVE STATES.								CHIEF SEA PORTS.										GRAND TOTAL.		Cal-endar year.
RAJPUTANA AND CENTRAL INDIA.		NIZAM'S TERRITORY.		MYSORE.		TOTAL NATIVE STATES.		CALCUTTA.		BOMBAY.		KURACHL.		MADRAS PORTS.		TOTAL SEA PORTS.		Im-ported.	Ex-ported.	
Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.			
<b>WHEAT.</b>																				
37,482	52,103	2,730	1,257	2,720	402	42,932	53,768	77,415	913	125,785	1,222	119,327	23	1,271	223	323,798	2,383	455,424	391,540	1896.
46,012	61,420	4,013	184	2,351	75	53,276	21,683	81,774	2,143	24,347	14,399	135,284	12	473	340	242,875	16,894	427,886	449,955	1897.
13,800	33,702	3,808	639	943	77	18,553	34,418	273,448	2,277	346,485	2,169	313,183	2	397	318	933,513	4,757	1,013,706	1,216,377	1898.
100,447	22,098	4,639	1,880	2,539	208	107,625	25,092	212,280	3,866	216,376	6,938	364,960	80	406	352	794,022	11,216	1,012,283	1,046,231	1899.
297,119	5,335	12,188	233	3,490	292	312,797	6,263	16,263	22,831	20,897	37,491	112,383	730	356	1,667	219,004	62,719	803,494	803,494	1900.
<b>RICE.</b>																				
28,370	752	10,134	703	22,883	4,280	61,322	5,744	433,917	123,826	10,188	8,631	10,229	293	54,994	20,899	509,328	153,557	909,095	983,125	1896.
26,593	1,143	30,153	270	16,657	6,304	73,408	7,717	359,555	453,213	4,557	21,841	20,731	172	152,872	29,035	537,723	554,261	1,268,716	812,814	1897.
20,151	2,116	25,618	803	19,970	10,595	65,739	13,516	517,508	55,253	18,598	18,357	33,894	84	59,002	53,512	628,002	127,211	984,205	984,196	1898.
31,083	3,008	28,414	390	23,493	51,813	81,980	55,216	655,245	92,929	33,763	122,265	20,705	81	117,342	26,322	827,058	247,604	1,418,416	1,459,487	1899.
56,825	825	94,190	494	34,877	2,945	185,832	4,264	715,382	148,403	7,696	449,359	28,724	150	55,906	109,587	806,708	707,547	2,165,711	2,165,709	1900.
<b>OTHER GRAINS AND PULSE.</b>																				
54,522	52,769	2,997	19,695	5,143	39,743	62,652	132,260	189,789	34,636	124,082	12,416	22,762	1,065	39,873	26,995	376,500	75,142	852,745	1,016,004	1896.
51,940	60,046	10,046	55,153	7,375	124,107	69,301	239,300	130,521	42,419	38,296	39,905	51,698	1,195	57,826	13,872	278,341	97,361	973,260	969,587	1897.
21,242	112,131	7,606	20,085	12,976	49,763	52,124	180,979	161,169	21,670	181,655	4,207	48,667	451	84,771	39,325	416,263	65,653	846,072	846,335	1898.
215,293	35,461	7,489	57,740	6,801	39,322	229,583	132,425	283,715	45,523	100,217	62,155	80,719	374	69,153	32,631	633,804	140,680	1,466,222	1,459,322	1899.
395,774	30,663	34,236	42,649	8,244	44,759	438,254	118,071	251,890	66,011	776,846	152,824	93,047	775	31,675	55,092	454,297	274,702	1,844,923	1,844,922	1900.

Appendix II.  
Number of Passengers.

Number of passengers carried on each railway, and average

APPEN

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key

GAUGE.	5' 6" GAUGE.														
	1			2			3			4			5		
	EAST INDIAN.			EASTERN BENGAL STATE.			BENGAL CENTRAL.			BENGAL-NAGPUR.			EAST COAST STATE.		
CLASS No.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
Calendar year.															
<b>1ST CLASS PASSENGERS.</b>															
1896	65.3	126'21	15'43	49.7	53'95	13'22	2.7	38'44	9'81	6.7	84'06	13'58	3.8	43'81	18'41
1897	66.0	120'60	15'23	47.3	55'47	13'25	2.7	43'92	9'63	7.0	74'37	13'85	4.6	44'02	17'78
1898	70.4	124'42	15'24	46.6	52'19	13'23	3.2	37'82	9'72	6.0	103'08	13'53	4.8	53'35	17'18
1899	70.3	120'23	15'63	49.1	51'45	12'84	3.2	39'12	12'00	6.7	112'13	13'59	6.8	91'54	15'91
1900	70.5	121'44	15'1	45.0	53'72	13'53	2.3	43'22	14'00	8.6	117'42	13'66	7.2	130'11	15'23
<b>2ND CLASS PASSENGERS.</b>															
1896	206.9	122'50	6'50	144.3	43'80	6'32	33.0	22'52	4'84	17.2	74'82	5'41	21.3	23'60	8'28
1897	199.2	124'53	6'36	114.0	51'72	6'13	29.8	27'84	4'85	15.6	85'16	5'65	26.4	23'91	8'57
1898	212.4	118'96	6'43	127.0	50'78	6'21	39.2	26'93	4'85	18.7	77'88	5'85	19.4	29'21	8'24
1899	210.8	111'14	6'76	125.9	51'20	6'23	27.0	29'03	6'09	25.9	79'51	5'78	29.0	56'55	7'56
1900	215.1	122'14	6'54	119.1	51'09	6'58	25.9	22'97	7'39	27.8	77'55	8'18	29.7	70'22	6'79
<b>INTERMEDIATE CLASS PASSENGERS.</b>															
1896	1,191.3	59'38	3'35	948.0	32'43	3'31	116.3	31'91	3'03	41.0	48'25	2'84	1.6	59'55	4'50
1897	1,273.4	54'47	3'32	814.2	33'74	3'02	88.0	36'98	3'34	40.3	47'31	2'85	2.5	59'09	4'50
1898	1,447.2	52'94	3'29	895.5	32'65	3'03	56.1	37'84	3'26	42.6	43'86	2'82	8.0	51'94	4'48
1899	1,464.8	52'26	3'33	939.9	30'43	3'02	55.9	34'19	3'50	49.8	52'87	2'83	10.0	85'60	4'39
1900	1,618.5	52'39	3'28	931.3	28'68	3'09	61.3	32'28	3'48	53.8	64'82	2'93	15.5	93'90	4'47
<b>3RD OR LOWEST CLASS PASSENGERS.</b>															
1896	17,190.9	62'50	2'51	9,887.3	29'76	2'50	1,611.0	20'04	2'95	2,194.2	58'90	1'98	2,752.5	32'92	2'00
1897	16,690.2	60'69	2'51	8,939.8	30'95	2'50	1,536.1	22'74	2'93	2,060.3	52'52	2'00	2,913.6	34'35	2'02
1898	17,664.3	60'48	2'51	9,406.6	30'22	2'50	1,614.5	21'90	2'94	2,179.2	48'15	1'99	2,706.0	31'53	2'13
1899	18,410.6	59'75	2'51	10,372.4	29'71	2'50	1,645.4	22'43	2'92	2,854.5	60'72	1'98	3,720.0	38'66	2'48
1900	19,823.7	59'80	2'51	11,344.0	29'74	2'50	1,693.6	22'41	2'66	3,603.6	71'98	2'11	4,407.0	39'21	2'47
<b>TOTAL OF ALL CLASSES.</b>															
1896	18,654.4	63'19	2'73	11,029.3	30'29	2'70	1,763.0	26'89	3'04	2,259.1	58'90	2'08	2,779.2	32'92	2'08
1897	18,228.8	61'17	2'74	9,935.3	31'56	2'70	1,656.6	23'68	3'03	2,123.2	52'73	2'11	2,947.1	34'30	2'10
1898	19,394.3	60'79	2'73	10,565.7	30'77	2'70	1,713.0	22'57	3'03	2,246.5	48'46	2'12	2,738.2	31'60	2'43
1899	20,156.5	60'01	2'73	11,487.3	30'10	2'63	1,731.5	22'95	3'03	2,936.9	60'88	2'09	3,765.8	39'02	2'60
1900	21,727.8	60'07	2'72	12,489.4	29'95	2'68	1,783.1	22'79	3'11	3,693.8	72'02	2'20	4,459.4	39'75	2'60
<b>AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.</b>															
1896			0'72			1'02			†			1'32			1'07
1897			0'72			1'18			1'45			1'49			1'19
1898			0'73			1'13			1'49			1'76			1'51
1899			0'75			1'25			1'43			1'03			1'25
1900			0'76			1'24			1'24			0'74			1'02
<b>AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.</b>															
1896			2'01			1'70			†			0'76			1'01
1897			2'02			1'58			1'58			0'62			0'91
1898			2'00			1'56			1'54			0'36			0'90
1899			1'98			1'43			1'60			1'00			1'35
1900			1'96			1'43			1'87			1'46			1'58

N.B.—Excludes Calcutta Port Commissioners'

\* Excludes Cooch Behar (2' 6" gauge) railway. † Included with Eastern Bengal State railway.

DIX II.

distance travelled by, and average rate charged to, each.

20 of Report.)

to the code letters used to express railway systems.

Appendix II.  
Number of Passengers.

5' 6" GAUGE—continued.															GAUGE.
7			8			9						10			CLASS : No.
ODDH AND ROHILKHAND STATE.			NORTH WESTERN STATE.			GREAT INDIAN PENINSULA SYSTEM.						B., B. & C I SYSTEM			Calendar Year.
						GREAT INDIAN PENINSULA. (a) to (e).			INDIAN MIDLAND. (f) to (j).			B. B. & C I. (a) to (d), (j) and (k).			
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	
<b>1ST CLASS PASSENGERS.</b>															
23,0	85'91	11'46	51,5	120'67	10'95	100,0	90'85	10'97	12,4	178'36	11 01	137,0	21'26	9'82	1896.
21,3	90'13	11'15	54,8	133'47	10'51	94,0	89'48	10'71	12,6	174'08	10'40	122,6	21'60	9'74	1897.
22,5	90'75	11'26	154,3	51'29	10'41	107,1	87'30	10'72	11,4	197'83	10'41	143,1	19'67	9'67	1898.
22,0	93'20	11'37	52,6	116'12	10'89	111,6	87'18	10'95	12,4	186'02	10 80	155,4	20'39	9'71	1899.
29,1	87'14	11'52	48,2	125'33	10'72	105,5	88'12	10 96	11,9	175 95	10 56	148,8	20'56	9'66	1900.
<b>2ND CLASS PASSENGERS.</b>															
68,4	88'62	4'95	158,4	123'99	4'43	764,6	51'20	3'95	40,4	155 63	4'64	1,218,0	14'62	4'75	1896.
68,4	98'96	4'58	187,4	122'14	4'18	749,7	53'67	3'72	43,7	161'84	4'35	1,134,5	15'63	4'63	1897.
72,3	93'19	4'13	196,2	157'62	3'75	882,6	45'74	3'72	45,8	169'89	4'36	1,311,3	13'06	4'57	1898.
68,8	101'03	5'36	173,6	106'38	4'61	946,8	41'55	4'14	43,2	156'46	4'58	1,469,1	14'80	4'65	1899.
91,4	86'18	5'31	170,5	106'43	4'84	908,4	36 62	4'49	37,6	150'66	5'26	1,430,9	14'62	4'20	1900.
<b>INTERMEDIATE CLASS PASSENGERS.</b>															
142,1	46'55	4'00	1,001,4	61'69	3'01	429,1	115'97	3'00	402,6	78'87	2'98	549,0	99'59	2'99	1896.
244,9	43'71	3 69	864,7	62'54	3'01	321,8	118'04	3'00	360,9	76'67	2'98	364,9	109'36	2'32	1897.
395,3	41'66	3'36	700,9	67'72	3 01	321,9	110'71	3'00	353,2	77'03	2'97	305,3	106'61	2'99	1898.
347,0	44'30	3'34	714,5	64'83	3'01	364,4	114'62	3'00	319,1	82'03	3'00	383,3	110'61	2'99	1899.
392,0	45'15	3'37	916,6	65'32	3'01	465,3	106'37	3'00	292,4	83'37	2'97	404,4	107 50	2'99	1900.
<b>3RD OR LOWEST CLASS PASSENGERS.</b>															
5,782,1	43'94	2'50	14,173,9	50'07	2'26	16,145,1	36'29	1'95	1,383,3	68'58	2'54	15,566,0	19'26	2'38	1896.
4,735,7	44'83	2 50	13,512,3	51'15	2'26	13,317,5	33'09	1'92	1,330,8	69'74	2'55	12,403,7	17'62	2'98	1897.
5,485,9	43'57	2'50	15,300,9	50'52	2'26	12,939,9	28 00	1'90	1,411,9	69'20	2'55	12,146,5	14'49	2'27	1898.
5,954,9	42'47	2'50	16,286,3	44'08	2'26	14,721,7	29'32	1'91	1,659,5	100'14	2'25	14,898,2	16'08	2'30	1899.
6,482,4	42'46	2'51	17,954,4	50'06	2'26	16,211,7	28'93	1'91	1,884,8	61'28	2'55	15,865,5	18'22	2'32	1900.
<b>TOTAL OF ALL CLASSES.</b>															
5,515,6	44'74	2'67	15,385,2	51'62	2'44	17,438,8	22'02	2'26	1,838,7	73'48	2'87	17,470,0	21'48	2'64	1896.
5,070,3	45'70	2'68	14,619,2	53'04	2'44	14,483,0	36 41	2'27	1,748,0	74'23	2'87	14,025,7	19'88	2'64	1897.
3,976,0	44'22	2'68	16,352,3	52'26	2'43	14,251,4	31'42	2'34	1,822,3	74'05	2'87	13,906,2	16'44	2'64	1898.
6,392,7	43'22	2'67	17,257,0	45'82	2'42	16,144,5	32'36	2'34	2,034,2	69'42	2'88	16,906,0	18'68	2'64	1899.
6,994,9	43'37	2'71	18,189,7	51'59	2'41	17,690,9	31'72	2'31	2,226,7	66'51	2'85	17,849,6	19'97	2'60	1900.
<b>AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.</b>															
	1 23				1'32			1'54			1'51			1'31	1896.
	1'40				1'19			2'17			1'51			1'83	1897.
	1'20				1'13			2'34			1'45			1'40	1898.
	1'12				1'19			1'91			1'66			1'39	1899.
	1'31				1'30			1'65			1'63			1 39	1900.
<b>AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.</b>															
	1'44				1'12			0'72			1'36			1'30	1896.
	1'38				1'25			0'10			1'32			0'76	1897.
	1'48				1'29			0'00			1'42			1'19	1898.
	1'55				1'23			0'43			1'22			1'21	1899.
	1'40				1'11			0'66			1'22			1 17	1900.

railway which is open for goods traffic only  
 † Excludes Gwalior Light (2 0" gauge). § Third class by mail trains. || Third class by other than mail trains.  
 ¶ Includes Godhra Rutlam-Nagda (5' 6" gauge) railway but excludes Gaekwar's Dabhol and Rajpipla (2' 6" gauge) railways.

Appendix II.  
Number of Passengers.

Number of passengers carried on each railway, and average

APPEN

(Referred to in paragraph  
N. B.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6" GAUGE —concluded										
CLASS : No.	10			11						12		
	B. B. C. I. SYSTEM.			NIZAM'S GUARANTEED STATE SYSTEM						MADRAS		
	Rajputana-Malwa. (a) and (i).			Nizam's Guaranteed State (a) and (b).			Hyderabad-Godavari Valley (c)			Madras. (a) and (b).		
Calendar year.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
<b>1ST CLASS PASSENGERS.</b>												
1896	20,1	100.69	13.60	7,6	89.13	15.00	...	...	...	28,7	134.84	10.69
1897	19,4	93.19	13.20	6,5	94.51	14.36	...	...	...	30,3	137.48	9.74
1898	20,9	88.86	13.34	8,5	81.81	15.10	...	...	...	27,3	133.62	11.23
1899	20,5	92.36	13.52	7,9	89.70	15.24	1	...	...	26,1	136.35	10.83
1900	20,8	84.47	13.34	7,0	82.31	15.13	2,2	68.47	11.56	24,1	141.60	11.31
<b>2ND CLASS PASSENGERS.</b>												
1896	75,3	91.68	6.09	38,1	80.76	4.65	...	...	...	123,4	85.88	4.75
1897	80,8	82.38	5.60	37,4	85.88	4.37	...	...	...	121,7	93.59	4.46
1898	91,4	79.11	5.89	35,4	86.53	4.59	...	...	...	116,4	90.19	4.85
1899	83,0	84.13	6.09	39,5	87.65	4.69	7	...	...	131,1	88.61	4.73
1900	75,4	81.68	6.33	36,5	77.86	4.95	12,6	64.73	5.06	131,1	88.89	4.71
<b>INTERMEDIATE CLASS PASSENGERS.</b>												
1896	267,0	70.67	2.99	133,2	39.24	2.50	...	...	...	...	...	...
1897	218,5	70.94	2.99	277,9	39.22	2.50	...	...	...	...	...	...
1898	227,2	68.75	2.99	257,9	35.18	2.50	...	...	...	...	...	...
1899	259,5	68.78	2.98	255,8	35.12	2.50	...	...	...	...	...	...
1900	275,3	68.17	2.98	246,1	35.65	2.50	...	...	...	...	...	...
<b>3RD OR LOWEST CLASS PASSENGERS.</b>												
1896	11,383,5	49.54	2.00	1,053,5	49.71	2.00	...	...	...	10,775,8	32.79	2.10
1897	10,218,0	47.16	2.00	969,3	50.12	2.00	...	...	...	11,259,5	30.74	2.09
1898	10,505,9	47.22	2.00	913,1	50.23	2.00	...	...	...	9,399,9	31.45	2.10
1899	10,834,6	48.44	2.02	918,6	51.99	2.00	17,9	...	...	8,134,5	28.24	2.11
1900	10,741,4	46.95	2.00	1,015,5	50.70	2.00	573,7	48.22	2.00	8,936,3	30.97	2.11
<b>TOTAL OF ALL CLASSES.</b>												
1896	12,245,9	50.35	2.11	1,422,4	48.37	2.33	...	...	...	10,927,9	33.57	2.26
1897	10,545,7	48.03	2.12	1,293,1	49.09	2.33	...	...	...	11,411,5	31.71	2.25
1898	10,845,4	48.02	2.12	1,209,9	48.37	2.37	...	...	...	9,543,6	32.49	2.30
1899	11,107,6	49.31	2.13	1,221,8	49.90	2.38	18,7	43.35	2.23	8,291,7	29.54	2.36
1900	11,112,9	47.78	2.12	1,305,1	48.91	2.34	588,5	48.82	2.13	9,091,5	32.10	2.32
<b>AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.</b>												
1896			0.83			0.95			...			1.01
1897			0.93			0.88			...			0.96
1898			0.81			0.85			...			1.07
1899			0.78			0.82			1.44			1.19
1900			0.87			0.87			1.32			1.11
<b>AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.</b>												
1896			1.29			1.38			...			1.25
1897			1.15			1.45			...			1.29
1898			1.31			1.39			...			1.23
1899			1.35			1.56			0.84			1.17
1900			1.25			1.47			0.81			1.21

\* Excludes Godhra-Rutlam-Nagda (5' 6" gauge) railway. † Third class by mail trains. ‡ Third class by other than mail trains.



## DIX II—continued.

distance travelled by, and average rate charged to, each.

Appendix II.  
Number of Passengers.

so of Report).

to the code letters used to express railway systems.

SYSTEM.			3' 3 3/4" GAUGE.												GAUGE.	CLASS No.	Calendar year.
			13			14			15			16					
Nilgiri. (c)			BENGAL DOOARS.			DIBRU-SADIYA.			ASSAM-BENGAL.			DEOGHUR.					
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.			
<b>1ST CLASS PASSENGERS.</b>																	
...	...	...	4	23'18	30'85	3,8	23'53	20'73	1,0	54'18	15'73	8	4'79	20'04	1896		
...	...	...	6	17'73	31'17	3,8	20'84	22'28	2,7	67'81	15'75	1,0	4'79	20'04	1897		
...	...	...	6	23'72	25'35	4,1	19'48	22'14	3,3	65'77	15'27	2	4'79	20'04	1898		
1,5	19'04	76'00	5	23'80	26'27	4,3	21'39	21'92	3,8	61'92	15'07	1,0	4'79	20'04	1899		
3,2	21'55	76'00	6	23'69	27'36	3,8	21'86	22'18	3,9	63'76	15'23	1,0	4'79	20'04	1900		
<b>2ND CLASS PASSENGERS.</b>																	
...	...	...	1,6	18'25	17'74	2,5	26'38	10'81	4,2	43'85	8'20	...	...	...	1896		
...	...	...	1,5	17'11	18'36	2,3	24'35	11'04	5,7	48'42	8'08	...	...	...	1897		
...	...	...	1,5	23'59	14'02	2,9	21'58	11'31	6,6	54'94	7'69	...	...	...	1898		
2,9	16'19	38'00	1,6	21'19	14'88	2,9	23'17	11'28	8,7	54'89	7'73	...	...	...	1899		
5,7	19'56	38'00	1,5	19'67	16'20	2,9	22'30	11'31	9,2	53'22	7'62	...	...	...	1900		
<b>INTERMEDIATE CLASS PASSENGERS.</b>																	
...	...	...	1,1	22'07	5'00	...	...	...	...	...	...	...	...	...	1896		
...	...	...	1,2	24'59	4'90	...	...	...	...	...	...	...	...	...	1897		
...	...	...	1,2	24'70	4'82	...	...	...	...	...	...	...	...	...	1898		
...	...	...	1,6	23'47	4'61	...	...	...	...	...	...	...	...	...	1899		
...	...	...	1,5	21'90	4'98	...	...	...	5,2	43'28	4'50	...	...	...	1900		
<b>3RD OR LOWEST CLASS PASSENGERS.</b>																	
...	...	...	147,2	16'48	3'00	210,8	21'91	4'00	675,7	33'77	3'00	190,2	4'79	5'41	1896		
...	...	...	129,8	16'58	3'00	231,9	21'17	4'00	938,2	32'76	3'00	179,7	4'79	5'69	1897		
...	...	...	145,6	16'04	3'00	229,0	20'44	4'02	1,208,2	34'49	3'00	188,9	4'79	5'53	1898		
45,6	10'97	7'42	161,4	16'03	3'00	236,7	20'55	4'00	1,410,1	37'21	3'00	222,0	4'79	5'11	1899		
74,5	11'84	7'39	217,9	15'35	3'00	272,3	20'30	4'00	1,532,5	36'20	3'00	231,0	4'79	4'27	1900		
<b>TOTAL OF ALL CLASSES.</b>																	
...	...	...	150,3	16'56	3'30	217,1	21'99	4'41	680,9	33'87	3'07	191,0	4'79	5'48	1896		
...	...	...	133,1	16'89	3'34	238,0	21'20	4'36	946,6	32'95	3'12	180,7	4'79	5'76	1897		
...	...	...	148,9	16'22	3'31	236,0	20'44	4'42	1,218,1	34'68	3'10	189,9	4'79	5'60	1898		
50,0	11'52	13'37	165,1	16'16	3'30	243,9	20'59	4'85	1,422,6	36'87	3'10	222,0	4'79	5'18	1899		
83,4	12'75	15'10	221,5	15'45	3'24	279,0	20'34	4'35	1,546,8	36'37	3'09	232,0	4'79	5'34	1900		
<b>AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.</b>																	
...	...	...	...	3'48	...	...	2'16	...	...	1'81	...	...	...	...	1896		
...	...	...	...	3'00	...	...	3'06	...	...	2'07	...	...	...	...	1897		
...	...	...	...	3'90	...	...	3'36	...	...	1'82	Information not furnished.	...	...	...	1898		
...	...	...	...	3'78	...	...	3'00	...	...	1'25	...	...	...	...	1899		
...	...	...	...	3'43	...	...	2'52	...	...	1'37	...	...	...	...	1900		
<b>AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.</b>																	
...	...	...	...	-0'18	...	...	2'25	...	...	1'26	...	...	...	...	1896		
...	...	...	...	0'34	...	...	1'30	...	...	1'05	...	...	...	...	1897		
...	...	...	...	-0'59	...	...	1'06	...	...	1'28	Information not furnished.	...	...	...	1898		
...	...	...	...	-0'48	...	...	1'86	...	...	1'85	...	...	...	...	1899		
...	...	...	...	-0'22	...	...	1'83	...	...	1'72	...	...	...	...	1900		

§ Intermediate class introduced from 1st October 1900. || Excludes Bengal-Dooars extensions.

Appendix I.  
Number of Passengers.

## Number of passengers carried on each railway, and average

APPEN

(Referred to in paragraph  
N.B. - A reference to Appendix 2 will furnish the

GAUGE.		3' 3 1/2" GAUGE - continued.														
CLASS No.		17			18			19			20			21		
		BENGAL AND NORTH-WESTERN.			ROHILKUND AND KUMAON.			Jodhpur-Bikaner.			Udaipur-Chitor.			Bhavnagar-Gondal-Jumgaod-Porbandar.		
Calendar year.		Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
<b>1ST CLASS PASSENGERS.</b>																
1896	.	16.4	29'59	21'06	4.3	50'44	27'78	1.6	70'24	18'00	5	50'32	13'96	6.3	50'43	10'05
1897	.	17.9	21'46	21'24	4.5	52'38	27'32	1.4	71'15	18'00	3	62'05	14'35	7.2	47'23	11'08
1898	.	16.5	28'44	21'43	4.7	53'33	27'02	1.7	79'26	18'00	4	67'19	16'34	8.5	48'99	11'10
1899	.	17.5	33'27	17'03	4.6	52'74	26'64	1.2	80'32	18'00	8	36'82	18'00	7.8	48'65	11'01
1900	.	17.2	40'96	12'67	4.6	50'02	26'37	1.0	78'89	18'00	4	...	17'96	6.7	45'48	11'13
<b>2ND CLASS PASSENGERS.</b>																
1896	.	23.5	33'76	9'96	14.7	57'62	12'90	6.9	67'41	6'00	1.7	46'88	7'80	52.2	41'08	5'44
1897	.	25.3	32'05	10'01	15.8	68'26	10'23	7.2	70'47	6'00	1.5	51'17	7'74	56.4	42'98	5'45
1898	.	24.6	31'94	10'17	17.4	69'98	9'77	7.0	68'82	6'00	1.4	56'42	8'56	58.0	41'20	5'45
1899	.	25.3	41'13	7'87	15.9	63'57	12'17	6.9	69'76	6'00	1.3	51'55	9'00	60.8	42'71	5'44
1900	.	28.7	46'63	6'06	15.9	69'51	9'82	7.1	66'80	6'00	1.1	57'32	9'00	49.3	42'04	5'44
<b>INTERMEDIATE CLASS PASSENGERS.</b>																
1896	.	78.0	20'78	4'85	9.7	38'63	4'00	...	...	...	...	...	...	...	...	...
1897	.	68.4	24'82	4'86	9.6	38'74	4'00	...	...	...	...	...	...	...	...	...
1898	.	62.2	26'10	5'01	10.7	40'13	4'00	...	...	...	2.2	52'06	4'00	...	...	...
1899	.	65.7	33'65	4'01	11.7	39'41	4'01	...	...	...	1.9	51'34	3'00	1.5	50'88	4'00
1900	.	79.7	42'97	3'06	11.5	40'54	3'75	...	...	...	2.4	56'04	3'00	42.6	38'08	4'82
<b>3RD OR LOWEST CLASS PASSENGERS.</b>																
1896	.	5,447.2	34'25	2'00	930.1	33'38	2'23	840.3	54'43	2'00	199.2	36'32	2'25	2,023.4	33'87	2'75
1897	.	5,776.0	33'97	2'00	950.2	33'23	2'20	761.1	54'61	2'00	179.8	36'52	2'25	1,853.8	33'37	2'75
1898	.	6,143.7	33'86	2'00	1,088.2	33'52	2'20	760.0	54'42	2'00	176.1	41'24	2'05	1,570.3	34'01	2'75
1899	.	6,986.3	35'54	2'00	1,139.7	33'88	2'20	869.1	54'47	2'00	186.2	42'84	2'00	1,813.0	34'27	2'75
1900	.	7,939.4	33'88	2'00	1,186.0	34'64	2'18	778.5	53'58	2'00	165.9	43'00	1'99	1,738.0	32'63	2'75
<b>TOTAL OF ALL CLASSES.</b>																
1896	.	5,565.1	34'23	2'10	958.8	33'88	2'70	848.8	54'57	2'08	201.4	36'45	2'35	2,081.9	34'12	2'87
1897	.	5,887.6	33'84	2'10	980.1	39'87	2'67	769.7	54'79	2'08	181.6	36'70	2'35	1,917.4	33'70	2'89
1898	.	6,247.0	33'76	2'10	1,121.0	34'23	2'62	768.7	54'62	2'09	180.1	41'54	2'20	1,636.8	34'34	2'93
1899	.	7,094.8	33'57	2'07	1,171.9	34'42	'59	877.2	54'63	2'07	190.2	42'96	2'12	1,883.1	34'62	2'90
1900	.	8,065.0	34'03	2'06	1,218.0	34'64	2'53	786.6	53'73	2'07	169.8	43'28	2'13	1,836.6	33'05	2'93
<b>AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.</b>																
1896	.			0'76			1'25			0'80						1'41
1897	.			0'77			1'07			0'72						1'53
1898	.			0'82			1'05			0'89			1'50			1'81
1899	.			0'90			1'08			0'84			1'35			1'53
1900	.			0'94			1'02			0'98			1'35			1'52
<b>AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.</b>																
1896	.			1'34			1'45			1'28						1'46
1897	.			1'33			1'60			1'36						1'56
1898	.			1'28			1'57			1'20			0'70			1'10
1899	.			1'17			1'51			1'23			0'77			1'37
1900	.			1'12			1'51			1'09			0'78			1'41

\* Included with Rajputana-Malwa railway.

† Fares by mail train between Madras and

## DIX II—continued.

distance travelled by, and average rate charged to, each.

Appendix II.  
Number of Passengers.

20 of report.)

key to the code letters used to express railway systems.

3' 3 3/4" GAUGE—concl'd.												2' 6" GAUGE.			GAUGE.
22			23			24			25			26			CLASS: No.
Southern Mahratta.			WEST OF INDIA PORTUGUESE.			SOUTH INDIAN.			BURMA.			MORVI.			Calendar year.
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	
<b>1ST CLASS PASSENGERS.</b>															
18,0	97'25	11'44	1,9	16'70	12'00	22,7	52'00	11'73	20,8	61'62	13'87	1,9	52'92	14'75	1896
18,9	89'07	11'37	1,2	17'61	12'00	22,5	52'55	11'83	24,6	55'67	13'80	1,8	56'83	14'36	1897
16,2	100'90	11'33	1,1	20'30	12'00	23,9	56'71	11'68	28,8	48'81	13'97	2,5	53'35	14'30	1898
15,6	88'57	11'33	1,9	15'41	12'00	23,8	54'05	11'65	30,3	48'92	13'83	1,9	54'42	14'64	1899
17,0	93'96	11'26	1,7	18'29	12'00	27,1	51'11	11'62	28,3	54'40	14'35	1,6	58'15	14'65	1900
<b>2ND CLASS PASSENGERS.</b>															
57,0	96'44	5'06	11,1	12'96	6'00	240,4	38'66	3'84	255,3	30'26	5'28	7,5	52'06	7'34	1896
54,7	94'16	4'89	8,7	14'28	6'00	192,1	40'45	4'65	288,2	26'38	5'54	8,7	54'18	7'21	1897
47,9	91'72	5'01	8,5	14'34	6'00	118,6	45'58	5'69	229,1	26'62	6'64	9,8	53'83	7'26	1898
69,9	75'33	5'32	11,0	14'07	6'00	105,8	47'51	5'85	238,7	25'84	6'46	9,2	54'02	7'38	1899
68,4	79'67	5'34	12,5	14'72	6'00	105,3	55'16	5'21	215,9	30'98	6'83	8,7	56'24	7'35	1900
<b>INTERMEDIATE CLASS PASSENGERS.</b>															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1896
...	...	...	...	...	...	...	...	...	36,1	193'00	3'34	...	...	...	1897
...	...	...	...	...	...	...	...	...	103,7	90'67	3'74	...	...	...	1898
...	...	...	...	...	...	...	...	...	86,7	60'75	3'70	...	...	...	1899
...	...	...	...	...	...	...	...	...	‡	...	...	...	...	...	1900
<b>3RD OR LOWEST CLASS PASSENGERS.</b>															
7,396,5	38'83	2'00	237,2	17'31	2'50	13,722,7	31'09	1'99	7,443,3	29'94	2'94	328,0	41'73	3'01	1896
6,346,9	37'56	2'00	174,1	15'80	2'50	13,975,9	32'16	2'00	8,725,5	28'62	2'87	300,5	43'94	2'91	1897
3,781,6	40'66	2'00	154,4	15'37	2'50	12,755,0	30'91	1'99	9,694,9	27'33	2'65	263,6	42'68	3'01	1898
3,167,0	43'30	2'00	209,0	14'16	2'50	12,626,6	30'18	2'00	9,698,9	27'59	2'66	281,1	43'70	3'00	1899
5,305,0	41'10	2'00	229,3	13'90	2'50	13,239,4	32'81	1'200	10,601,6	27'15	3'01	282,9	43'15	3'00	1900
<b>TOTAL OF ALL CLASSES.</b>															
7,471,5	39'42	2'11	250,2	17'11	2'68	13,985,8	31'27	2'06	7,719,4	30'04	3'08	337,4	41'44	3'21	1896
6,420,5	38'19	2'12	184,0	15'74	2'72	14,190,5	32'30	2'06	9,074,4	29'28	3'02	311,0	44'30	3'14	1897
3,845,7	41'55	2'17	164,0	15'35	2'76	12,897,5	31'09	2'07	10,056,5	28'03	2'83	275,9	43'17	3'33	1898
3,252,5	44'21	2'21	221,9	14'16	2'76	12,756,2	30'37	2'07	10,054,6	27'90	2'82	292,3	44'10	3'27	1899
5,390,4	41'75	2'14	243,5	13'98	2'78	13,371,8	33'10	2'07	10,845,8	27'31	3'16	293,2	43'57	3'25	1900
<b>AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.</b>															
	1'09			5'46				0'92			1'33			1'68	1896
	1'11			8'86				0'95			1'21			1'56	1897
	1'52			9'01				1'07			1'27			2'16	1898
	1'44			5'18				0'94			1'29			2'28	1899
	1'27			8'01				0'92			1'29			1'92	1900
<b>AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.</b>															
	1'02			-2'78				1'14			1'75			1'53	1896
	1'01			-6'14				1'11			1'81			1'58	1897
	0'65			-6'25				1'00			1'56			1'17	1898
	0'77			-2'42				1'13			1'53			0'99	1899
	0'87			-5'23				1'15			1'87			1'33	1900

Tuticorin raised to 2'50 pies per mile from 1st November 1900.

‡ Intermediate class abolished.

Appendix II,  
Number of Passengers.

Number of passengers carried on each railway, and average

APPE

(Referred to in paragraph  
N.B.—A reference to Appendix 2 will furnish the

2' 6" GAUGE.—concluded.

GAUGE.		2' 6" GAUGE.—concluded.										
CLASS: No.	27			28			29			30		
Calendar Year.	BĀRSI.			TĀRAKESHWAR-MĀGRA.			RĀNAGHAT-KRISHNAGAR.			TEZPUR-BĀLIPARA.		
	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
<b>1ST CLASS PASSENGERS.</b>												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	3	...	...	...	...	...
<b>2ND CLASS PASSENGERS.</b>												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	8	21'26	11'44	...	...	...	...	...	...	...	...	...
1898	8	23'21	14'85	...	...	...	...	...	...	...	...	...
1899	7	21'35	23'56	...	...	...	...	...	...	...	...	...
1900	7	21'37	22'02	...	...	...	...	...	...	...	...	...
<b>INTERMEDIATE CLASS PASSENGERS.</b>												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	11,7	...	...	...	...	...
<b>3RD OR LOWEST CLASS PASSENGERS.</b>												
1896	†	...	...	...	...	...	...	...	...	...	...	...
1897	57,2	18'95	3'00	...	...	...	...	...	...	...	...	...
1898	49,7	19'44	3'00	§371,1	...	...	...	...	...	118,5	...	...
1899	54,0	20'48	3'00	§326,3	...	...	§156,5	...	...	136,8	...	...
1900	64,5	20'65	3'00	§393,1	...	...	226,2	...	...	144,9	...	...
<b>TOTAL OF ALL CLASSES.</b>												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	58,0	18'98	3'13	...	...	...	...	...	...	...	...	...
1898	50,5	19'50	3'22	371,1	...	...	...	...	...	118,5	...	...
1899	54,7	20'49	3'26	326,3	...	...	156,5	...	...	136,8	...	...
1900	65,2	20'66	3'21	393,1	...	...	218,2	...	...	144,9	...	...
<b>AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.</b>												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	...	...	‡	...	...	...	...	...	...	...	...	...
1898	...	...	5'93	...	...	...	...	...	...	...	...	...
1899	...	...	2'97	...	...	...	...	...	...	...	...	...
1900	...	...	3'02	...	...	...	...	...	...	...	...	...
<b>AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.</b>												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	...	...	‡	...	...	...	...	...	...	...	...	...
1898	...	...	2'71	...	...	...	...	...	...	...	...	...
1899	...	...	0'29	...	...	...	...	...	...	...	...	...
1900	...	...	0'19	...	...	...	...	...	...	...	...	...

N. B.—Excludes Cherra-Companyganj railway which has been closed from  
 † Upper class. ‡ Lower class. ‡ Information not available. § Total shown under 3rd or lowest class as details by classes not available.

## DIX II—concluded.

distance travelled by, and average rate charged to, each.

Appendix II.  
Number of Passengers.

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key to the code letters used to express railway systems.

2' 0" GAUGE.												GAUGE.
32			33			34			35			CLASS: No.
DARJEELING-HIMALAYAN.			HOWRAH-AMTA.			HOWRAH-SHEAKHALLA.			JORHAT.			Calendar year.
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	
<b>1ST CLASS PASSENGERS.</b>												
4,9	45'55	52'00	...	...	...	...	...	...	...	...	...	1896
4,8	44'77	52'41	...	...	...	...	...	...	...	...	...	1897
4,2	42'40	60'18	7	...	...	9	...	...	...	...	...	1898
4,1	42'02	56'48	6	...	...	5	...	...	...	...	...	1899
4,7	41'58	55'22	4	...	...	4	...	...	...	...	...	1900
<b>2ND CLASS PASSENGERS.</b>												
11,9	39'01	30'06	...	...	...	...	...	...	...	...	...	1896
11,7	43'55	27'70	...	...	...	...	...	...	...	...	...	1897
12,6	40'10	29'74	...	...	...	...	...	...	...	...	...	1898
11,8	39'68	28'53	...	...	...	...	...	...	...	...	...	1899
10,8	38'68	29'40	...	...	...	...	...	...	...	...	...	1900
<b>INTERMEDIATE CLASS PASSENGERS.</b>												
...	...	...	...	...	...	...	...	...	...	...	...	1896
...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	24,0	...	...	13,0	...	...	...	...	...	1898
...	...	...	28,4	...	...	14,0	...	...	...	...	...	1899
...	...	...	28,0	...	...	12,2	...	...	...	...	...	1900
<b>3RD OR LOWEST CLASS PASSENGERS.</b>												
46,3	30'87	12'57	...	...	...	...	...	...	56,7	...	...	1896
45,4	34'29	11'41	...	...	...	...	...	...	57,2	...	...	1897
44,4	27'81	14'23	604,9	...	...	271,0	...	...	58,3	...	...	1898
44,8	27'80	13'04	737,5	...	...	275,8	...	...	62,0	...	...	1899
49,1	26'96	14'52	744,0	...	...	286,3	...	...	60,4	...	...	1900
<b>TOTAL OF ALL CLASSES.</b>												
63,1	33'55	20'88	...	...	...	...	...	...	56,7	...	...	1896
61,9	36'85	19'26	...	...	...	...	...	...	57,2	...	...	1897
61,2	31'34	22'56	629,6	...	...	284,9	...	...	58,3	...	...	1898
60,7	33'14	20'88	766,5	...	...	290,3	...	...	62,0	...	...	1899
64,6	29'99	21'84	772,4	...	...	298,9	...	...	60,4	...	...	1900
<b>AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.</b>												
	5'34	...	...	...	...	...	...	...	...	...	...	1896
	6'90	...	...	...	...	...	...	...	...	...	...	1897
	7'44	...	...	...	...	...	...	...	...	...	...	1898
	7'56	...	...	...	...	...	...	...	...	...	...	1899
	5'76	...	...	...	...	...	...	...	...	...	...	1900
<b>AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.</b>												
	15'54	...	...	...	...	...	...	...	...	...	...	1896
	12'36	...	...	...	...	...	...	...	...	...	...	1897
	15'12	...	...	...	...	...	...	...	...	...	...	1898
	13'32	...	...	...	...	...	...	...	...	...	...	1899
	17'08	...	...	...	...	...	...	...	...	...	...	1900

the 25th March 1900 and subsequently abandoned

Appendix 12.  
Coaching earnings.

APPE

Gross earnings in thousands of rupees from

(Referred to in

N. B.—A reference to Appendix 2 will furnish the key to

GAUGE.	5' 6" GAUGE.												3' 3 1/2" GAUGE						
	1	2		3	4	5	7	8	9		10		11		12		13	14	15
	Class: No	E. B. SYSTEM.		B. C.	B. N.	E. C.	O. & E.	N. W.	G. I. P. SYSTEM.		B. B. & O. I. SYSTEM.		N. S. G. SYSTEM.		M. SYSTEM.		B. D.	D. S.	A. B.
E. I.		5' 6" gauge.	Other gauges.						G. I. P. (a) to (e).	I. M. (f) to (j).	J. B. & C. I. (a) to (d) & (j) & (k).	R. M. (e) to (i).	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) & (b).	N. (c).			
Calendar year.																			
<b>1ST CLASS PASSENGERS.</b>																			
1896 . .	6,62	1,09	75	5	40	23	1,18	3,55	5,19	1,27	1,49	1,43	58	..	2,01	..	2	10	4
1897 . .	6,31	1,11	70	6	37	26	1,12	3,96	4,68	1,18	1,34	1,25	46	..	1,99	..	2	9	15
1898 . .	6,94	1,02	65	6	44	30	1,20	4,26	5,23	1,23	1,42	1,28	55	..	2,01	..	2	9	17
1899 . .	6,88	1,13	56	7	53	52	1,22	3,77	5,55	1,30	1,60	1,33	56	..	2,00	11	2	11	18
1900 . .	6,77	1,13	58	7	71	74	1,53	3,64	5,31	1,18	1,54	1,20	49	9	2,00	28	2	10	20
<b>2ND CLASS PASSENGERS.</b>																			
1896 . .	8,57	1,17	91	19	36	34	1,56	4,42	8,05	1,51	4,41	2,19	75	..	2,47	..	3	4	8
1897 . .	8,31	1,09	83	21	38	33	1,60	4,37	7,73	1,59	4,28	2,15	77	..	2,54	..	3	3	12
1898 . .	8,47	1,19	90	27	42	30	1,69	6,01	7,81	1,77	4,08	2,22	73	..	2,57	..	3	4	15
1899 . .	8,61	1,21	83	24	62	64	1,66	4,73	8,45	1,72	5,29	2,22	85	1	2,37	9	3	4	19
1900 . .	8,95	1,21	87	23	85	74	2,18	4,57	7,78	1,55	5,10	2,03	82	20	2,36	22	3	4	20
<b>INTERMEDIATE CLASS PASSENGERS.</b>																			
1896 . .	12,34	3,30	1,55	64	29	2	1,38	9,70	7,77	4,93	8,52	2,94	1,65	..	..	..	1	..	..
1897 . .	12,02	3,04	1,38	56	2	4	1,38	8,48	5,93	4,29	6,21	2,41	1,42	..	..	..	1	..	..
1898 . .	13,11	3,05	1,55	36	28	10	2,38	7,45	5,57	4,22	5,07	2,43	1,16	..	..	..	1	..	..
1899 . .	13,28	3,08	1,42	35	39	19	2,67	8,00	6,52	4,05	6,61	2,77	1,17	..	..	..	1	..	..
1900 . .	14,51	2,92	1,62	36	53	34	3,10	9,39	7,73	3,77	6,77	2,92	1,14	..	..	..	1	..	73
<b>3RD CLASS PASSENGERS.</b>																			
1896 . .	1,40,42	19,95	18,30	4,96	18,33	11,61	80,23	83,72	59,56	12,55	37,18	61,37	5,46	..	36,32	..	38	96	3,57
1897 . .	1,32,47	19,58	16,46	5,36	11,25	12,94	27,64	81,41	44,14	12,34	26,50	50,22	5,06	..	35,49	..	34	1,03	4,80
1898 . .	1,39,57	20,19	17,08	5,42	10,91	12,49	81,12	90,47	36,04	12,98	20,84	51,66	4,78	..	30,33	..	37	98	6,51
1899 . .	1,43,77	21,48	18,12	5,63	17,92	18,57	32,93	94,26	43,07	14,04	29,74	54,75	4,97	8	25,27	19	40	1,01	8,20
1900 . .	1,54,71	21,77	22,12	5,93	28,37	22,24	36,04	1,00,51	46,79	15,06	34,89	52,57	5,38	2,38	30,41	34	59	1,15	6,67

NOTE.—For total

\* Includes total coaching traffic of Gwalior Light railway, as details by classes are not available.

† Intermediate class introduced on this railway from the 1st October 1900.

‡ Fares by mail between Madras and Tuticorin raised to 2½ pias per mile from the 1st November 1900.

§ Intermediate class abolished on this railway from the 1st November 1899.

|| Upper class.

## DIX 12.

Appendix 12.  
Coaching earnings.

## Coaching traffic on each railway (by systems).

paragraph 20 of Report.)

the code letters used to express railway systems.

										2' 6" GAUGE.					2' 0" GAUGE.				GAUGE.
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	33	34	35	CLASS: No.
D.	B. & N. W.	E. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. L. P.	S. I.	B.	M. E. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.
1ST CLASS PASSENGERS.																			
...	53	31	10	2	18	1,04	2	72	92	8	...	...	...	...	60	...	...	...	1896.
...	54	33	9	2	20	1,00	1	73	98	8	...	...	...	...	39	...	...	...	1897.
...	52	35	12	2	24	98	2	83	1,02	10	...	...	...	...	56	1	1	...	1898.
...	51	33	9	3	21	82	2	78	1,07	8	...	...	...	...	52	1	1	...	1899.
...	46	32	7	3	18	94	2	83	1,15	7	...	...	...	...	56	1	...	...	1900.
2ND CLASS PASSENGERS.																			
...	41	57	15	3	62	1,44	4	1,86	2,11	15		...	...	...	73	...	...	...	1896.
...	42	57	16	3	60	1,31	4	1,80	2,19	18	1	...	...	...	74	...	...	...	1897.
...	42	61	15	4	68	1,14	4	1,60	2,11	20	1	...	...	...	78	...	...	...	1898.
...	42	59	15	3	74	1,46	5	1,53	2,08	19	2	...	...	...	70	...	...	...	1899.
...	42	56	15	3	59	1,52	6	1,55	2,37	19	2	...	...	...	64	...	...	...	1900.
INTERMEDIATE CLASS PASSENGERS.																			
...	41	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1896.
...	43	8	...	...	...	...	...	...	1,21	...	...	...	...	...	...	...	...	...	1897.
...	42	9	...	2	...	...	...	...	1,88	...	...	...	...	...	...	10	4	...	1898.
...	45	10	...	2	12	...	...	...	1,01	...	...	...	...	...	...	12	4	...	1899.
...	55	10	...	2	39	...	...	...	5	...	...	...	4	...	...	11	4	...	1900.
3RD CLASS PASSENGERS.																			
26	19,55	3,60	4,76	85	9,82	29,90	53	44,38	34,20	2,11	**	††	...	††	94	...	...	††11	1896.
26	20,44	3,63	4,93	77	8,86	24,81	36	46,73	37,42	2,00	17	...	...	...	93	...	...	10	1897.
26	21,68	4,19	4,31	77	7,65	16,01	31	40,94	36,72	1,76	15	67	...	32	91	1,72	62	12	1898.
29	24,47	4,42	4,93	83	8,90	14,28	39	39,62	36,95	1,92	17	59	45	37	85	2,26	64	12	1899.
30	28,02	4,59	4,34	74	8,12	22,70	41	45,35	45,20	1,91	21	67	61	39	1,00	2,27	66	12	1900.

See Appendix 8.

\*\* Lower class.

†† The total coaching earnings is shown under third class, as details by classes are not available.

N.B.— Excludes Port Trust railway which is open for goods traffic only.

Excludes Cherra-Companyganj railway which has been closed from the 25th March 1900 and subsequently abandoned.

Appendix 13.  
Goods traffic.

Goods of the different classes in thousands of tons carried on each railway

APPEN

(Referred to in paragraph  
Note.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6"														
Class : No.	1		2				3		4		5		6		7	
	EAST INDIAN.		E. B. SYSTEM.				BENGAL CENTRAL.		BENGAL NAGPUR.		EAST COAST.		CALCUTTA PORT COMMISSIONERS'.		ODDH AND ROHILKHAND.	
Calendar year.	5' 6" GAUGE. (a).		OTHER GAUGES. (b) to (e).				BENGAL CENTRAL.		BENGAL NAGPUR.		EAST COAST.		CALCUTTA PORT COMMISSIONERS'.		ODDH AND ROHILKHAND.	
	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.
GENERAL MERCHANDISE.																
1896	2,947	6'43	1,140	9'36	624	10'23	120	6'05	477	7'71	202	4'64	762		977	6'63
1897	3,486	6'09	1,138	9'31	546	10'19	120	7'29	473	6'70	367	4'94	749		902	6'14
1898	3,416	5'95	1,068	9'17	555	8'95	76	7'44	530	7'72	355	5'08	696	‡	1,018	6'15
1899	3,836	6'00	1,115	8'87	619	10'56	104	6'95	671	6'73	527	5'07	823		1,171	5'95
1900	3,858	6'20	1,230	8'93	783	10'70	159	7'05	898	4'89	762	4'21	813		1,139	6'20
MILITARY STORES.																
1896	7	18'77	...	16'83	...	15'53	...	91'31	...	16'84	...	14'77	...		3	16'30
1897	15	18'03	...	23'14	...	15'50	...	129'45	1	17'09	...	30'73	...		5	14'63
1898	24	16'32	...	22'36	...	17'91	...	125'02	...	13'19	...	20'54	16	‡	4	12'85
1899	10	20'60	...	25'05	...	24'11	...	126'76	...	18'71	...	18'40	...		3	16'57
1900	11	17'71	...	24'09	...	...	...	132'78	1	13'16	...	18'89	...		4	15'11
RAILWAY MATERIALS FOR CONSTRUCTION.																
1896	81	2'30	57	2'45	15	2'45	...	2'44	40	2'50	129	2'44	...		242	2'88
1897	128	2'48	74	2'45	25	2'62	16	2'45	18	2'17	63	2'43	...		193	2'90
1898	221	2'51	96	2'45	34	2'58	14	2'45	32	2'45	50	2'40	...	‡	231	2'03
1899	224	2'73	80	2'45	50	2'49	5	2'45	314	1'53	150	2'45	...		258	2'89
1900	316	3'32	66	2'45	88	2'46	10	2'45	152	1'94	161	2'42	...		116	2'92
COAL*.																
1896	3,236	3'55	218	4'11	38	4'71	25	4'20	612	3'72	28	4'24	16		60	4'31
1897	3,761	3'58	247	4'43	28	5'05	30	4'42	838	3'63	43	4'40	14		54	3'93
1898	4,219	3'50	309	4'49	29	4'50	35	4'33	762	3'61	44	4'43	...	‡	64	4'05
1899	4,424	3'48	213	4'60	42	4'72	29	5'48	726	3'58	139	3'61	21		91	3'81
1900	5,183	3'46	343	4'33	57	5'31	33	3'51	847	3'64	211	3'23	22		102	3'81
TOTAL GOODS.†																
1896	6,847	4'89	1,475	8'41	686	9'50	151	5'76	1,257	6'47	589	3'36	778		1,607	5'98
1897	7,837	4'87	1,499	8'27	618	9'39	177	6'55	1,417	5'81	517	4'26	764		1,582	5'97
1898	8,325	4'62	1,513	7'08	648	9'22	128	6'14	1,450	6'23	498	4'39	712	‡	1,615	5'71
1899	9,049	4'64	1,564	7'75	747	9'09	140	6'72	1,852	5'34	852	4'23	844		1,975	5'46
1900	10,053	4'59	1,682	7'93	971	8'90	206	6'33	1,970	4'58	1,203	3'80	835		1,803	5'02
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																
1896	206'04		86'80		100'70		71'51		99'94		96'77					90'89
1897	207'94		88'66		105'39		63'93		98'69		98'88			‡		91'33
1898	207'74		86'28		106'51		62'02		102'07		103'35					103'11
1899	204'74		87'24		106'36		69'09		123'45		109'38					103'08
1900	209'32		86'58		94'76		77'36		194'79		134'75					105'33
AVERAGE COST OF CARRYING PER TON PER MILE.																
1896	Pies. 1'66		Pies. 3'45 §		Pies. 3'97		Pies. ¶		Pies. 3'58		Pies. 3'43					Pies. 3'40
1897	1'48		3'56		4'17		4'85		2'99		3'30					3'69
1898	1'56		3'11		4'20		5'52		3'11		4'20			‡		3'06
1899	1'60		3'87		3'96		4'92		2'60		3'34					2'66
1900	1'71		3'66		3'76		4'62		2'20		2'66					2'97
AVERAGE PROFIT PER TON PER MILE.																
1896	Pies. 3'22		Pies. 4'50		Pies. 5'41		...		Pies. 2'87		Pies. —0'05					Pies. 2'59
1897	3'39		4'39		5'11		1'74		2'81		0'95					1'99
1898	3'06		4'77		4'99		0'63		3'07		0'38			‡		2'62
1899	3'03		3'70		4'98		1'49		2'77		0'39					2'84
1900	2'87		4'04		5'04		1'66		2'38		1'14					2'65

NOTE.—The blanks shown in tons columns  
\* Includes coal carried for Revenue purposes; but the average rate per ton per mile represents the rate charged  
† Includes Revenue Stores, Live stock and  
‡ Information is  
§ Including Bengal  
|| Excluding the Gwalior Light railway for  
¶ Included under Eastern



DIX 13.

Appendix 13.  
Goods traffic.

(by systems), average rate charged per ton in pies, and average distance carried.

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o the code letters used to express railway systems.

5' 6"																	Gauge.	
8		9				10				11				12				Class: No.
NORTH WESTERN SYSTEM.		G. I. P. SYSTEM.				B. B. & C. I. SYSTEM.				N. G. S. SYSTEM.				MADRAS SYSTEM.				Calendar year.
		GREAT INDIAN PENINSULA (a) to (e).		INDIAN MIDLAND (f) to (j).		BOMBAY BARODA AND CENTRAL INDIA (a) to (i) & (j) & (k).		RAJPUTANA MALWA. (e) to (i).		NIZAM'S GUARANTY STATE. (a) and (b).		HYDERABAD-GODAVARI VALLEY. (c).		MADRAS. (a) and (b).		NILGIRI. (c).		
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	
<b>GENERAL MERCHANDISE.</b>																		
2,168	6'29	1,856	9'21	397	7'84	1,291	8'78	1,755	7'50	231	9'66	...	...	786	9'04	...	...	1896
2,234	6'57	1,551	9'39	457	7'32	1,217	9'31	1,677	7'80	236	9'90	...	...	888	8'97	...	...	1897
2,740	5'38	2,056	8'05	480	6'60	1,588	7'95	1,974	6'97	269	9'10	...	...	786	9'41	...	...	1898
2,879	5'56	2,279	7'70	573	6'95	1,080	8'60	2,283	7'17	297	8'11	9	11'68	852	9'33	3	105'52	1899
2,703	5'82	2,322	7'50	872	6'55	1,882	8'11	2,485	6'60	351	8'02	99	10'75	896	9'52	9	70'33	1900
<b>MILITARY STORES.</b>																		
25	14'85	10	19'80	2	7'06	1	18'71	6	18'50	1	25'22	...	...	2	20'17	...	...	1896
68	13'47	9	17'28	4	12'50	1	12'27	7	18'80	1	24'49	...	...	2	31'30	...	...	1897
64	13'09	8	20'50	4	8'15	...	20'08	6	15'03	1	23'33	...	...	2	27'58	...	...	1898
22	18'50	9	19'07	2	11'01	1	16'60	7	18'77	1	18'99	...	...	2	28'11	...	127'46	1899
22	16'08	7	21'29	1	16'08	1	19'83	6	16'95	1	24'01	...	...	2	25'56	...	121'79	1900
<b>RAILWAY MATERIAL FOR CONSTRUCTION.</b>																		
808	2'06	27	2'51	136	2'75	143	4'15	71	4'23	10	5'31	...	...	1	6'12	...	...	1896
1,166	3'10	16	2'00	42	2'51	243	2'95	33	3'05	22	6'02	...	...	2	5'05	...	...	1897
804	2'45	39	2'00	83	2'09	256	3'16	64	3'23	23	6'59	...	...	3	5'86	...	...	1898
654	2'64	53	2'13	176	3'43	281	3'21	87	3'23	66	3'51	2	3'40	5	5'94	...	...	1899
293	2'54	44	2'00	18	2'49	165	3'16	19	2'94	77	4'23	161	4'26	7	5'34	...	...	1900
<b>COAL.</b>																		
207	3'62	373	3'19	53	3'64	143	3'51	109	4'53	250	3'97	...	...	127	4'93	...	...	1896
160	4'10	402	2'90	58	3'74	129	3'28	91	5'55	348	3'49	...	...	160	5'00	...	...	1897
259	3'64	453	3'12	63	3'52	104	3'12	123	4'76	376	3'44	...	...	186	4'79	...	...	1898
247	3'64	384	3'46	87	3'04	170	2'88	150	4'42	361	3'74	1	5'36	214	4'60	...	...	1899
210	3'50	403	3'05	98	3'06	208	2'80	193	4'79	466	3'73	9	4'93	384	4'61	...	...	1900
<b>TOTAL GOODS†.</b>																		
4,550	5'71	2,637	9'06	651	6'65	1,677	8'17	2,038	7'27	672	5'95	...	...	1,141	8'46	...	...	1896
4,751	6'35	2,283	7'12	620	6'54	1,680	8'22	1,902	7'55	773	5'23	...	...	1,150	8'36	...	...	1897
4,933	5'26	2,846	7'07	770	6'07	2,004	7'46	2,250	6'75	797	5'14	...	...	1,174	8'35	...	...	1898
5,070	5'24	2,997	6'99	1,001	6'29	2,256	7'76	2,640	6'89	875	5'42	12	10'45	1,321	8'32	4	93'50	1899
4,930	5'42	3,012	6'76	1,216	6'25	2,436	7'34	2,914	6'46	1,012	5'57	301	8'68	1,509	8'41	10	71'86	1900
<b>AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.</b>																		
136'05	220'45	144'11	145'73	174'79	116'76	...	123'54	...	1896									
127'57	221'18	185'48	135'64	174'18	134'00	...	126'20	...	1897									
195'33	261'90	172'22	152'31	199'74	147'34	...	130'36	...	1898									
173'74	249'41	157'73	140'66	204'21	138'39	80'93	120'38	16'88	1899									
140'59	238'15	214'25	141'86	240'68	145'03	47'93	124'86	16'57	1900									
<b>AVERAGE COST OF CARRYING PER TON PER MILE.</b>																		
Pies. 3'59	Pies. 4'05	Pies. 4'14	Pies. 3'84	Pies. 3'41	Pies. 2'97	...	Pies. 4'71	...	1896									
3'68	4'44	3'81	4'25	3'57	2'52	...	4'34	...	1897									
2'88	3'57	3'66	3'22	3'01	2'16	...	4'31	...	1898									
2'98	3'42	3'62	3'49	2'98	2'11	3'75	4'52	81'68	1899									
3'30	3'28	2'89	3'80	3'03	2'32	5'08	4'65	38'72	1900									
<b>AVERAGE PROFIT PER TON PER MILE.</b>																		
Pies. 2'13	Pies. 3'92	Pies. 2'65	Pies. 4'31	Pies. 3'73	Pies. 2'99	...	Pies. 3'75	...	1896									
2'62	3'25	2'75	3'92	3'89	2'71	...	4'01	...	1897									
2'40	3'48	2'53	4'31	3'66	2'98	...	4'03	...	1898									
2'27	3'52	2'70	4'28	3'86	3'31	6'70	3'79	11'82	1899									
2'12	3'54	3'34	3'54	3'43	3'25	3'60	3'76	33'14	1900									

† due to tonnage being less than 1,000.  
 † all coal except that for consumption by the railway under which the item appears.  
 † for miscellaneous goods traffic,  
 † available.  
 † central railway.  
 † such information is not available.  
 † Bengal State railway.

Goods of the different classes in thousands of tons carried on each railway (b)

(Referred to in paragraph

Note.—A reference to appendix 2 will furnish the key

GAUGE.	J 31*															
	13		14		15		16		17		18		19		20	
	BENGAL DOOARS.		DIBRU-SADIYA.		ASSAM-BENGAL.		DROGHDA.		BENGAL AND NORTH-WESTERN.		ROHILKUND AND KUMAON.		JODHPUR-BIKANER.		UDAIPUR-CHITOR.	
Calendar year.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.
<b>GENERAL MERCHANDISE.</b>																
1896	27	50'40	38	82'67	21	8'40	12	12'78	636	6'52	2'5	7'64	142	11'01	12	12'89
1897	20	51'34	41	31'38	40	10'87	12	13'76	723	5'96	192	7'62	137	10'15	12	12'15
1898	25	61'63	59	14'74	60	8'40	13	17'31	751	5'92	269	7'30	153	10'26	14	19'41
1899	26	57'67	63	31'92	95	8'74	13	13'08	985	5'88	335	6'01	203	9'42	25	15'98
1900	47	59'94	77	‡	116	8'64	12	12'99	945	6'20	316	6'87	283	8'28	54	15'01
<b>MILITARY STORES.</b>																
1896	...	...	...	...	...	...	...	...	...	...	1	18'02	...	3'98	...	22'91
1897	...	...	...	...	...	13'61	...	...	...	22'50	1	17'94	...	31'32	...	22'90
1898	...	...	...	...	...	19'04	...	...	...	6'41	1	19'01	...	37'85	...	35'86
1899	...	...	...	...	...	22'61	...	...	...	2'88	...	20'74	...	31'77	...	32'20
1900	...	18'46	...	...	...	23'29	...	...	...	24'23	...	23'54	...	30'37	...	31'15
<b>RAILWAY MATERIAL FOR CONSTRUCTION.</b>																
1896	1	50'12	...	...	174	2'47	...	...	41	2'49	38	2'45	2	4'53	...	3'18
1897	5	49'98	...	...	285	2'79	...	...	86	2'45	8	2'45	1	3'45	1	2'83
1898	72	2'45	...	...	381	2'45	...	...	64	3'35	20	2'45	26	3'56	...	2'70
1899	19	9'09	...	...	344	1'54	...	...	106	2'47	2	2'45	10	2'43	...	2'72
1900	9	4'44	...	...	238	1'58	...	...	87	2'55	6	2'45	20	2'32	...	2'72
<b>COAL.*</b>																
1896	1	34'77	171	3'75	7	4'27	...	...	60	4'15	...	3'35	5	10'51	...	...
1897	...	34'41	180	5'51	12	3'97	...	...	59	3'99	...	3'46	5	11'31	...	...
1898	1	28'25	384	5'56	18	4'07	...	...	66	3'67	...	4'13	6	9'67	...	...
1899	3	29'80	441	6'06	28	4'15	...	...	123	3'82	1	2'94	27	6'21	...	...
1900	6	27'67	412	‡	26	3'78	...	...	100	4'29	1	3'37	20	5'48	...	9'25
<b>TOTAL GOODS.†</b>																
1896	29	58'89	213	7'66	205	3'29	12	12'51	840	5'94	286	6'96	151	10'70	24	11'98
1897	35	58'38	218	8'97	339	4'87	13	13'44	931	5'32	236	7'07	144	9'88	15	10'75
1898	103	30'85	446	8'95	401	4'46	13	16'04	929	5'55	315	6'05	180	9'53	11	19'19
1899	39	45'69	500	8'52	472	3'67	13	13'02	1,307	5'30	372	6'72	340	8'80	26	15'99
1900	63	39'14	494	9'31	384	4'20	12	12'65	1,247	5'64	354	6'64	386	7'29	56	14'97
<b>AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.</b>																
1896	23'14	55'51§	61'92	4'80	110'49	57'85	83'49	25'04								
1897	21'29	55'77§	49'47	5'08	109'77	65'00	92'64	40'60								
1898	11'85	‡	50'07	4'77	121'03	63'95	87'11	40'55								
1899	21'49	35'79§	71'82	4'92	114'73	69'05	93'81	51'29								
1900	19'38	54'68§	79'99	4'79	109'33	69'39	86'26	52'11								
<b>AVERAGE COST OF CARRYING PER TON PER MILE.</b>																
1896	3'72	5'44	2'79	4'56	3'49	‡										
1897	6'00	6'00	2'64	3'88	3'28	‡										
1898	‡	6'38	‡	4'07	3'54	7'98										
1899	‡	4'92	2'51	3'32	3'09	6'56										
1900	‡	5'16	2'86	3'42	2'82	5'15										
<b>AVERAGE PROFIT PER TON PER MILE.</b>																
1896	3'94	-2'09	3'11	2'39	0'95	‡										
1897	2'98	-1'13	2'79	3'18	5'81	‡										
1898	‡	-1'94	3'12	2'93	6'24	11'38										
1899	‡	-1'26	2'77	3'36	5'60	8'76										
1900	‡	-0'96	2'75	3'17	3'58	9'37										

\* Includes coal carried for Revenue purposes ; but the average rate per ton per mile represents the rate charge  
 † Includes Revenue Stores, Live stock  
 ‡ Information

DIX 13—concluded.

Appendix 13.  
Goods traffic.

systems), average rate charged per ton in pies, and average distance carried.

24 of Report).

to the code letters used to express railway systems.

3' 3 1/2"										2' 6"				2' 0"		OTHER SPECIAL GAUGE RAILWAYS.	Gauge Class: No.	Calendar year.
21		22		23		24		25		26		27		32				
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.			
BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDA.		SOUTHERN MAHARATTA.		WEST OF INDIA PORTUGUESE.		SOUTH INDIAN.		BURMA.		MORVI.		BÁRSI.		DARJEELING-HIMALAYAN.				
GENERAL MERCHANDISE.																		
241	13'81	841	7'27	54	13'56	937	8'89	668	7'86	34	14'86	...	...	28	72'43	}	}	1896
235	13'19	886	16'63	31	12'62	954	9'41	764	7'53	33	14'72	35	21'19	26	71'03			1897
253	13'00	794	7'18	44	11'95	861	9'53	837	7'89	31	14'03	45	21'01	25	68'81			1898
207	12'74	942	6'01	14	10'91	877	9'49	773	7'86	39	13'54	56	20'38	24	65'01			1899
338	12'20	841	6'98	59	12'42	852	9'48	986	7'92	48	10'50	41	20'72	32	62'35			1900
MILITARY STORES.																		
...	26'38	1	20'50	...	54'86	...	21'69	1	15'48	...	20'01	...	...	...	107'66	}	}	1896
...	29'48	1	15'10	...	...	...	24'34	1	14'93	...	28'13	...	46'70	...	120'65			1897
...	30'63	1	25'83	...	51'20	...	15'76	1	14'58	...	20'62	...	27'43	...	88'38			1898
...	35'77	1	19'03	...	...	...	22'95	1	15'85	...	28'21	...	35'93	...	139'37			1899
...	28'17	1	19'76	...	...	...	22'96	1	16'55	...	23'52	...	33'68	...	120'78			1900
RAILWAY MATERIAL FOR CONSTRUCTION.																		
5	18'84	19	1'84	...	...	81	2'76	186	1'32	...	4'60	...	...	...	...	}	}	1896
17	1'12	13	3'27	...	...	27	3'08	186	2'27	...	8'47	...	...	...	37'00			1897
4	1'91	21	2'31	...	...	119	2'49	119	1'97	...	2'6	...	4'66	...	...			1898
2	2'71	20	2'27	...	...	133	2'51	151	2'11	...	2'97	...	...	...	...			1899
1	4'81	9	2'32	...	...	181	2'36	149	2'46	...	9'94	...	...	...	...			1900
COAL.																		
11	7'36	40	4'21	...	21'94	58	8'88	46	28'83	1	11'75	...	...	5	26'86	}	}	1896
14	5'07	58	3'96	...	14'77	45	6'41	48	14'07	2	10'28	...	7'07	5	25'48			1897
13	6'09	41	3'37	...	...	42	5'15	38	8'18	...	7'95	...	17'41	5	28'30			1898
14	5'45	52	3'94	...	14'77	75	5'46	43	9'59	1	13'69	...	...	5	46'45			1899
14	5'48	52	3'81	...	27'87	43	5'68	62	7'50	1	10'03	...	...	5	43'70			1900
TOTAL GOODS†.																		
264	12'39	1,002	6'51	57	13'42	1,535	7'97	998	6'89	36	14'73	...	...	35	66'73	}	}	1896
241	10'81	1,066	6'03	33	12'37	1,473	8'49	1,153	6'55	35	14'39	...	20'98	32	66'31			1897
278	11'08	930	6'47	45	11'79	1,703	8'60	1,213	6'99	31	14'41	45	20'98	31	64'54			1898
316	12'23	1,094	6'23	114	10'81	1,519	8'74	1,092	6'60	41	13'50	57	20'34	32	62'87			1899
357	11'78	996	6'30	64	12'13	1,597	8'69	1,261	7'05	50	10'75	41	20'74	38	60'63			1900
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																		
58'24	158'08	39'07	65'31	99'02	46'71	...	38'94	}	}	}	}	}	}	}	}	}	}	1896
61'10	184'40	31'30	61'94	106'16	49'57	22'34	40'12											1897
58'18	155'91	41'04	51'15	109'85	56'56	22'01	41'48											1898
55'10	152'70	51'51	60'73	114'2	60'10	22'27	40'78											1899
58'75	170'98	43'53	62'19	123'31	67'07	2	41'71											1900
AVERAGE COST OF CARRYING PER TON PER MILE.																		
Pies. 6'84	Pies. 3'98	Pies. 15'70	Pies. 4'94	Pies. 5'33	8'34	}	}	}	}	}	}	}	}	}	}	}	}	1896
6'41	3'65	21'64	4'75	4'72	6'18													1897
7'06	4'76	17'22	4'77	4'84	7'44													1898
6'20	4'38	7'59	4'85	4'65	7'48													1899
5'99	4'42	12'39	4'51	4'69	7'93													1900
AVERAGE PROFIT PER TON PER MILE.																		
Pies. 5'30	Pies. 2'32	Pies. -2'28	Pies. 3'03	Pies. 1'51	6'39	}	}	}	}	}	}	}	}	}	}	}	}	1896
4'11	2'38	-9'27	3'74	1'75	8'21													1897
4'53	1'73	-5'43	3'82	2'10	6'97													1898
6'02	1'86	3'24	3'89	1'96	5'82													1899
5'64	1'89	-0'26	4'18	2'35	2'77													1900

are due to less than 1,000 tons being carried during the year.  
on all coal except that for consumption by the railway under which the item appears.  
and other miscellaneous goods traffic.  
not available.  
Sadiya railway only.

Appendix 14.  
Goods earnings.

APPE

Gross earnings in thousands of rupees

(Referred to in para

N. B.—A reference to Appendix 2 will furnish the

GAUGE.	5' 6"																			
	Class No.	1	2		3	4	5	6	7	8			9		10		11		12	
		Calendar Year.	E. I.	E. B. S. system.		B. C.	B. N.	E. C.	P. T.	O. and R.	N. W. system.			G. I. P. system.		B. B. and O. I. system.		N. G. S. system.		M. system.
	5' 6" gauge.			Other gauges.	Com-mercial section.						Mily. sec-tion.	Total.	G. I. P. (a) to (e)	I. M. (f) to (j).	B. B. & C. I. (a) to (d) & (j) & (k).	E. M. (e) to (i)	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) & (b).	N. (c).

GENERAL MERCHANDISE.

1896	2,38,65	52,72	32,62	2,97	36,61	5,96	3,99	40,55	1,45,28	15,07	1,60,35	2,22,93	29,53	92,47	1,26,22	18,69	...	55,05	...
1897	2,84,12	53,11	30,32	3,45	36,01	9,29	3,50	38,01	1,48,14	12,48	1,60,57	1,52,95	35,92	87,51	1,24,30	14,10	...	60,20	...
1898	2,62,97	49,31	31,24	2,11	39,92	9,66	3,63	44,87	2,15,90	18,50	2,29,40	2,52,57	38,84	1,08,75	1,51,45	16,41	...	56,02	...
1899	2,87,87	50,31	35,25	3,02	52,95	14,37	3,79	51,92	2,01,48	12,61	2,14,09	2,54,05	47,89	1,15,40	1,84,01	19,92	50	58,78	32
1900	2,96,43	55,05	39,69	4,78	78,98	23,86	4,31	49,54	1,59,49	14,17	1,73,66	2,32,65	77,72	1,19,33	2,13,30	26,13	5,63	53,36	58

COAL.

1896	1,09,98	1,73	81	27	4,22	79	1	2,07	8,89	1,00	6,89	9,82	1,23	4,79	3,40	9,94	...	4,74	...
1897	1,14,99	1,78	66	24	5,05	74	5	1,80	3,33	1,07	4,40	11,35	1,35	3,85	2,29	13,29	...	6,18	...
1898	1,36,65	2,41	79	27	6,55	86	6	2,01	5,42	1,08	6,51	13,82	1,51	3,43	3,05	14,30	...	7,94	...
1899	1,45,43	2,22	81	24	7,76	3,76	4	2,90	5,19	94	6,13	6,62	2,53	4,87	4,20	12,80	1	7,62	...
1900	1,68,21	2,82	1,11	31	9,88	5,93	7	3,51	4,12	99	5,11	10,86	3,32	6,80	5,34	15,35	21	7,95	...

MILITARY STORES.

1896	2,77	2	1	...	7	...	...	40	4,09	45	4,54	2,06	23	28	85	12	...	78	...
1897	4,30	1	1	...	9	...	...	56	11,72	2,07	13,79	1,54	41	25	1,29	11	...	80	...
1898	4,83	1	...	...	8	...	...	40	10,78	52	11,30	1,65	26	14	1,14	10	...	76	...
1899	3,50	1	...	...	5	3	...	26	4,09	39	4,48	2,04	41	22	90	21	...	60	1
1900	4,31	1	...	...	16	11	...	56	3,99	61	4,60	1,83	11	20	71	16	1	56	1

RAILWAY MATERIALS FOR CONSTRUCTION ONLY.

1896	83	74	16	...	60	1,65	...	1,05	3,44	28	3,72	30	1,26	1,50	98	11	...	3	...
1897	2,32	1,12	28	8	40	86	...	81	3,70	68	4,38	16	1,07	2,28	36	25	...	5	...
1898	3,58	1,86	50	11	64	74	...	99	2,92	37	3,49	24	74	1,94	78	15	...	9	...
1899	2,76	1,17	80	3	1,97	1,67	...	1,19	1,98	42	2,40	72	74	2,41	92	89	2	24	...
1900	2,19	92	1,37	9	65	1,29	...	66	1,75	32	2,07	57	33	1,10	50	47	73	32	...

NOTE.—For totals see

DIX 14.

Appendix 14.  
Goods earnings.

from Goods traffic on each railway (by systems.)

graph 24 of Report.)

key to the code letters used to express railway systems.

3' 3 3/4"													2' 6"					2' 0"				Gauge.	
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	Class: No.
B. D.	D. S.	A. B.	D.	B. and N. W.	R. and K.	J. B.	U. C.	B. G. J. F.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	C. C.	D. H.	H. A.	H. S.	J.	Cal- endar Years.

GENERAL MERCHANDISE.

1,93	2,69	74	4	26,60	5,61	6,80	34	9,57	49,69	1,51	39,33	31,47	1,17	...	...	...	...	...	4,44	...	...	...	1896
2,03	2,93	2,29	4	24,90	5,33	6,69	32	9,17	56,65	80	38,16	36,79	1,22	85	...	...	...	...	4,12	...	...	...	1897
1,84	2,02	3,24	5	29,89	6,96	7,64	50	9,65	45,00	1,09	36,96	40,09	1,33	1,08	...	...	...	...	3,93	...	...	...	1898
1,84	3,11	4,19	4	36,84	8,64	14,10	1,06	10,76	50,02	3,40	39,99	38,13	1,58	1,32	...	...	...	...	3,85	...	...	...	1899
2,27	3,53	4,78	4	36,11	8,07	11,54	2,15	12,47	51,41	1,73	37,82	51,65	1,62	97	9	2	50	5	4,53	15	5	73	1900

COAL.

6	2,01	6	...	1,09	...	13	...	23	2,25	...	68	65	7	...	...	...	...	...	21	...	...	...	1896
2	3,45	21	...	98	1	10	...	25	3,05	...	58	66	4	...	...	...	...	...	20	...	...	...	1897
3	3,72	29	...	1,04	...	11	...	24	2,18	...	51	56	1	...	...	...	...	...	24	...	...	...	1898
8	4,27	43	...	2,03	1	18	...	24	2,54	...	87	74	7	...	...	...	...	...	26	...	...	...	1899
13	4,07	45	...	1,67	1	37	1	23	2,76	...	48	1,07	3	...	...	...	...	...	33	...	...	...	1900

MILITARY STORES.

...	...	...	...	...	4	...	...	...	14	...	2	20	...	...	...	...	...	...	4	...	...	...	1896
...	...	1	...	...	5	...	...	...	16	...	3	25	1	...	...	...	...	...	1	...	...	...	1897
...	...	...	...	...	4	...	...	...	20	...	3	24	...	...	...	...	...	...	2	...	...	...	1898
...	...	2	...	...	2	...	...	...	10	...	3	15	...	...	...	...	...	...	3	...	...	...	1899
...	...	1	...	...	2	...	...	...	13	...	6	19	...	...	...	...	...	...	3	...	...	...	1900

RAILWAY MATERIALS FOR CONSTRUCTION ONLY.

4	...	1,34	...	75	15	1	2	4	18	...	20	1,29	1	...	...	...	...	...	4	...	...	...	1896
22	...	1,65	...	1,37	4	2	1	9	24	...	11	1,53	2	...	...	...	...	...	...	...	...	...	1897
7	...	1,74	...	87	10	24	...	3	27	...	16	1,05	1	...	...	...	...	...	4	...	...	...	1898
8	...	1,75	...	1,11	2	27	1	1	34	...	26	1,64	...	...	...	...	...	...	...	...	...	...	1899
6	...	1,40	...	91	4	55	...	1	12	...	28	1,61	...	...	...	...	...	...	...	...	...	...	1900

Appendix 15.  
Principal Commodities—Summary.

APPEN

Sum

of

Principal commodities carried on Indian railways treated as one  
(Referred to in para  
(Details for each railway system

Progressive No.	DESCRIPTION OF COMMODITY.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1899.	1900.	1899.	1900.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes . . . . .	2,911	13,282	1,00,042	3,00,690	10,371	...	2,00,648	...
II	Coal and coke carried for the public and foreign railways . . . . .	6,188,955	7,283,795	1,80,07,847	2,10,93,351	1,095,740	...	30,85,504	...
III	<b>COTTON—</b>								
	1. Raw . . . . .	851,120	461,973	1,15,55,137	62,36,025	...	389,147	...	55,10,112
	2. Manufactured—								
	(a) Twist and yarn, European . . . . .	40,174	52,706	6,23,524	5,35,914	12,532	...	...	87,610
	(b) Twist and yarn, Indian . . . . .	112,380	106,058	13,82,445	11,91,158	...	6,292	...	1,91,287
	(c) Piece goods, European . . . . .	229,956	190,107	44,69,273	37,88,542	...	39,649	...	6,80,731
	(d) Piece goods, Indian . . . . .	111,939	108,759	18,20,017	18,00,613	...	3,180	...	19,406
	(e) Others . . . . .	...	2,641	...	51,276	2,641	...	51,276	...
IV	<b>CHEMICALS, EXCEPTING SALTPETRE.</b>	23	5,390	32	1,02,277	5,367	...	1,02,245	...
V	<b>DRUGS—</b>								
	1. Intoxicating other than opium . . . . .	29,076	21,258	3,93,448	2,01,616	...	7,818	...	1,01,858
	2. Non-intoxicating—								
	(a) Medical preparations . . . . .	207	3,284	2,341	63,489	3,077	...	61,148	...
	(b) Others . . . . .	46,229	34,854	7,07,531	5,26,986	...	11,375	...	1,80,545
VI	<b>DYES AND TANS—</b>								
	1. Al (Morinda Citrifolia) . . . . .	634	509	7,955	5,303	...	125	...	2,652
	2. Alizarine and aniline dyes . . . . .	5,529	3,745	98,423	80,031	...	1,784	...	18,590
	3. Cutch . . . . .	5,975	6,751	56,717	68,527	776	...	11,810	...
	4. Indigo . . . . .	13,799	13,323	3,19,143	2,88,164	...	476	...	30,979
	5. Myrabolams . . . . .	75,443	61,303	5,29,270	4,87,380	...	14,140	...	41,890
	6. Tanning barks . . . . .	3,261	99,887	24,224	5,18,879	96,626	...	4,94,655	...
	7. Turmeric . . . . .	53,620	49,434	5,57,599	5,35,956	...	4,195	...	21,645
	8. Others . . . . .	88,770	28,706	6,73,104	3,81,515	...	60,064	...	2,91,549
VII	<b>FODDER—</b>								
	1. Oil-cake . . . . .	37,658	125,823	1,75,895	4,95,612	88,165	...	3,19,717	...
	2. Hay, straw and grass . . . . .	228,984	696,120	9,84,375	27,21,063	467,136	...	17,36,688	...
VIII	<b>FRUITS AND VEGETABLES, FRESH.</b>	24,583	193,889	2,07,838	12,11,697	169,306	...	10,03,859	...
IX	<b>GRAIN AND PULSE—</b>								
	1. Gram and pulse . . . . .	1,375,047	1,757,283	75,84,019	1,19,26,529	382,216	...	43,42,510	...
	2. Jawar and Bajra . . . . .	1,258,717	1,274,571	82,40,891	77,11,548	15,854	...	...	5,29,343
	3. Rice in the husk . . . . .	711,844	912,049	29,25,628	40,53,009	190,205	...	11,27,381	...
	4. Rice not in the husk . . . . .	1,797,429	2,835,496	1,02,08,266	1,76,21,458	1,038,067	...	76,13,192	...
	5. Wheat . . . . .	2,010,654	2,020,098	1,53,76,799	1,32,57,322	444	...	...	21,19,477
	6. Wheat flour . . . . .	51,355	106,136	2,71,007	6,40,405	54,721	...	3,69,478	...
	7. Others . . . . .	1,044,420	1,387,229	59,54,771	89,39,740	342,800	...	29,84,969	...
	Carried over . . . . .	16,418,801	19,856,689	9,31,67,561	10,70,36,197	3,437,888	...	1,36,68,636	...

DIX 15.

Appendix 15.  
Principal Commodities—Summary.

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system and the earnings therefrom during the Calendar year 1900.  
graph 26 of Report.)  
are shown in Appendix 16.)

Progressive No.	DESCRIPTION OF COMMODITY—contd.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS. ●	
		1899.	1900.	1899.	1900.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . . . .	16,418,801	19,856,689	9,31,67,561	10,70,36,197	3,437,888	...	1,38,68,636	...
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dressed or tanned . . . . .	41,930	30,015	5,38,268	4,27,215	...	11,915	...	1,11,053
	(b) Raw . . . . .	112,771	181,157	14,94,864	24,09,062	68,436	...	9,14,198	...
	2. Skins of sheep, &c.—								
	(a) Dressed or tanned . . . . .	13,133	11,749	1,80,065	1,47,388	...	1,384	...	32,677
	(b) Raw . . . . .	72,165	92,965	7,70,697	9,23,268	20,800	...	1,52,571	...
XI	Horns . . . . .	4,847	9,401	59,471	95,934	4,554	...	36,463	...
XII	Hemp (Indian) and other fibres, excluding jute . . . . .	45,214	64,404	2,94,661	4,39,365	19,190	...	1,44,704	...
XIII	JUTE—								
	1. Raw . . . . .	880,742	692,840	43,40,405	46,79,045	...	187,902	3,38,640	...
	2. Gunny bags and cloth . . . . .	226,624	583,802	19,45,382	21,13,416	357,178	...	1,68,034	...
XIV	Lac . . . . .	40,749	44,743	4,59,277	5,35,771	3,994	...	76,494	...
XV	LEATHER—								
	1. Unwrought . . . . .	8,090	10,147	1,90,037	1,74,302	2,057	...	...	15,735
	2. Wrought, excepting boots and shoes . . . . .	2,877	7,284	43,202	1,32,121	4,407	...	88,919	...
XVI	LIQUORS—								
	1. Ale and beer . . . . .	39,854	36,683	3,87,595	3,56,919	...	3,171	...	20,676
	2. Spirits of all kinds, including country spirits . . . . .	17,268	17,521	2,24,406	2,50,736	253	...	26,330	...
	3. Wine . . . . .	9,950	9,403	2,42,016	2,13,070	...	547	...	28,946
	4. All other sorts, including toddy and fermented liquor other than ale and beer . . . . .	6,563	7,449	38,299	35,881	886	...	...	2,418
XVII	METALS—								
	1. Brass, unwrought . . . . .	5,267	7,706	78,850	89,441	2,439	...	10,591	...
	2. Brass, wrought . . . . .	23,011	30,571	2,11,782	3,27,173	7,560	...	85,391	...
	3. Copper, unwrought . . . . .	1,559	2,545	21,795	31,773	986	...	9,978	...
	4. Copper, wrought . . . . .	4,385	5,809	56,694	74,274	1,424	...	17,580	...
	5. Iron and steel—								
	(a) Cast . . . . .	16,394	23,188	1,55,424	2,04,941	6,794	...	49,517	...
	(b) Unwrought . . . . .	21,642	33,836	1,12,758	2,13,256	12,194	...	1,00,493	...
	(c) Wrought . . . . .	210,972	212,927	20,55,904	18,94,401	1,955	...	...	1,71,503
	(d) Manufactures . . . . .	68,331	76,729	8,57,567	9,28,004	8,393	...	70,437	...
	6. Zinc and spelter . . . . .	1,000	1,297	18,380	23,966	297	...	5,586	...
	7. Others . . . . .	130,281	176,201	5,29,931	7,90,862	45,920	...	2,60,881	...
XVIII	OILS—								
	1. Kerosine . . . . .	333,877	393,453	24,07,272	27,92,551	49,576	...	3,85,279	...
	2. Castor . . . . .	12,231	10,571	79,308	72,955	...	1,660	...	6,353
	3. Coconut . . . . .	12,713	15,856	1,25,892	1,59,495	3,143	...	33,593	...
	4. Mustard and rape . . . . .	11,386	15,006	1,08,318	1,42,505	3,620	...	24,187	...
	5. Others . . . . .	59,595	50,355	4,88,398	3,73,817	...	9,240	...	1,14,581
	Carried over . . . . .	18,854,172	22,702,302	11,17,14,529	12,80,89,091	3,848,130	...	1,63,74,565	...

Appendix 15.  
Principal Commodities—Summary.

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Principal commodities carried on Indian railways treated as one  
(Referred to in para  
(Details for each railway system)

Progressive No.	DESCRIPTION OF COMMODITY—contd.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1899.	1900.	1899.	1900.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . . . .	18,854,172	22,702,302	11,17,14,529	12,80,89,094	3,848,130	...	1,63,74,565	...
<b>XIX</b>	<b>OIL SEEDS—</b>								
	1. Castor . . . . .	168,932	127,153	9,46,247	7,10,780	...	41,779	...	2,35,197
	2. Earthnuts . . . . .	23,275	24,893	1,29,337	90,973	1,618	...	...	35,361
	3. Linseed . . . . .	635,930	427,876	39,94,410	24,11,551	...	208,054	...	15,82,859
	4. Poppy . . . . .	108,333	94,994	7,92,398	7,15,551	...	13,339	...	76,327
	5. Rape and mustard . . . . .	509,193	316,005	34,61,456	19,65,971	...	193,188	...	14,96,483
	6. Til or jinjili . . . . .	344,717	334,438	27,20,842	25,35,974	...	10,279	...	1,84,381
	7. Cotton seed . . . . .	40,840	55,050	1,35,857	96,662	14,810	...	...	39,196
	8. Others . . . . .	200,687	159,544	11,80,315	9,74,144	...	41,143	...	2,06,171
<b>XX</b>	<b>OPIUM . . . . .</b>	28,767	29,232	5,19,500	5,39,257	465	...	19,757	...
<b>XXI</b>	<b>PAPER AND PASTE BOARD . . . . .</b>	38,459	41,359	4,25,648	4,34,584	2,900	...	8,936	...
<b>XXII</b>	<b>PROVISIONS—</b>								
	1. Dried fruits . . . . .	153,547	177,000	18,05,819	19,86,542	22,453	...	1,80,743	...
	2. Ghee . . . . .	84,950	110,084	11,66,134	14,32,895	25,134	...	2,66,761	...
	3. Potatoes . . . . .	56,771	42,042	4,51,630	3,68,931	...	14,729	...	82,639
	4. Others . . . . .	434,405	264,580	31,97,567	22,22,476	...	1,69,815	...	9,75,091
<b>XXIII</b>	<b>RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—</b>								
	1. Locomotives, engines and tenders and parts thereof . . . . .	4,600	3,167	3,519	16,202	...	1,433	...	15,317
	2. Carriages and trucks and tenders and parts thereof . . . . .	16,462	15,377	43,774	51,832	...	1,065	7,458	...
	3. Materials—								
	(a) Steel rails and fishplates . . . . .	108,493	51,774	6,21,809	2,61,985	...	56,719	...	4,29,824
	(b) Sleepers and keys of steel and cast-iron . . . . .	25,659	30,460	1,34,923	1,54,982	4,801	...	24,059	...
	(c) Sleepers of wood . . . . .	10,035	4,596	35,947	17,633	...	5,439	...	18,254
	(d) Others . . . . .	374,011	309,619	15,21,072	11,88,815	...	64,392	...	3,32,257
<b>XXIV</b>	<b>SALT . . . . .</b>	1,525,603	1,617,432	88,16,193	95,16,322	91,829	...	7,80,129	...
<b>XXV</b>	<b>SALTPETRE AND OTHER SALINE SUB- STANCES—</b>								
	1. Saltpetre . . . . .	52,909	52,768	4,20,309	3,92,397	...	41	...	27,918
	2. Other saline substances . . . . .	34,955	39,609	2,62,690	3,00,970	4,644	...	38,280	...
<b>XXVI</b>	<b>SILK—</b>								
	1. Raw—								
	(a) Foreign . . . . .	1,475	1,150	37,904	32,685	...	875	...	5,119
	(b) Indian . . . . .	2,175	2,239	31,821	36,958	64	...	5,137	...
	2. Piece-goods—								
	(a) Foreign . . . . .	165	174	4,237	6,295	9	...	2,058	...
	(b) Indian . . . . .	549	447	18,304	15,202	...	102	...	3,092
<b>XXVII</b>	<b>SPICES—</b>								
	1. Betel-nuts . . . . .	84,961	85,856	8,90,321	9,19,512	895	...	29,211	...
	2. Cardamoms . . . . .	2,393	2,799	35,026	40,405	...	99	5,379	...
	3. Chillies . . . . .	94,032	85,285	9,28,622	9,26,781	...	8,747	...	1,838
	4. Ginger . . . . .	9,038	6,502	91,206	75,788	...	2,536	...	15,418
	5. Pepper . . . . .	6,862	6,325	1,28,553	1,20,433	...	537	...	8,120
	6. Others . . . . .	58,443	51,137	5,39,616	4,04,320	...	7,306	...	45,296
	Carried over . . . . .	14,015,061	27,273,308	14,73,27,435	15,92,45,445	3,177,705	...	1,19,18,010	...



DIX 15—concl.

Appendix 15.  
Principal Commodities—Summary.

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system and the earnings therefrom during the Calendar year 1900.

(Graph 26 of Report).

(are shown in Appendix 16.)

Progressive No.	DESCRIPTION OF COMMODITY— concl.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1899.	1900.	1899.	1900.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward	24,095,663	27,273,368	14,73,27,435	15,92,45,445	3,177,705	...	1,19,18,010	...
XXVIII	STONE AND LIMB . . . . .	1,031,081	1,175,120	14,21,102	23,50,452	144,039	...	...	79,653
XXIX	SUGAR—								
	1. Refined or crystallized, including sugarcandy . . . . .	224,559	261,518	23,55,571	27,70,224	36,929	...	4,14,653	...
	2. Unrefined—								
	(a) Sugar . . . . .	290,948	176,130	11,57,589	11,04,743	...	114,818	...	52,846
	(b) Gur, rab, jagree, molasses and other saccharine products . . . . .	757,045	680,637	53,26,312	45,13,859	...	76,408	...	9,72,438
XXX	TEA—								
	1. Foreign . . . . .	1,376	1,541	29,001	34,218	165	...	5,217	...
	2. Indian . . . . .	131,506	142,210	12,63,278	13,18,682	10,704	...	75,404	...
XXXI	TOBACCO—								
	1. Unmanufactured . . . . .	186,475	174,362	15,41,541	15,44,516	...	12,213	2,975	...
	2. Manufactured—								
	(a) Cigar . . . . .	4,041	4,414	88,989	87,902	373	...	...	1,087
	(b) Other sorts . . . . .	9,434	11,221	1,22,678	1,19,439	1,787	...	16,761	...
XXXII	WOOD—								
	1. Timber, unwrought . . . . .	821,428	800,523	26,34,621	25,79,319	...	11,905	...	35,102
	2. Manufactures . . . . .	24,348	58,893	1,67,808	4,04,145	34,545	...	1,26,337	...
XXXIII	WOOL—								
	1. Raw . . . . .	39,313	30,294	7,61,682	5,96,811	...	9,019	...	1,64,875
	2. Manufactured—								
	(a) Carpets and rugs . . . . .	1,347	2,500	37,017	47,269	1,153	...	10,252	...
	(b) Piece goods, European . . . . .	2,221	1,767	63,507	34,825	...	1,056	...	28,682
	(c) Piece-goods, Indian . . . . .	8,175	6,985	1,80,545	1,47,004	...	1,190	...	33,542
	(d) Other sorts of manufactures . . . . .	120	2,921	2,501	45,627	2,801	...	43,196	...
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—								
	1. Bones . . . . .								
	2. Firewood . . . . .								
	3. Indigo seed . . . . .								
	4. Paints and colors . . . . .								
	5. Seeds other than oil-seeds . . . . .	2,331,542	2,274,010	1,46,00,483	1,44,48,545	...	57,532	...	1,51,938
	6. Manures . . . . .								
	7. Lucifer matches . . . . .								
	8. Others . . . . .								
	GRAND TOTAL	29,941,254	33,087,414	18,01,41,660	19,14,33,095	31,46,160	...	1,12,91,435	...

Appendix 16.  
Principal Commodities—Details.

APPEN

Principal commodities carried on each railway (by systems)  
(Referred to in paragraph

Pro. consecutive No.	GAUGE.	5' 6"							
	CLASSIFICATION NO.	1		2		3		4	
	Railways.	East Indian.		Eastern Bengal.		Bengal Central.		Bengal-Nagpur.	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes	3,185	1,01,851	1,114	12,044	55	453	209	4,340
II	Coal and coke carried for the public and foreign railways	4,657,967	1,57,12,443	262,549	2,70,343	23,794	25,350	754,614	6,73,258
III	COTTON—								
	1. Raw	32,755	4,30,102	1,474	10,528	92	679	5,385	51,543
	2. Manufactured—								
	(a) Twist and yarn, European	1,939	53,856	2,566	22,104	518	2,575	408	3,775
	(b) Twist and yarn, Indian	17,250	1,64,702	3,303	23,888	57	226	8,204	1,32,140
	(c) Piece-goods, European	52,216	14,18,303	26,821	2,75,626	1,364	8,336	2,612	24,628
	(d) Piece-goods, Indian	9,056	1,50,697	1,323	11,851	27	134	3,547	69,117
	(e) Others	721	18,586	...	...	...	...	...	...
IV	CHEMICALS, EXCEPTING SALT-PETRE.	1,638	33,916	310	2,737	8	39	103	1,687
V	DRUGS—								
	1. Intoxicating other than opium	311	5,789	191	4,237	3	36	54	934
	2. Non-intoxicating—								
	(a) Medical preparations	930	23,557	31	674	4	69	...	...
	(b) Others	2,261	51,892	1,023	14,656	26	325	354	5,122
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia)	176	2,967	...	...	...	...	...	...
	2. Alizarine and aniline dyes	118	3,245	...	...	...	...	...	...
	3. Cutch	1,173	15,183	313	2,271	2	11	...	...
	4. Indigo	4,166	1,50,595	73	708	...	...	...	...
	5. Myrabolams	5,608	45,087	...	...	...	...	8,150	1,08,528
	6. Tanning barks	1,831	4,544	...	...	32	170	...	...
	7. Turmeric	5,228	1,17,348	3,769	23,113	451	1,960	1,226	16,466
	8. Others	2,181	29,239	172	2,072	7	61	772	7,783
VII	FODDER—								
	1. Oil-cake	40,098	1,80,705	7,636	14,673	707	1,851	381	2,158
	2. Hay, straw and grass	6,222	53,448	24,882	28,724	8	42	10,766	35,254
VIII	FRUITS AND VEGETABLES, FRESH.	7,006	74,224	5,290	28,261	5,541	16,454	7,994	31,983
IX	GRAIN AND PULSE—								
	1. Gram and pulse	431,073	34,80,694	119,440	4,19,049	10,500	21,344	115,863	9,79,657
	2. Jawar and Bajra	32,883	1,40,733	...	...	1	2	...	...
	3. Rice in the husk	56,777	2,04,601	86,214	2,93,046	1,972	2,768	...	...
	4. Rice net in the husk	484,797	31,72,520	190,717	7,04,737	32,625	59,406	337,813	33,55,452
	5. Wheat	310,522	12,83,238	4,848	21,317	33	66	30,096	2,81,861
	6. Wheat flour	17,976	1,37,403	1,700	16,064	205	722	1,696	16,143
	7. Others	193,339	9,36,692	3,182	9,937	41	90	16,310	1,28,237
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a)—Dressed or tanned	8,088	1,13,649	9,643	57,014	310	1,894	...	...
	(b)—Raw	42,838	7,70,605					...	...
	2.—Skins of sheep, &c.—								
	(a)—Dressed or tanned	795	8,486	1,016	5,504	93	609	...	...
	(b)—Raw	7,359	1,03,621					...	...
XI	Horns	813	9,173	164	721	...	...	310	2,314
XII	Hemp (Indian) and other fibres, excluding jute	25,414	1,51,682	1,150	8,096	361	1,601	7,983	39,247
XIII	JUTE—								
	1. Raw	55,068	2,59,999	547,436	40,83,787	66,512	2,43,701	...	...
	2. Gunny bags and cloth	51,617	6,79,081	19,714	97,104	953	4,711	6,921	1,10,780
XIV	Lac	27,869	4,29,550	645	3,740	...	...	8,742	62,766
XV	LEATHER—								
	1. Unwrought	1,428	67,780	57	467	5	15	101	992
	2. Wrought, excepting boots and shoes	747	18,096					...	...
	Carried over	6,604,640	3,08,09,969	1,328,766	64,69,203	146,307	3,95,706	1,342,696	63,38,815

DIX 16.

Appendix II  
Principal Commodities—Detail

and the earnings therefrom during the Calendar year 1900.  
(26 of Report.)

5' 6'										Progressive No.
5		6		7		8		9		
East Coast.		Calcutta Port Commissioners'		Oudh and Rohilkhand.		North Western.		Great Indian Peninsula.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
79	1,791	127	142	982	12,501	3,101	71,768	835	34,963	I
160,145	4,93,682	21,651	7,487	31,462	1,15,282	26,930	64,320	137,940	4,35,939	II
6,932	38,448	589	508	5,963	37,311	47,662	5,91,254	121,551	27,07,502	III
2,316	12,847	15,731	17,880	2,611	20,309	2,539	51,825	7,136	1,45,021	
5,249	19,931	4,752	4,001	7,123	58,677	4,261	66,663	8,535	90,688	
2,069	12,711	...	...	6,936	42,513	19,782	5,38,412	20,593	5,47,648	
1,730	9,278	...	...	5,084	46,131	19,403	3,83,018	5,899	1,14,562	
...	...	...	...	368	3,306	467	11,020	226	6,861	
52	1,064	89	66	107	855	1,556	29,320	676	18,795	IV
4	35	825	994	197	2,614	569	8,628	18,296	1,65,603	V
35	635	...	...	16	671	438	11,104	249	7,644	
724	6,808	...	...	1,415	14,836	8,527	1,37,703	5,117	1,21,280	
...	...	...	...	24	200	...	...	...	...	
51	604	...	...	75	971	671	14,946	1,026	29,370	VI
3	18	...	...	261	2,014	20	154	477	11,622	
480	6,050	1	...	364	6,098	2,890	65,595	287	7,021	
2,704	7,416	...	...	189	1,186	239	3,954	31,715	2,55,513	
10,860	43,949	...	...	21	71	149	1,346	13,722	82,376	
4,421	17,812	2,328	1,835	1,852	23,824	3,754	46,526	5,493	82,288	
360	2,794	242	161	650	5,432	6,220	76,500	2,152	39,786	
2,992	9,867	...	...	5,526	28,477	11,681	26,446	4,636	28,823	VII
1,455	3,421	...	...	7,268	39,391	71,351	2,14,243	127,945	5,55,400	VIII
5,615	18,357	4,714	3,666	11,212	53,888	17,635	1,38,965	16,527	1,45,809	VIII
47,025	2,04,784	280	220	109,952	5,12,486	141,272	6,14,733	149,850	15,22,745	IX
51,288	1,18,967	92,795	61,340	61,698	2,30,840	170,255	10,14,617	174,843	16,18,828	
97,037	3,37,667	2	3	9,554	56,944	22,279	75,120	14,490	81,930	
1,26,596	3,60,478	514	444	47,992	1,81,549	95,496	4,97,596	277,516	20,10,449	
745	8,150	12,763	8,500	192,963	6,76,576	407,670	28,34,725	107,869	8,94,681	
72	221	75,367	54,802	3,696	12,685	39,183	1,23,815	12,340	1,12,691	
20,617	1,19,732	...	...	82,123	4,98,799	28,586	1,04,661	1,19,949	10,34,421	
17	131	...	...	5	28	380	6,206	15,449	2,49,640	X
2,781	18,380	119	104	8,850	60,104	17,344	2,33,950	2,574	26,083	
128	1,563	...	...	4	24	94	1,263	2,710	46,655	
3,603	25,314	...	...	1,318	6,228	9,434	1,04,956	9,534	1,20,243	
314	2,385	4	7	1,331	5,979	625	5,464	1,900	31,064	XI
1,036	4,052	1,179	867	5,204	18,965	1,016	8,429	8,939	1,07,696	XII
125	977	...	...	63	483	45	464	318	3,794	XIII
7,174	38,823	356,312	1,46,460	13,417	68,923	28,063	2,00,125	14,969	1,67,264	
65	453	2,744	6,534	343	1,932	770	5,241	366	4,601	XIV
3,242	29,872	4	13	14	120	1,202	18,653	1,192	21,219	XV
563	5,251	...	...	243	2,313	2,127	35,718	644	20,400	
570,704	19,78,807	593,132	3,16,034	629,476	28,42,566	1,275,686	84,38,246	1,446,485	1,37,15,818	

## Principal commodities carried on each railway (by systems)

(Referred to in paragraph

Pre- cedence No.	GAUGE.	5' 6"							
	CLASSIFICATION No.	1		2		3		4	
	Railway.	East Indian.		Eastern Bengal.		Bengal Central.		Bengal-Nagpur.	
	Description of commodity— <i>assd.</i>	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
	Brought forward	6,604,640	3,08,09,969	1,328,766	64,69,203	146,307	3,95,706	1,342,696	63,38,815
XVI	<b>LIQUORS—</b>								
	1. Ale and beer	5,761	69,399	314	3,050	1	9	729	3,129
	2. Spirits of all kinds, including country spirits.	656	20,403	50	675	7	21	149	3,727
	3. Wine	1,419	51,737	1,108	15,736	26	367	487	7,626
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	161	1,120	...	...	1	11	...	...
XVII	<b>METALS—</b>								
	1. Brass, unwrought	712	9,791	143	1,081	1	13	...	...
	2. Brass, wrought	8,765	99,353	2,240	22,657	81	532	1,081	16,259
	3. Copper, unwrought	224	5,080	53	442	...	...	...	...
	4. Copper, wrought	662	10,735	119	1,470	...	...	79	2,189
	5. Iron and steel—								
	(a) Cast	7,473	56,040	782	8,130	25	119	224	2,288
	(b) Unwrought	10,604	31,785	3	18	8	39	...	...
	(c) Wrought	39,226	4,46,409	14,206	1,14,160	375	1,800	12,806	47,130
	(d) Manufactures	14,380	1,59,874	3,851	42,938	45	336	3,147	35,180
	16. Zinc and spelter	1,297	23,966	...	...	...	...	...	...
	17. Others	5,361	1,04,520	2,553	28,778	469	2,791	17,756	15,545
XVIII	<b>OILS—</b>								
	1. Kerosine	64,142	6,12,644	116,067	2,27,063	1,581	4,001	8,468	1,28,094
	2. Castor	1,930	13,782	79	561	6	21	216	1,890
	3. Coconut	2,290	20,316	1,321	12,293	160	724	249	1,552
	4. Mustard and rape	5,072	61,677	2,754	28,393	558	2,190	...	...
	5. Others	2,481	34,763	517	4,514	10	24	883	7,569
XIX	<b>OIL SEEDS—</b>								
	1. Castor	29,566	1,86,461	...	...	...	...	...	...
	2. Earthnuts	46	481	...	...	...	2	...	...
	3. Linseed	189,652	13,27,528	15,303	44,720	2,730	5,020	1,458	9,248
	4. Poppy	23,161	2,13,355	...	...	...	...	...	...
	5. Rape and mustard	102,958	7,49,751	23,832	88,063	805	2,140	743	4,870
	6. Til or jinjili	26,714	1,60,028	2,644	10,273	5,421	12,694	19,560	1,53,314
	7. Cotton seed	...	...	...	...	...	...	...	...
	8. Others	4,179	21,470	404	1,202	24	59	6,014	44,246
XX	<b>OPIMUM</b>	8,500	2,37,230	25	268	2	21	37	1,218
XXI	<b>PAPER AND PASTE-BOARD</b>	9,062	1,41,391	6,362	10,039	75	538	860	12,170
XXII	<b>PROVISIONS—</b>								
	1. Dried fruits	7,160	1,02,926	182	1,485	327	1,159	3,438	36,538
	2. Ghee	19,807	3,91,670	918	9,156	36	252	1,925	29,109
	3. Potatoes	42,042	3,68,991	...	...	...	...	...	...
	4. Others	27,327	2,99,748	10,481	79,287	205	1,076	3,100	56,344
XXIII	<b>RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—</b>								
	1. Locomotives, engines and tenders and parts thereof.	1,442	8,182	431	205	...	...	158	1,096
	2. Carriages & trucks and parts thereof.	12,152	43,940	2,262	2,235	...	...	33	552
	3. Materials—								
	(a) Steel rails and fish-plate	4,489	7,612	3,832	25,167	...	...	974	7,317
	(b) Sleepers & keys of steel and cast-iron.	4,592	61,572	8,715	40,469	...	...	23	96
	(c) Sleepers of wood	...	...	...	...	...	...	...	...
	(d) Others	70,576	2,45,526	7,375	43,596	...	...	55,098	2,00,930
XXIV	<b>SALT</b>	225,853	10,91,915	65,577	3,17,496	4,769	9,742	62,151	7,00,039
XXV	<b>SALTPETRE AND OTHER SALINE SUBSTANCES—</b>								
	1. Saltpetre	22,724	2,10,637	71	480	2	15	...	...
	2. Other saline substances	20,491	1,68,128	2,047	8,934	5	19	...	...
	Carried over	7,029,754	3,87,03,895	1,625,393	76,65,112	164,212	4,41,443	1,514,522	78,68,097

DIX 16—continued.

Appendix 16  
Principal Commodities—Details

(and the earnings therefrom during the Calendar year 1900.  
26 of Report.)

5' 6"

5		6		7		8		9		Progressive No.
East Coast.		Calcutta Port Commissioners.		Oudh and Rohilkhand.		North-Western.		G. I. P. SYSTEM. Great Indian Peninsula. (a) to (e)		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
570,704	19,78,807	593,132	3,16,034	629,476	28,42,566	1,275,686	84,38,246	1,446,486	1,37,15,818	
57 1,260	694 6,895	35 ...	39 ...	2,413 1,207	11,849 19,854	6,318 1,593	56,880 53,847	6,297 2,231	91,184 43,569	XVI
68 ...	1,386 ...	77 5	124 8	618 ...	12,076 ...	1,778 220	47,762 2,987	500 88	17,126 778	
190 502 37 27	999 2,660 239 179	1,098 523	1,485 489	29 2,913 3 157	157 20,327 12 955	193 1,518 47 618	1,738 20,908 228 10,261	2,548 1,389 1,035 1,031	43,531 20,525 16,484 15,138	XVII
498 1,902 1,015 848	5,206 14,028 7,278 10,603	19,541	11,606	1,922 27 7,774 3,925	10,408 200 41,732 27,962	476 389 21,324 9,550	4,485 2,804 2,75,097 1,58,030	1,809 10,255 20,540 7,450	26,206 93,675 2,80,454 1,31,781	
1,01,261	1,53,268	1,825	1,611	828	4,461	2,643	46,850	24,261	2,17,739	
12,542 786 709 1 1,566	59,278 3,037 2,267 7 5,238	82 1,641	102 1,615	12,827 95 74 464 463	67,385 526 420 2,896 2,828	16,685 367 1,457 3,233 3,409	3,20,884 3,162 19,837 27,815 31,893	40,643 444 2,387 7 5,788	5,39,403 5,909 33,589 148 68,387	XVIII
5,925 36 553 2 873 12,193 1,518	17,813 117 2,617 10 4,728 68,035 4,581	1,837 25 38,895 708 23,901 4,528 438	1,311 8 22,488 376 8,039 3,291 246	3,725 19 26,077 18,631 26,625 13,001 2,747	15,350 97 86,069 78,561 1,20,186 53,985 10,970	800 35 7,046 643 25,733 22,592 55,650 18,933	11,558 586 1,17,869 4,167 2,50,731 1,76,445 96,662 1,29,894	17,952 2,594 34,985 19,807 25,894 99,301 ...	1,36,967 30,589 3,40,440 1,86,660 2,45,984 11,05,628 4,03,327	XIX
10 705	281 11,834	6,643 6,330	6,396 4,892	1,303 3,453	28,519 19,312	74 2,499	850 40,168	446 4,124	21,191 83,839	XX XXI
9,817 2,176 5,474	23,355 8,460 20,231	50 782 1,414	46 904 1,515	1,643 1,770 2,112	16,117 10,346 15,307	23,703 11,457 12,327	4,43,118 1,02,757 1,84,084	32,641 10,121 11,955	5,28,720 1,66,957 1,63,041	XXII
82 77	227 271	...	...	104 ...	330 ...	...	441	55 78	668 424	XXIII
2,118 8	9,149 23	7,015	213	356 214	1,334 1,023	2,567 ...	20,634 ...	13,345 1,417	96,857 12,907	
5,731 56,851	18,546 1,27,448	42	27	4,059 63,701	14,840 3,07,707	87,174 104,858	3,39,956 7,18,788	11,846 161,942	1,61,555 14,31,658	XXIV XXV
56 16	403 98	2,921	1,480	1,305 171	5,172 659	5,539 6,426	29,797 59,164	409 2,949	4,836 29,049	
798,194	25,70,386	713,488	3,84,345	836,231	38,52,498	1,735,560	1,23,11,383	2,074,269	2,05,12,931	

Appendix 16.  
Principal Commodities—Details.

Principal commodities carried on each railway (by systems)  
(Referred to in paragraph)

APPE

Pro- gressive No.	GAUGE.	5' 6"							
	CLASSIFICATION NO.	1		2		3		4	
	Railways.	East India.		Eastern Bengal.		Bengal Central.		Bengal Nagpur.	
	Description of commodity— <i>encl.</i>	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
	Brought forward . . . . .	7,629,754	3,87,03,895	1,625,393	76,65,142	164,212	4,41,443	1,544,522	78,68,087
XXVI	SILK—								
	1. Raw—								
	(a). Foreign . . . . .	3	206	139	1,382	...	...	...	...
	(b). Indian . . . . .	936	14,445			...	...	556	10,508
	2. PIECE-GOODS—								
	(a). Foreign . . . . .	...	6	...	...	...	...	...	...
	(b). Indian . . . . .	107	4,440			...	...	...	...
XXVII	SPICES—								
	1. Betel-nuts . . . . .	9,108	2,13,900	10,368	94,390	5,513	19,445	1,511	13,510
	2. Cardamoms . . . . .	406	12,012	465	9,392	...	...	...	...
	3. Chillies . . . . .	9,869	1,16,550	2,682	15,892	635	2,028	2,145	31,383
	4. Ginger . . . . .	808	12,454	1,088	16,643	...	3	...	...
	5. Pepper . . . . .	844	21,488	409	7,183	1	4	...	...
	6. Others . . . . .	2,052	20,890	2,839	16,043	352	924	1,556	12,985
XXVIII	STONE AND LIME . . . . .	194,950	8,66,727	28,112	44,119	1,744	2,550	14,884	1,03,475
XXIX	SUGAR—								
	1. Refined or crystalized, includ- ing sugar-candy.	10,514	1,06,503	7,394	48,933	347	1,469	4,420	30,583
	2. Unrefined—								
	(a). Sugar . . . . .	51,030	3,20,479	12,512	53,637	2,435	5,550	...	...
	(b). Gur, rab, jaggree, molas- ses and other saccha- rine produce.	107,288	5,23,937	13,907	78,620	537	1,792	6,551	75,866
XXX	TEA—								
	1. Foreign . . . . .	1	30	36,646	8,16,932	...	...	...	...
	2. Indian . . . . .	1,463	25,729			...	...	228	2,190
XXXI	TOBACCO—								
	1. Unmanufactured . . . . .	27,336	3,08,365	25,226	2,49,834	1,337	6,060	3,108	49,027
	2. Manufactured								
	(a). Cigar . . . . .	157	5,876	210	3,296	...	...	...	...
	(b). Other sorts . . . . .	2,089	30,738			17	149	346	5,588
XXXII	WOOD—								
	1. Timber, unwrought . . . . .	51,336	2,22,689	8,309	40,462	1,044	3,788	20,040	87,296
	2. Manufactures . . . . .	5,646	56,268	2,517	20,712	219	998	2,403	16,018
XXXIII	WOOL—								
	1. Raw . . . . .	1,702	24,189	948	13,991	1	2	...	...
	2. Manufactured . . . . .								
	(a). Carpets and rugs . . . . .	1,184	20,270	86	1,068	2	10	...	...
	(b). Piece-goods, European . . . . .	636	6,253			...	...	...	...
	(c). Piece-goods, Indian . . . . .	709	27,001			...	...	...	...
	(d). Other sorts of manufac- tures.	883	20,896			...	...	...	...
XXXIV	ALL OTHER ARTICLES OF MER- CHANDISE—								
	1. Bones . . . . .	20,955	1,18,580	89,901	5,47,133	4,172	17,766	...	...
	2. Firewood . . . . .	16,520	34,070					7,719	14,504
	3. Indigo seed . . . . .	8,909	85,585					...	...
	4. Paints and colors . . . . .	2,842	37,211					...	...
	5. Seeds other than oil-seeds . . . . .	31,722	2,96,374					...	...
	6. Manures . . . . .	...	...					...	...
	7. Lucifer matches . . . . .	...	...					...	...
	8. Others . . . . .	335,047	35,19,854					43,594	2,75,542
	TOTAL . . . . .	8,526,896	4,57,86,964	1,869,241	97,45,304	182,588	5,03,981	1,653,583	85,87,592

DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.  
(of Report).

5 '0'										Progressive No.
5		6		7		8		9		
East Coast.		Calcutta Port Commissioners.		Oudh and Rohilkhand.		North Western.		G. I. P. SYSTEM. Great Indian Peninsula, (a) to (c).		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
798,194	25,70,336	713,488	3,84,345	8,36,231	38,52,498	1,735,560	1,23,11,383	2,074,269	2,05,12,931	
...	...	...	...	...	...	...	...	...	...	XXVI
2	17	51	74	1	12	261	3,941	117	1,860	
...	...	...	...	...	...	92	2,052	3 <sup>2</sup>	1,397	
...	...	...	...	...	...	98	3,517	45	1,464	
11	209	...	...	3	38	65	1,441	5	170	XXVII
1,093	3,581	3,721	3,901	1,585	26,076	614	5,766	6,901	1,54,547	
1	35	335	350	58	606	265	4,335	55	1,796	
7,072	23,878	490	570	1,469	13,620	6,203	69,661	7,670	82,743	
83	302	179	165	271	2,560	879	8,866	236	6,060	
20	124	261	309	144	1,403	694	22,931	486	13,953	
2,040	7,475	1,276	1,102	885	5,301	4,145	45,031	5,879	90,185	
33,483	25,302	5,855	2,461	40,968	59,646	425,517	4,29,084	18,904	1,09,843	XXVIII
4,386	16,789	23,691	15,917	5,573	26,044	50,789	9,78,393	39,887	5,72,783	XXIX
...	...	...	...	37,121	1,65,614	8,260	60,910	2,082	24,215	
23,865	48,842	1,736	1,826	62,043	2,14,738	112,911	8,21,079	40,358	3,29,553	
...	...	...	...	...	...	...	...	...	...	XXX
...	...	...	...	...	...	573	14,766	111	2,478	
27	712	52,373	5,776	793	7,229	2,713	45,020	705	15,431	
5,329	12,972	1,606	1,399	4,197	21,940	15,740	1,70,526	6,736	84,063	XXXI
50	765	...	...	59	703	194	7,083	779	30,714	
2	33	...	...	446	2,918	1,290	34,537	212	4,943	
5,693	18,502	5,289	4,705	48,448	1,12,643	89,525	2,85,240	101,142	3,13,121	XXXII
432	7,832	...	...	3,839	22,449	5,692	44,252	943	13,217	
15	180	1,860	2,071	273	1,514	13,956	3,53,601	1,124	30,356	XXXIII
141	2,184	...	...	5	44	268	5,517	50	2,042	
8	158	16	17	2	16	534	12,657	164	4,659	
71	495	...	...	286	3,268	1,653	30,182	1,244	26,326	
...	...	...	...	1	8	328	5,214	256	3,396	
40,765	1,49,612	18,040	17,130	169,194	5,07,839	...	...	157,549	14,48,678	XXXIV
...	...	...	...	...	...	92,936	147,119	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	44,005	3,92,673	...	...	
...	...	...	...	...	...	1,220	66,991	...	...	
...	...	...	...	...	...	133,916	15,03,652	...	...	
922,483	28,90,386	835,267	4,42,118	1,153,896	50,78,817	2,750,956	1,78,87,416	2,467,241	2,38,82,930	

Appendix 16.  
Principal Commodities—Details.

Principal commodities carried on each railway (by systems)  
(Referred to in paragraph

APPE

Pro- gressive No.	GAUGE.		5' 6" — concluded.						
	CLASSIFICATION NO.		9		10		11		
	Railways.		G. I. P. SYSTEM.		B. B. & C. I. SYSTEM.		Nizam's Guaranteed State.		
	Description of commodity.		Indian Midland. (f) to (j).		Bombay, Baroda and Central India (a) to (d) & (j) & (k).		Rajputana- Malwa. (e) to (i).		
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes .	280	8,008	208	4,546	403	10,391	85	1,861
II	Coal and coke carried for the public and foreign railways .	5,903	25,314	95,031	4,21,143	16,738	76,478	420,482	14,71,869
III	COTTON —								
	1. Raw . . . . .	26,789	2,97,871	59,854	6,72,451	45,480	7,22,879	4,370	39,493
	2. Manufactured—								
	(a) Twist and yarn, European .	281	5,851	207	3,528	267	3,742	2,493	131,416
	(b) Twist and yarn, Indian .	1,840	31,509	7,848	1,04,114	8,886	2,21,615	1,932	20,744
	(c) Piece goods, European .	5,954	1,41,912	5,768	1,29,481	8,059	2,28,565	2,003	30,129
	(d) Piece goods, Indian .	4,624	72,500	16,099	2,76,195	15,277	3,83,612	1,300	17,702
	(e) Others . . . . .	47	1,461	13	246	120	1,914	67	987
IV	CHEMICALS, EXCEPTING SALTPETRE.	47	1,191	2	51	8	160	67	1,229
V	DRUGS—								
	1. Intoxicating other than opium .	44	1,304	41	1,157	162	2,134	16	242
	2. Non-intoxicating—								
	(a) Medical preparations . . . . .	22	466	10	204	8	318	64	1,220
	(b) Others . . . . .	915	13,240	2,311	42,452	1,566	29,158	753	7,965
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia) . . . . .	120	888	...	...	58	208	...	...
	2. Alizine and aniline dyes . . . . .	342	9,918	304	6,657	127	2,670	98	1,466
	3. Cutch . . . . .	355	4,267	98	630	95	992	94	852
	4. Indigo . . . . .	92	1,873	42	648	398	6,575	137	2,164
	5. Myrabolans . . . . .	382	3,875	240	2,259	235	2,675	594	4,179
	6. Tanning barks . . . . .	1,860	6,044	8	23	1,211	15,352	6,691	41,389
	7. Turmeric . . . . .	560	8,690	1,628	29,971	1,725	29,817	689	10,603
	8. Others . . . . .	1,324	11,714	4,559	70,247	3,744	81,729	218	3,032
VII	FODDER—								
	1. Oil-cake . . . . .	59	360	3,945	23,036	4,301	12,120	538	3,582
	2. Hay, straw and grass . . . . .	30,891	2,02,368	251,354	943,054	97,786	3,87,216	8,416	38,328
VIII	FRUITS AND VEGETABLES FRESH.	455	3,963	12,754	65,558	22,825	1,63,401	3,151	30,027
IX	GRAINS AND PULSE—								
	1. Grams and pulse . . . . .	118,327	11,10,462	79,920	4,15,904	179,076	14,04,544	15,770	86,725
	2. Jawar and Bajra . . . . .	57,849	5,35,366	119,927	5,52,990	150,287	12,96,981	83,582	5,30,610
	3. Rice in the husk . . . . .	1,424	12,571	3,986	15,537	3,547	20,329	2,716	16,106
	4. Rice not in the husk . . . . .	22,699	1,43,605	379,832	29,61,760	121,580	5,85,212	108,299	8,68,070
	5. Wheat . . . . .	149,964	14,42,185	75,649	2,77,982	455,183	47,32,953	12,530	63,759
	6. Wheat flour . . . . .	908	8,950	3,273	30,643	7,238	47,968	1,743	9,884
	7. Others . . . . .	83,744	7,71,737	75,342	5,75,047	374,222	33,85,089	22,043	1,70,691
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	a.—Dressed or tanned . . . . .	1	8	707	9,003	82	1,194	127	1,296
	b.—Raw . . . . .	10,185	1,94,091	22,199	2,10,623	24,602	3,84,727	4,134	39,939
	2. Skins of sheep, etc.—								
	a.—Dressed or tanned . . . . .	...	...	1	5	2	9	127	948
	b.—Raw . . . . .	4,682	53,068	2,993	40,845	5,965	57,206	3,370	28,061
XI	Horns . . . . .	224	2,992	777	13,125	615	5,495	523	4,337
XII	Hemp (Indian) and other fibres, excluding jute.	1,586	15,688	314	3,760	1,275	11,787	114	1,216
XIII	JUTE—								
	1. Raw . . . . .	88	1,075	627	6,214	2,573	26,824	24	362
	2. Gunny bags and cloth . . . . .	4,763	48,527	7,990	43,023	16,995	1,69,973	3,325	31,404
XIV	Lac . . . . .	334	3,540	82	492	287	2,806	22	330
XV	LEATHER—								
	1. Unwrought . . . . .	380	2,966	160	2,758	225	2,483	1,426	19,...
	2. Wrought, excepting boots and shoes.	294	6,126	694	11,509	558	10,092	320	4,...
	Carried over . . . . .	540,638	52,16,663	1,237,797	79,63,871	1,573,790	1,45,29,283	714,426	36,37,...



DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.

(5 of Report.)

12		13		14		15		Pro- gressive No.
Madras.		Bengal Dooars.		Dibru-Sadiya.		Assam-Bengal.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
200	4,333	22	93	...	...	188	2,336	I
366,863	7,55,354	6,294	13,072	205,348	3,59,507	11,662	23,505	II
16,923	2,08,134	19	112	252	3,211	1,604	12,087	III
3,517	41,160	...	...	...	...	599	2,325	
8,430	82,688	51	83	...	...	55	242	
1,923	35,530	166	592	...	...	2,029	12,214	
8,610	1,05,600	47	260	...	...	157	1,597	
74	558	...	...	...	...	17	153	
48	1,019	16	110	...	...	72	665	IV
7	180	...	...	...	...	5	66	V
462	6,398	...	...	29	556	68	940	
1,834	18,132	13	84	...	...	112	748	
3	67	...	...	...	...	...	1	VI
212	2,441	...	...	...	...	3	8	
9	53	...	...	...	...	63	220	
643	10,508	...	...	...	...	...	...	
3,386	21,248	...	...	...	...	5	15	
29,633	1,90,391	...	...	...	...	...	1	
4,458	43,517	...	...	...	...	30	151	
1,505	14,260	6	41	...	...	10	85	
5,146	22,205	...	...	...	...	185	521	VII
2,072	8,388	116	469	...	...	327	510	
9,445	73,573	23	141	...	...	766	3,845	VIII
34,849	2,03,203	1,664	5,020	1,430	11,396	2,277	10,197	IX
28,724	1,27,653	...	...	...	...	...	...	
33,377	1,98,250	460	1,392	...	...	295	664	
65,635	3,57,496	2,996	9,535	15,390	1,10,544	43,467	93,910	
1,440	6,280	...	...	...	...	346	2,156	
2,618	26,894	27	134	...	...	954	4,786	
36,370	1,80,918	21	32	672	4,235	220	1,127	
3,856	34,635	...	...	...	...	1	2	X
10,477	1,22,840	105	372	...	...	337	2,250	
5,891	56,422	...	...	...	...	...	...	
26,751	2,02,612	1	5	...	...	23	219	
499	3,432	...	...	...	...	10	59	XI
1,129	5,344	...	...	...	...	86	399	XII
33	301	4,356	9,206	...	...	13,287	34,303	XIII
6,466	52,934	39	213	...	...	884	3,937	
130	1,294	...	...	...	...	312	1,337	XIV
49	318	...	...	...	...	...	...	XV
483	11,096	...	...	...	...	3	49	
724,180	32,97,659	16,442	40,966	223,121	4,89,449	80,459	2,17,630	

Pro- gressive No.	GAUGE.		5' 6" — enclosed							
	CLASSIFICATION NO.		9		10		11			
	Railways.		Indian Midland. (f) to (i).		R., B. & C. I. (a) to (d) and (j) and (k).		Rajputana-Me'wa. (e) to (i)		N. G. S. Svtm.	
	Description of commodity—contd.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
	Brought forward . . . . .		540,638	52,16,663	1,237,797	79,68,871	1,573,790	1,45,29,283	714,426	36,37,730
XVI	LIQUORS—									
	1. Ale and beer . . . . .		1,142	10,645	1,282	18,628	2,084	21,728	1,383	10,777
	2. Spirits of all kinds, including country spirits.		179	2,871	1,639	10,921	281	7,594	270	4,024
	3. Wine . . . . .		35	11,317	1,056	17,087	563	9,933	62	1,022
	4. All other sorts, including toddy and fermented liquor other than ale and beer.		9	101	62	293	1	33	1,009	5,643
XVII	METALS—									
	1. Brass, unwrought . . . . .		320	5,792	518	4,167	753	7,684	173	1,284
	2. Brass, wrought . . . . .		719	10,427	2,57	30,359	3,141	43,133	353	2,856
	3. Copper, unwrought . . . . .		85	1,238	269	2,900	75	1,064	47	389
	4. Copper, wrought . . . . .		117	2,332	854	11,274	524	8,597	102	970
	5. Iron and steel—									
	(a) Cast . . . . .		1,941	15,010	228	3,274	130	1,956	375	3,519
	(b) Unwrought . . . . .		3,051	18,838	371	4,128	860	6,026	1,471	12,170
	(c) Wrought . . . . .		4,578	48,070	15,831	1,54,410	14,720	1,72,748	2,885	20,768
	(d) Manufactures . . . . .		2,581	28,824	5,350	65,411	2,612	36,682	997	10,830
	6. Zinc and spelter . . . . .		...	...	...	...	...	...	...	...
	7. Others . . . . .		1,430	18,705	3,170	36,470	5,559	85,585	560	6,338
XVIII	OILS—									
	1. Kerosine . . . . .		3,921	32,404	13,721	1,46,973	8,053	73,531	5,722	41,856
	2. Castor . . . . .		251	3,680	474	3,260	965	6,131	247	2,177
	3. Coconut . . . . .		87	1,492	670	9,317	425	8,675	212	2,520
	4. Mustard and rape . . . . .		2	16	340	1,741	1,361	9,285	2	12
	5. Others . . . . .		655	9,719	2,786	27,554	1,850	17,676	802	7,057
XIX	OIL-SEEDS—									
	1. Castor . . . . .		1,812	12,641	10,284	97,152	16,502	35,348	14,127	83,266
	2. Earthnuts . . . . .		134	1,134	173	2,497	63	1,140	70	580
	3. Linseed . . . . .		20,231	1,60,611	1,401	9,153	1,401	16,535	1,472	8,293
	4. Poppy . . . . .		12,734	99,829	4,484	20,047	6,971	70,173	130	700
	5. Rape and mustard . . . . .		17,053	1,20,916	12,170	98,708	23,147	1,37,774	143	1,197
	6. Til or jinjili . . . . .		22,810	1,78,547	21,030	94,603	28,048	2,40,268	7,370	39,030
	7. Cotton seed . . . . .		...	...	...	...	...	...	...	...
	8. Others . . . . .		1,617	11,224	2,576	14,929	2,171	12,402	1,299	6,107
XX	OPIMUM . . . . .		389	5,266	2,810	85,017	4,241	70,928	17	604
XXI	PAPER AND PASTE-BOARD . . . . .		504	10,278	1,359	22,226	1,276	16,803	717	8,306
XXII	PROVISIONS—									
	1. Dried fruits . . . . .		3,785	56,373	26,701	2,72,075	16,250	1,60,422	8,403	75,610
	2. Chee . . . . .		11,867	1,32,470	9,222	82,833	16,571	2,29,036	1,701	20,419
	3. Potatoes . . . . .		...	...	...	...	...	...	...	...
	4. Others . . . . .		9,966	94,943	18,653	1,05,499	12,464	87,432	1,410	14,408
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.									
	1. Locomotives, engines and tenders and parts thereof.		7	95	271	1,506	286	1,737	67	226
	2. Carriages and trucks and tenders and parts thereof.		...	...	413	1,844	238	486	...	...
	3. Materials—									
	(a) Steel rails and fish plates . . . . .		128	305	12,088	56,673	5,750	20,506	517	4,082
	(b) Sleepers and keys of steel and castiron.		29	174	2,902	12,601	2,482	9,646	782	4,438
	(c) Sleepers of wood . . . . .		...	...	...	...	...	...	...	...
	(d) Others . . . . .		338	1,343	25,407	95,855	7,671	32,923	...	...
XXIV	SALT . . . . .		46,565	3,53,346	177,495	4,78,233	263,164	22,21,718	37,346	1,97,428
XXV	SALTPETRE AND OTHER SALINE SUBSTANCES—									
	1. Saltpetre . . . . .		200	3,205	1,614	13,971	9,466	63,311	178	1,202
	2. Other saline substances . . . . .		254	2,651	34	5,056	1,352	8,111	1,589	11,957
	Carried over . . . . .		712,647	66,92,874	1,620,435	1,00,98,37	2,038,190	1,84,84,058	808,442	42,40,90

DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.

8 of Report).

12		13		14		15		Progressive No.
Madras.		Bengal Doons.		Dibru-Sadiya.		Assam-Bengal.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
724,180	32,97,659	16,442	40,966	223,121	4,87,449	80,459	2,17,630	
2,947	29,706	9	67	...	...	93	800	XVI
3,061	28,274	...	...	...	...	42	632	
162	2,814	46	357	...	...	98	1,379	
1,774	8,102	...	...	174	1,621	4	57	
413	3,278	...	...	...	...	7	35	XVII
297	3,284	4	20	...	...	157	1,017	
65	651	...	...	...	...	2	11	
44	442	5	7	...	...	6	33	
410	5,655	71	551	3,761	34,201	29	213	XVIII
723	4,999	...	...	...	...	17	110	
11,409	91,433	1,158	7,612	...	...	1,429	8,782	
5,362	32,271	799	6,883	...	...	1,322	11,811	
...	...	...	...	...	...	...	...	
1,969	11,377	543	3,517	552	8,444	496	4,782	
14,879	1,47,620	309	1,831	...	...	4,334	14,255	
1,464	7,025	...	...	...	...	72	425	
1,647	18,937	...	...	...	...	31	171	
27	244	64	354	...	...	251	1,150	
4,321	31,238	30	194	3,994	11,102	123	838	
5,995	37,182	...	...	...	...	15	49	XIX
3,002	16,387	...	...	...	...	6	22	
76	372	...	...	...	...	215	588	
106	852	...	...	...	...	1	6	
372	2,015	189	305	...	...	758	2,917	
10,729	56,760	...	...	...	...	814	3,201	
...	...	...	...	...	...	...	...	
11,489	79,619	...	...	...	...	130	547	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	7	140	XX
873	7,530	3	5	...	...	73	415	XXI
3,331	22,050	...	3	...	...	147	826	XXII
3,787	49,904	...	...	...	...	216	1,516	
...	...	...	...	...	...	...	...	
58,516	4,53,601	377	1,832	285	2,564	4,382	28,309	
85	715	...	...	...	...	...	...	XXIII
36	154	...	...	...	...	...	...	
1,015	6,962	3,156	1,765	...	...	...	...	
149	330	6,005	3,447	...	...	...	...	
...	...	...	...	...	...	...	...	
169	1,186	1,385	1,025	...	...	14	43	XXIV
61,851	3,98,246	1,782	3,836	339	2,969	2,180	5,228	
79	704	...	...	...	...	30	148	XXV
2	42	66	136	...	...	49	228	
936,877	48,60,540	32,444	74,713	232,226	5,50,350	98,009	2,08,314	

## Principal commodities carried on each railway (by systems)

(Referred to in para

Pro- gressive No.	GAUGES.		5' 6"					
	CLASSIFICATION NO.		9		10			
	Railways.		Indian Midland. (f) to (i).		Bombay, Baroda and Central India. (a) to (d) & (j) & (k).		Rajputana-Malwa. (e) to (i).	
	Description of commodity—concid.		Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
XXVI	Brought forward SILK—		712,646	66,92,874	1,620,435	1,00,98,374	2,038,190	1,84,84,058
	1. Raw—							
	(a). Foreign . . . . .		...	7	268	6,646	241	14,005
	(b). Indian . . . . .		2	50	77	1,910	18	263
	2. PIECE-GOODS—							
	(a). Foreign . . . . .		...	2	11	380	11	715
	(b). Indian . . . . .		15	620	103	3,212	72	4,523
XXVII	SPICES—							
	1. Betel-nuts . . . . .		1,087	13,213	1,245	21,942	881	14,269
	2. Cardamoms . . . . .		27	828	16	362	29	954
	3. Chillies . . . . .		2,737	67,201	2,151	15,941	4,874	1,09,330
	4. Ginger . . . . .		108	1,615	735	6,006	204	4,417
	5. Pepper . . . . .		236	6,428	359	8,274	277	9,637
	6. Others . . . . .		2,207	27,734	6,027	64,543	8,410	1,00,431
XXVIII	STONE AND LIME . . . . .		45,643	65,508	30,912	79,290	26,908	85,444
XXIX	SUGAR—							
	1. Refined or crystalized, including sugar- candy.		11,666	1,36,288	31,390	3,78,847	22,876	2,23,016
	2. Unrefined—							
	(a). Sugar . . . . .		6,251	57,761	1,147	7,681	25,556	2,14,674
	(b). Gur, rab, jagree, molasses, and other saccharine produce.		26,163	3,18,682	25,607	2,22,804	78,911	8,58,692
XXX	TEA—							
	1. Foreign . . . . .		16	359	386	5,480	331	9,338
	2. Indian . . . . .		574	9,106	274	4,067	299	6,150
XXXI	TOBACCO—							
	1. Unmanufactured . . . . .		2,833	32,445	13,413	81,071	12,022	1,31,120
	2. Manufactured—							
	(a). Cigar . . . . .		119	3,122	135	1,838	127	4,880
	(b). Other sorts . . . . .		421	5,890	260	765	594	7,497
XXXII	WOOD—							
	1. Timber, unwrought . . . . .		17,745	42,305	18,143	1,02,250	20,019	68,283
	2. Manufactures . . . . .		1,857	15,031	3,312	26,238	3,230	17,481
XXXIII	WOOL—							
	1. Raw . . . . .		281	5,856	2,739	59,234	3,813	69,578
	2. Manufactured—							
	(a). Carpets and rugs . . . . .		13	278	154	3,836	201	7,780
	(b). Piece-goods, European . . . . .		14	367	39	885	91	3,235
	(c). Piece-goods, Indian . . . . .		217	4,332	447	10,145	784	22,495
	(d). Other sorts of manufactures . . . . .		73	1,560	5	67	20	268
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—							
	1. Bones . . . . .				...	...	...	...
	2. Firewood . . . . .				38,047	1,16,431	84,713	73,765
	3. Indigo seed . . . . .				...	...	...	...
	4. Paints and colors . . . . .				...	...	...	...
	5. Seeds other than oil-seeds . . . . .				...	...	...	...
	6. Manures . . . . .		36,312	2,55,986	...	...	...	...
	7. Lucifer matches . . . . .				...	...	...	...
	8. Others . . . . .				181,071	10,44,656	174,150	11,21,751
	TOTAL		869,263	77,65,448	1,978,959	1,23,73,175	2,507,852	2,16,68,049

DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.  
(Graph 26 of Report).

11		12		13		14		15		Pro- gressive No.
Nizam's guaranteed State.		Madras.		Bengal Doons.		D.bra-Sadlya.		Assam-Bengal.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
808,442	42,49,903	936,877	48,60,540	32,444	74,713	232,226	5,50,350	98,009	3,08,314	
2	61	5	103	...	...	...	...	...	...	XXVI
...	6	156	3,166	...	...	...	...	9	76	
...	1	1	39	...	...	...	...	...	...	
4	93	17	160	..	...	...	...	6	48	XXVII
992	9,811	8,768	1,01,002	117	257	...	...	1,597	10,355	
1	14	8	133	10	80	...	...	...	3	
2,066	27,181	6,476	72,271	...	...	...	...	487	2,691	
87	706	408	2,986	2	5	...	...	11	66	
46	515	1,070	15,145	15	39	...	...	51	283	
1,380	11,943	2,288	14,104	20	79	...	...	250	1,461	
7,999	31,850	47,605	1,03,506	510	2,091	2,495	11,081	1,995	4,261	XXVIII
3,494	30,170	4,335	27,066	21	80	...	...	451	1,824	XXIX
730	7,168	3,602	26,489	85	314	247	1,990	688	2,954	
3,365	30,609	22,361	1,33,101	254	1,641	...	...	3,631	16,399	
15	234	1	14	...	...	...	...	...	...	XXX
51	845	483	9,217	14,790	1,33,841	8,175	72,548	10,782	90,779	XXXI
2,138	27,233	12,465	99,608	377	665	...	...	459	2,480	
86	1,265	663	8,755	16	100	...	...	3	42	
50	784	1,037	15,137	...	...	...	...	108	764	XXXII
15,219	64,697	148,844	4,79,781	393	1,771	3,990	16,189	719	3,032	
829	8,141	2,124	19,561	709	5,027	...	...	1,924	13,719	
202	1,773	1,469	16,466	...	...	...	...	1	7	XXXIII
65	963	229	1,721	...	...	...	...	1	13	
11	161	205	5,357	...	...	...	...	4	27	
282	3,728	253	3,531	...	...	...	...	11	130	
...	...	354	5,690	...	...	...	...	61	597	
23,359	1,54,616	71,992	6,81,724	3,680	19,492	13,965	47,560	6,860	42,839	XXXIV
871,315	46,64,471	1,274,096	67,06,373	53,443	2,40,195	261,098	6,99,718	128,118	5,02,164	

Pro- gressive No.	GAUGE.	3' 31"					
	CLASSIFICATION No.	17		18		19	
	Railways.	Bengal and North-Western.		Rohilkund and Kumaon.		Jodhpur-Bikaner.	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes .	520	4,618	354	3,001	168	267
II	Coal and coke carried for the public and foreign railways .	43,827	73,084	563	769	10,517	14,006
III	COTTON—	756	6,761	50	271	87	671
	1. Raw . . . . .						
	2. Manufactured—						
	(a) Twist and yarn, European . . . . .	242	1,712	20	126	2	15
	(b) Twist and yarn, Indian . . . . .	3,484	27,806	1,076	4,809	125	979
	(c) Piece goods, European . . . . .	15,732	1,05,582	212	1,360	293	2,648
	(d) Piece goods, Indian . . . . .	3,962	27,834	2,057	11,621	1,073	6,693
	(e) Others . . . . .	8	61	62	447	1	7
IV	CHEMICALS, EXCEPTING SALT-PETRE . . . . .	4	35	17	233	...	...
V	DRUGS—						
	1. Intoxicating other than opium . . . . .	280	4,382	60	588	7	152
	2. Non intoxicating—						
	a. Medical preparations . . . . .	...	...	39	360	8	121
	b. Others . . . . .	3,231	18,603	705	4,515	42	402
VI	DYES AND TANS—						
	1. Al (Morinda Citrifolia) . . . . .	...	...	5	37	...	2
	2. Alizarine and aniline dyes . . . . .	43	386	3	20	7	53
	3. Cutch . . . . .	408	3,088	256	839	...	3
	4. Indigo . . . . .	2,816	23,396	9	61	8	45
	5. Myrabolams . . . . .	11	40	7	48	16	97
	6. Tanning barks . . . . .	431	1,117	358	1,011	80	315
	7. Turmeric . . . . .	2,481	17,453	414	1,827	106	943
	8. Others . . . . .	320	1,857	86	575	276	985
VII	FODDER—						
	1. Oil-cake . . . . .	5,029	19,488	306	975	28	108
	2. Hay, straw and grass . . . . .	2,051	8,963	736	1,384	7,360	30,189
VIII	FRUITS AND VEGETABLES, FRESH	5,710	14,521	9,477	45,347	381	2,284
IX	GRAIN AND PULSE—						
	1. Gram and pulse . . . . .	41,868	1,32,553	30,750	87,007	7,351	32,304
	2. Jawar and Bajra . . . . .	837	2,051	4,448	11,574	15,101	79,983
	3. Rice in the husk . . . . .	42,868	1,40,958	3,813	9,767	259	1,053
	4. Rice not in the husk . . . . .	171,315	7,13,393	6,647	14,500	4,311	17,824
	5. Wheat . . . . .	29,597	93,956	41,665	94,481	75,368	3,19,663
	6. Wheat flour . . . . .	3,774	12,618	887	4,258	1,195	7,145
	7. Others . . . . .	128,558	4,45,912	22,649	54,941	25,841	1,14,703
X	HIDES AND SKINS—						
	1. Hides of cattle—						
	a.—Dressed or tanned . . . . .	13	97	...	...	2	12
	b.—Raw . . . . .	4,851	27,912	450	2,122	816	7,923
	2. Skins of sheep, &c—						
	a.—Dressed or tanned . . . . .	18	97	...	...	...	7
	b.—Raw . . . . .	2,068	10,794	173	698	492	3,905
XI	Horns . . . . .	112	864	85	511	18	139
XII	Hemp (Indian) and other fibres, excluding jute . . . . .	53	457	2,744	12,810	1	4
XIII	JUTE—						
	1. Raw . . . . .	1,042	4,047	2	4	217	1,451
	2. Gunny bags and cloth . . . . .	13,777	70,305	2,623	9,787	1,861	13,095
XIV	Lac . . . . .	1,234	4,648	118	474	6	39
XV	LEATHER—						
	1. Unwrought . . . . .	7	33	8	52	2	16
	2. Wrought, excepting boots and shoes . . . . .	48	443	20	125	24	228
	Carried over . . . . .	534,286	20,22,834	133,972	3,83,335	153,430	6,60,549

DIX 16—continued.

and the earnings therefrom during the Calendar year 1900.  
(Graph 26 of Report.)Appendix 16.  
Principal Commodities—Details.

1900								Progressive No.
20		21		22		24 (a) to (c)		
Udaipur-Chitor.		Bharuagar-Gandol-Junagad-Porbandar.		Southern Mahratta.		South Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
2	13	213	1,950	171	2,520	121	2,624	I
125	368	2,719	7,982	2,410	12,040	13,774	20,229	II
288	1,889	4,261	28,675	51,747	2,08,449	18,204	1,30,774	III
...	3	76	317	2,516	25,635	3,107	33,492	
5	46	533	3,227	7,441	65,141	4,940	43,573	
21	181	586	4,423	3,030	37,954	6,545	92,952	
203	1,710	934	7,014	4,244	57,616	3,405	37,109	
...	...	12	109	333	4,092	93	1,350	
...	...	54	718	329	3,881	63	1,810	IV
...	...	27	309	74	1,733	37	325	V
...	...	59	535	79	1,134	616	4,567	
26	220	68	656	1,041	8,371	2,447	25,116	
...	...	12	74	69	455	25	267	VI
3	16	59	433	139	1,798	451	4,994	
16	29	7	43	204	1,449	153	1,011	
1	8	3	29	133	1,749	454	4,961	
...	...	77	344	6,649	25,099	947	5,177	
...	...	105	602	26,057	68,021	6,627	57,597	
42	323	151	798	4,680	30,577	2,372	19,782	
13	113	234	1,582	976	7,518	2,401	20,435	
6	20	502	1,765	5,572	21,784	24,653	92,615	VII
344	15,888	19,379	91,727	12,524	32,780	365	1,956	
21	138	2,865	11,457	8,222	48,086	20,769	1,15,633	VIII
3,262	15,990	8,418	29,038	41,710	2,85,592	38,106	1,70,082	IX
317	1,255	71,540	2,54,303	121,298	9,98,962	11,868	47,813	
15	88	85	226	10,522	61,479	73,267	2,37,647	
1,799	7,082	58,519	2,53,732	101,455	7,19,430	63,866	2,08,134	
10,513	38,418	17,916	74,383	13,995	80,119	771	4,321	
20	104	239	1,341	1,275	11,462	926	5,359	
24,205	73,754	15,293	54,776	19,652	1,17,590	11,854	52,117	
...	...	57	334	98	601	801	9,237	X
233	3,087	1,927	17,699	1,203	9,233	1,844	14,406	
...	...	32	173	395	1,858	1,547	29,824	
269	2,027	157	1,302	7,694	53,926	5,667	40,706	
32	227	67	375	502	4,403	155	1,506	XI
...	...	3	7	3,319	25,522	1,434	21,485	XII
4	26	...	1	53	358	61	719	XIII
332	1,730	1,670	5,792	7,759	57,163	6,606	38,434	
1	8	14	67	26	159	302	1,414	XIV
4	21	105	785	532	6,121	8	112	XV
...	...	31	303	194	2,616	37	523	
45,219	1,64,772	209,019	8,59,406	470,322	31,04,176	331,959	16,02,168	

Pro- gressive No.	GAUGE.	S' 11°.					
	CLASSIFICATION NO.	17		18		19	
	Railways.	Bengal and North-Western.		Rohilkhand and Kumaon.		Jodhpur-Bikaner.	
	Description of commodity— <i>and</i> .	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
	Brought forward	531,286	20,22,834	133,972	383,335	153,430	6,60,549
XVI	<b>LIQUORS—</b>						
	1. Ale and beer	110	617	908	4,577	...	8
	2. Spirits of all kinds, including country spirits.	8	56	34	280	...	10
	3. Wine	273	2,398	150	1,440	8	120
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	...	...	17	82	..	...
XVII	<b>METALS—</b>						
	1. Brass, unwrought	177	1,059	47	182	2	19
	2. Brass, wrought	1,403	8,283	367	2,020	24	212
	3. Copper, unwrought	5	29	18	85	9	32
	4. Copper, wrought	198	1,645	18	84	139	850
	5. Iron and steel—						
	a. Cast	741	2,644	207	852	5	17
	b. Unwrought	52	233	37	169	418	2,846
	c. Wrought	5,754	24,227	1,595	8,523	746	3,828
	d. Manufactures	1,930	12,046	318	1,598	15	126
	6. Zinc and spelter	...	...	...	...	...	...
	7. Others	1,812	10,917	172	702	213	1,280
XVIII	<b>OILS—</b>						
	1. Kerosine	11,987	41,337	1,549	4,960	292	1,885
	2. Castor	233	1,313	25	90	70	470
	3. Coconut	286	1,467	13	30	...	1
	4. Mustard and rape	208	757	57	332	5	34
	5. Others	200	1,711	53	306	119	767
XIX	<b>OIL SEEDS—</b>						
	1. Castor	4,633	9,925	2,327	6,415	16	82
	2. Earthnuts	...	...	...	...	...	...
	3. Linseed	79,494	2,42,424	5,969	13,742	1	10
	4. Poppy	4,239	21,331	2,081	3,638	9	47
	5. Rape and mustard	20,812	87,500	8,486	22,593	36	175
	6. Til or jinjili	369	1,484	1,293	3,221	2,196	10,874
	7. Cotton seeds	...	...	...	...	...	...
	8. Others	37,031	1,32,842	282	809	18	128
XX	<b>ORNUM</b>	4,292	76,680	230	2,537	21	281
XXI	<b>PAPER AND PASTE-BOARD</b>	310	1,910	55	332	81	601
XXII	<b>PROVISIONS—</b>						
	1. Dried fruits	1,110	10,955	383	2,665	868	5,736
	2. Ghee	3,567	25,455	381	2,069	3,119	22,003
	3. Potatoes	...	...	...	...	...	...
	4. Others	6,841	28,051	559	2,981	550	3,086
XXIII	<b>RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.</b>						
	1. Locomotives, engines and tenders and parts thereof.	...	...	...	...	...	...
	2. Carriages & trucks and parts thereof.	...	...	...	...	...	...
	3. Materials—						
	a. Steel rails and fish-plates	...	...	1	10	623	2,357
	b. Sleepers & keys of steel and cast-iron.	2,735	6,980	14	73	323	1,011
	c. Sleepers of wood	...	...	4,596	17,693	...	...
	d. Others	...	...	89	385	24,356	23,807
XXIV	<b>SALT</b>	81,384	2,20,622	11,925	31,951	36,535	2,17,686
XXV	<b>SALTPETRE AND OTHER SALINE SUBSTANCES—</b>						
	1. Saltpetre	10,046	33,550	100	371	36	201
	2. Other saline substances	244	835	111	330	245	1,434
	Carried over	816,770	30,34,126	178,444	521,329	224,520	9,62,573



DIX 16—continued.

and the earnings therefrom during the Calendar year 1900.

(Graph 26 of Report.)

Appendix 16.  
Principal Commodities—Details.

3' 31".								Progressive No
20		21		22		24 (a) to (c)		
Udaipur-Chitor.		Bhavnagar-Gondal-Junagad- Porbandar.		Southern Mahratta.		South India.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
45,319	1,64,772	209,019	8,59,406	470,322	31,04,476	331,959	16,02,168	
...	6	14	95	1,466	12,319	225	2,477	XVI
8	93	115	1,102	1,935	17,411	2,373	18,052	
1	11	26	264	84	1,426	243	3,631	
...	...	2	16	3,527	13,401	382	1,504	
70	3 <sup>85</sup>	302	2,048	51	394	643	4,946	XVII
86	45 <sup>2</sup>	100	661	702	7,040	658	7,504	
4	35	34 <sup>4</sup>	1,773	26	227	85	681	
7	31	63	540	375	4,068	49	664	
...	...	146	901	828	5,496	753	12,122	
5	22	100	779	1,547	9,824	1,870	10,256	
110	751	880	5,533	5,053	33,459	5,359	44,840	
8	63	260	1,501	2,952	25,041	3,550	52,101	
...	...	...	...	...	...	...	...	
65	391	403	2,387	869	8,370	924	10,033	
181	941	3,595	16,280	20,984	1,24,846	13,324	1,15,157	XVIII
1	9	54	213	767	5,688	1,967	12,847	
5	23	144	734	1,763	9,367	1,048	6,110	
3	29	136	293	...	3	125	970	
37	251	656	3,754	4,685	25,485	8,038	37,025	
1	4	210	1,102	6,006	39,561	4,418	18,606	XIX
2	17	48	325	784	5,055	17,435	29,570	
1	7	2	8	777	3,247	15	101	
10	20	4	28	1,226	6,371	38	333	
14	77	24	00	548	3,436	787	3,859	
179	696	5,491	21,386	9,301	51,478	12,781	68,851	
...	...	...	...	...	...	...	...	
...	1	8,802	29,006	10,555	62,249	1,049	5,252	
152	1,194	14	241	4	90	...	...	XX
49	397	163	1,216	595	6,934	1,158	22,188	XXI
674	4,693	4,247	18,205	20,188	1,84,856	1,124	6,905	XXII
546	3,111	2,428	11,886	5,098	44,037	958	8,228	
...	...	...	...	...	...	...	...	
342	3,159	6,323	33,370	13,237	76,141	18,149	1,07,866	XXIII
...	...	48	241	59	488	48	355	
...	...	33	103	55	781	...	1	
21	33	102	316	33	143	71	369	
...	...	34	84	30	79	6	29	
...	...	...	...	...	...	...	...	
12	15	49	—39	528	1,940	605	4,949	XXIV
1,995	9,131	7,621	12,923	47,660	3,12,403	67,838	2,55,407	XXV
14	69	61	345	201	987	425	2,687	
6	27	39	205	219	1,420	3	21	
49,828	1,90,921	252,286	10,29,411	644,940	42,10,037	500,483	24,78,665	

Appendix 16.  
Principal Commodities—Details.

APPEN

Principal commodities carried on each railway (by systems)  
(Referred to in

Pro- gressive No.	GAUGE.	3' 31"					
	CLASSIFICATION No.	17		18		19	
	Railways.	Bengal and North-Western.		Rohilkund and Kumaon.		Jodhpur-Bikaner.	
	Description of commodity— <i>carried</i> .	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward . . . . .	816,770	30,34,126	178,444	5,21,329	224,520	9,62,573
XXVI	SILK—						
	1. Raw—						
	(a). Foreign . . . . .	...	...	...	...	...	...
	(b). Indian . . . . .	15	103	...	...	...	...
	2. PIECE-GOODS—						
	(a). Foreign . . . . .	...	...	...	...	...	...
	(b). Indian . . . . .	...	...	...	...	...	...
XXVII	SPICES—						
	1. Betel-nuts . . . . .	2,629	17,711	133	1,024	75	727
	2. Cardamoms . . . . .	37	706	21	72	...	...
	3. Chillies . . . . .	2,235	16,692	338	1,686	698	7,198
	4. Ginger . . . . .	197	1,554	70	330	16	137
	5. Pepper . . . . .	371	2,801	21	111	6	53
	6. Others . . . . .	2,686	18,287	514	2,172	635	4,608
XXVIII	STONE AND LIME—	7,815	16,611	6,460	9,427	35,005	48,165
XXIX	SUGAR—						
	1. Refined or crystalized, includ- ing sugar-candy.	10,984	45,858	543	2,333	1,090	7,146
	2. Unrefined—						
	(a). Sugar . . . . .	4,650	28,977	4,365	11,060	2,788	19,125
	(b). <i>Gur, rab, jaggree, molasses and other saccharine produce.</i>	27,783	1,24,107	18,008	60,644	6,080	44,148
XXX	TEA—						
	1. Foreign . . . . .	...	...	4	7	...	...
	2. Indian . . . . .	83	506	405	3,168	2	21
XXXI	TOBACCO—						
	1. Unmanufactured . . . . .	21,242	1,54,014	1,344	6,789	793	5,728
	2. Manufactured—						
	(a). Cigar . . . . .	19	161	16	130	...	1
	(b). Other sorts . . . . .	359	2,676	128	604	78	714
XXXII	WOOD—						
	1. Timber, unwrought . . . . .	19,275	39,333	20,788	72,337	1,550	8,324
	2. Manufactures . . . . .	1,697	8,937	714	3,062	543	3,421
XXXIII	WOOL—						
	1. Raw . . . . .	161	1,410	252	1,694	735	7,092
	2. Manufactured—						
	(a). Carpets and rugs . . . . .	13	102	27	153	7	90
	(b). Piece-goods, European . . . . .	2	45	...	...	2	29
	(c). Piece goods, Indian . . . . .	135	1,223	22	154	136	1,700
	(d). Other sorts of manufactures . . . . .	1	4	35	210	1	6
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—						
	1. Bones . . . . .	...	...	...	...	...	...
	2. Firewood . . . . .	22,911	39,038	61,028	53,326	1,884	3,530
	3. Indigo seed . . . . .	6,382	40,252	...	...	...	...
	4. Paints and colors . . . . .	...	...	...	...	...	...
	5. Seeds other than oil-seeds . . . . .	...	...	...	...	...	...
	6. Manures . . . . .	...	...	...	...	...	...
	7. Lucifer matches . . . . .	...	...	...	...	...	...
	8. Others . . . . .	40,014	88,666	23,065	57,837	17,185	43,645
	<b>TOTAL</b> . . . . .	<b>988,466</b>	<b>36,83,990</b>	<b>316,755</b>	<b>8,09,719</b>	<b>293,829</b>	<b>11,68,181</b>

DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.and the earnings therefrom during the Calendar year 1900.  
(Paragraph 26 of Report.)

3 31 <sup>st</sup> .								Pro- gressive No.
20		21		22		24 (a) to (c).		
Udaipur-Chitor.		Bhavnagar-Gondal-Junagad- Porbandar.		Southern-Mahratta.		South Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
49,828	1,90,921	252,286	10,29,411	644,940	42,10,037	500,483	24,78,665	
...	...	3	17	111	1,931	1	30	XXVI
...	...	...	4	103	525	32	631	
...	...	...	...	5	65	...	...	
...	2	1	11	...	19	38	203	
7	51	635	3,345	10,787	76,361	11,360	61,766	XXVII
...	1	...	5	71	1,057	215	2,239	
88	657	438	2,836	12,473	94,231	6,186	62,529	
12	88	11	83	183	1,688	325	3,419	
4	30	7	78	455	3,366	516	5,297	
130	779	467	2,742	4,179	31,034	510	1,738	
406	753	53,062	38,558	17,806	39,907	77,855	1,03,838	XXVIII
233	1,354	5,721	28,296	4,507	26,415	16,150	59,605	XXIX
632	4,160	203	811	5,028	39,857	2,232	9,411	
1,370	8,011	5,177	19,097	30,965	1,73,062	49,535	2,87,273	
...	3	5	37	11	180	...	...	XXX
1	7	20	197	46	799	1,742	5,959	
266	1,354	1,009	4,843	9,012	59,802	3,778	17,619	XXXI
...	2	2	21	455	4,613	1,364	14,812	
5	49	174	1,517	237	3,281	2,547	8,400	
18	111	9,882	49,333	50,883	1,11,727	64,029	1,08,715	XXXII
23	137	889	5,748	5,840	36,989	4,837	31,490	
37	230	329	2,698	185	2,552	95	1,167	XXXIII
...	2	...	...	2	17	19	239	
...	...	...	2	2	45	1	36	
5	44	14	93	312	3,182	376	8,404	
...	...	...	4	613	5,470	171	791	
...	...	...	...	...	...	...	...	XXXIV
9	37	...	...	...	...	...	...	
...	...	10,713	65,377	44,925	238,429	87,192	5,10,126	
...	...	...	...	...	...	...	...	
1,018	7,107	...	...	...	...	...	...	
54,092	2,15,890	341,048	12,55,164	845,036	51,66,641	831,589	37,84,402	

Appendix 16.  
Principal Commodities—Details.

APPEN

Principal commodities carried on each railway (by systems)  
(Referred to in

Pro- gressive No.	GAUGE.	3' 31".		2' 6"				2' 0"	
	CLASSIFICATION No.	25		26		27		32	
	Railways.	Burma.		Mowl.		Barel.		Darjeeling-Himalayan.	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	Apparel including drapery, haberdashery, millinery, uniforms accoutrements boots and shoes.	475	9,847	13	107	...	...	171	4,322
II	Coal and coke carried for the public and foreign railways.	103	542	685	9,353	...	...	1,699	17,617
III	<b>COTTON—</b>								
	1. Raw . . . . .	1,712	14,673	523	3,776	6,649	15,979	1	24
	2. Manufactured—								
	(a) Twist and yarn, European.	3,554	55,192	...	...	51	176	1	12
	(b) Twist and yarn, Indian	440	7,689	39	231	83	259	146	3,677
	(c) Piece-goods, European	4,886	84,364	1	5	214	755	492	11,688
	(d) Piece-goods, Indian .	325	5,020	223	1,459	77	283	73	2,003
	(e) Others . . . . .	1	21	7	22	1	5	3	70
IV	<b>CHEMICALS, EXCEPTING SALT-PETRE.</b>	104	2,549	18	137	2	10	...	...
V	<b>DRUGS—</b>								
	1. Intoxicating other than opium.	...	...	46	163	2	11	...	...
	2. Non-intoxicating—								
	(a) Medical preparations .	57	1,275	12	133	3	13	45	895
	(b) Others . . . . .	159	2,202	63	512	37	107	84	1,881
VI	<b>DYES AND TANS—</b>								
	1. Al (Morinda Citrifolia) .	...	...	17	47	...	...	...	...
	2. Alizarine and aniline dyes .	...	...	4	13	9	24	...	...
	3. Cutch . . . . .	2,724	23,712	...	7	18	52	2	47
	4. Indigo . . . . .	...	1	...	1	26	63	...	6
	5. Myrabolams . . . . .	132	1,488	2	7	15	36	...	...
	6. Tanning barks . . . . .	207	1,533	...	3	...	...	1	24
	7. Turmeric . . . . .	1,333	9,701	9	53	227	613	7	135
	8. Others . . . . .	150	1,738	23	162	43	126	62	1,518
VII	<b>FODDER—</b>								
	1. Oil-cake . . . . .	961	3,784	3	12	23	53	9	88
	2. Hay, straw and grass . .	206	345	8,948	35,704	216	360	25	451
VIII	<b>FRUITS AND VEGETABLES, FRESH .</b>	13,992	1,04,774	263	1,037	33	92	1,203	16,213
IX	<b>GRAIN AND PULSE—</b>								
	1. Gram and pulse . . . . .	18,614	1,34,028	4,829	12,427	3,169	8,072	579	7,473
	2. Jawar and Bajra . . . . .	3,742	31,132	10,050	29,711	11,238	25,837	...	...
	3. Rice in the husk . . . . .	447,027	22,84,532	3	14	58	159	22	178
	4. Rice not in the husk . . .	54,153	2,62,114	4,807	12,071	3,267	7,224	11,393	1,33,190
	5. Wheat . . . . .	1,062	5,513	5,028	16,216	652	1,819	...	4
	6. Wheat flour . . . . .	3,264	31,172	46	198	4	13	877	17,722
	7. Others . . . . .	5,571	44,351	374	1,080	952	2,324	133	1,945
	Carried over . . . . .	564,954	31,23,292	36,036	1,17,666	27,069	64,465	17,028	2,21,183

DIX 16—continued.

and the earnings therefrom during the Calendar year 1900.  
(paragraph 26 of Report).Appendix 16.  
Principal Commodities—Details.

Pro- gressive No.	GAUGE.	3 31'		2' 0"				2' 6"	
	CLASSIFICATION NO.	25		26		27		32	
	Railways.	Burma.		Morri.		Barel.		Darjeeling-Himalayan.	
	Description of commodity—contd.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
	Brought forward	564,954	31,23,292	36,036	1,17,666	27,069	64,465	17,028	2,21,183
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a)—Dressed or tanned	51	576	...	2	190	560	...	4
	(b)—Raw	1,328	13,902	617	3,396	...	...	208	2,757
	2. Skins of sheep, etc.—								
	(a)—Dressed or tanned	4	39	...	...	...	...	1	15
	(b)—Raw	14	196	152	835	134	332	3	56
IX	Horns	24	362	262	801	28	67	7	132
XII	Hemp (Indian) and other fibres, excluding jute.	1	7	34	144	29	95	...	5
XIII	JUTE—								
	1. Raw	3	29	...	...	2	4	1	16
	2. Gunny bags and cloth	8,307	48,972	166	600	830	1,863	179	2,393
XIV	Lac	328	4,317	2	14	1	3	...	3
XV	LEATHER—								
	1. Unwrought	42	638	4	39	16	58	...	1
	2. Wrought excepting boots and shoes.	149	1,880	21	163	10	37	8	210
XVI	LIQUORS—								
	1. Ale and beer	1,731	15,761	1	7	1	3	457	2,515
	2. Spirits of all kinds, including country spints.	416	10,369	...	...	6	20	1	36
	3. Wine	40	1,333	3	27	4	14	153	4,557
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	...	7	8	79	4	16	1	22
XVII	METALS—								
	1. Brass, unwrought	10	140	4	22	301	701	...	...
	2. Brass, wrought	238	3,415	100	622	4	11	48	1,152
	3. Copper, unwrought	8	88	...	1	34	78	...	...
	4. Copper, wrought	75	1,148	8	50	5	15	4	107
	5. Iron and steel—								
	(a). Cast	326	5,140	8	38	...	...	11	290
	(b). Unwrought	13	247	10	51	...	...	...	...
	(c). Wrought	4,138	32,119	163	1,019	252	607	...	...
	(d). Manufactures	3,953	48,293	149	894	131	395	1,241	26,525
	6. Zinc and spelter	...	...	...	...	...	...	...	...
	7. Others	328	3,375	52	335	28	80	93	2,193
	Carried over	586,481	33,15,645	37,800	1,26,805	29,079	69,424	19,444	2,64,172

Appendix 16.  
Principal Commodities—Details:

Principal commodities carried on each railway (by systems)  
(Referred to in

Pro- gressive No.	GAUGE.	5' 6".		5' 6"				5' 6".	
	CLASSIFICATION No.	25		26		27		32	
	Railways.	Burma.		MorrL.		Bārl.		Darjeeling-Himalayas.	
	Description of commodity—contd.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	R ₹.	Tons.	Rs.	Tons.	Rs.	
	Brought forward	586,481	33,15,645	37,800	1,26,805	29,079	69,424	19,444	2,64,172
XVIII	OILS—								
	1. Kerosine . . . . .	6,010	55,619	209	1,307	624	1,480	724	11,465
	2. Castor . . . . .	35	582	15	67	3	8	5	82
	3. Coconut . . . . .	766	9,218	13	55	88	241	5	113
	4. Mustard and rape . . . . .	2	35	11	43	...	...	314	4,081
	5. Others . . . . .	4,978	40,214	123	583	94	261	56	981
XIX	OIL SEEDS—								
	1. Castor . . . . .	2	19	1	1	99	237	...	...
	2. Earthnuts . . . . .	243	1,769	1	2	168	589	...	...
	3. Linseed . . . . .	3	39	...	...	138	318	1	24
	4. Poppy . . . . .	1	27	...	1	8	19	...	...
	5. Rape and mustard . . . . .	2	6	...	...	6	13	4	69
	6. Til or jinjili . . . . .	4,120	16,606	1,459	4,338	425	933	...	...
	7. Cotton seed . . . . .	...	...	...	...	...	...	...	...
	8. Others . . . . .	...	...	988	2,676	151	349	...	9
XX	OPIMUM . . . . .	4	95	11	206	...	...	...	4
XXI	PAPER AND PASTE-BOARD . . . . .	434	8,258	108	759	56	181	75	2,063
XXII	PROVISIONS—								
	1. Dried fruits . . . . .	623	6,626	318	1,234	844	2,214	28	640
	2. Ghee . . . . .	933	14,795	648	3,097	34	90	16	333
	3. Potatoes . . . . .	...	...	...	...	...	...	...	...
	4. Others . . . . .	37,676	3,51,521	186	976	61	174	208	4,930
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.								
	1. Locomotives, engines and tenders and parts thereof.	...	...	19	120	5	11	...	...
	2. Carriages and trucks and parts thereof.	...	...	...	...	...	...	...	...
	3. Materials—								
	(a). Steel rails and fishplates.	588	694	...	...	...	...	...	...
	(b). Sleepers and keys of steel and cast-iron.	...	...	...	...	...	...	...	...
	(c). Sleepers of wood . . . . .	...	...	...	...	...	...	...	...
	(d). Others . . . . .	...	...	9	64	113	257	...	...
XXIV	SALT . . . . .	17,310	1,58,274	2,091	2,908	5,649	13,076	949	16,117
XXV	SALTPETRE AND OTHER SALINE SUBSTANCES—								
	1. Saltpetre . . . . .	...	3	32	118	...	1	...	1
	2. Other saline substances . . . . .	15	248	4	19	45	112	...	...
	Carried over . . . . .	660,226	39,80,293	44,046	1,45,379	37,690	89,988	21,829	3,05,085

DIX 16—concluded.

and the earnings therefrom during the Calendar year 1900.  
(Paragraph 26 of Report).Appendix 16.  
Principal Commodities—Details.

Pro- gressive No.	GAUGE.	1' 31"		1' 0"				1' 0"	
	CLASSIFICATION No.	25		26		27		32	
	Railways.	Burma.		Morvi.		Bárel.		Darjeeling-Himalayan.	
	Description of commodity—consid.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
	Brought forward	660,226	39,80,293	44,046	1,45,379	37,690	89,988	21,829	3,05,085
XXVI	SILK—								
	1. Raw—								
	(a). Foreign . . . . .	138	3,876	...	...	...	2	...	...
	(b). Indian . . . . .	17	225	1	9	...	...	...	...
	2. PIECE-GOODS—								
	(a). Foreign . . . . .	3	105	...	...	...	...	...	...
	(b). Indian . . . . .	...	...	...	1	...	1	...	5
XXVII	SPICES—								
	1. Betel-nuts . . . . .	4,406	49,635	31	137	548	1,505	53	1,305
	2. Cardamoms . . . . .	2	29	...	...	...	...	277	4,756
	3. Chillies . . . . .	4,691	89,026	89	538	49	140	14	308
	4. Ginger . . . . .	579	5,639	5	22	4	12	1	22
	5. Pepper . . . . .	23	566	...	1	6	20	12	304
	6. Others . . . . .	142	2,028	53	363	160	415	45	923
XXVIII	STONE AND LIME . . . . .	47,044	58,826	379	442	18	34	786	7,653
XXIX	SUGAR—								
	1. Refined or crystalized, includ- ing sugar-candy.	212	1,457	407	1,594	414	1,016	23	445
	2. Unrefined—								
	(a). Sugar . . . . .	2,757	29,792	78	267	626	1,427	751	11,847
	(b). Gwr, rab, jaggree, molasses and other sac- charine produce.	10,505	83,370	903	2,952			117	1,597
XXX	TEA—								
	1. Foreign . . . . .	86	1,289	...	2	1	1	...	...
	2. Indian . . . . .	174	2,197	5	38	...	...	4,356	80,218
XXXI	TOBACCO—								
	1. Unmanufactured . . . . .	2,870	22,111	337	1,202	28	98	61	1,147
	2. Manufactured—								
	(a). Cigar . . . . .	76	973	1	10	9	34	84	2,002
	(b). Other sorts . . . . .	418	6,139	60	421	5	29	128	2,510
XXXII	WOOD—								
	1. Timber, unwrought . . . . .	91,610	3,22,873	836	3,490	214	499	39	528
	2. Manufactures . . . . .	3,109	18,702	65	312	6	23	205	3,675
XXXIII	WOOL—								
	1. Raw . . . . .	20	221	96	921	...	1	...	7
	2. Manufactured—								
	(a). Carpets and rugs . . . . .	114	1,911	2	15	...	...	3	82
	(b). Piece-goods, European . . . . .	28	613	...	...	...	1	8	269
	(c). Piece-goods, Indian . . . . .	9	97	3	26	...	...	16	448
	(d). Other sorts of manu- facture.	6	71	1	8	12	39	14	330
XXXIV	ALL OTHER ARTICLES OF MER- CHANDISE—								
	1. Bones . . . . .	...	...						
	2. Firewood . . . . .	100,093	1,44,530						
	3. Indigo seed . . . . .	...	...						
	4. Paints and colors . . . . .	...	...						
	5. Seeds other than oil-seeds . . . . .	...	...	1,023	6,936	1,012	1,496	4,564	52,592
	6. Manures . . . . .	...	...						
	7. Lucifer Matches . . . . .	...	...						
	8. Others . . . . .	57,837	3,57,488						
	TOTAL	987,195	51,84,082	48,421	1,65,086	40,802	96,781	33,386	4,78,058

N. B.—Information is not available for railways not mentioned in this statement.





thousands of miles of each railway (by systems).

Appendix 17.  
Train, engine, vehicle and ton-mileage.

Graph 27 of Report.)

Letters used to express railway systems.

M. SYSTEM.	3' 3 1/2".											2' 6".					2' 0".				Gauge.						
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		33	34	35			
	M. (a) & (b).	N. (c).	B. D.	D. S.	A. B.	D.	B. and N. W. I.	R. and K.	J. B.	U. C.	B. G. J. P.	S. M.	W. J. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.		C. C.	D. H.	H. A.	H. S.	J.	
<b>TRAIN-MILEAGE.—PASSENGER TRAINS.</b>																											
1896	1897	1898	1899	1900	available.	0	4	4	...	85	414	...	11	468	56	...	available.	available.	available.	available.	37	37	37	37	37		
...	...	...	...	...	...	181	6	3	...	81	427	...	1,203	371	53	...	available.	available.	available.	available.	...	...	...	...	1896		
...	...	...	...	...	...	384	8	5	...	82	304	...	1,241	368	50	...	available.	available.	available.	available.	...	...	...	...	1897		
...	...	...	...	...	...	506	5	5	...	81	290	...	1,173	371	49	...	available.	available.	available.	available.	...	...	...	...	1898		
...	...	...	...	...	...	672	6	2	...	86	430	...	1,172	365	52	...	available.	available.	available.	available.	...	...	...	...	1899		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900		
<b>GOODS TRAINS.</b>																											
1896	1897	1898	1899	1900	280	89	41	3	168	581	...	1,230	690	28	...	...	...	...	...	141	127	120	128	150			
...	...	...	...	...	515	80	63	8	173	789	not	1,273	738	34	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	685	110	73	...	119	1,015	...	1,011	654	30	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	931	185	106	3	151	1,155	...	1,152	601	44	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	925	178	235	16	220	1,270	...	772	907	89	...	...	...	...	...	...	...	...	...	...			
<b>MIXED TRAINS.</b>																											
1896	1897	1898	1899	1900	Information	1,466	364	313	44	330	3,660	Information	1,230	1,800	81	...	Information	Information	Information	Information	...	...	...	...			
...	...	...	...	...	...	1,421	376	314	44	351	2,825	...	1,210	1,643	85	93	...	Information	Information	Information	Information	...	...	...			
...	...	...	...	...	...	1,355	371	331	46	376	1,352	...	1,178	1,860	90	114	...	Information	Information	Information	Information	...	...	...			
...	...	...	...	...	...	1,302	377	373	47	371	1,418	...	1,002	1,915	89	18	...	Information	Information	Information	Information	...	...	...			
...	...	...	...	...	...	1,426	381	386	50	364	1,770	...	1,227	2,060	84	17	...	Information	Information	Information	Information	...	...	...			
<b>TOTAL TRAIN MILEAGE.</b>																											
1896	1897	1898	1899	1900	1,787	461	353	47	505	3,712	72	3,408	2,478	166	...	...	...	...	14	179	...	...	30				
...	...	...	...	...	2,144	471	381	46	647	4,112	51	3,641	3,207	191	101	...	...	...	...	6	164	...	...	31			
...	...	...	...	...	2,450	507	410	46	590	2,708	55	3,429	2,955	170	127	74	...	...	...	31	159	51	36	38			
...	...	...	...	...	2,044	580	574	81	615	2,888	116	3,395	2,946	183	18	72	31	33	33	2	165	71	35	30			
...	...	...	...	...	3,007	580	627	65	685	3,493	84	3,254	2,415	225	17	78	30	33	2	188	75	34	27				
<b>ENGINE-MILEAGE.</b>																											
1896	1897	1898	1899	1900	2,120	552	381	54	636	4,020	75	4,008	2,857	183	...	...	...	...	14	179	...	...	30				
...	...	...	...	...	2,511	562	404	53	660	4,459	53	4,262	3,266	180	103	...	...	...	...	6	164	...	...	31			
...	...	...	...	...	3,008	610	413	53	645	3,001	57	4,114	3,502	177	123	74	...	...	...	31	159	51	36	38			
...	...	...	...	...	3,325	704	606	54	662	3,250	122	3,914	3,571	189	19	72	31	33	33	2	165	71	35	30			
...	...	...	...	...	3,531	711	657	72	740	3,915	86	3,623	4,137	221	16	78	30	33	2	188	75	34	27				
<b>VEHICLE-MILEAGE.—COACHING VEHICLES.</b>																											
1896	1897	1898	1899	1900	Information not available.	10,135	4,225	3,547	†††	5,371	24,458	630	28,928	19,663	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.			
...	...	...	...	...	...	10,110	4,418	3,401	†††	6,002	24,941	518	33,735	16,716	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	24,123	4,530	3,042	620	6,381	16,246	451	36,274	20,032	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	25,215	4,743	6,200	674	6,320	15,600	664	32,497	20,929	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	27,920	4,651	3,383	638	6,954	21,990	622	34,163	20,255	...	...	...	...	...	...	...	...	...				
<b>GOODS VEHICLES.</b>																											
1896	1897	1898	1899	1900	Information not available.	27,881	8,275	4,489	†††	5,600	48,018	903	33,991	35,940	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.			
...	...	...	...	...	...	32,810	6,440	5,954	†††	7,255	61,220	831	31,535	47,778	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	30,861	7,713	5,411	278	6,727	42,266	781	20,060	47,470	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	37,740	8,602	6,506	607	7,326	50,075	542	32,880	40,658	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	50,257	10,104	9,182	1,141	9,252	55,295	722	27,962	54,616	...	...	...	...	...	...	...	...	...				
<b>GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT)—COACHING.</b>																											
1896	1897	1898	1899	1900	Information not available.	131,268	20,618	20,672	†††	45,409	224,404	5,094	272,717	176,844	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.			
...	...	...	...	...	...	157,215	30,907	20,183	†††	49,048	208,017	3,331	206,042	109,521	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	170,514	31,970	30,043	5,500	47,337	136,377	3,395	201,310	121,402	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	197,400	32,814	32,103	5,799	50,421	129,774	5,406	259,239	125,736	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	227,025	33,536	32,899	5,706	49,546	184,292	5,537	266,060	122,955	...	...	...	...	...	...	...	...	...				
<b>GOODS.</b>																											
1896	1897	1898	1899	1900	Information not available.	232,153	51,344	37,280	†††	44,536	419,430	6,064	268,290	286,850	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.			
...	...	...	...	...	...	261,012	48,442	40,168	†††	51,040	517,837	3,810	270,133	343,002	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	250,667	50,703	44,743	2,970	48,603	164,024	4,659	258,576	344,136	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	337,715	65,101	81,124	4,340	52,682	424,028	15,222	278,296	347,046	...	...	...	...	...	...	...	...	...				
...	...	...	...	...	...	338,380	61,902	81,633	8,400	64,503	457,115	7,109	246,772	399,626	...	...	...	...	...	...	...	...	...				

†† Including the Godhra-Rutlam-Nagda railway as the figures cannot be separated.  
 † Including the Cawnpore-Burhwal (3' 3 1/2" gauge) link.  
 ‡ Including the Godhra-Rutlam-Nagda (5' 6" gauge) railway only in the case of train and engine mileage figures.  
 § Excluding Pondicherry and Karaikal-Perambalur railways.  
 ††† Included with the Rajputana-Malwa railway.

GAUGE.	5' 6"											
	1		2		3		4		5		7	
CLASS: No.												
RAILWAY.	EAST INDIAN.		EASTERN BENGAL STATE.		BENGAL CENTRAL.		BENGAL-NAGPUR.		EAST COAST STATE.		O. AND R. STATE.	
Calendar year.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.

## COACHING.

## HOME VEHICLES ON HOME LINE.

1896 . . .	77,019	545	15,676	1,521	•	•	10,514	2,134	5,915	1,017	17,553	4,368
1897 . . .	81,209	417	13,557	1,359	3,743	449	10,138	2,735	8,242	1,419	15,173	3,869
1898 . . .	82,243	439	13,845	1,433	3,082	419	10,576	3,161	6,867	1,359	17,091	4,338
1899 . . .	84,376	488	14,251	1,366	3,344	386	12,417	3,266	10,293	1,944	18,253	4,802
1900 . . .	85,781	431	14,969	1,338	1,751	391	15,347	3,449	11,643	2,380	21,370	5,490

## FOREIGN VEHICLES ON HOME LINE.

1896 . . .	1,214	176	73	2	•	•	386	37	74	1	478	81
1897 . . .	1,410	175	15	3	...	...	1,177	31	72	1	616	74
1898 . . .	1,215	140	6	2	...	...	996	72	74	1	644	108
1899 . . .	1,358	133	8	2	1	...	853	131	206	8	969	135
1900 . . .	2,868	257	5	2	1	...	1,070	473	260	64	1,304	185

## GOODS.

## HOME VEHICLES ON HOME LINE.

1896 . . .	138,109	68,551	20,155	9,458	•	•	12,610	7,847	5,981	2,713	20,036	5,618
1897 . . .	153,790	69,114	18,874	8,625	1,850	1,063	12,529	7,140	5,999	2,861	18,051	4,904
1898 . . .	154,782	69,801	18,536	7,391	1,052	794	14,132	7,304	5,569	2,366	22,483	8,443
1899 . . .	160,487	80,856	19,705	8,417	1,491	1,177	19,310	10,011	8,482	3,694	25,535	9,230
1900 . . .	160,359	92,619	21,345	10,032	2,484	1,738	27,069	16,441	13,013	7,436	24,832	7,760

## FOREIGN VEHICLES ON HOME LINE.

1896 . . .	13,100	10,721	1,517	1,517	•	•	2,654	2,318	316	259	4,430	3,691
1897 . . .	15,920	14,334	1,571	1,571	388	388	3,599	3,416	132	124	4,290	3,761
1898 . . .	21,336	17,267	1,093	1,093	326	316	2,660	1,886	322	241	2,381	1,727
1899 . . .	20,668	17,790	835	835	208	146	6,454	4,453	1,672	1,543	3,690	2,911
1900 . . .	28,052	21,035	898	898	153	148	11,499	9,318	2,682	2,213	4,348	2,611

• Included in Eastern Bengal State railway.

DIX 18.

thousands of miles on each railway (by systems).

Appendix 18.  
Vehicle mileage.

(of Report.)

5' 6"												GAUGE.
8		9 (a) to (e)		9 (f) to (i)		10 (a) to (e)		11		12		CLASS: No.
NORTH WESTERN STATE.		GREAT INDIAN PENINSULA.		INDIAN MIDLAND.		B., B. AND C. I.		NIZAM'S GTD. STATE.		MADRAS.		RAILWAY.
Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Calendar. year.

## COACHING.

## HOME VEHICLES ON HOME LINE.

51,424	13,926	53,725	...	12,585	...	19,448	1,992	4,609	96	17,376	895	1896
55,132	15,271	52,903	...	12,116	...	19,065	2,074	4,538	142	17,190	981	1897
60,565	17,169	50,890	...	12,669	...	16,881	1,686	4,668	95	16,337	890	1898
63,095	17,197	49,485	...	14,624	...	20,728	2,044	4,509	79	14,867	957	1899
64,477	16,731	53,476	...	15,103	...	23,583	2,073	6,954	107	16,175	1,109	1900

## FOREIGN VEHICLES ON HOME LINE.

796	133	2,857	341	762	423	39	16	138	65	518	32	1896
1,244	324	2,387	257	1,185	535	39	12	142	64	653	26	1897
771	131	3,190	135	933	446	39	14	116	56	457	52	1898
711	146	3,916	223	1,084	443	63	21	128	70	496	69	1899
864	192	3,256	230	1,272	511	45	13	119	55	184	54	1900

## GOODS.

## HOME VEHICLES ON HOME LINE.

81,753	25,396	67,014	28,443	9,236	4,284	33,886	12,012	5,818	3,291	22,067	10,962	1896
87,931	28,893	58,749	26,846	10,691	5,096	31,962	12,159	6,818	3,643	24,789	12,061	1897
114,450	49,680	62,797	28,208	11,861	5,812	39,750	15,217	6,681	3,075	23,832	11,932	1898
108,353	41,459	67,295	26,450	13,901	7,906	43,228	16,897	7,021	3,177	24,735	13,216	1899
87,822	23,754	69,382	28,244	18,766	12,027	45,290	25,126	12,467	6,319	23,490	12,714	1900

## FOREIGN VEHICLES ON HOME LINE.

1,920	1,643	14,911	12,547	4,257	4,255	1,418	752	2,994	1,866	976	941	1896
3,286	2,867	13,658	12,054	5,046	4,842	1,389	240	4,192	3,542	634	644	1897
3,066	2,766	22,338	19,926	5,700	5,577	1,186	460	5,347	4,269	879	1,167	1898
2,934	2,745	22,086	19,097	7,126	6,154	2,671	1,124	5,343	4,123	1,161	1,153	1899
2,778	2,578	23,434	21,070	11,098	7,382	3,774	2,829	7,396	6,315	2,075	2,060	1900

GAUGE.	3' 31"										
	2		15		17		18		10 (f) to (i).		19
CLASS: No.											
RAILWAY.	EASTERN BENGAL STATE.		ASSAM-BENGAL.		BENGAL AND NORTH-WESTERN.		ROHILKUND AND KUMAON		RAJPUTANA-MALWA.		JODHPUR
Calendar year.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.

## COACHING.

## HOME VEHICLES ON HOME LINE.

1896	13,614	1,306	1,082	353	17,408	122	4,034	337	48,611	264	3,184
1897	13,563	1,490	3,231	587	18,113	153	4,111	373	47,544	248	3,129
1898	15,306	1,628	4,129	664	21,951	128	4,215	341	46,607	264	3,294
1899	15,431	1,591	4,921	710	23,930	143	4,443	332	48,773	195	3,548
1900	16,341	1,672	4,997	806	27,788	106	4,289	358	49,042	142	3,664

## FOREIGN VEHICLES ON HOME LINE.

1896	...	...	...	...	...	...	...	...	35	14	271
1897	...	...	...	...	...	...	4	...	36	13	276
1898	...	...	...	...	3	...	20	...	59	18	255
1899	...	...	...	...	...	...	22	...	623	25	285
1900	...	...	...	...	9	7	38	1	1,072	31	210

## GOODS.

## HOME VEHICLES ON HOME LINE.

1896	20,275	6,670	2,228	1,363	19,364	10,205	4,460	2,433	64,303	13,664	1,556
1897	19,104	6,465	3,325	2,021	23,403	12,401	4,004	2,337	68,317	16,524	2,016
1898	20,777	6,721	4,594	3,072	21,009	10,899	4,316	2,972	84,043	25,508	1,568
1899	23,274	7,059	9,861	3,594	25,340	14,411	4,753	3,221	100,705	28,526	1,796
1900	22,309	7,390	6,927	3,514	26,221	16,159	4,429	2,840	118,445	45,138	2,356

## FOREIGN VEHICLES ON HOME LINE.

1896	...	...	...	...	...	...	...	...	608	479	1,328
1897	...	...	...	...	...	...	65	44	740	300	1,155
1898	...	...	...	...	159	131	250	207	1,796	962	1,832
1899	...	...	...	...	378	271	376	281	6,804	4,101	4,265
1900	...	...	...	...	450	225	367	177	6,333	4,884	3,377

IX 18.

Appendix 18.  
Vehicle mileage.

Thousands of miles on each railway (by systems)—concl'd.

of Report).

3' 3 1/2"											GAUGE.
19	20		21		22		24		25		CLASS : No.
KANER.	UDAIPUR-CHITOR.		BHÁVNAGAR-GONDAL- JUNAGAH-PORBANDAR.		SOUTHERN-MAHRATTA.		SOUTH INDIAN.		BURMA.		RAILWAY.
Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Calendar year.

## COACHING.

## HOME VEHICLES ON HOME LINE.

11	...	...	4,487	873	21,818	2,738	29,276	57	18,138	4,276	1896
13	...	...	5,050	938	22,219	2,935	38,387	62	24,927	4,528	1897
17	603	1	5,415	936	14,771	1,706	36,553	58	28,178	4,457	1898
17	643	2	5,888	914	14,013	1,799	32,874	38	27,756	4,687	1899
18	675	1	6,043	911	19,701	2,428	34,414	47	28,592	4,548	1900

## FOREIGN VEHICLES ON HOME LINE.

31	...	...	8	3	90	24	3	2	...	...	1896
20	...	...	9	5	84	26	3	3	...	...	1897
25	16	2	27	...	74	25	1	1	...	...	1898
21	19	2	29	...	74	23	3	1	...	...	1899
18	13	2	44	...	73	24	4	3	...	...	1900

## GOODS.

## HOME VEHICLES ON HOME LINE.

709	...	...	3,858	1,654	33,316	13,787	24,179	9,081	21,325	12,308	1896
1,068	...	...	4,849	2,333	41,328	19,026	23,667	8,057	29,332	16,105	1897
616	96	45	4,744	1,899	31,181	9,967	22,402	6,885	31,609	23,727	1898
691	112	45	4,908	2,326	34,065	15,243	23,284	7,289	31,612	13,015	1899
1,242	127	50	5,597	3,653	36,924	17,758	21,552	6,230	37,037	15,115	1900

## FOREIGN VEHICLES ON HOME LINE.

965	...	...	29	29	582	499	235	240	...	...	1896
851	...	...	37	36	512	448	138	127	...	...	1897
1,473	83	53	40	43	645	515	290	274	...	...	1898
2,879	233	216	47	54	538	267	1,097	1,007	...	...	1899
2,261	495	469	44	46	492	277	40	38	...	...	1900

\* Figures for 1896 and 1897 included in Rajputana-Malwa railway.

Appendix 19.  
Mileage earnings.

APPEN

Gross earnings in rupees per mile

(Referred to in

N.B.—A reference to Appendix 2 will furnish the

GAUGE.	3' 6"											3' 3 1/2"										
	1	2		3	4	5	6	7	8		9		10		11		12		13	14	15	
	Class: No.	E. B. SYSTEM.		B. C.	B. N.	E. C. S.	C. P. T.	O. & R.	N. W. SYSTEM.		G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.		N. G. S. SYSTEM.		M. SYSTEM.		B. D.	D. S.	A. B.	
Railway.	E. I.	5' 6" gauge.	Other gauge.						Coml. Sec.	Mily. Sec.	G. I. P. (a) to (e).	I. M. (f) to (j).	B., B. & C. I. (a) to (d) & (k).	R. M. (e) to (i).	N. G. S. (a)(b).	H. G. V. (c).	M. (a)(b).	N. (c).				
Calendar year.																						

COACHING TRAFFIC.

1896 . . .	9,804	11,465	4,070	4,702	1,849	2,606	...	4,712	5,375	1,532	6,455	2,552	10,403	3,942	2,661	...	5,451	...	1,373	1,648	2,230
1897 . . .	9,554	11,019	3,702	5,376	1,619	2,600	...	4,191	5,402	1,553	5,223	2,533	7,626	3,340	2,495	...	5,401	...	1,267	1,548	1,792
1898 . . .	9,911	10,963	3,817	5,445	1,473	2,574	...	4,103	4,568	1,356	4,725	2,495	6,317	3,335	2,379	...	4,780	...	1,365	1,512	2,533
1899 . . .	9,995	11,338	3,619	4,993	1,870	2,710	...	4,132	4,512	1,296	5,506	2,379	7,264	3,477	2,496	394	4,221	5,258	1,482	1,631	2,244
1900 . . .	10,227	11,495	3,979	5,112	2,946	3,291	...	4,321	4,683	1,352	5,807	2,120	7,159	3,369	2,608	1,197	4,884	6,751	1,110	1,782	2,245

GOODS TRAFFIC.

1896 . . .	18,715	22,448	5,821	2,507	4,945	2,070	46,968	5,650	8,763	2,229	16,358	3,505	18,482	7,041	6,861	...	7,253	...	5,653	6,091	1,281
1897 . . .	21,492	22,847	5,432	3,089	4,781	2,126	41,242	4,850	8,602	2,074	13,608	4,143	16,425	6,666	7,681	...	8,005	...	6,227	7,321	1,409
1898 . . .	21,597	21,032	5,508	2,031	5,194	2,154	42,812	4,974	9,687	1,821	18,414	4,295	19,444	8,010	8,867	...	7,756	...	5,386	7,617	1,840
1899 . . .	22,699	20,621	5,812	2,436	5,529	2,611	44,924	5,619	8,936	1,546	18,250	4,674	18,636	9,776	9,647	2,097	8,061	3,816	5,569	8,732	1,561
1900 . . .	22,462	22,445	6,115	3,788	7,609	4,346	51,369	5,153	6,917	1,701	16,666	6,711	17,003	11,529	12,000	2,324	8,101	3,633	4,101	9,062	1,541

GROSS EARNINGS PER MILE WORKED.\*

1896 . . .	28,938	35,122	9,991	7,466	7,395	4,881	51,751	10,732	14,458	3,857	23,095	6,200	29,574	11,222	9,749	...	12,957	...	7,050	8,353	3,67
1897 . . .	31,500	35,277	9,236	9,105	7,190	5,225	46,135	9,798	14,437	3,726	19,065	6,824	24,688	10,237	10,649	...	13,656	...	7,518	9,372	3,28
1898 . . .	31,942	33,553	9,445	8,205	7,436	4,941	49,919	9,991	14,459	3,521	23,397	6,947	26,692	11,544	11,493	...	12,789	...	7,020	9,563	4,49
1899 . . .	33,127	35,774	9,562	8,206	7,883	5,425	52,350	10,801	13,792	3,000	24,012	7,211	26,474	13,501	12,468	2,497	12,580	9,120	7,144	10,853	3,91
1900 . . .	33,265	35,949	10,218	9,601	10,776	7,884	62,480	10,740	11,954	3,114	22,850	8,977	24,315	15,112	14,853	3,657	13,272	10,416	5,500	11,371	3,89

NET EARNINGS PER MILE WORKED.\*

1896 . . .	19,623	21,264	6,170	2,774	3,395	1,256	25,705	5,431	6,550	71	10,337	2,587	16,210	6,142	4,981	...	6,374	...	3,899	4,029	197
1897 . . .	22,112	19,307	5,402	3,917	3,455	1,693	17,434	4,210	7,229	224	6,566	3,004	11,219	5,326	5,626	...	7,131	...	4,239	2,912	240
1898 . . .	21,685	19,567	5,400	2,945	3,636	1,221	17,535	5,334	7,731	-56	9,463	3,103	14,452	6,544	6,682	...	6,532	...	3,327	3,271	187
1899 . . .	22,187	17,250	5,546	3,183	4,102	1,907	22,562	5,898	7,160	-723	10,613	3,136	14,004	7,721	7,571	1,453	5,980	2,182	3,925	5,550	782
1900 . . .	21,540	18,847	5,847	3,975	6,406	2,352	20,316	5,215	5,684	-237	10,855	4,722	11,368	8,308	8,686	1,447	6,365	5,955	2,739	5,651	838

\* Includes all other earnings.  
† Closed for traffic from 25th March 1900.

DIX 19.

Appendix 19.  
Mileage earnings.

worked on each railway (by systems).

(Paragraph 29 of Report).

Key to the code letters used to express railway systems.

3' 3 1/2"										2' 6"						2' 0"				GAUGE.
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	CLASS: No.
D.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	C. C.	D. H.	H. A.	H. S.	J.	Railway.
																			Calendar year.	

COACHING TRAFFIC.

5,448	2,921	1,876	1,533	1,603	2,983	2,313	1,327	4,478	4,485	2,682	...	...	...	...	353	5,814	...	...	404	1896
5,424	2,865	1,942	1,431	1,450	2,543	1,954	922	4,692	4,925	2,650	924	...	...	...	299	5,623	...	...	391	1897
5,545	2,766	2,168	1,311	1,501	2,100	1,379	841	4,128	4,683	2,481	869	2,169	...	1,623	4	6,116	7,649	3,263	443	1898
6,014	2,510	2,219	1,286	1,551	2,345	1,273	1,019	4,054	4,566	2,601	969	1,856	2,991	1,833	...	5,426	8,374	3,191	473	1899
6,455	2,755	2,283	1,091	1,333	2,232	1,821	1,116	4,559	4,732	2,566	1,128	2,142	3,301	1,947	†	5,833	8,407	3,577	464	1900

GOODS TRAFFIC.

789	3,778	2,146	1,918	622	2,613	3,460	3,000	3,773	4,070	1,330	...	...	...	...	2,939	9,294	...	...	2,923	1896
886	3,469	2,026	1,886	564	2,314	3,966	1,594	3,629	4,711	1,379	3,961	...	...	...	2,443	8,693	...	...	3,189	1897
1,136	3,656	2,618	2,070	841	2,242	3,139	2,171	3,501	4,756	1,440	5,027	191	...	2,424	2,448	8,473	287	173	3,144	1898
890	3,915	3,200	3,256	1,725	2,417	3,475	6,707	3,817	4,557	1,768	6,125	203	66	2,599	4,795	8,382	377	179	3,184	1899
810	3,524	3,037	2,678	3,356	2,823	3,50	3,470	3,581	5,263	1,841	4,487	293	85	2,506	†	9,825	523	266	2,765	1900

GROSS EARNINGS PER MILE WORKED.\*

6,266	6,992	4,490	3,531	2,241	5,736	5,888	4,678	8,368	8,696	4,100	...	...	...	...	3,293	15,325	...	...	3,361	1896
6,330	6,615	4,479	3,406	2,040	5,033	6,046	2,850	8,595	9,763	4,530	4,992	...	...	...	2,742	14,593	...	...	3,611	1897
6,701	6,719	5,382	3,501	2,364	4,485	4,608	3,355	7,869	9,579	3,587	6,036	2,380	...	4,237	1,452	14,795	7,848	3,662	3,628	1898
6,944	6,805	6,189	4,642	3,337	4,927	4,865	8,121	7,991	9,326	4,456	7,231	2,126	3,071	4,758	4,795	14,019	8,762	3,375	3,718	1899
7,286	6,602	6,046	3,861	4,724	5,192	5,419	4,972	8,299	10,134	4,456	5,764	2,451	3,422	4,799	†	15,566	8,959	3,349	3,276	1900

NET EARNINGS PER MILE WORKED.\*

2,400	3,906	1,640	2,235	891	2,827	2,550	-1,747	3,763	3,488	1,925	...	...	...	...	84	7,161	...	...	513	1896
2,328	3,689	1,828	2,226	710	2,223	2,598	-3,705	4,027	4,403	2,243	999	...	...	...	-7,081	6,658	...	...	530	1897
1,378	3,841	2,608	2,081	1,009	1,855	1,375	-2,469	3,548	4,082	1,738	1,138	675	...	1,008	-8,768	6,823	3,267	1,021	761	1898
1,394	3,604	3,089	2,832	1,661	2,369	1,567	1,368	3,783	3,832	1,802	2,987	393	558	1,308	-18,408	5,035	3,941	986	-229	1899
1,540	2,753	3,110	2,146	2,759	2,581	2,546	1,743	4,109	4,568	1,683	1,966	674	960	1,290	†	7,095	4,301	1,358	-592	1900

except those from steam boat, and subsequently abandoned.

Appendix 20.  
Train-mileage earnings.

APPEN

Gross earnings in rupees per train.

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key to

GAUGE.	5' 6" GAUGE RAILWAYS.															3' 3 1/2"				
	1	2		3	4	5	7	8		9		10		11		12		13	14	15
Class : No.	E. I.	E. B. S. SYSTEM.		B. C.	B. N.	E. C.	O. & B.	N. W. SYSTEM.		G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.		N. G. S. SYSTEM.		M. SYSTEM.		B. D.	D. S.	A. B.
Calendar year.		5' 6" gauge.	Other gauges.					Com- mer- cial. Sec- tion.	Mili- tary. Sec- tion.	G. I. P. (a) to (e)	I. M. (f) to (j)	B., B. & C. I. (a) to (d) & (j) & (k)	E. M. (e) to (i).	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) & (b)	N. (c).			

EARNINGS FROM COACHING TRAFFIC.

1896	3.39	3.14	3.19	3.06	3.16	3.67	3.45	3.23	2.94	2.44	3.14	4.19	3.18	4.08	...	3.56	...	2.32	3.35	3.92
1897	3.53	2.75	2.93	2.98	2.14	2.73	3.30	3.26	2.88	1.85	2.92	3.15	2.81	3.85	...	3.58	...	2.13	3.57	3.50
1898	3.61	2.69	2.85	2.87	1.73	2.97	3.05	3.07	2.62	1.68	2.95	3.29	2.94	3.75	...	3.26	...	2.39	3.05	4.85
1899	3.59	2.87	2.78	2.71	2.58	3.38	2.86	2.99	2.57	1.98	2.71	3.43	3.12	3.96	1.77	2.93	3.65	2.55	2.96	4.98
1900	3.62	2.87	3.15	3.25	3.62	3.81	2.74	2.99	2.56	2.12	2.43	3.58	3.11	3.50	2.61	3.16	4.90	2.01	3.22	4.80

EARNINGS FROM GOODS TRAFFIC.

1896	5.09	6.17	3.47	2.49	3.99	1.86	3.38	4.51	2.15	4.82	3.94	8.59	5.80	4.45	...	5.04	...	8.27	3.13	1.31
1897	5.17	5.60	3.38	2.16	3.69	2.30	3.32	4.29	2.56	4.16	4.18	8.28	4.11	4.15	...	5.07	...	5.70	3.44	1.73
1898	4.80	5.97	3.30	1.81	4.14	2.55	3.29	4.35	2.36	5.22	3.91	8.33	4.06	4.35	...	4.95	...	7.59	3.80	1.72
1899	4.79	5.79	3.30	2.19	4.26	2.38	3.42	4.30	2.11	5.14	3.96	8.28	4.21	4.69	3.21	4.73	2.89	11.27	3.93	1.52
1900	4.59	6.17	3.11	2.58	3.86	2.85	3.36	4.20	2.16	4.74	4.93	7.75	4.24	4.69	2.08	4.70	3.90	9.91	4.29	1.70

GROSS EARNINGS.†

1896	4.63	4.82	3.38	2.86	4.05	2.64	3.57	4.00	2.47	3.82	3.64	6.38	3.77	4.45	...	4.39	...	5.53	3.43	2.34
1897	4.59	4.39	3.21	2.80	3.45	2.80	3.71	3.94	2.76	3.13	3.67	5.56	3.64	4.15	...	4.46	...	4.46	3.95	2.48
1898	4.41	4.42	3.14	2.72	3.53	2.89	3.46	3.93	2.53	3.69	3.57	6.28	3.71	4.30	...	4.24	...	5.48	3.88	2.82
1899	4.40	4.50	3.12	2.78	3.90	2.86	3.50	3.84	2.34	3.79	3.50	6.06	3.93	4.64	2.85	4.00	3.30	6.64	3.91	2.65
1900	4.35	4.69	3.19	3.14	3.91	3.20	3.43	3.72	2.36	3.65	3.91	5.81	3.97	4.49	2.33	4.03	5.18	5.69	4.27	2.84

NET EARNINGS.†

1896	3.14	2.92	2.09	1.06	1.86	0.68	1.79	1.81	0.05	1.77	1.53	3.50	2.06	2.92	...	2.17	...	3.06	1.65	0.13
1897	3.22	2.40	1.88	1.20	1.66	0.95	1.61	1.97	1.66	1.09	1.62	2.52	1.89	2.22	...	2.32	...	2.51	1.21	0.18
1898	2.99	2.58	1.76	0.98	1.72	0.72	1.81	2.10	-0.04	1.49	1.60	3.40	2.11	2.40	...	2.17	...	2.58	1.31	0.12
1899	2.95	2.30	2.84	1.08	2.03	1.01	1.89	2.00	-0.56	1.72	1.51	3.21	2.25	2.62	1.66	1.90	0.79	3.65	2.00	0.13
1900	2.82	2.47	1.82	1.30	2.82	0.95	1.66	1.77	-0.18	1.73	2.06	2.68	2.19	2.63	0.92	1.93	2.62	2.83	2.12	0.61

\* Information  
† Includes all other earnings except  
‡ The earnings from coaching and goods traffic



DIX 20.

mile on each railway (by systems).

of Report.)

the code letters used to express railway systems.

GAUGE RAILWAYS.										2' 0" GAUGE RAILWAYS.					2' 6" GAUGE RAILWAYS.				GAUGE.
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	33	34	35	Class: No.
D.	R. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.

EARNINGS FROM COACHING TRAFFIC.

•	2.96	3.10	2.25	3.09	3.57	2.57	2.06	2.99	3.72	2.39	...	•	•	•	7.96	•	•	•	1896
...	2.58	2.88	3.13	2.80	3.19	2.32	1.80	2.57	3.73	2.16	0.55	...	...	...	7.76	...	...	...	1897
...	2.28	3.52	2.89	2.67	2.87	2.49	1.71	2.38	3.16	2.09	0.50	...	...	...	8.15	...	...	...	1898
...	2.08	3.77	3.10	3.50	3.22	2.49	1.58	2.63	3.30	2.19	5.47	...	...	...	7.52	...	...	...	1899
...	2.05	3.45	2.59	3.79	3.04	2.59	1.38	2.78	3.82	2.16	4.82	...	...	...	7.78	...	...	...	1900

EARNINGS FROM GOODS TRAFFIC.

•	2.76	2.05	3.50	2.35	3.57	2.33	3.86	2.27	2.49	2.09	...	•	•	•	3.35	•	•	•	1896
...	2.50	2.00	3.20	2.40	3.43	2.21	3.26	2.47	2.55	2.27	1.53	...	...	...	3.49	...	...	...	1897
...	2.74	2.17	3.49	4.22	3.79	2.64	3.72	2.53	2.72	2.35	1.21	...	...	...	2.59	...	...	...	1898
...	2.76	2.17	3.77	4.70	3.91	2.60	4.10	2.50	2.62	2.36	9.40	...	...	...	3.34	...	...	...	1899
...	2.61	1.47	2.55	5.38	3.67	2.35	4.13	2.77	2.76	1.54	8.02	...	...	...	3.34	...	...	...	1900

GROSS EARNINGS.†

2.46	2.97	2.72	3.58	2.86	3.66	2.47	4.10	2.65	3.06	2.33	...	‡	‡	‡	4.38	‡	‡	2.98	1896
2.36	2.06	2.65	3.23	2.69	3.42	2.28	3.52	2.61	3.08	2.47	0.11	...	...	...	4.53	...	...	3.07	1897
2.08	2.62	2.95	3.32	3.11	3.39	2.65	4.02	2.53	3.03	2.22	4.81	1.00	...	2.80	4.76	3.68	2.01	3.40	1898
2.38	2.51	3.00	3.63	4.12	3.65	3.63	4.91	2.61	2.99	2.30	8.73	0.92	1.64	2.88	4.34	3.51	2.10	3.20	1899
2.27	2.45	2.92	2.91	4.83	3.44	2.49	3.02	2.83	3.22	1.88	7.26	0.99	2.28	2.95	4.29	3.42	2.25	3.21	1900

NET EARNINGS.†

0.94	1.66	0.99	2.27	1.14	1.80	1.07	-1.09	1.19	1.23	1.09	...	...	...	...	2.04	...	...	0.45	1896
0.83	1.65	1.07	2.13	0.93	1.51	0.98	-3.14	1.23	1.39	1.22	0.21	...	...	...	2.03	...	...	0.45	1897
0.43	1.56	1.43	1.97	1.29	1.40	0.79	-2.00	1.14	1.28	0.97	0.81	0.28	...	0.66	2.15	1.53	0.47	0.71	1898
0.46	1.34	1.50	2.21	2.05	1.75	0.85	1.41	1.23	1.23	0.93	3.61	0.18	0.29	0.79	1.53	1.58	0.61	-0.20	1899
0.43	1.02	1.50	1.62	2.82	1.72	1.16	-1.06	1.40	1.45	0.71	2.48	0.27	0.64	0.79	1.92	1.64	0.79	-0.58	1900

† available.  
‡ from steam-boat.  
• not shown separately in the accounts.

Appendix 21.  
Working expenses.

APPEN  
Working expenses in thousands of rupees

(Referred to in paragraph)

N.B.—A reference to Appendix 2 will furnish the key to

Gauges.		5' 6"																			
Class No.	1	2			3	4	5	6	7	8			9			10			11		
Calendar year.	K. I.	E. B. S. system.			B. C.	B. N.	R. C.	P. T.	O. & R.	N. W. system.			G. I. P. system.			H., D. AND C. I. system.			N. G. S. system.		
		5' 6" gauge.	Other gauges.	Total.						Commercial section.	Military section.	Total.	G. I. P. (a) to (c).	I. M. (f) to (i).	Total.	U. S. & C. I. (d) to (j) and (k).	R. M. (e) to (h).	Total.	N. G. S. (a) and (b).	H. G. V. (c).	Total.
<b>ENGINEERING.</b>																					
1893	47.53	7.23	5.03	12.94	1.50	8.91	4.83	24	12.89	47.32	12.45	59.77	47.45	6.54	53.99	23.01	19.54	62.58	5.40	—	4.40
1897	44.67	7.64	5.41	14.08	1.57	8.08	4.23	35	12.79	46.69	13.36	60.05	46.08	6.65	52.73	27.62	21.71	49.33	5.79	—	6.73
1898	44.17	8.28	7.74	16.03	1.65	9.53	5.10	41	12.50	45.96	17.86	63.82	39.79	7.60	47.39	19.74	21.61	40.35	4.64	—	4.64
1899	51.13	13.72	7.47	21.19	1.90	12.53	6.97	31	13.20	37.31	17.09	54.30	40.03	9.63	50.35	21.90	29.29	51.19	4.72	—	4.72
1900	63.84	13.23	9.17	21.45	1.90	12.20	9.03	25	16.23	34.31	12.45	46.76	29.97	10.70	40.67	27.71	24.27	51.98	7.98	2.07	10.05
<b>LOCOMOTIVE.</b>																					
1896	51.79	8.14	8.34	14.48	1.22	10.10	6.58	44	10.98	53.33	10.42	63.75	73.43	11.59	85.02	27.25	28.43	65.68	4.48	—	4.48
1897	49.13	11.64	5.88	17.42	1.41	8.96	7.06	44	13.68	46.86	10.35	57.13	69.75	12.85	82.60	25.23	34.79	60.02	4.75	—	4.75
1898	58.84	8.05	6.11	14.16	1.20	10.14	6.72	48	13.01	67.65	10.19	77.84	74.70	12.57	87.27	26.73	26.88	63.41	5.02	—	5.02
1899	63.51	9.10	6.53	16.63	1.50	11.97	8.99	43	12.89	69.77	11.31	81.08	78.37	16.77	95.04	30.47	42.79	73.26	5.43	14	5.57
1900	73.52	10.36	7.49	17.85	1.47	16.80	11.47	70	19.64	69.51	12.19	81.70	79.86	20.75	100.60	34.14	52.44	86.68	5.86	2.20	8.06
<b>CARRIAGE AND WAGON.</b>																					
1906	16.73	2.30	1.96	5.32	44	2.54	75	18	6.00	14.00	1.97	15.97	15.97	2.63	18.60	6.15	9.53	15.03	1.10	—	1.10
1897	17.71	2.64	1.78	4.42	23	2.74	1.04	23	6.96	10.90	1.33	12.13	22.98	2.01	24.93	9.63	8.99	19.63	1.18	—	1.18
1898	18.23	2.21	1.89	5.10	49	2.57	1.34	27	4.76	15.07	1.44	16.51	26.93	3.23	40.19	9.74	9.64	19.38	1.29	—	1.29
1899	19.20	4.54	1.97	6.51	46	2.90	1.77	21	8.14	15.32	1.63	16.95	23.72	4.40	28.12	14.46	9.96	24.01	1.15	1	1.15
1900	21.40	4.64	2.79	7.43	29	3.59	1.93	50	6.65	14.14	1.76	15.90	18.07	4.13	22.20	15.31	15.03	30.30	1.33	16	1.49
<b>TRAFFIC.</b>																					
1896	33.96	8.76	5.05	13.81	1.16	5.41	2.98	1.13	7.05	21.38	4.51	25.89	20.12	4.01	24.00	10.23	15.98	26.21	2.00	—	2.00
1897	36.60	9.35	4.97	14.52	1.24	5.52	3.30	1.18	7.83	23.42	4.69	28.11	20.58	5.26	34.84	10.17	16.46	26.03	2.66	—	2.66
1898	39.07	10.43	5.47	15.90	1.29	5.80	3.67	1.32	8.23	26.33	4.30	30.63	29.91	6.31	36.22	10.48	17.16	27.64	2.65	—	2.65
1899	41.53	10.81	6.09	16.93	1.31	7.26	5.27	1.29	9.13	26.46	4.58	31.02	30.76	6.07	36.83	10.96	17.23	24.09	2.74	8	2.82
1900	45.81	11.12	6.63	17.75	1.50	8.03	5.76	1.77	10.16	26.26	4.69	30.95	32.25	6.99	39.24	12.19	16.84	31.03	2.81	1.09	3.90
<b>GENERAL.</b>																					
1896	18.72	2.04	2.00	5.64	1.11	5.88	2.09	15	4.29	9.83	2.50	12.33	13.30	5.22	18.52	5.81	12.20	19.07	3.08	—	3.08
1897	19.27	2.61	2.60	6.21	1.17	5.55	2.80	16	4.18	10.48	2.52	13.00	13.59	5.23	18.81	5.95	12.25	19.18	2.93	—	2.93
1898	19.29	2.70	2.71	6.41	1.33	5.84	3.18	23	4.36	11.65	2.40	14.34	13.41	5.08	18.49	5.61	12.27	17.88	2.67	—	2.67
1899	20.54	2.87	2.89	6.78	1.44	7.34	3.97	20	4.71	11.90	2.61	14.60	13.90	5.57	19.08	5.60	12.31	17.91	2.70	4	2.74
1900	22.20	2.89	3.20	7.09	1.48	8.04	4.13	22	5.06	12.35	2.87	15.22	14.36	5.95	20.31	5.60	10.55	16.35	2.60	85	2.64
<b>TOTAL.*</b>																					
1896	1,80,81	24,94	26,17	61,11	5,66	34,41	19,76	2,22	43,46	1,40,43	32,53	1,81,96	1,84,80	34,01	2,18,81	74,94	97,30	1,72,24	18,01	—	16,0
1897	1,82,40	41,68	25,71	67,24	6,48	32,21	19,68	2,45	48,19	1,52,12	32,78	1,84,90	1,89,55	30,19	2,22,74	80,01	95,03	1,70,64	17,82	—	17,8
1898	1,90,18	36,34	28,11	64,45	6,57	35,15	21,15	2,79	45,44	1,71,32	31,87	2,03,19	2,03,20	37,57	2,40,77	74,69	98,07	1,73,50	17,07	—	17,0
1899	2,17,77	44,08	29,34	73,97	6,98	43,52	29,27	2,51	50,62	1,68,03	37,87	2,03,90	1,95,39	45,41	2,40,90	85,70	1,16,48	2,00,24	17,36	27	17,6
1900	2,45,99	45,92	24,30	80,31	7,83	52,62	33,93	3,00	60,01	1,81,86	34,88	1,96,73	1,81,70	53,61	2,36,44	1,00,50	1,31,81	2,35,40	21,88	6,42	28,9

\* Includes working expenses under miscellaneous and ste  
NOTE.—For working expenses per u

DIX 21.  
of each railway (by systems).  
3d Report.)  
the code letters used to express railway systems.

Appendix 21.  
Working expenses.

		3' 31".													2' 00".					1' 00".					Class. No.	Calendar year.	
M. system.		13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35			
M.	N.	B. D.	D. S.	A. B.	D.	B. & N.-W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	D.	M. R. W.	B. L.	B. P.	B. K. L.	T. B.	C. C.	D. H.	H. A.	H. S.	J.			
(a) and (b).	(c).																										
<b>ENGINEERING.</b>																											
13,01	...	31	97	1,40	6	6,88	1,84	1,29	30	2,63	11,73	67	11,09	12,72	40	...	...	...	...	5	81	...	...	17	1896		
13,90	...	37	2,91	2,66	4	7,27	1,76	91	36	2,86	11,93	54	11,66	12,45	42	11	...	...	...	23	79	...	...	23	1897		
13,79	...	36	2,73	6,03	5	7,89	1,97	1,91	29	2,93	11,87	54	9,26	12,84	30	13	8	...	18	1,05	77	28	13	24	1898		
13,03	23	37	1,53	4,26	6	10,34	2,38	2,49	24	2,72	11,92	68	6,19	12,40	49	12	9	8	18	20	1,03	40	12	30	1899		
13,99	...	28	1,73	4,43	4	11,06	1,98	1,92	26	2,55	13,41	67	9,19	13,71	42	13	9	11	17	10	70	28	12	49	1900		
<b>LOCOMOTIVE.</b>																											
21,46	...	31	74	1,63	4	6,24	1,05	1,82	23	3,33	17,89	63	18,51	14,37	74	...	...	...	...	9	1,32	...	...	18	1896		
21,70	...	26	69	2,09	6	5,27	1,60	1,80	20	3,55	19,08	76	17,73	15,34	78	18	...	...	...	7	1,29	...	...	20	1897		
20,63	...	26	94	2,02	10	5,83	1,51	1,03	25	3,45	15,37	63	17,63	16,83	76	23	12	...	13	7	1,36	23	9	16	1898		
24,05	30	26	1,05	2,61	8	6,26	1,76	3,02	33	3,54	16,60	1,03	17,80	18,20	68	18	14	7	14	12	1,39	31	11	19	1899		
22,91	65	27	1,09	2,55	11	9,03	1,66	3,64	40	3,81	18,86	94	16,44	22,73	1,20	12	15	10	15	10	1,50	37	8	17	1900		
<b>CARRIAGE AND WAGON.</b>																											
6,28	...	6	44	32	1	1,77	69	27	6	56	4,04	16	5,09	4,16	10	...	...	...	...	3	56	...	...	14	1896		
6,16	...	3	49	24	1	1,58	44	26	5	66	3,97	17	5,31	3,93	12	3	...	...	...	5	47	...	...	4	1897		
4,77	...	8	47	45	3	1,45	50	25	3	66	4,28	16	5,27	4,29	15	4	2	...	5	3	44	9	4	5	1898		
4,80	2	7	49	53	6	1,03	62	35	11	66	4,82	19	4,98	4,15	17	5	4	2	7	4	51	10	3	22	1899		
4,89	3	7	53	62	4	2,56	65	45	4	73	5,28	21	5,17	5,40	17	3	3	5	7	3	65	9	2	6	1900		
<b>TRAFFIC.</b>																											
8,79	...	29	41	1,10	5	4,43	1,16	70	10	2,05	9,08	57	8,02	8,20	43	...	...	...	...	5	57	...	...	18	1896		
8,46	...	20	53	1,69	5	4,63	1,23	74	10	2,21	9,05	51	8,50	8,84	44	17	...	...	...	5	60	...	...	23	1897		
8,71	...	20	53	1,64	6	4,91	1,26	71	13	2,16	8,31	49	8,27	9,66	42	23	18	...	15	5	58	31	18	19	1898		
8,67	4	31	57	2,08	5	5,63	1,33	68	18	2,16	8,43	59	7,85	9,14	42	17	16	16	16	4	68	45	20	19	1899		
8,87	10	26	62	2,32	6	6,77	1,33	1,01	21	2,25	9,21	57	7,85	10,22	47	15	16	20	16	3	69	47	20	19	1900		
<b>GENERAL.</b>																											
5,89	...	23	78	1,35	3	3,94	1,57	41	8	2,05	8,17	1,04	6,56	5,09	37	...	...	...	...	3	75	...	...	9	1896		
5,91	...	31	80	2,40	2	3,80	1,44	40	7	2,05	8,62	99	6,40	6,06	37	34	...	...	...	4	74	...	...	11	1897		
5,73	...	20	80	2,27	3	4,04	1,48	43	13	2,13	8,97	91	6,39	6,56	38	39	13	...	13	4	75	19	11	11	1898		
5,90	2	25	81	3,32	2	4,56	1,51	57	13	2,09	8,15	96	6,30	6,96	45	38	12	5	13	3	82	13	6	12	1899		
6,19	4	24	83	3,10	2	5,10	1,48	59	18	1,93	7,99	96	6,68	6,86	33	37	12	7	13	3	73	12	5	11	1900		
<b>TOTAL.*</b>																											
60,38	...	1,29	3,35	5,66	19	23,45	7,99	4,73	61	11,04	51,94	3,73	50,98	40,23	2,05	...	...	...	...	26	4,16	...	...	70	1896		
56,61	...	1,41	5,05	9,18	19	24,24	7,43	4,20	60	11,79	53,66	3,40	50,60	47,94	2,16	86	...	...	...	43	4,05	...	...	62	1897		
54,18	...	1,54	5,50	12,54	25	28,09	7,72	5,51	62	11,76	50,31	3,31	48,27	52,03	2,12	1,06	63	...	60	1,24	4,07	1,11	55	76	1898		
56,76	64	1,55	4,51	12,97	27	28,32	8,69	8,12	1,00	11,64	51,43	4,08	46,95	52,47	2,50	91	54	38	69	44	4,56	1,38	53	1,02	1899		
60,02	75	1,55	4,80	13,40	29	30,58	9,15	8,09	1,32	11,98	50,23	4,00	46,06	51,35	2,64	62	56	50	70	30	4,47	1,33	49	1,02	1900		

boat, direct charges and contribution to Provident Fund, and per train-mile, see Appendices 23 and 24.

Appendix 22.  
Proportion of expenses to earnings.

APPEN

Proportion per cent. of working expenses

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key to

Calendar year.	5' 6".																																	
	E. B. S. SYSTEM.			B. C.			B. N.			E. C.			P. T.			O. & B.			N. W. SYSTEM.			G. I. P. SYSTEM.			G. B. & C. I. SYSTEM.			N. G. S. SYSTEM.			M. SYSTEM.			
Class No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Calendar year.	R. I.	5' 6" gauge.	Other gauge.	Total.	B. C.	B. N.	E. C.	P. T.	O. & B.	Com-mercial section.	Mili-tary section.	Total.	G. I. P. (a) to (e).	I. M. (f) to (j).	Total.	H. B. & C. I. (k) to (l).	R. M. (m) to (n).	Total.	N. G. S. (o) & (p).	H. G. V. (q).	Total.	M. (a) & (b).	N. (c).											
<b>ENGINEERING DEPARTMENT.</b>																																		
1896.	8.53	8.20	8.84	8.47	16.04	13.99	20.06	5.43	14.82	17.33	37.41	19.51	13.78	11.20	13.41	18.80	9.09	11.17	15.62	...	15.62	11.72	...											
1897.	7.86	8.55	10.68	9.47	13.82	13.00	14.79	8.90	15.73	15.34	38.23	17.70	16.21	10.32	15.12	16.85	10.85	14.23	15.38	...	15.38	10.99	...											
1898.	7.16	9.53	12.66	10.83	16.08	13.86	18.45	9.47	12.69	12.48	40.88	14.71	11.41	11.21	11.39	11.52	9.45	10.31	11.38	...	11.38	11.66	...											
1899.	8.26	15.16	11.08	13.42	15.82	13.80	16.05	7.69	11.85	10.78	55.71	14.46	11.34	12.08	11.47	12.03	10.96	11.30	10.67	...	10.67	11.17	27.48											
1900.	9.39	13.80	10.37	12.26	14.22	9.40	14.91	6.50	13.90	11.12	36.57	13.71	8.65	9.19	8.85	14.67	11.46	12.70	15.16	19.43	15.88	13.34	...											
<b>LOCOMOTIVE.</b>																																		
1896.	9.30	9.25	9.97	9.55	13.11	15.86	27.36	9.89	12.63	19.17	31.32	20.49	21.34	19.87	21.12	16.39	17.88	17.23	12.07	...	12.07	19.33	...											
1897.	8.09	12.92	9.99	11.75	12.36	14.45	34.71	11.21	16.06	18.69	29.31	19.78	24.53	19.92	23.68	17.23	17.40	17.32	12.58	...	12.58	18.49	...											
1898.	9.53	9.28	10.00	9.58	11.73	14.74	24.30	11.19	13.21	18.45	33.37	19.55	21.42	20.01	21.19	16.43	16.05	16.21	12.32	...	12.32	18.81	...											
1899.	9.70	10.05	9.68	9.89	13.19	13.20	20.72	9.53	11.40	20.23	36.85	21.59	21.86	21.00	21.70	16.73	16.01	16.31	12.29	21.76	12.42	22.32	35.23											
1900.	10.40	10.77	9.51	10.20	11.01	12.80	18.97	13.12	16.82	22.50	35.80	23.97	23.06	18.34	21.86	18.07	17.53	17.74	11.10	20.69	12.71	20.21	27.43											
<b>CARRIAGE AND WAGON.</b>																																		
1896.	3.00	3.82	3.09	3.51	4.72	3.99	3.14	4.10	7.59	5.13	5.03	5.22	4.64	4.51	4.02	3.70	4.43	4.11	3.18	...	3.18	5.66	...											
1897.	2.92	2.96	3.01	2.97	1.53	4.43	3.65	5.85	8.18	3.55	3.79	3.58	8.08	4.56	7.43	6.57	4.40	5.37	3.13	...	3.13	5.25	...											
1898.	2.95	3.70	3.08	3.44	4.81	3.74	4.83	6.38	4.83	4.09	4.57	4.13	10.59	4.31	9.61	5.99	4.22	4.95	3.15	...	3.15	4.35	...											
1899.	2.96	5.01	2.92	4.12	4.05	3.08	4.09	4.65	7.31	4.44	5.30	4.51	6.62	5.51	6.42	7.72	3.73	5.35	2.59	1.16	2.57	4.27	2.57											
1900.	3.22	4.83	3.53	4.25	2.14	2.76	3.19	9.33	5.86	4.58	5.17	4.66	5.22	3.75	4.08	8.10	5.04	6.23	2.52	1.39	2.83	4.30	1.75											
<b>TRAFFIC.</b>																																		
1896.	6.10	9.97	7.93	9.11	12.47	8.50	12.39	25.65	8.79	8.20	13.54	8.78	8.46	8.46	8.46	6.18	7.43	6.88	7.52	...	7.52	7.92	...											
1897.	6.03	10.69	8.44	9.71	10.92	8.90	11.75	29.92	9.26	7.69	13.40	8.28	10.41	8.16	9.99	6.93	8.23	7.68	7.04	...	7.04	7.20	...											
1898.	6.33	12.01	8.96	10.76	12.59	8.56	13.27	30.76	8.36	7.15	13.67	7.66	8.57	7.83	8.45	6.44	7.51	7.07	6.51	...	6.51	7.94	...											
1899.	6.34	11.97	9.03	10.72	11.18	8.01	12.14	28.66	8.19	7.67	14.85	8.26	8.59	7.60	8.41	5.96	6.45	6.25	6.21	11.91	6.29	8.05	5.23											
1900.	6.46	11.57	8.41	10.15	11.29	6.88	9.52	38.12	8.71	8.70	13.79	9.09	9.31	6.12	8.54	6.45	6.30	6.36	5.92	10.28	6.15	7.82	4.86											
<b>GENERAL.</b>																																		
1896.	3.36	3.46	7.23	3.72	11.90	9.24	8.70	3.42	4.93	3.59	7.57	4.63	3.86	8.79	4.60	3.50	5.70	4.74	8.87	...	8.87	5.30	...											
1897.	3.18	4.01	4.42	4.19	10.28	8.95	10.13	3.95	4.90	3.44	7.21	3.88	4.78	8.12	5.30	4.08	6.16	5.24	7.76	...	7.76	9.85	...											
1898.	3.13	4.26	4.43	4.34	12.96	8.49	11.50	5.27	4.42	3.22	7.90	3.59	3.84	7.49	4.44	3.45	5.37	4.57	6.55	...	6.55	5.23	...											
1899.	3.14	4.28	4.29	4.27	12.66	8.09	9.15	4.47	4.23	3.47	8.50	3.89	3.36	6.97	4.26	3.08	4.61	3.98	6.10	6.98	6.01	5.48	1.82											
1900.	3.14	4.05	4.07	4.00	11.12	6.20	6.83	4.11	4.34	4.00	8.45	4.47	4.12	5.14	4.38	3.07	3.77	3.49	4.90	8.05	5.43	5.46	1.92											
<b>PROPORTION OF TOTAL WORKING EXPENSES* TO GROSS EARNINGS.</b>																																		
1896.	32.39	39.73	41.16	40.33	62.85	54.03	77.98	50.33	49.97	54.74	97.77	59.41	53.69	58.05	51.09	44.56	45.26	45.19	48.91	...	48.91	50.81	...											
1897.	29.98	46.48	43.64	45.35	56.98	51.94	69.59	62.21	56.59	49.97	93.76	54.49	65.61	56.13	63.86	51.51	47.97	50.94	47.17	...	47.17	48.06	...											
1898.	32.21	41.86	46.01	43.57	64.08	51.10	78.48	65.07	46.12	46.52	101.26	50.83	55.26	55.39	57.79	45.31	43.31	44.37	41.87	...	41.87	49.74	...											
1899.	33.18	49.30	43.50	46.82	61.23	47.96	65.11	56.90	45.45	48.14	123.42	54.29	54.56	56.85	54.98	46.59	42.83	44.57	39.28	41.81	39.31	52.70	76.07											
1900.	34.78	47.75	43.66	45.92	58.70	49.56	58.10	67.48	51.42	52.47	102.47	57.71	52.49	47.26	51.94	53.58	45.40	48.51	41.52	60.41	44.69	52.04	42.83											

\* Including special and miscellaneous and steam boat expenses.

to gross earnings on each railway (by systems)

of Report).

code letters used to express railway systems.

3' 3 1/2".													2' 6".				2' 0".				Gauge.	
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	33	34	35	Class : No.
AD.	D. S.	A. B.	D.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	B. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar Year.

ENGINEERING DEPARTMENT.

07	14.96	24.05	15.68	11.89	14.68	10.07	23.49	12.08	12.81	19.34	12.24	16.72	10.37	...	...	...	...	10.37	...	...	19.07	1896
04	35.48	25.83	13.81	12.14	13.98	7.36	28.83	13.54	12.68	29.88	12.29	14.35	9.86	10.42	...	...	...	10.67	...	...	24.24	1897
54	32.67	46.09	14.86	12.18	12.51	14.07	19.96	14.64	16.56	24.38	10.56	14.28	11.63	9.16	11.22	...	21.39	10.26	14.76	17.03	24.71	1898
97	16.64	26.29	14.89	13.18	13.18	11.93	11.18	12.14	15.71	10.19	9.31	14.05	11.63	7.48	13.03	16.96	18.47	14.39	15.84	16.60	31.38	1899
706	17.98	25.90	11.89	13.73	11.69	10.52	8.29	10.80	15.44	20.09	9.97	12.43	10.02	10.07	11.98	15.23	17.98	8.61	10.97	15.47	56.32	1900

LOCOMOTIVE.

766	11.38	24.57	15.46	9.65	18.20	14.19	17.19	15.31	19.52	27.70	20.29	18.89	19.23	...	...	...	...	16.94	...	...	19.68	1896
892	10.89	21.08	10.48	8.78	11.96	14.52	16.65	16.82	20.28	42.37	18.69	17.66	18.17	17.13	...	...	...	17.27	...	...	20.74	1897
948	11.25	15.42	29.77	8.98	10.08	14.19	17.20	17.22	21.44	37.57	20.12	18.71	20.94	17.84	16.06	...	15.46	18.05	12.27	12.13	17.15	1898
939	11.44	16.13	25.18	10.62	10.14	14.47	15.49	15.80	21.74	18.04	20.25	20.63	20.84	11.48	20.44	14.97	14.45	19.38	12.26	14.53	19.33	1899
1073	11.25	14.92	32.55	11.22	9.79	20.02	15.54	16.11	21.71	25.09	17.85	20.61	28.44	9.97	19.15	15.21	15.86	18.52	14.46	13.00	19.22	1900

CARRIAGE AND WAGON.

235	6.79	5.13	4.55	3.07	4.73	2.10	4.53	2.56	4.41	5.52	6.14	5.46	2.51	...	...	...	...	7.12	...	...	15.21	1896
123	5.94	2.43	2.29	2.63	3.51	2.08	4.50	3.11	4.11	9.33	5.49	4.53	2.70	3.18	...	...	...	6.28	...	...	4.30	1897
192	5.57	3.40	8.18	2.25	3.33	1.80	2.34	3.28	5.98	7.32	6.02	4.77	4.07	3.32	3.31	...	5.58	5.87	4.72	4.73	5.12	1898
242	5.35	3.20	15.34	2.48	3.57	1.68	5.08	2.95	6.35	3.35	5.55	4.71	4.07	3.34	5.43	4.53	8.00	7.14	3.84	4.26	22.43	1899
205	5.46	3.60	10.61	3.21	3.85	2.48	1.32	3.08	6.07	6.39	5.62	4.89	4.03	2.50	4.26	3.65	7.36	8.09	3.54	2.90	7.57	1900

TRAFFIC.

1076	6.29	17.79	16.16	7.65	9.25	5.48	7.53	9.41	9.89	19.19	9.01	10.78	11.08	...	...	...	...	7.34	...	...	20.52	1896
1048	6.39	16.91	17.25	7.72	9.75	5.94	8.21	10.46	9.62	28.56	8.97	10.18	10.37	15.83	...	...	...	8.03	...	...	24.11	1897
1102	6.18	12.53	17.60	7.59	8.40	5.21	8.75	10.77	11.58	22.36	9.44	10.75	10.02	17.64	23.78	...	17.73	7.70	16.40	23.24	19.64	1898
1119	6.20	12.82	16.31	7.21	7.65	4.09	8.48	9.63	11.11	10.07	8.93	10.35	10.02	10.62	24.18	34.63	16.46	9.15	17.99	27.94	19.52	1899
1011	6.44	13.58	15.96	8.42	7.89	5.55	6.76	9.51	10.60	17.24	8.52	9.27	11.16	12.59	20.84	28.22	16.99	8.56	18.34	26.13	21.95	1900

GENERAL.

1194	12.13	21.82	8.54	6.80	12.54	3.21	5.82	9.41	8.92	35.00	7.98	6.68	9.69	...	...	...	...	9.59	...	...	9.60	1896
1094	9.78	25.11	8.14	6.43	11.48	3.29	6.09	9.73	9.16	55.02	6.75	6.99	8.61	31.38	...	...	...	9.92	...	...	11.18	1897
1078	9.60	17.38	7.84	6.24	9.74	3.21	9.79	10.61	12.52	41.29	7.29	7.63	10.60	30.05	17.01	...	14.77	9.89	10.20	15.01	11.50	1898
903	8.73	20.48	7.07	5.85	8.67	2.74	6.37	9.38	10.74	16.72	7.16	7.77	10.60	24.59	18.18	10.75	13.86	11.47	5.17	7.44	12.54	1899
705	8.59	18.14	6.74	6.30	8.76	3.26	5.54	8.61	9.20	28.73	7.25	6.22	7.71	29.63	15.66	9.62	13.83	9.04	4.67	7.20	12.35	1900

PROPORTION OF TOTAL WORKING EXPENSES\* TO GROSS EARNINGS.

51.26	51.76	94.63	61.68	43.97	63.48	36.69	60.25	50.71	56.69	126.55	57.25	60.76	53.06	...	...	...	...	53.27	...	...	84.73	1896
49.27	68.93	92.71	63.22	43.78	59.18	34.67	65.18	55.89	57.03	189.46	53.15	55.25	50.49	79.99	...	...	...	55.29	...	...	85.32	1897
57.40	65.70	95.83	70.43	43.97	51.58	40.55	57.33	58.67	70.17	149.87	54.91	57.87	56.41	81.15	71.64	...	76.49	58.89	58.36	72.12	79.03	1898
56.63	48.86	80.08	70.93	46.67	50.09	38.99	50.21	51.92	67.78	71.24	52.66	59.45	59.56	58.63	81.57	81.84	72.51	64.08	55.02	70.77	106.16	1899
44.42	49.96	78.69	78.86	49.21	47.97	44.39	41.59	50.26	64.78	120.04	50.49	55.62	62.49	65.89	72.63	71.95	73.12	55.28	51.99	64.71	118.07	1900

N.B. - Excludes Cherra Companyganj (2 6" gauge) railway which has been closed from 25th March 1900 and subsequently abandoned.

Appendix 23.  
Mileage expenses.

APPEN

Working expenses per mile

(Referred to in paragraph

Note.—A reference to Appendix 7 will furnish the key

GAUGE.	5' 6"													3' 3"								
	CLASS: No.													13	14							
	E. I.	E. B. system		B. C.	B. N.	E. C.	P. T.	O. & R.	N. W. system			G. I. P. system.		S., B. & C. I. system		N. G. S. system.		Madras system.		B. D.	D.	
5' 6" gauge.		Other gauges	Com. sec.						Mily. sec.	Total.	G. I. P. (a) to (e)	I. M. (f) to (i)	B., B. & C. I. (j) to (k)	R. M. (l) to (m)	N. G. S. (n) & (o)	H. G. V. (p)	M (q) & (r)	N. (s)				
<b>ENGINEERING DEPARTMENT</b>																						
1896	2,471	2,889	958	1,200	1,013	997	2,814	1,601	2,509	1,457	2,181	3,184	695	4,100	1,020	1,522	...	1,519	...	577		
1897	2,373	3,024	1,093	1,410	935	791	4,104	1,526	2,215	1,438	1,977	3,009	704	4,652	1,111	1,632	...	1,504	...	742		
1898	2,291	3,210	1,320	1,315	1,011	935	4,755	1,256	1,806	1,147	1,681	2,608	778	3,015	1,092	1,308	...	1,401	...	989		
1899	2,794	5,113	1,154	1,79	1,088	886	4,024	1,581	1,488	1,789	1,46	2,72	870	3,18.	1,480	1,330	...	1,403	2,501	742	1	
1900	3,01	4,955	1,11	1,365	1,013	1,114	4,063	1,514	1,130	1,208	1,295	1,977	815	3,501	1,733	2,252	711	1,637	...	406	2,013	
<b>LOCOMOTIVE DEPARTMENT.</b>																						
1896	2,698	3,259	1,081	976	1,171	1,351	5,158	1,371	2,775	1,210	2,290	4,928	1,231	4,841	2,006	1,263	...	2,104	...	577	955	
1897	2,555	4,568	1,003	1,125	1,030	1,322	5,172	1,518	2,699	1,102	2,111	4,671	1,364	4,211	1,781	1,331	...	2,130	...	714	1,020	
1898	3,054	3,111	1,047	962	1,096	1,231	5,611	1,107	2,671	1,067	2,231	5,001	1,376	4,356	1,853	1,415	...	2,405	...	714	1,101	
1899	3,192	3,405	1,008	1,053	1,040	1,143	4,911	1,232	2,792	1,117	2,30	5,24	1,51	4,411	2,162	1,532	543	2,808	3,21	714	1,241	
1900	3,47	3,861	1,061	1,057	1,378	1,470	8,118	1,832	2,695	1,183	2,261	5,268	1,641	4,521	2,651	1,640	751	2,692	3,23	616	1,270	
<b>CARRIAGE AND WAGON DEPARTMENT.</b>																						
1896	870	1,345	314	351	291	156	2,110	824	742	231	583	1,072	279	1,094	407	310	...	733	...	115	561	
1897	971	1,045	304	171	318	195	2,697	793	512	143	390	1,441	311	1,672	468	333	...	718	...	82	557	
1898	946	1,244	322	394	271	245	3,205	478	592	150	471	2,471	334	1,598	487	314	...	556	...	137	549	
1899	981	1,699	301	33	241	226	2,413	790	613	161	485	1,570	397	2,043	504	323	29	525	235	192	581	
1900	1,011	1,733	391	205	29	250	5,828	138	548	171	441	1,192	327	1,070	761	375	51	571	207	115	621	
<b>TRAFFIC DEPARTMENT.</b>																						
1896	1,761	3,510	861	926	627	116	13,257	941	1,181	527	971	1,05	52	1,529	833	733	...	1,026	...	797	529	
1897	1,904	3,780	846	996	640	679	13,805	898	1,112	504	926	1,084	551	1,113	843	750	...	986	...	824	509	
1898	2,028	4,043	931	1,031	637	672	15,445	826	1,035	451	875	2,001	54	1,720	807	747	...	1,016	...	82	609	
1899	2,108	4,056	940	942	631	670	15,005	881	1,010	451	88	2,063	546	1,571	816	774	297	1,012	471	852	673	
1900	2,155	4,150	940	1,084	742	737	20,69	946	1,018	456	851	2,12	551	1,568	951	791	376	1,038	572	581	733	
<b>GENERAL CHARGES.</b>																						
1896	971	1,211	444	888	182	432	1,755	516	511	293	451	892	551	1,031	751	863	...	687	...	879	1,006	
1897	1,002	1,429	441	934	643	542	1,825	471	491	271	421	911	554	1,002	626	821	...	677	...	852	916	
1898	1,002	1,434	462	1,062	631	582	2,645	431	461	260	410	892	520	921	720	713	...	668	...	797	945	
1899	1,041	1,448	446	1,030	638	505	2,319	457	480	258	416	878	503	814	622	761	174	690	166	657	948	
1900	1,049	1,450	455	1,068	668	533	2,568	472	479	279	422	942	472	747	570	728	294	724	226	406	97	
<b>TOTAL WORKING EXPENSES.*</b>																						
1896	9,313	11,861	3,821	4,178	3,991	3,12	26,026	5,421	7,908	3,782	6,621	12,780	3,612	13,331	5,080	4,768	...	6,581	...	3,159	4,323	
1897	9,409	16,440	3,83	5,181	3,723	3,528	29,701	5,488	7,208	3,502	6,074	12,509	3,834	13,576	4,910	5,021	...	6,577	...	3,219	6,460	
1898	10,242	14,087	4,215	5,051	3,800	3,711	32,671	4,556	6,725	3,311	5,795	13,626	3,847	12,239	5,000	4,813	...	6,317	...	4,176	6,476	
1899	11,031	16,700	4,011	5,021	3,781	3,518	27,788	4,913	6,632	3,722	5,795	13,102	4,102	12,470	5,785	5,417	1,041	6,579	6,937	3,324	5,303	
1900	11,511	17,002	4,197	5,631	4,370	4,291	42,161	5,599	6,270	3,351	5,436	12,002	4,255	13,193	6,853	6,167	2,201	6,907	4,461	2,178	5,720	

\* Includes special and miscellaneous expenditure, direct charges, N.B.—Excludes Cherra-Companyganj railway which

(of Report.)

(the code letters used to express railway systems.)

3' 3 1/2"											2' 6"				2' 0"				GAUGE.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	33	34	35	CLASS: NO.
B.	D.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.

ENGINEERING DEPARTMENT.

2	983	905	659	354	497	692	754	1,118	1,005	1,459	424	...	...	...	...	1,558	...	...	635	1896	
1956	874	891	625	250	588	687	766	1,056	1,056	1,403	445	500	...	...	...	1,540	...	...	814	1897	
70	956	899	671	493	471	657	761	1,054	831	1,371	414	553	267	...	917	1,509	1,158	674	89	1898	
164	1,034	917	812	551	373	598	764	1,142	744	1,311	519	541	278	521	879	2,017	1,388	561	1,01	1899	
030	867	972	707	406	352	560	841	1,315	837	1,261	445	602	289	543	850	1,373	978	608	2,85	1900	
130																					
1,016																					

LOCOMOTIVE DEPARTMENT.

901	969	701	592	500	381	877	1,145	1,601	1,678	1,641	781	...	...	...	...	2,558	...	...	671	1896
693	1,296	646	536	491	321	846	1,22	1,48	1,561	1,721	826	834	...	...	...	2,529	...	...	705	1897
691	1,205	655	541	497	431	77	981	1,621	1,580	1,791	760	1,077	351	...	663	2,671	1,61	444	622	1898
632	1,749	781	627	672	51	771	1,055	2,021	1,718	1,92	979	831	435	460	687	2,717	1,075	490	719	1899
585	2,172	794	512	771	734	836	1,183	1,815	1,451	2,091	1,272	551	482	494	750	2,941	1,29	405	642	1900

CARRIAGE AND WAGON DEPARTMENT.

188	285	233	211	74	99	147	260	314	516	471	101	...	...	...	...	1,111	...	...	52	1896
80	145	194	157	71	9	117	248	313	471	441	127	13	...	...	...	921	...	...	141	1897
153	548	164	171	61	53	147	275	316	471	451	163	200	70	...	239	869	371	172	181	1898
125	1,065	182	221	71	161	146	309	375	444	441	182	242	116	139	381	1,001	370	144	83	1899
141	774	227	231	96	61	160	331	418	466	491	180	139	96	247	350	1,275	314	101	221	1900

TRAFFIC DEPARTMENT.

653	1,013	583	415	181	16	541	582	1,111	727	941	456	...	...	...	...	1,118	...	...	672	1896
556	1,092	568	437	20	161	527	582	995	770	997	460	787	...	...	...	1,176	...	...	814	1897
563	1,179	553	452	152	201	493	534	966	743	1,032	441	1,065	566	...	760	1,003	1,287	851	712	1898
502	1,133	532	474	195	223	474	511	1,125	714	96	447	768	514	1,064	783	1,321	1,567	942	725	1899
533	1,164	591	471	211	315	494	571	1,127	707	942	495	695	514	985	800	1,353	1,642	1,013	718	1900

GENERAL CHARGES.

801	535	518	563	113	121	540	524	2,039	594	583	392	...	...	...	...	1,471	...	...	321	1896
826	515	473	514	113	124	489	554	1,937	580	681	392	1,575	...	...	...	1,451	...	...	38	1897
781	526	455	525	112	207	470	570	1,784	574	733	399	1,814	405	...	631	1,463	801	549	41	1898
802	491	430	53	127	212	460	521	1,872	572	727	473	1,778	387	330	660	1,601	451	251	461	1899
712	491	446	52	127	262	447	501	1,879	601	632	350	1,714	385	346	650	1,431	41	253	416	1900

TOTAL WORKING EXPENSES.\*

3,473	3,866	3,086	2,818	1,003	1,342	2,005	3,337	6,431	4,602	6,240	2,173	...	...	...	...	8,311	...	...	2,838	1896
3,040	4,002	2,945	2,660	1,179	1,32	2,810	3,416	5,941	4,669	5,351	2,281	3,983	...	...	...	8,059	...	...	2,902	1897
4,301	5,123	2,890	2,700	1,549	1,380	2,611	3,233	5,821	4,321	5,497	2,219	4,899	1,705	...	3,279	8,109	4,580	2,649	2,867	1898
5,115	5,510	3,201	3,100	1,810	1,675	2,558	3,297	6,713	4,208	5,481	2,654	4,240	1,714	2,514	3,450	9,085	4,921	2,388	3,947	1899
3,060	5,746	3,234	2,900	1,715	1,965	2,609	3,530	6,715	4,189	5,561	2,798	3,798	1,799	2,469	3,500	8,804	4,647	2,481	3,855	1900

\*rent of leased lines and contribution to Provident Fund.  
has been closed from 25th March 1900 and subsequently abandoned.

Appendix 24.  
Train-mile expenses.

Working expenses per train-mile

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key

GAUGE.	5' 6"											3' 3"								
	CLASS. No.	1	9		3	4	5	7	8			G. I. P. SYSTEM.		10 B. & C. I. SYSTEM.		11 NIZAM'S GTD. STATE.		12 MADRAS SYSTEM.		13
			EASTERN BENGAL SYST. M.						NORTH WESTERN SYSTM	G. I. P. (a) to (e)	I. M. (f) to (j)	C. I. (a) to (d) & (i) & (j)	R. M. (e) to (h)	N. G. S. (a) & (b)	H. G. V. (c)	M. (a) & (b)	Nilgiri (c)			
Calendar year.	E. I.	5' 6" gauge (a)	Other gauges (b) to (e)	B. C.	B. N.	E. C.	O and R	Com sec.										Mily. sec.	Total	(a) to (e)

ENGINEERING DEPARTMENT.

1896	0.39	0.40	0.32	0.40	0.57	0.54	0.53	0.67	0.93	0.71	0.53	0.41	0.88	0.34	0.65	...	0.51	...	0.45	...
1897	0.34	0.37	0.38	0.39	0.45	0.42	0.56	0.59	1.07	0.66	0.51	0.38	1.06	0.40	0.61	...	0.49	...	0.43	...
1898	0.32	0.42	0.43	0.44	0.49	0.55	0.44	0.40	1.04	0.56	0.42	0.40	0.72	0.35	0.49	...	0.49	...	0.78	...
1899	0.37	0.68	0.37	0.44	0.54	0.47	0.41	0.42	1.32	0.53	0.43	0.42	0.73	0.43	0.49	...	0.45	0.90	0.69	0.56
1900	0.39	0.64	0.36	0.45	0.37	0.47	0.47	0.41	0.92	0.48	0.31	0.36	0.77	0.44	0.62	0.45	0.49	...	0.42	0.71

LOCOMOTIVE DEPARTMENT.

1896	0.43	0.45	0.36	0.38	0.64	0.74	0.45	0.73	0.78	0.74	0.81	0.72	1.05	0.07	0.58	...	0.84	...	0.46	0.30
1897	0.37	0.57	0.35	0.35	0.50	0.60	0.60	0.72	0.82	0.74	0.77	0.73	0.96	0.63	0.52	...	0.82	...	0.42	0.42
1898	0.42	0.41	0.34	0.32	0.53	0.72	0.49	0.73	0.85	0.74	0.79	0.72	1.03	0.60	0.53	...	0.80	...	0.55	0.40
1899	0.43	0.43	0.32	0.37	0.52	0.60	0.41	0.78	0.87	0.79	0.83	0.74	1.01	0.63	0.57	0.62	0.89	1.16	0.65	0.42
1900	0.45	0.51	0.33	0.35	0.50	0.61	0.57	0.84	0.90	0.85	0.84	0.72	0.45	0.68	0.49	0.48	0.62	1.42	0.64	0.45

CARRIAGE AND WAGON DEPARTMENT.

1896	0.14	0.18	0.12	0.13	0.17	0.08	0.27	0.20	0.15	0.19	0.18	0.16	0.24	0.17	0.14	...	0.25	...	0.14	0.23
1897	0.13	0.13	0.10	0.05	0.15	0.10	0.30	0.14	0.11	0.10	0.25	0.17	0.37	0.16	0.13	...	0.23	...	0.06	0.23
1898	0.13	0.17	0.10	0.13	0.13	0.14	0.18	0.16	0.12	0.16	0.39	0.17	0.38	0.16	0.13	...	0.19	...	0.12	0.20
1899	0.13	0.23	0.10	0.11	0.12	0.12	0.27	0.17	0.13	0.17	0.25	0.19	0.47	0.15	0.12	0.03	0.17	0.08	0.17	0.19
1900	0.13	0.22	0.12	0.07	0.11	0.10	0.20	0.17	0.13	0.16	0.10	0.14	0.43	0.20	0.09	0.03	0.17	0.09	0.12	0.22

TRAFFIC DEPARTMENT.

1896	0.28	0.48	0.29	0.36	0.34	0.33	0.31	0.31	0.34	0.32	0.32	0.31	0.39	0.28	0.34	...	0.35	...	0.63	0.21
1897	0.28	0.47	0.30	0.31	0.31	0.33	0.33	0.30	0.37	0.31	0.32	0.30	0.39	0.30	0.29	...	0.31	...	0.40	0.25
1898	0.28	0.53	0.30	0.34	0.30	0.39	0.29	0.28	0.35	0.29	0.32	0.28	0.40	0.28	0.28	...	0.31	...	0.64	0.22
1899	0.29	0.54	0.30	0.32	0.31	0.35	0.29	0.30	0.35	0.30	0.32	0.26	0.36	0.25	0.29	0.31	0.32	0.17	0.78	0.23
1900	0.28	0.55	0.29	0.35	0.27	0.30	0.30	0.32	0.35	0.37	0.34	0.24	0.34	0.24	0.24	0.24	0.31	0.25	0.60	0.26

GENERAL CHARGES.

1896	0.16	0.17	0.15	0.34	0.37	0.21	0.17	0.14	0.19	0.14	0.15	0.32	0.22	0.22	0.39	...	0.23	...	0.69	0.42
1897	0.15	0.18	0.15	0.29	0.31	0.28	0.17	0.13	0.20	0.14	0.15	0.29	0.23	0.22	0.32	...	0.22	...	0.51	0.18
1898	0.14	0.19	0.15	0.35	0.30	0.34	0.15	0.13	0.20	0.14	0.14	0.26	0.22	0.20	0.28	...	0.22	...	0.62	0.35
1899	0.14	0.19	0.14	0.35	0.31	0.26	0.15	0.13	0.20	0.14	0.14	0.24	0.19	0.18	0.28	0.20	0.22	0.06	0.63	0.33
1900	0.14	0.19	0.14	0.34	0.24	0.22	0.15	0.15	0.21	0.16	0.15	0.21	0.16	0.14	0.21	0.19	0.22	0.10	0.42	0.34

TOTAL WORKING EXPENSES.\*

1896	1.50	1.90	1.29	1.80	2.19	1.96	1.78	2.10	2.43	2.14	2.11	2.11	2.88	1.71	2.22	...	2.22	...	2.48	1.77
1897	1.36	1.98	1.33	1.60	1.79	1.85	2.06	1.92	2.60	2.03	2.09	2.05	3.08	1.75	2.02	...	2.12	...	1.95	2.51
1898	1.42	1.84	1.38	1.74	1.80	2.17	1.65	1.83	2.57	1.91	2.10	1.97	2.88	1.61	1.90	...	2.06	...	1.88	2.18
1899	1.46	2.20	1.28	1.70	1.87	1.85	1.61	1.85	2.92	1.98	2.11	1.98	2.86	1.68	2.01	1.19	2.09	2.51	2.99	1.74
1900	1.50	2.27	1.31	1.84	1.58	1.77	1.75	1.95	2.55	2.04	1.95	1.86	2.85	1.74	1.74	1.41	2.10	1.96	2.25	1.99

\* Includes special and miscellaneous expenditure direct  
N.B.—Excludes Cherra-Companjganj



on each railway (by systems).

3rd Report.)

the code letters used to express railway systems.

3' 31".											2' 6".					2' 0".				GAUGE.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	33	34	35	CLASS : No.
A. B.	Deo- ghur.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	Bur- ma.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	Jor- bat.	Calendar year.

ENGINEERING DEPARTMENT.

0'56	0'39	0'38	0'40	0'36	0'64	0'44	0'32	0'79	0'32	0'51	0'24	...	...	...	...	0'45	...	...	0'57	1896.
0'64	0'31	0'35	0'37	0'24	0'78	0'46	0'29	1'05	0'32	0'44	0'24	0'11	...	...	...	0'48	...	...	0'74	1897.
1'30	0'31	0'34	0'37	0'47	0'62	0'50	0'44	0'98	0'27	0'43	0'23	0'09	0'11	...	0'58	0'48	0'55	0'36	0'86	1898.
0'70	0'34	0'36	0'39	0'43	0'46	0'44	0'41	0'50	0'24	0'42	0'27	0'67	0'12	0'38	0'53	0'63	0'56	0'34	1'00	1899.
0'74	0'27	0'36	0'34	0'31	0'40	0'37	0'35	0'80	0'29	0'40	0'19	1'06	0'12	0'37	0'52	0'37	0'37	0'35	1'81	1900.

LOCOMOTIVE DEPARTMENT.

0'57	0'38	0'29	0'36	0'51	0'49	0'56	0'48	1'14	0'53	0'58	0'45	...	...	...	...	0'74	...	...	0'60	1896.
0'52	0'46	0'26	0'32	0'47	0'45	0'59	0'46	1'49	0'49	0'55	0'45	0'18	...	...	...	0'79	...	...	0'65	1897.
0'44	0'62	0'26	0'30	0'47	0'57	0'58	0'57	1'51	0'51	0'57	0'44	0'18	0'16	...	0'42	0'86	0'45	0'25	0'57	1898.
0'43	0'57	0'29	0'30	0'55	0'64	0'58	0'57	0'89	0'52	0'62	0'48	1'00	0'20	0'33	0'42	0'84	0'44	0'31	0'63	1899.
0'43	0'74	0'29	0'29	0'56	0'75	0'55	0'54	1'12	0'51	0'67	0'53	1'29	0'19	0'33	0'45	0'79	0'49	0'24	0'63	1900.

CARRIAGE AND WAGON DEPARTMENT.

0'12	0'11	0'10	0'13	0'08	0'13	0'10	0'11	0'23	0'16	0'17	0'06	...	...	...	...	0'31	...	...	0'47	1896.
0'06	0'05	0'08	0'09	0'07	0'12	0'11	0'09	0'33	0'14	0'14	0'07	0'03	...	...	...	0'29	...	...	0'13	1897.
0'09	0'17	0'06	0'09	0'06	0'07	0'11	0'16	0'29	0'15	0'14	0'09	0'03	0'03	...	0'16	0'28	0'18	0'11	0'18	1898.
0'08	0'35	0'07	0'11	0'06	0'21	0'11	0'17	0'17	0'14	0'14	0'09	0'28	0'06	0'10	0'21	0'31	0'14	0'08	0'73	1899.
0'10	0'24	0'08	0'11	0'07	0'06	0'11	0'15	0'25	0'16	0'16	0'08	0'35	0'04	0'17	0'21	0'35	0'12	0'06	0'22	1900.

TRAFFIC DEPARTMENT.

0'42	0'40	0'25	0'25	0'19	0'21	0'35	0'24	0'73	0'23	0'33	0'26	...	...	...	...	0'32	...	...	0'60	1896.
0'43	0'39	0'23	0'26	0'19	0'22	0'36	0'22	1'00	0'23	0'31	0'25	0'17	...	...	...	0'37	...	...	0'74	1897.
0'38	0'36	0'22	0'25	0'18	0'27	0'37	0'31	0'90	0'24	0'33	0'25	0'18	0'24	...	0'48	0'37	0'61	0'50	0'68	1898.
0'34	0'37	0'20	0'23	0'15	0'35	0'35	0'29	0'49	0'23	0'31	0'23	0'94	0'22	0'76	0'48	0'41	0'63	0'56	0'63	1899.
0'39	0'36	0'22	0'23	0'16	0'33	0'33	0'26	0'69	0'24	0'30	0'21	1'35	0'21	0'67	0'48	0'30	0'63	0'59	0'70	1900.

GENERAL CHARGES.

0'51	0'21	0'22	0'34	0'11	0'17	0'34	0'22	1'43	0'19	0'21	0'22	...	...	...	...	0'42	...	...	0'30	1896.
0'62	0'19	0'19	0'30	0'10	0'16	0'33	0'21	1'93	0'18	0'22	0'21	0'34	...	...	...	0'45	...	...	0'35	1897.
0'49	0'16	0'18	0'29	0'10	0'28	0'36	0'33	1'66	0'18	0'23	0'23	0'31	0'18	...	0'42	0'47	0'37	0'31	0'39	1898.
0'54	0'16	0'16	0'26	0'10	0'26	0'34	0'28	0'82	0'19	0'23	0'25	2'11	0'17	0'24	0'39	0'50	0'18	0'14	0'40	1899.
0'52	0'17	0'17	0'26	0'09	0'27	0'30	0'23	1'14	0'20	0'20	0'15	3'18	0'15	0'23	0'39	0'31	0'16	0'15	0'41	1900.

TOTAL WORKING EXPENSES.\*

2'21	1'52	1'31	1'73	1'31	1'72	1'86	1'40	4'52	1'45	1'84	1'23	...	...	...	...	2'32	...	...	2'53	1896.
2'30	1'43	1'18	1'58	1'13	1'76	1'91	1'30	5'95	1'38	1'70	1'25	0'85	...	...	...	2'47	...	...	2'65	1897.
2'70	1'64	1'12	1'53	1'27	1'82	1'99	1'86	5'41	1'38	1'74	1'25	0'83	0'72	...	2'13	2'56	2'18	1'53	2'71	1898.
2'12	1'82	1'19	1'50	1'41	2'07	1'90	1'78	2'96	1'36	1'76	1'37	5'11	0'75	1'81	2'09	2'78	1'94	1'44	3'40	1899.
2'23	1'79	1'20	1'40	1'29	2'01	1'73	1'61	4'08	1'43	1'77	1'17	7'41	0'72	1'67	2'12	2'38	1'77	1'44	3'78	1900.

\* charges, rent of leased lines and contribution to Provident Fund.  
railway which has been closed for traffic from 25th March 1900 and subsequently abandoned.

## APPENDIX 25.

Appendix 25.  
Fuel consumption.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the Calendar years 1896 to 1900.

(Referred to in paragraph 33 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

Class No.	Railway.	Calendar year.	SOURCES OF SUPPLY. *		DESCRIPTION OF FUEL WITH QUANTITY CONSUMED AND COST PER TON STATED IN TERM OF GIRIDIH BEST STEAM COAL.								CONSUMPTION IN B STATED IN TERM OF GIRIDIH COAL.		
			Name.	Average distance carried in miles. †	FOREIGN COAL.			INDIAN COAL.			WOOD.		Per train mile.	Per Engine mile.	Per 1,000 gross ton miles.
					Quantity in tons.	Cost per ton including freight.	Cost per ton excluding freight.	Quantity in tons.	Cost per ton including freight.	Cost per ton excluding freight.	Quantity in tons.	Cost per ton.			
1	E. I.	1896 1897 1898 1899 1900	Bengal and Umaria	257 253 240 241 255	...	...	...	326,629	...	1'90	...	...	60'03	50'88	165'39
2	E. B. S.	1896 1897 1898 1899 1900	Bengal . . .	...	...	...	70,913	9'57	7'78	...	...	...	40'01	31'08	105'27
3	B. C.	1896 1897 1898 1899 1900	Bengal . . .	...	...	...	8,207	6'50	2'96	...	...	...	40'43	42'68	102'02
4	B. N.	1896 1897 1898 1899 1900	Bengal and Umaria	240 247 256 249 249	...	...	32,777	7'54	4'05	...	...	...	46'70	48'05	124'73
5	E. C.	1896 1897 1898 1899 1900	Bengal and Singareni	188 195 284 220 249	...	...	22,177	8'82	...	...	...	...	51'62	49'84	127'65
6	P. T.	1896 1897 1898 1899 1900	Bengal . . .	...	...	...	2,094	7'70	...	...	...	...	...	...	...
7	O. & R.	1896 1897 1898 1899 1900	Bengal . . .	532 530 503 525 542	...	...	43,183	9'71	3'97	...	...	...	39'66	33'74	126'43
8	N. W.	1896 1897 1898 1899 1900	England, Bengal, Dandot and Khost	616 521 583 543 644	20,704 7,400 27,066 32,533 25,825	18'85 18'34 18'03 18'28 18'25	91,378 103,780 111,679 111,350 123,235	17'00 16'16 14'85 17'11 17'23	8'88 6'70 4'69 6'50 5'40	44,906 61,835 77,771 65,913 56,285	10'01 10'88 10'92 11'50 11'71	41'80 42'98 46'19 46'69 49'60	37'11 37'97 40'80 41'39 43'34	122'97 137'59 131'93 136'36 157'51	
9 (a) to (c)	G. I. P.	1896 1897 1898 1899 1900	England, Bengal, Japan, Singareni, Umaria, Warora and Mohpani	220 293 341 346 384	62,553 14,338 1,545 246 ...	14'17 ...	116,318 158,218 186,080 108,049 201,170	11'70 10'99 11'74 11'50 11'80	7'21 6'16 6'28 6'32 6'43	855 820 750 800 857	13'37 12'82 13'13 13'79 12'92	45'62 42'70 44'66 47'17 47'87	39'25 37'66 39'48 41'42 41'96	159'06 158'59 146'19 152'37 150'81	
9 (f) to (i)	I. M.	1896 1897 1898 1899 1900	Bengal, Umaria and Mohpani	370 404 407 377 340	...	...	36,494 17,901 39,282 56,945 75,374	12'65 12'52 11'40 10'13 8'84	5'49 5'35 5'15 5'31 5'59	309 433 381 501 510	7'00 6'72 6'50 5'82 6'48	31'50 48'09 46'77 50'43 60'42	45'60 43'05 41'11 48'91 51'34	163'06 151'39 142'79 170'89 160'77	
10 (a) to (d) & (j) to (k)	B., B. & C. I.	1896 1897 1898 1899 1900	England, Bengal and Singareni	156 149 171 165 164	32,107 26,120 9,816 32,035 19,281	15'56 18'45 17'17 15'60 17'46	35,064 38,189 57,607 43,452 63,976	16'05 14'25 13'99 17'01 17'65	...	541 513 570 1,404 858	12'53 14'25 13'79 5'49 9'32	58'40 55'49 58'83 57'01 57'90	50'57 47'88 49'94 49'05 42'38	171'14 167'11 157'35 150'81 142'04	
11	N. G. S.	1896 1897 1898 1899 1900	Singareni	116 110 105 129 170	...	...	18,880 24,558 27,206 25,582 41,362	7'70 7'32 6'87 6'91 6'82	5'04 5'01 5'06 5'05 4'78	...	...	...	54'40 60'48 64'25 60'89 56'87	47'45 53'22 56'86 53'68 50'82	149'91 159'33 163'91 149'22 150'06
12	M.	1896 1897 1898 1899 1900	Bengal and Singareni	...	...	...	27,010 28,863 30,201 34,212 35,360	16'03 15'96 15'80 15'75 16'80	...	31,918 31,604 28,574 28,789 29,305	12'70 13'28 14'03 14'03 13'37	51'01 51'19 50'65 52'97 52'27	43'71 42'98 42'34 43'90 43'28	179'17 172'61 173'18 182'98 183'25	
13	B. D.	1896 1897 1898 1899 1900	Bengal	...	...	...	507 778 717 950 1,222	20'86 17'60 16'75 11'60 14'90	...	...	...	...	24'39 26'63 39'13 54'32 58'84	21'18 24'05 26'28 41'80 45'29	...

\* Of coal only. Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply or from the places of delivery to several storages. ‡ Prices are given at place of delivery which is the place of storage. § Excludes Cooch Behar (2'6" gauge) ¶ Includes Godhra-Rutlam-Nagdā (5'6"), but excludes Gackwar's Dabhoi and Rajpipla (2'6"). ¶ Excludes Nilgiri (3'3").

## APPENDIX 25—concl'd.

Appendix 25.  
Fuel consumption.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton, etc.—concl'd.

(Referred to in paragraph 33 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters to express railway systems.

Class No.	Railway.	Calendar year.	SOURCES OF SUPPLY.		DESCRIPTION OF FUEL WITH QUANTITY CONSUMED AND COST PER TON STATED IN TERM OF GIRIDIH BEST STEAM COAL.								CONSUMPTION IN LB STATED IN TERM OF GIRIDIH COAL.															
			Name.	Average distance carried in miles. †	FOREIGN COAL.			INDIAN COAL.			WOOD.		Per train mile.	Per Engine mile.	Per 1,000 gross ton miles.													
					Quantity in tons.	Cost per ton including freight.	Cost per ton excluding freight.	Quantity in tons.	Cost per ton including freight.	Cost per ton excluding freight.	Quantity in tons.	Cost per ton.																
14	D. S.	1896	Assam . . . .	‡	...	...	...	3,359	6 78	...	7	3'43	39'91	28'58	...													
		1897														4,237	6 72	...	6	4'50	45'05	32' 8	...					
		1898														4,673	6 80	...	9	5'41	47'87	35'06	...					
		1899														5,826	6 80	...	8	5'12	55'25	39'25	...					
		1900														5,987	6 33	...	14	6 07	59'33	38'04	...					
15	A. B.	1896	Bengal and Assam .	{	56	...	...	4,445	15 93	...	...	...	37'50	30'11	192'34													
		1897														7,169	12 43	...	10	7'90	40 19	33'13	208'12					
		1898														7,622	7 97	...	...	...	36'8	30 53	156'35					
		1899														8,094	10 59	...	...	...	32 96	28 07	129'7 1					
		1900														8,802	10 53	...	...	...	3 91	28 29	147'57					
16	D. . . .	1896	Bengal . . . .	{	46	...	...	251	6 19	...	...	...	46 15	46 15	562'24													
		1897														330	4 00	...	...	...	55 23	55 23	739 20					
		1898														293	3 00	...	...	...	42 73	42 73	650 32					
		1899														295	5 00	...	...	...	45 40	45 40	467 64					
		1900														328	5 00	...	...	...	48 00	48 00	734 00					
17	B. & N. W.	1896	Bengal . . . .	{	237	...	...	19,377	7 51	4 81	3,244	3 28	28 40	21 84	138 88													
		1897														23,249	6 01	3 24	3,953	3 26	27 35	25 32	133 11					
		1898														28,176	5 40	2 70	5,115	3 30	29 46	27 56	155 82					
		1899														40,470	6 17	3 17	4,268	3 50	33 13	30 18	174 52					
		1900														54,732	6 30	3 35	4,119	3 56	32 74	28 07	177 51					
18	R. & K.	1896	Bengal . . . .	{	660	...	...	262	16 19	...	5,892	7 7	29 87	24 96	170 24													
		1897														274	15 06	...	...	...	20 61	20 61	146 17					
		1898														269	14 50	...	...	...	24 11	20 03	134 64					
		1899														273	11 52	...	...	...	25 62	19 46	139 92					
		1900														293	16 32	...	...	...	25 29	20 61	153 61					
19	J. B.	1896	Bengal, Singareni and Palana .	{	980	...	...	4,443	22 57	...	...	...	27 74	26 09	148 63													
		1897														983	...	...	...	...	...	...	...					
		1898														900	...	...	...	...	...	...	...					
		1899														994	...	...	...	...	...	...	...					
		1900														913	...	...	...	...	...	...	...					
20	U. C.	1896	Bengal, Warora and Mohpani .	{	913	...	...	562	27 10	...	3	15 33	27 31	23 93	166 69													
		1897														1,050	...	...	...	2	8 00	31 90	28 00	160 84				
		1898														1,032	...	...	...	...	...	...	...	190 23				
		1899														...	...	...	...	...	...	...	...	...				
		1900														...	...	...	...	...	...	...	...	...				
21	B. G. J. P.	1896	England and Bengal	{	60	6,738	22 00	17 25	1,122	17 50	12 75	46	20 54	30 51	28 56	201 67												
		1897															93	6,605	24 50	19 75	1,577	17 00	12 25	34	29 81	27 87	182 25	
		1898															69	4,101	25 00	20 25	4,115	17 00	12 25	27	27 33	31 30	28 61	192 43
		1899															68	5,008	25 00	20 25	3,009	17 25	12 50	34	29 62	29 34	27 74	174 88
		1900															58	2,156	...	...	6,882	17 75	12 00	39	29 62	30 19	27 71	181 34
22	S. M.	1896	Singareni . . . .	{	485	...	...	33,962	15 60	5 40	19,979	10 84	32 55	30 06	187 64													
		1897														465	...	...	...	...	...	...	...	...	...	...	...	
		1898														480	...	...	...	...	...	...	...	...	...	...	...	
		1899														409	...	...	...	...	...	...	...	...	...	...	...	
		1900														463	...	...	...	...	...	...	...	...	...	...	...	
23	W. I. P.	1896	England . . . .		{	247	...	...	...	...	1,340	...	41 42	39 99	248 92													
		1897														40	...	...	...	...	718	...	60 54	67 37	461 6 1			
		1898														81	...	...	...	...	984	...	41 72	39 97	284 75			
		1899														...	...	...	...	...	1,973	...	39 49	37 45	221 90			
		1900														17	...	...	...	...	1,413	...	38 12	37 07	252 31			
24	S. I.	1896	Bengal and Singareni . . . .	{	104	...	...	32,881	19 41	...	13,187	13 73	29 50	25 05	180 41													
		1897														64	...	...	...	...	11,065	13 64	33 08	28 25	208 66			
		1898														60	...	...	...	...	12,674	13 76	31 31	26 56	108 68			
		1899														51	...	...	...	...	4,320	11 32	30 11	26 12	190 22			
		1900														57	...	...	...	...	42,130	15 91	...	...	...	181 21		
25	B. . . .	1896	England, Bengal and Burma . . . .	{	105	...	...	29,605	14 17	...	7,616	7 51	33 68	29 21	179 98													
		1897														105	...	...	...	...	7,710	9 48	34 32	29 46	177 54			
		1898														105	365	31 60	...	...	8,289	9 12	36 48	30 78	190 62			
		1899														105	874	31 60	...	...	11,440	9 46	39 34	33 38	202 01			
		1900														128	139	...	52,103	14 26	...	17,042	9 63	45 36	37 44	249 18		
26	M. R. W.	1896	England and Bengal		{	1,636	26 06	18 06	...	...	...	...	...	...	...													
		1897														1,954	27 62	19 62	...	...	...	...	...	25 32	24 35	...		
		1898														1,585	28 20	20 30	268	26 80	17 21	...	...	24 45	23 43	...		
		1899														1,530	26 00	18 00	374	31 20	17 21	...	...	23 35	22 61	...		
		1900														1,816	30 56	22 56	1,157	30 53	16 17	15	27 86	29 64	28 78	...		
27	D. H.	1896	Bengal . . . .	{	404	...	...	3,182	15 33	...	...	...	39 90	39 90	...													
		1897														404	...	...	...	...	...	...	...	36 06	36 06	...		
		1898														404	...	...	...	...	...	...	...	45 94	45 94	...		
		1899														404	...	...	...	...	...	...	...	41 72	41 72	...		
		1900														404	...	...	...	3,385	15 38	...	...	49 24	40 24	...		

\* Of coal only. Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply or from the places of livery to several storages. ‡ Prices are given at the place of delivery which is the place of storage. § Excludes Godhra-Rutlam-Nagd (5' 6"). || Not own. N.B.—Information is not available for railways not mentioned in this statement.

## APPENDIX 26.

*Coal produced in India during the Calendar years 1885 to 1900.*

(Referred to in paragraph 33 of Report.)

YEARS.	PROVINCES.												Quantity of Indian coal taken by railways in India.	Quantity of Indian coal exported from India.	Quantity of foreign coal imported into India.
	Bengal.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Balu-chistan.	Raj-puta-na (Bika-ner).	Madras.	Burma.	North-Western Provinces & Oudh.	Tota .			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,216	500	746,127
1886	1,186,802	117,287	70,859	13,539	...	...	...	...	...	...	...	1,388,487	470,075	199	730,812
1887	1,319,090	128,981	89,302	15,497	3,259	7,523	411	...	...	...	...	1,564,063	488,274	315	810,469
1888	1,380,594	157,768	101,528	41,580	13,382	11,249	2,802	...	...	...	...	1,708,903	551,770	15,796	813,821
1889	1,541,356	144,465	116,676	52,956	59,646	22,835	8,238	...	...	...	...	1,946,172	715,240	39,972	552,071
1890	1,626,245	137,022	145,708	77,842	125,486	40,677	15,541	...	...	...	...	2,168,521	654,829	26,336	760,306
1891	1,747,122	141,736	154,208	69,741	144,668	60,714	10,368	...	20	...	...	2,328,577	797,142	4,515	716,665
1892	1,920,050	132,005	164,050	88,623	149,601	66,352	13,284	...	61	3,670	...	2,537,696	885,492	15,725	627,020
1893	1,902,866	135,118	164,420	94,348	157,421	77,294	26,094	...	502	9,938	...	2,562,901	924,900	52,302	531,048
1894	2,035,934	140,495	169,448	132,837	240,325	66,467	24,753	—	1,337	12,111	...	2,823,907	1,062,748	53,665	775,017
1895	2,716,155	122,776	172,717	118,479	292,915	72,493	25,458	...	1,737	17,289	...	3,540,019	1,119,621	80,923	734,326
1896	3,037,920	141,185	177,259	115,386	262,681	79,017	26,257	...	...	22,993	1,000	3,683,698	1,182,051	136,719	397,092
1897	3,142,497	131,629	185,533	124,778	365,550	92,792	12,043	...	...	11,472	...	4,066,294	1,332,043	212,855	230,887
1898	3,622,090	149,709	200,329	134,726	394,622	85,862	13,372	511	...	6,975	...	4,608,196	1,422,103	327,104	306,499
1899	4,035,265	156,376	225,623	164,569	401,216	81,835	15,822	4,249	...	8,105	...	5,093,260	1,557,000	304,586	317,453
1900	4,954,965	173,115	216,736	164,489	469,291	74,083	23,281	9,240	...	10,228	...	6,095,428	1,855,610	541,445	83,236

## APPENDIX 27.

*Collieries owned and worked by Railways or the State.*

(Referred to in paragraph 34 of Report.)

PARTICULARS.	KURHURBAREE AND SERAMPORE.		WARORA.		DANDOT.		KHOST.		REMARKS.
	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	
Owner . . .	East Indian Railway.		State		North State	Western Railway.	North State Railway.	Western Railway.	
Outlay . . . Rs.	14,21,651*	15,09,261*	17,14,745	16,65,993	4,40,192	4,40,192	58,160	1,44,989	* This outlay is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
Large Coal Tons.	387,990	440,923	105,672	105,873	53,743	44,408	7,139	10,392	
Small Coal Tons.	32,591	31,530	27,308	27,157	3,513	4,769	820	1,003	
Slack Coal Tons.	41,951	55,921	...	...	23,963	24,906	3,779	6,269	
Total Tons.	452,532	528,374	132,980	133,030	81,219	74,083	11,688	17,664	
Coal issued . Tons.	419,308	472,576	119,395	120,338	81,219	74,083	11,688	17,664	
Cost . . . Rs.	9,58,610	10,57,067	6,02,897	6,07,603	7,59,091	7,14,417	1,57,236	2,44,355	
Operating expenses . Rs.	9,12,697	10,57,067	4,14,912	4,04,080	4,56,643	4,24,533	1,70,013	2,16,643	
Profits . . . Rs.	45,913	...	1,87,985	2,03,523	3,02,448	2,89,834	-12,777	27,712	
Rate on Capital .	3'28	...	10'96	12'22	68'71	65'85	...	19'11	
No. of persons employed daily .	6,885	7,221	810	790	1,593	1,826	304	468	
No. of tons raised per person employed .	67	73	164	169	51	41	38	38	
No. of persons killed .	5	2	...	...	2	2	50	3	
No. of persons injured .	18	21	4	3	8	6	4	3	

Appendix 28.  
Loads—Coaching.

APPENDIX  
Average load and weight of Coaching

(Referred to in paragraph)

N.B.—A reference to Appendix 2 will furnish the load

GAUGE.		5' 6".																
CLASS : No.	1	E.B.S. system.		3	4	5	7	N.W. system.			G. I. P. system.		B. B. & C. I. system.		N. G. S. system.		13	
		E. I.	5' 6" gauge.					Other gauges	B. C.*	B. N.	E. C.	O. & R. (a) & (b)	Mily. Sec	Comm. Sec	Total.	G. I. P. (a) to (e)		I. M. (f) to (j)
Calendar year.																		
<b>AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.</b>																		
<b>1st CLASS.</b>																		
1896	1'70	1'55	1'43	...	1'11	0'68	1'80	1'10	1'75	1'67	2'10	2'88	2'07	0'86	2'02	...	2'76	...
1897	1'52	1'61	1'34	0'53	0'83	0'53	1'74	1'22	1'88	1'80	1'09	2'67	1'75	0'81	2'08	...	3'01	...
1898	1'65	1'44	1'16	0'51	0'78	0'71	1'52	1'08	1'90	1'89	2'23	2'73	2'34	0'84	3'09	...	2'74	...
1899	1'54	1'64	0'93	0'47	0'90	1'00	1'37	1'05	1'62	1'55	2'34	2'37	2'13	0'87	3'17	...	2'88	...
1900	1'44	1'50	0'94	0'45	1'07	1'33	1'44	1'16	1'46	1'43	2'24	1'90	1'94	0'79	2'35	1'12	2'59	...
<b>2ND CLASS.</b>																		
1896	5'24	3'84	3'76	...	2'55	2'31	5'54	4'60	5'37	5'28	9'03	8'20	12'53	2'02	13'29	...	7'65	...
1897	4'75	3'40	3'49	3'67	2'11	1'40	6'04	3'34	5'19	5'50	9'59	8'58	11'53	3'20	14'76	...	8'50	...
1898	4'78	3'59	3'40	4'47	1'84	1'38	5'03	3'42	7'89	7'36	9'64	9'43	14'04	3'28	13'62	...	8'12	...
1899	4'46	3'50	3'28	3'05	2'46	2'59	4'00	2'99	4'91	4'68	9'50	6'95	14'14	3'20	15'51	...	9'08	...
1900	4'39	3'25	3'01	2'72	2'26	2'98	4'45	2'55	4'15	3'96	8'01	5'16	13'14	2'73	12'01	5'86	8'35	...
<b>INTERMEDIATE CLASS</b>																		
1896	14'6'	22'40	12'09	...	3'04	0'24	6'05	6'45	18'03	16'65	12'65	...	38'53	7'09	...	...	...	...
1897	13'31	19'33	11'68	14'53	3'13	0'27	9'31	5'27	14'02	13'47	9'00	...	26'12	6'89	...	...	...	...
1898	14'49	18'58	12'42	9'02	2'37	0'87	12'30	5'77	12'05	11'31	8'49	...	26'74	7'10	...	...	...	...
1899	13'98	18'72	10'62	7'51	3'16	1'37	10'33	6'04	12'82	12'01	10'05	...	28'24	8'29	...	...	...	...
1900	14'20	17'07	11'34	9'07	3'69	2'08	9'99	6'06	13'99	13'05	11'92	...	27'31	8'50	...	...	...	...
<b>3RD CLASS.</b>																		
1896	222'71	168'65	187'72	...	257'91	316'06	212'43	187'62	191'86	191'25	148'86	165'42	215'25	248'50	280'09	...	253'01	...
1897	94'59	149'74	170'35	155'51	185'56	234'58	192'96	153'44	171'06	170'96	104'87	147'68	147'48	213'70	259'74	...	252'01	...
1898	202'00	148'55	166'17	149'75	112'01	220'61	178'31	165'06	185'88	181'07	80'44	151'20	150'12	223'08	243'54	...	280'01	...
1899	200'83	157'70	164'49	144'47	208'47	231'89	161'03	163'24	190'63	187'42	103'89	135'95	168'45	242'72	251'94	...	185'94	...
1900	198'35	157'07	193'04	173'77	275'02	247'35	155'85	159'10	190'68	186'80	112'94	122'59	187'25	223'96	228'72	208'54	210'04	...
<b>TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.</b>																		
1896	244'31	196'44	205'92	...	265'31	320'19	225'83	199'80	217'02	214'86	173'75	176'50	268'38	260'28	297'21	...	263'49	...
1897	214'18	174'09	166'86	174'25	191'62	239'78	210'06	161'31	191'46	191'83	125'18	158'04	186'38	224'69	277'19	...	261'54	...
1898	222'99	172'17	183'17	137'91	223'57	197'17	175'33	207'82	201'63	201'63	106'81	163'37	163'25	235'21	260'26	...	230'95	...
1899	220'81	181'58	179'31	155'50	215'00	230'85	185'64	173'33	210'00	205'67	125'78	145'28	213'27	254'59	272'63	...	198'22	...
1900	218'38	178'90	206'34	180'02	252'04	254'35	171'74	168'87	210'29	205'31	135'11	129'60	229'65	235'99	243'09	215'52	221'49	...
<b>PERCENTAGE OF FREIGHT ON CAPACITY HAULED.</b>																		
<b>1st CLASS.</b>																		
1896	7'85	5'39	7'83	...	5'10	3'70	4'64	5'02	8'09	8'66	10'13	8'66	8'09	5'54	9'48	...	18'77	...
1897	6'84	7'50	7'65	2'77	4'82	4'18	5'12	6'04	9'70	9'31	9'11	8'45	7'13	4'06	8'17	...	20'09	...
1898	7'43	6'81	6'55	2'69	4'84	5'23	5'15	5'29	9'70	9'22	10'02	8'60	8'64	5'09	9'37	...	17'02	...
1899	6'63	6'01	5'72	2'68	5'22	6'18	4'06	5'15	8'27	7'88	10'40	7'94	8'00	5'06	9'16	...	17'35	...
1900	6'73	5'67	5'25	2'44	5'30	6'47	4'72	5'56	7'71	7'42	10'12	6'50	7'58	4'75	7'37	3'66	16'44	...
<b>2ND CLASS.</b>																		
1896	13'49	10'66	20'37	...	7'79	9'94	13'04	21'46	19'38	19'68	17'60	17'38	17'14	16'88	32'40	...	23'97	...
1897	12'97	11'10	19'04	13'01	8'01	7'47	14'67	15'35	17'51	21'74	17'41	17'51	14'04	12'99	33'03	...	25'29	...
1898	13'63	16'90	18'07	10'10	7'38	6'63	14'00	14'80	28'76	27'37	17'53	21'23	16'04	17'97	32'10	...	23'49	...
1899	13'15	10'64	19'02	11'34	9'19	10'53	11'07	13'39	17'05	17'53	17'13	16'67	16'24	16'33	34'32	...	27'16	...
1900	14'51	10'50	17'92	9'54	7'14	10'08	13'72	11'61	14'72	15'31	14'49	12'32	15'10	14'31	28'43	13'02	29'35	...
<b>INTERMEDIATE CLASS.</b>																		
1896	18'10	18'28	20'81	...	7'50	2'44	0'66	13'01	31'28	29'56	20'04	31'68	46'52	35'30	...	...	...	...
1897	17'10	16'97	27'37	8'77	6'03	5'81	12'27	14'02	29'36	27'86	21'04	28'63	43'01	31'04	...	...	...	...
1898	19'38	16'49	25'38	9'24	5'10	6'76	15'47	14'81	26'50	25'23	19'18	28'72	39'16	31'64	...	...	...	...
1899	19'10	16'11	23'64	11'14	7'64	13'42	14'85	16'03	26'80	25'74	22'04	30'66	44'15	31'52	...	...	...	...
1900	21'86	14'42	23'63	11'71	10'79	12'32	16'84	17'88	29'65	28'59	26'12	30'47	44'47	34'16	...	...	...	...
<b>3RD CLASS.</b>																		
1896	35'48	37'01	51'24	...	33'48	41'57	38'66	34'71	43'63	42'40	45'11	37'62	44'26	58'31	41'11	...	40'53	...
1897	32'93	36'42	48'09	29'11	28'41	35'67	40'81	31'72	39'74	34'82	37'57	34'68	36'49	49'12	37'03	...	48'91	...
1898	34'05	36'12	43'98	35'18	28'23	39'80	39'04	31'72	39'51	38'66	33'50	36'01	39'34	51'39	33'24	...	44'81	...
1899	34'53	38'06	44'87	29'72	37'11	37'62	39'06	30'98	38'96	38'10	40'19	30'02	41'55	50'03	34'87	...	42'61	...
1900	36'76	36'20	51'35	37'40	45'64	39'28	37'57	30'69	41'11	39'89	40'41	29'82	41'25	44'70	37'14	48'90	45'27	...

\* The figures for 1896 are included

**DIX 28.**  
*trains on each railway (by systems.)*  
of Report.)  
to the code letters used to express railway systems.

5' 6".																	Gauge.
1	E. B. S. system.		3	4	5	7	8			9		10		11		12	CLASS : No.
	E. I.	5' 6" gauge.					Other gauges.	B. C. & O.	B. N.	E. C.	O. & R. (a) & (b)	Mily. sec.	Comm. sec.	Total.	G. I. P. (a) to (e)		
<b>AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN. 1ST CLASS.</b>																	
1'58	1'28	1'50	...	1'59	1'42	1'86	0'91	1'38	1'32	1'60	2'29	0'90	1'47	2'40	...	1'42	1896
1'60	1'26	1'60	1'20	1'28	1'29	1'61	0'99	1'35	1'32	1'52	2'10	1'13	1'55	2'56	...	1'47	1897
1'58	1'23	1'54	1'04	1'17	1'39	1'45	1'00	1'43	1'38	1'55	2'08	1'24	1'56	2'55	...	1'48	1898
1'59	1'27	1'49	0'99	1'26	1'60	1'36	0'96	1'43	1'38	1'56	2'01	1'18	1'63	2'59	...	1'46	1899
1'44	1'24	1'58	1'07	1'57	1'75	1'44	0'97	1'39	1'34	1'57	1'92	1'14	1'57	2'50	2'09	1'33	1900
<b>2ND CLASS.</b>																	
1'67	1'31	1'54	...	1'92	1'35	1'64	0'95	1'39	1'34	2'16	2'20	1'67	1'38	2'39	...	1'56	1896
1'57	1'25	1'50	1'25	1'56	1'27	1'61	1'01	1'35	1'30	2'05	2'09	1'86	1'46	2'58	...	1'67	1897
1'50	1'21	1'50	1'18	1'48	1'40	1'38	1'02	1'42	1'37	2'03	2'11	1'98	1'46	2'49	...	1'71	1898
1'51	1'24	1'46	1'19	1'60	1'62	1'36	0'96	1'43	1'37	2'04	1'98	2'03	1'53	2'65	...	1'75	1899
1'37	1'18	1'42	1'28	1'77	1'81	1'17	0'93	1'37	1'32	2'05	1'96	1'98	1'46	2'48	2'03	1'57	1900
<b>INTERMEDIATE CLASS.</b>																	
1'48	2'26	2'23	...	1'36	0'11	1'82	1'13	1'54	1'49	0'86	...	1'23	0'91	...	...	...	1896
1'46	2'15	2'49	3'04	1'29	0'32	2'13	0'94	1'42	1'36	0'86	...	0'92	0'88	...	...	...	1897
1'40	2'13	2'76	1'67	1'21	0'73	2'28	1'03	1'33	1'29	0'88	...	1'04	0'89	...	...	...	1898
1'40	2'21	2'58	1'24	1'09	0'58	1'98	0'95	1'41	1'36	0'90	...	0'96	1'02	...	...	...	1899
1'30	2'26	2'75	1'40	0'89	0'94	1'66	0'88	1'43	1'36	0'89	...	1'01	0'93	...	...	...	1900
<b>3RD CLASS.</b>																	
10'45	7'85	11'43	...	15'75	13'75	10'19	10'05	8'11	8'34	6'60	8'01	7'67	13'46	11'43	...	10'03	1896
10'18	6'87	11'25	8'31	12'89	11'79	8'69	9'02	8'13	8'24	5'57	7'75	7'00	13'71	11'59	...	10'11	1897
10'07	6'95	12'08	7'67	9'69	10'07	8'45	9'63	8'34	8'93	5'16	7'70	6'69	13'71	12'16	...	9'58	1898
10'03	7'09	11'84	7'91	11'50	10'93	7'91	9'75	9'13	9'20	5'13	7'85	7'12	15'00	12'10	...	8'53	1899
9'43	7'42	12'08	8'51	12'77	11'50	7'59	9'82	8'32	8'94	5'54	7'27	8'04	15'14	10'50	9'22	8'93	1900
<b>TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.</b>																	
19'11	15'50	19'88	...	23'39	20'40	18'44	16'38	16'04	16'07	14'30	16'88	14'41	21'04	21'18	..	14'32	1896
18'48	14'59	19'80	18'55	19'97	18'83	17'01	15'46	16'03	15'96	13'04	15'79	13'76	21'65	21'34	...	14'57	1897
17'92	14'27	21'05	14'73	16'32	17'74	16'34	15'83	16'73	16'61	12'76	15'94	14'41	21'82	22'02	...	14'13	1898
17'80	14'50	20'49	14'53	18'24	19'25	15'22	15'80	17'16	17'00	12'72	15'38	14'38	23'51	21'63	...	13'26	1899
16'73	14'90	20'76	16'31	19'56	19'20	14'46	15'61	16'43	16'33	13'53	14'13	15'30	23'15	19'47	16'62	13'28	1900
<b>AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.</b>																	
17'55	13'07	13'71	...	17'48	20'15	15'22	14'13	15'25	15'11	12'73	13'41	19'55	17'63	20'29	..	18'46	1896
16'01	11'75	12'60	11'47	12'91	14'90	14'68	14'30	16'68	16'43	9'66	12'74	14'37	16'11	19'34	...	18'98	1897
16'33	11'54	12'24	11'20	9'29	14'46	13'37	12'83	15'53	15'19	8'70	12'73	15'56	16'62	18'54	...	16'81	1898
16'29	12'30	12'06	10'64	14'17	15'22	12'64	12'69	14'93	14'66	10'28	11'64	16'04	17'75	19'89	...	14'71	1899
16'58	12'23	13'26	12'48	18'03	16'64	11'86	12'76	15'04	14'77	11'05	10'32	16'97	16'52	17'66	13'69	16'52	1900
<b>AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.</b>																	
240'85	203'45	123'95	...	316'88	300'23	253'55	235'17	230'52	231'04	208'48	239'22	231'11	139'40	270'12	...	187'97	1896
236'76	207'89	122'90	234'49	282'74	283'2	237'21	224'48	226'15	228'64	202'36	228'81	211'66	140'51	274'62	...	191'04	1897
236'12	209'04	132'65	196'04	245'42	270'90	230'97	227'74	234'49	233'60	207'03	230'53	217'62	139'90	281'48	...	188'07	1898
236'69	212'98	131'90	200'54	263'29	279'97	225'63	229'43	240'40	239'11	208'46	232'81	222'86	145'81	281'41	...	150'24	1899
226'52	219'31	148'66	212'56	246'50	284'60	210'33	226'54	231'73	231'10	218'88	226'53	232'05	145'30	264'43	186'00	181'42	1900
<b>TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.</b>																	
258'40	216'52	137'66	...	334'35	320'38	268'77	249'30	245'77	246'15	221'21	252'63	250'67	157'04	290'41	...	206'43	1896
252'78	219'64	135'50	245'96	295'05	208'02	251'80	238'78	245'83	245'07	212'03	241'55	226'03	156'63	243'97	...	210'02	1897
252'45	220'58	145'17	207'24	254'72	285'36	244'34	240'58	250'02	248'80	215'74	243'26	233'19	156'58	300'02	...	204'89	1898
252'98	225'28	144'05	211'18	277'47	295'19	238'28	242'11	255'33	253'77	218'74	244'46	238'90	161'57	301'30	...	194'95	1899
43'10	231'55	101'92	215'05	205'43	301'25	231'19	239'31	246'78	245'37	229'93	236'85	249'02	161'82	282'10	199'69	197'94	1900

h the E. B. S. railway.

Appendix 28.  
Loads—Coaching.

APPEN

Average load and weight of Coaching

(Referred to in paragraph  
N.B.—A reference to Appendix 2 will furnish the key

GAUGE.	3' 3 1/2".								
CLASS: No.	15	17	18	19	20	21	22	24	25
Calendar-year.	A. B.	B. & N. W.	R. & K.	J. B.	U. C.	R. G. J. P.	S. M.	S. I.	B.
<b>AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.</b>									
<b>1ST CLASS</b>									
1896	0'56	0'65	0'78	1'42	...	0'98	1'25	0'71	1'22
1897	1'19	0'55	1'25	1'17	...	1'04	1'28	0'58	1'18
1898	1'43	0'43	1'46	1'31	0'78	1'26	1'90	0'70	1'06
1899	1'27	0'44	1'48	0'93	1'05	1'13	1'73	0'75	1'13
1900	1'33	0'46	1'28	0'79	1'27	0'91	1'40	0'76	1'14
<b>2ND CLASS.</b>									
1896	1 83	1'06	5'02	5'19	...	6'90	3'96	5'64	7'38
1897	1'84	0'90	5'72	5'55	...	7'39	3'91	3'83	6'50
1898	2'39	0'72	7'14	4'48	2'31	7'32	5'08	2'78	4'62
1899	2'59	0'78	6'13	4'23	2'39	7'78	6'59	2'94	4'72
1900	2'43	0'87	6'19	4'06	2'62	6'20	4'81	3'89	4'99
<b>INTERMEDIATE CLASS</b>									
1896	...	2'18	2'22	...	...	...	...	...	...
1897	...	1'89	1'97	...	...	...	...	...	5'63
1898	...	1'49	2 51	...	3'34	...	...	...	7 15
1899	...	1'66	2 78	...	3'48	0'25	...	...	3 98
1900	0'22	2'24	2'60	...	5'18	4'83	...	...	...
<b>3RD CLASS.</b>									
1896	229'12	252'30	184'09	519'64	...	216'16	206'68	258'56	212'77
1897	202'78	219'10	167'59	445'27	...	188'75	180'78	222'35	215'72
1898	272'38	192'70	213'49	389'40	213'14	161'66	177'79	203'24	200'92
1899	280'55	177'48	233'06	410'06	224'45	180'83	171'77	223'00	203'55
1900	275'49	176'91	226'23	357'68	305'05	169'60	190'42	239'13	215'09
<b>TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.</b>									
1896	231'51	256'20	192'62	526'27	...	224'04	211'00	264'91	221'38
1897	205'81	222'44	176'54	452'00	...	197'17	185'95	226'77	229'02
1898	276'41	194'85	244'59	395'30	219'59	172'24	184'77	206'73	213'82
1899	284'41	180'37	244'06	415'23	291'38	196'00	180'10	226'69	213'39
1900	279'59	180'49	236'30	362'54	344'15	181'55	196'63	243'08	221'23
<b>PERCENTAGE OF FREIGHT ON CAPACITY HAULED.</b>									
<b>1ST CLASS.</b>									
1896	2'96	2'43	4'93	8 62	...	5'71	12'41	6'13	9'65
1897	4'40	2'25	5'72	7'91	...	5'57	12'24	5'78	8'38
1898	6'07	2'01	5'88	10'77	7'19	5 06	15'54	7'28	6 69
1899	7'43	2'70	5'05	8'72	7'06	5'56	13'76	7'89	7'47
1900	7'92	2'98	4'98	6'43	7'15	4'76	13'72	8'31	7'59
<b>2ND CLASS.</b>									
1896	10'86	3'89	25'89	35'92	...	23'05	23'03	21'03	21'88
1897	7'40	3'44	27'67	41'17	...	23'82	22'31	18'27	18'41
1898	7'71	3'38	34'13	36'19	23'23	21'97	25'22	13'74	12'99
1899	9'02	3'87	24'82	32'94	18'57	22'88	30'04	16'70	12'88
1900	8'95	4'06	28'24	32'77	18'72	19'06	25'04	19'11	14'61
<b>INTERMEDIATE CLASS</b>									
1896	...	9'31	6'25	...	...	...	...	...	...
1897	...	8'58	9'16	...	...	...	...	...	18'77
1898	...	7'81	10'57	...	25'92	...	...	...	23'85
1899	...	8'91	11'27	...	8'11	9'33	...	...	15'51
1900	3'02	9'66	9'28	...	9'98	17'68	...	...	...
<b>3RD CLASS.</b>									
1896	41'83	43'16	35'72	104'23	...	59'15	46'61	52'52	50'72
1897	36'19	42'29	35'20	96'97	...	47'94	43'26	49'06	49'34
1898	37'96	42'73	37'97	98'92	58'55	47'88	24'92	47'20	49'41
1899	41'48	43'57	38'44	100'06	62'04	48'56	41'83	51'36	49'02
1900	43'92	42'13	69'01	91'13	52'96	48'91	44'32	54'94	48'88

\* The figures for 1896 and 1897, are included with Rajputana-Malwa railway.



DIX 28—concl.

Trains on each railway (by systems).

(Page of Report.)

In the code letters used to express railway systems.

3' 3 3/4".									GAUGE.
15	17	18	19	20	21	22	24	25	CLASS: No.
A. B.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	S. I.	B.	Calendar year.
<b>AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN 1ST CLASS.</b>									
1'15	2'10	2'17	2'82	...	1'27	0'93	1'01	1'35	1896
1'74	1'99	1'82	2'49	...	1'45	1'30	1'14	1'78	1897
2'03	1'81	2'07	2'13	0'88	1'97	1'51	1'10	1'84	1898
1'88	1'63	2'44	1'89	1'23	1'90	1'56	1'09	1'82	1899
1'74	1'59	2'14	2'07	1'45	1'82	1'26	1'05	1'86	1900
<b>2ND CLASS.</b>									
0'95	1'84	1'61	2'32	...	1'65	1'21	1'47	2'12	1896
1'68	1'62	1'73	2'25	...	1'90	1'42	1'72	2'01	1897
1'94	1'43	1'75	2'09	0'82	2'53	1'63	1'66	2'53	1898
1'84	1'37	2'07	2'16	1'07	2'53	1'76	1'45	2'67	1899
1'73	1'27	1'83	2'20	1'23	2'44	1'51	1'32	2'58	1900
<b>INTERMEDIATE CLASS.</b>									
...	0'96	1'80	...	...	...	...	...	...	1896
...	0'83	1'21	...	...	...	...	...	0'52	1897
...	0'86	1'34	...	0'89	...	...	...	1'32	1898
...	0'85	1'42	...	1'79	0'07	...	...	1'12	1899
0'43	1'04	1'31	...	2'21	1'66	...	...	...	1900
<b>3RD CLASS.</b>									
8'59	18'23	16'56	31'52	...	10'78	12'73	12'52	12'30	1896
16'18	15'43	15'35	28'58	..	11'65	13'28	14'09	14'98	1897
19'67	15'76	18'17	24'77	12'60	11'46	12'55	14'22	14'18	1898
18'99	15'82	19'67	24'80	16'01	12'68	12'87	13'95	14'31	1899
17'37	14'00	17'38	24'06	19'92	11'56	13'41	13'98	15'07	1900
<b>TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.</b>									
13'26	25'69	25'61	43'16	...	16'94	17'53	17'46	18'72	1896
23'37	22'33	23'45	36'92	...	18'30	18'94	19'17	22'84	1897
28'67	22'22	26'48	35'50	18'15	19'55	18'84	18'69	22'72	1898
22'40	19'90	28'86	35'44	23'77	20'63	19'53	19'01	22'87	1899
26'11	20'10	25'68	34'73	29'36	20'91	19'11	18'75	22'45	1900
<b>AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.</b>									
14'62	16'18	12'93	35'53	...	14'53	13'95	16'58	14'16	1896
13'29	14'04	12'06	30'85	...	22'90	12'41	14'16	14'54	1897
18'21	12'38	15'10	27'16	14'08	11'53	12'92	12'95	13'64	1898
18'85	11'46	16'28	28'13	19'79	12'94	12'77	14'21	13'64	1899
18'36	11'42	15'75	23'72	20'36	12'11	13'41	15'31	16'19	1900
<b>AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.</b>									
181'63	162'71	162'48	325'68	...	120'00	146'86	148'66	154'28	1896
199'29	161'37	152'03	325'38	...	136'65	144'76	137'77	156'11	1897
240'40	144'50	166'52	284'50	150'09	133'60	145'52	137'18	154'19	1898
229'72	137'75	181'30	287'32	187'76	139'23	149'74	137'43	159'19	1899
217'38	139'47	171'81	277'72	222'78	130'02	140'64	141'72	149'03	1900
<b>TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.</b>									
196'27	178'90	175'41	361'21	...	143'53	160'82	165'24	168'44	1896
212'58	175'42	164'09	336'24	...	149'55	157'17	151'94	170'65	1897
267'61	156'88	181'62	311'66	164'17	145'14	158'44	150'13	167'83	1898
258'58	149'22	199'58	315'45	207'55	152'17	162'52	151'64	172'83	1899
225'75	150'89	183'06	301'44	243'14	148'13	160'05	157'03	165'22	1900

Appendix 29.  
Loads—Goods.

APPEN  
Average load and weight of Goods

(Referred to in paragraph  
N. B.—A reference to Appendix 2 will furnish the key to

GAUGE.		5' 6"												
CLASS : No.	1	2		3	4	5	7	8			9		10	
Calendar year.	E. I.	E. B. S. SYSTEM.		B. C.	B. N.	E. C.	O. & R. (a) and (b).	N. W. SYSTEM.			G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.	
		5' 6" gauge.	Other gauges.					Mily. sec.	Comml. sec.	Entire line.	G. I. P. (a) to (e).	I. M. (f) to (i).	B., B. & C. I. (a) to (e).	R. M. (f) to (i).
<b>AVERAGE LOAD OF A GOODS VEHICLE.</b> (Including both loaded and empty.)														
1896	6'72	4'49	2'61	•	5'11	6'81	4'29	5'17	5'65	5'58	5'08	4'44	5'49	4'33
1897	7'00	4'51	2'61	3'08	5'36	6'31	4'54	4'85	4'95	4'94	4'95	4'65	5'40	3'75
1898	7'12	4'57	2'56	3'88	5'81	6'75	4'48	5'06	5'69	5'64	6'03	4'73	5'78	3'90
1899	7'14	4'79	2'65	3'71	5'96	6'63	4'70	4'90	5'73	5'65	5'93	4'67	5'33	3'81
1900	7'12	4'70	3'18	3'80	6'14	6'65	4'79	4'82	6'10	5'94	5'38	5'44	4'98	3'81
<b>AVERAGE NUMBER OF FREIGHT VEHICLES IN A TRAIN</b>														
1896	29'26	29'66	26'97	•	23'06	25'58	25'05	14'73	25'23	23'38	22'30	25'14	33'72	24'61
1897	29'08	28'46	26'89	19'17	22'55	16'45	24'78	15'80	25'67	24'29	20'86	26'24	34'62	27'85
1898	27'97	29'63	27'53	14'99	21'64	15'76	24'38	15'23	27'73	26'35	23'46	25'69	36'68	29'08
1899	27'81	29'74	27'13	17'63	25'70	16'31	25'20	14'98	27'49	25'91	23'63	25'81	38'92	30'61
1900	27'51	31'40	22'81	20'41	25'48	18'93	23'65	14'48	24'57	23'06	24'85	27'34	40'15	31'33
<b>AVERAGE NUMBER OF BRAKEVANS IN A TRAIN.</b>														
1896	0'92	1'00	1'04	•	1'72	0'92	1'72	1'37	1'25	1'27	1'93	1'99	0'82	0'81
1897	0'85	1'02	1'08	0'56	1'80	1'23	1'49	1'58	1'28	1'33	1'91	1'93	0'91	0'82
1898	1'02	1'05	1'09	1'73	1'83	1'48	1'39	1'59	1'23	1'27	1'87	1'79	0'87	0'81
1899	0'90	1'01	1'08	1'35	1'90	1'42	1'26	1'60	1'22	1'27	1'81	1'79	0'80	0'84
1900	0'91	1'01	1'15	0'94	1'76	1'27	1'33	1'45	1'26	1'29	1'82	1'88	0'91	0'87
<b>TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN.</b>														
1896	30'18	30'66	28'01	•	24'78	16'51	26'77	16'10	26'48	24'65	24'23	27'13	34'54	25'44
1897	29'93	29'49	27'97	19'74	24'35	17'69	26'27	17'38	26'95	23'62	22'77	28'17	35'53	28'67
1898	28'99	30'68	28'62	16'72	23'47	17'24	25'78	16'22	28'36	27'62	25'33	27'48	37'55	29'89
1899	28'72	30'75	28'21	18'90	27'60	17'73	26'46	16'58	28'71	27'19	25'44	27'61	39'72	31'47
1900	28'42	33'41	23'97	21'36	27'24	20'20	24'98	15'94	25'83	24'16	16'67	29'23	41'07	33'25
<b>PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.</b>														
1896	51'24	40'27	46'68	•	38'87	51'64	39'57	42'52	45'90	45'38	44'98	37'93	46'32	56'18
1897	52'62	42'77	46'53	25'17	39'90	42'68	41'90	39'31	39'63	39'60	43'66	39'84	45'62	53'81
1898	52'48	43'21	42'79	26'10	41'78	42'76	42'19	40'81	45'15	44'81	50'04	39'55	48'12	54'19
1899	51'06	41'83	41'38	24'90	43'61	43'32	43'24	39'37	44'90	44'40	45'76	37'31	44'09	52'70
1900	50'18	40'67	52'99	24'36	43'93	43'44	43'05	39'62	47'76	46'60	39'34	42'08	40'78	51'05
<b>AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.</b>														
1896	196'71	132'30	70'35	•	117'76	106'17	107'67	75'44	142'72	130'55	113'48	111'82	186'18	106'71
1897	203'61	128'00	70'05	59'86	121'11	103'82	111'70	76'44	126'69	119'71	103'29	122'14	186'87	104'34
1898	199'20	143'31	70'54	56'93	125'97	107'49	110'19	75'94	157'94	148'84	141'53	121'89	212'34	113'58
1899	198'67	141'52	72'02	64'06	152'99	108'27	119'42	72'75	157'46	146'57	140'41	120'59	207'59	116'62
1900	196'11	149'41	72'14	76'39	156'93	126'02	113'56	68'48	150'07	137'15	133'78	149'14	199'55	123'26
<b>AVERAGE DEAD WEIGHT IN A GOODS TRAIN.</b>														
1896	245'19	266'72	128'35	•	273'86	203'58	232'25	178'45	251'09	238'22	222'74	261'66	272'03	142'01
1897	243'77	282'83	129'57	201'51	268'93	219'08	220'74	189'74	256'16	246'87	215'08	272'69	279'50	141'58
1898	192'13	281'27	135'97	182'63	265'22	220'04	216'45	186'31	270'84	261'46	235'58	268'16	293'43	143'71
1899	244'29	280'78	140'81	203'19	293'73	212'81	224'45	186'97	272'12	261'39	240'01	273'70	310'58	150'18
1900	244'60	301'15	117'97	226'52	254'14	233'46	218'00	180'79	249'96	239'57	251'22	291'02	330'87	154'02
<b>TOTAL AVERAGE WEIGHT OF GOODS TRAINS.</b>														
1896	441'90	399'02	198'70	•	391'62	309'75	339'92	253'89	393'81	368'77	336'22	373'48	458'21	248'72
1897	447'38	410'84	199'62	261'37	390'04	322'90	332'45	266'19	382'85	366'59	318'38	394'83	466'37	245'92
1898	441'34	424'39	206'51	239'56	391'19	327'53	326'64	262'26	428'78	410'31	377'11	390'06	505'77	257'29
1899	448'94	422'30	212'83	267'75	446'72	321'08	343'87	239'72	429'59	407'96	380'42	394'29	518'17	266'80
1900	440'72	450'56	190'11	302'91	411'07	359'49	311'56	249'27	400'04	376'72	385'01	440'16	530'42	277'28

\* Included with Eastern Bengal State railway.

PART 29.  
Trains on each railway (by systems.)

(of Report.)

Code letters used to express railway systems.

		3' 3 3/4".										GAUGE.	
		11	12	15	17	18	19	20	21	22	24	25	CLASS: No.
N. G. S. SYSTEM.		M.	A. B.	B. & N. W.	R. & K.	! J. B.	† U. C.	B. G. J. P.	S. M.	S. I.	B.	CALENDAR YEAR.	
N. G. S. (a) & (b).	H. G. V. (c).	(a) & (b).											
AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.)													
5'99	...	4'75	3'94	3'53	2'57	5'65	...	2'78	3'50	3'06	2'95	1896	
6'15	...	4'86	3'28	3'15	2'57	5'26	...	2'42	3'38	2'97	2'69	1897	
6'60	...	4'70	3'31	3'95	2'79	5'88	1'83	2'40	3'63	2'99	2'70	1898	
6'72	...	4'59	2'38	4'16	3'23	6'43	2'17	2'42	3'55	2'90	2'84	1899	
5'91	2'76	4'57	3'03	3'52	3'39	7'75	2'57	2'32	3'26	3'23	2'99	1900	
AVERAGE NUMBER OF FREIGHT VEHICLES IN A TRAIN.													
23'99	...	24'05	20'40	25'25	21'79	44'01	...	19'12	19'61	17'82	23'44	1896	
24'75	...	24'00	21'27	28'35	20'95	42'54	...	25'44	20'79	18'81	27'41	1897	
24'70	...	24'21	23'68	23'81	21'23	41'31	23'02	24'77	21'59	18'78	27'45	1898	
24'77	...	23'74	20'90	23'94	19'20	43'11	25'42	25'35	22'64	18'88	26'81	1899	
27'19	17'29	23'24	25'81	24'57	17'91	36'22	26'65	25'67	22'25	18'97	25'07	1900	
AVERAGE NUMBER OF BRAKEVANS IN A TRAIN.													
1'60	...	4'26	1'43	1'57	1'64	0'34	...	0'59	1'15	0'67	1'74	1896	
1'97	...	4'17	1'61	1'51	1'68	0'53	...	0'71	1'10	0'66	1'59	1897	
1'99	...	4'04	1'69	1'35	1'64	0'45	...	0'47	1'27	0'62	1'50	1898	
1'97	...	3'81	1'63	1'19	1'52	0'79	0'11	0'55	1'32	0'61	1'61	1899	
1'97	1'71	3'85	1'60	1'24	1'48	0'89	0'25	0'64	1'36	0'55	1'28	1900	
TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN.													
25'60	...	28'31	21'83	26'82	23'43	44'35	...	19'71	20'76	18'50	25'18	1896	
26'72	...	28'18	22'88	29'87	22'63	43'08	...	26'15	21'89	19'47	29'00	1897	
26'69	...	28'26	25'38	25'17	22'88	41'76	23'02	25'25	22'86	19'41	28'95	1898	
26'75	...	27'55	32'53	25'13	20'72	43'00	25'52	25'90	23'96	19'49	28'42	1899	
29'16	19'00	27'09	27'41	25'81	19'39	37'12	26'90	26'31	23'61	19'52	26'35	1900	
PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.													
49'90	...	40'26	45'92	40'50	37'21	88'17	...	51'88	51'16	50'62	43'77	1896	
51'38	...	41'31	40'70	39'09	34'90	83'54	...	44'75	46'04	40'89	44'39	1897	
53'76	...	39'71	39'97	49'17	33'85	88'18	26'62	42'69	54'29	50'21	44'10	1898	
53'90	...	38'74	37'11	50'87	39'86	91'58	30'53	41'11	53'06	46'35	41'53	1899	
46'56	28'08	38'35	39'50	43'38	41'13	103'67	35'58	39'38	48'42	50'12	43'03	1900	
AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.													
143'73	...	114'30	79'60	89'21	56'15	124'32	...	53'42	68'72	54'55	69'20	1896	
152'12	...	116'70	69'87	89'37	53'96	112'35	...	61'71	70'27	55'89	73'96	1897	
162'33	...	113'94	77'15	94'29	59'39	121'99	42'42	59'67	78'44	56'28	74'34	1898	
165'96	...	109'41	79'96	99'70	61'89	140'08	55'56	61'49	80'41	54'74	76'20	1899	
160'92	47'34	106'33	77'80	86'98	60'93	138'75	68'71	59'66	72'52	61'33	75'01	1900	
AVERAGE DEAD WEIGHT IN A GOODS TRAIN.													
249'88	...	268'96	117'79	134'14	118'76	245'41	...	103'41	112'70	107'76	131'74	1896	
256'20	...	262'95	117'25	140'27	116'51	234'53	...	125'76	114'84	110'87	134'17	1897	
258'73	...	260'41	145'14	124'19	117'79	228'80	121'34	122'39	118'52	110'72	135'46	1898	
258'96	...	254'61	173'06	125'71	89'95	231'30	128'15	124'51	122'89	110'29	135'88	1899	
279'15	109'87	250'82	139'50	129'65	93'22	203'46	131'55	123'25	122'58	109'55	117'84	1900	
TOTAL AVERAGE WEIGHT OF GOODS TRAINS.													
393'61	...	378'27	197'39	223'35	174'91	369'73	...	156'84	181'42	162'31	200'94	1896	
408'32	...	379'65	187'12	229'64	170'47	346'88	...	187'48	185'11	166'76	208'13	1897	
420'47	...	374'35	222'29	218'48	177'19	350'79	163'76	182'06	196'96	167'01	209'80	1898	
424'92	...	363'52	253'02	225'42	151'85	371'39	183'72	186'00	203'30	165'03	212'18	1899	
440'07	157'21	357'15	217'30	216'64	154'15	342'21	200'27	182'91	193'11	170'89	192'85	1900	

† The figures for 1896 and 1897 are included in Rajputana Malwa railway.

Appendix 30.  
Gain or loss.

Gain or loss to the State from railway outlay, as a

(Referred to in p

CLASS OF RAILWAYS.	STATE											
GAUGE.	5' 6"											
Class: No.	1 (a)						3					
Railway.	EAST INDIAN.						BENGAL CENTRAL.					
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest and annuity.	Com-pany's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Com-pany's share of net traffic receipts.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879												
1880												
1881												
1882												
1883												
1884												
The figures for the years 1879 to 1880 could not be completed												
1885												
1886												
1887												
1888												
1889												
1890												
1891	39,92,94,683	3,60,37,028	9'03	2,30,87,480	26,45,397	+ 1,03,04,156	99,44,845	3,27,736	3'30	4,72,482	73,429	-
1892	40,02,73,362	3,48,16,719	8'70	2,43,72,918	20,88,760	+ 83,55,047	1,00,65,784	3,12,903	3'11	5,30,251	74,600	-
1893	40,68,06,213	3,60,94,293	8'87	2,75,73,669	17,04,125	+ 68,16,499	1,00,88,993	3,14,992	3'12	5,37,007	79,647	-
1894	41,02,12,212	3,64,26,405	8'88	2,87,27,370	15,39,767	+ 61,59,068	1,01,41,094	2,41,182	2'37	6,11,415	-	-
1895	41,59,93,876	3,78,34,726	9'10	3,06,74,803	14,29,078	+ 57,30,845	1,01,77,466	3,98,809	3'92	6,08,944	85,023	-
1896	42,05,41,859	3,67,77,682	8'75	3,05,30,017	12,45,733	+ 49,81,932	1,06,38,927	3,44,465	3'20	5,69,175	91,306	-
1897	43,17,67,029	4,14,93,469	9'61	2,95,54,644	23,87,763	+ 95,51,062	1,17,36,810	5,16,922	4'40	5,36,809	95,271	-
1898	44,49,70,192	4,08,07,269	9'17	2,83,12,047	24,99,244	+ 99,96,978	1,23,58,300	3,68,008	2'98	5,19,231	1,20,642	-
1899	46,48,16,064	4,26,60,018	9'18	2,76,10,418	30,09,920	+ 1,20,39,620	1,26,78,629	4,41,813	3'48	5,07,035	97,581	-
1900	48,06,19,396	4,47,15,571	9'30	2,75,79,017	18,09,104	+ 1,53,27,450	1,26,96,415	5,50,699	4'34	5,04,98	1,24,611	-

\* Including Rs. 3,51,30,587 on 2  
† Included with

Income derived by railways which are not guaranteed by the State.

(40 and 47 of Report.)

WORKED BY COMPANIES.										CLASS OF RAILWAYS.
5 6'										GAUGE.
4					9 (b).					Class: No.
BENGAL-NÁGPUR.					DHOND-MANMÁD.					Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1879
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
9,08,04,164	86,84,453	2'96	35,05,676	-8,21,223	1,10,44,039	3,08,583	2'79	4,40,296	-1,31,713	1891
9,56,14,736	30,09,166	3'15	39,05,145	-8,97,179	1,10,73,028	3,28,335	2'96	4,42,535	-1,14,200	1892
9,80,08,424	32,62,220	3'33	43,97,594	-11,35,374	1,11,37,125	3,48,572	3'13	4,44,246	-95,674	1893
9,81,73,789	32,58,414	3'32	45,83,923	-13,25,579	1,12,11,642	3,81,993	3'41	4,48,018	-66,025	1894
9,88,94,777	35,41,444	3'55	48,56,800	-13,15,356	1,13,18,247	4,08,233	3'61	4,50,104	-41,871	1895
11,03,30,319	29,27,869	2'65	48,27,504	-18,99,635	1,13,73,050	3,67,395	3'23	4,55,018	-87,623	1896
13,04,58,784	29,79,559	2'28	51,35,240	-21,55,681	1,14,06,534	2,81,272	2'47	4,56,230	-1,74,958	1897
14,67,03,520	31,63,854	2'29	54,23,186	-20,59,332	1,14,23,076	2,89,536	2'53	4,56,411	-1,66,375	1898
16,65,90,365	47,11,814	2'83	59,75,853	-12,54,039	1,15,34,107	2,99,555	2'60	4,59,296	-1,59,741	1899
17,41,74,604	77,13,050	4'43	64,90,637	+12,22,413	...	2,11,534	...	2,30,220	-18,686	1900

They will be furnished in next year's report.

premium paid for the purchase of line.

Appendix 30.  
Gain or loss.

APPENDIX

Gain or loss to the State from railway outlay, as also th

(Referred to in paragraph

CLASS OF RAILWAYS.	STATE LINE									
GAUGE.	5' 6"									
Class: No.	g (c).					g (f).				
Railway.	WARDHA COAL.					INDIAN MIDLAND.				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . . .										
1880 . . .										
1881 . . .										
1882 . . .										
1883 . . .										
1884 . . .										
The figures for the years 1879 to 1884 could not be completed this year										
1885 . . .										
1886 . . .										
1887 . . .										
1888 . . .										
1889 . . .										
1890 . . .										
1891 . . .	49,81,196	60,053	1'21	2,03,779	-1,43,726	8,52,46,148	13,32,172	1'59	33,12,200	-19,60,021
1892 . . .	49,87,689	34,096	0'68	1,99,337	-1,65,241	8,65,79,006	17,26,260	1'99	37,23,985	-19,97,771
1893 . . .	49,87,689	89,213	1'79	1,99,484	-1,10,271	8,71,62,843	17,00,409	1'95	41,40,194	-24,39,781
1894 . . .	49,87,689	89,289	1'79	1,99,508	-1,10,219	8,78,06,437	22,02,334	2'51	42,59,815	-20,57,481
1895 . . .	49,90,794	76,362	1'53	1,99,539	-1,23,177	8,81,49,985	16,48,360	1'87	45,97,495	-29,49,131
1896 . . .	49,96,305	83,859	1'62	1,99,745	-1,15,886	9,25,53,896	20,17,825	2'18	44,23,983	-24,06,151
1897 . . .	49,96,325	58,531	1'17	1,99,794	-1,41,263	9,77,94,421	24,06,565	2'46	42,53,893	-18,47,321
1898 . . .	49,96,325	77,827	1'56	1,99,853	-1,22,026	9,96,74,805	25,11,911	2'51	39,99,986	-14,88,071
1899 . . .	49,96,325	82,500	1'65	1,99,852	-1,17,352	10,16,34,077	27,82,950	2'74	39,66,461	-11,83,511
1900 . . .	...	† 80,754	...	† 99,927	† -19,171	10,31,35,002	43,72,187	4'72	38,18,460	† 10,53,821

\* Included with the Great Indian Peninsula Railway. † For the first-half of 1900. The figures for the second-half are...

IX 30—continued.

Income derived by railways which are not guaranteed by the State.

(40 and 47 of Report.)

WORKED BY COMPANIES.

5' 6"

CLASS: OF  
RAIL-  
WAYS.

GAUGE.

Class: No.

Railway.

9 (c)					11 (b)					Calendar year.
BHOPAL-ITANSI (BRITISH SECTION).					BEZWADA EXTENSION (EAST COAST STATE).					
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1878
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
15,13,568	48,607	3'21	57,713	- 9,106	14,11,077	28,699	2'03	56,266	-27,557	1891
17,46,208	56,397	3'23	69,131	-12,734	14,17,674	28,347	2'00	56,584	-28,237	1892
20,25,058	52,038	2'57	78,429	-26,391	14,21,456	33,972	2'39	56,888	-22,916	1893
21,71,496	61,455	2'83	83,509	-22,054	14,16,901	71,270	5'00	57,122	+ 14,148	1894
22,47,663	46,114	2'05	89,323	-43,209	14,31,642	95,119	6'64	57,239	+ 37,880	1895
22,71,877	62,744	2'76	90,107	-27,363	14,35,588	38,496	2'68	57,406	-18,910	1896
22,97,134	61,135	2'66	91,806	-30,671	14,95,418	56,645	3'79	58,383	- 1,738	1897
23,24,365	79,435	3'42	92,477	-13,042	15,01,343	95,390	6'35	59,569	+ 35,821	1898
23,61,938	84,080	3'56	93,303	- 9,223	15,02,651	1,84,365	12'27	60,101	+ 1,24,264	1899
23,87,339	1,27,332	5'33	95,293	+ 32,039	15,02,618	2,38,989	15'90	60,106	+ 1,78,883	1900

They will be furnished in next year's report.

Appendix 30.  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

STATE LINES											
CLASS OF RAILWAYS.	3' 31"										
GAUGE.											
Class: No.	10 (e) and (f).						10 (f).				
Railway.	RAJPUTANA-MALWA.						PALANPUR-DEESA.				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . . .											
1880 . . .											
1881 . . .											
1882 . . .											
1883 . . .											
1884 . . .											
The figures for the years 1879 to 1890 could not be completed this year.											
1885 . . .											
1886 . . .											
1887 . . .											
1888 . . .											
1889 . . .											
1890 . . .											
1891 . . .	13,17,30,440	1,23,17,065	9'35	53,13,844	8,78,835	+ 61,24,386	...	...	...	...	...
1892 . . .	14,34,24,072	1,32,14,774	9'21	56,14,176	13,45,763	+ 62,54,835	46,746	...	...	1,031	-1,031
1893 . . .	14,30,06,325	1,33,25,640	9'32	57,00,808	13,24,918	+ 62,99,014	1,78,953	2,110	0'63	5,371	-4,261
1894 . . .	14,72,89,588	1,54,75,342	10'51	58,77,844	15,63,148	+ 80,34,350	2,14,601	11,781	5'49	8,783	+ 2,998
1895 . . .	15,05,55,687	1,44,02,358	19'57	59,78,606	16,21,635	+ 68,02,117	2,15,374	11,512	5'35	8,378	+ 3,134
1896 . . .	15,03,08,348	1,13,79,807	7'57	60,63,242	9,93,351	+ 43,23,214	2,32,746	15,072	6'47	9,149	+ 5,923
1897 . . .	14,94,51,054	1,00,97,008	6'76	60,48,581	5,09,720	+ 35,38,707	2,33,264	12,243	5'25	9,305	+ 2,938
1898 . . .	15,03,74,730	1,19,05,991	7'91	60,77,309	0,53,967	+ 48,74,715	2,33,264	11,628	4'99	9,331	+ 2,297
1899 . . .	15,14,26,773	1,17,30,148	9'73	60,92,658	9,92,364	+ 76,45,126	2,33,264	13,618	5'84	9,330	+ 4,789
1900 . . .	15,31,25,211	1,60,55,050	10'48	61,35,151	21,67,610	+ 77,52,289	2,33,264	12,616	5'41	9,330	+ 3,286



36—continued

are derived by railways which are not guaranteed by the State.

(and 47 of Report.)

OPERATED BY COMPANIES.										CLASS OF RAILWAYS.
3' 3 1/2"										GAUGE.
15					17 (b).					Class No.
ASSAM-BENGAL.					BENGAL AND NORTH-WESTERN (TIERHOOPT SECTION).					Railway.
Capital expenditure of year.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1879
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
153,203	...	...	5,893	-5,893	2,34,99,148	13,53,848	5'76	9,34,385	+ 4,19,463	1891
2,16,133	...	...	2,66,378	-2,66,378	2,43,25,804	13,15,815	5'41	9,50,025	+ 3,65,790	1892
1,63,192	...	...	6,09,987	-6,09,987	2,49,02,333	13,43,133	5'39	10,01,205	+ 3,41,928	1893
89,198	...	...	8,76,954	-8,76,954	2,50,08,061	14,63,223	5'85	9,98,388	+ 4,64,835	1894
138,298	-8,047	...	13,95,636	-14,03,683	2,56,02,092	14,88,367	5'81	10,18,013	+ 4,70,354	1895
139,194	33,238	0'06	23,73,034	-23,39,796	2,60,38,655	14,85,330	5'70	10,27,821	+ 4,57,509	1896
162,401	72,214	0'11	22,56,279	-21,84,075	3,11,00,098	15,54,907	5'00	10,38,630	+ 5,16,277	1897
141,721	54,551	0'07	24,45,275	-23,90,724	3,46,48,176	15,91,133	4'59	13,18,764	+ 2,72,419	1898
156,236	3,22,704	0'37	28,63,084	-25,40,380	3,80,27,533	13,80,161	3'63	14,62,603	-82,442	1899
101,772	3,64,364	0'38	33,31,390	-29,67,026	4,30,15,249	15,16,850	3'53	16,19,231	-1,02,381	1900

will be furnished in next year's report.

Appendix 30.  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph

STATE LINES											
CLASS: OF RAILWAYS.	5'3"										
GAUGE.	5'3"										
Class. No.	18 (b).						19 (c).				
Railway.	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).						SHADIPALLI-BALOTRA (BRITISH SECTION).				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . . .											
1880 . . .											
1881 . . .											
1882 . . .											
1883 . . .											
1884 . . .											
The figures for the years 1879 to 1890 could not be completed this year.											
1885 . . .											
1886 . . .											
1887 . . .											
1888 . . .											
1889 . . .											
1890 . . .											
1891 . . .	79,17,846	1,73,011	2'19	2,72,065	...	- 99,054	...	...	...	...	...
1892 . . .	81,66,804	2,74,601	3'36	3,07,651	11,501	- 44,551	...	...	...	...	...
1893 . . .	83,89,362	2,73,541	3'26	3,26,770	2,135	- 55,364	...	...	...	...	...
1894 . . .	85,93,058	4,48,218	5'22	3,45,323	79,310	+ 23,585	...	...	...	...	...
1895 . . .	87,22,466	3,13,116	3'59	3,56,596	15,834	- 59,314	...	...	...	...	...
1896 . . .	89,63,620	3,02,071	3'37	3,48,885	13,415	- 60,229	...	...	...	...	...
1897 . . .	93,02,715	3,35,776	3'61	3,61,550	26,920	- 52,754	...	...	...	...	...
1898 . . .	94,90,476	5,00,200	5'27	3,64,852	66,721	+ 68,627	1,81,976	...	...	4,046	- 4,046
1899 . . .	94,97,485	6,33,355	6'63	3,65,537	76,332	+ 1,91,486	15,09,205	...	...	33,824	- 33,824
1900 . . .	99,21,432	6,51,957	6'57	3,73,097	1,47,611	+ 1,31,249	23,10,307	554	0'02	1,05,019	-1,04,458

\* Including the Hyderabad-Rahoki section.

DIX 3C—continued.

Income derived by railways which are not guaranteed by the State.

(40 and 47 of Report)

WORKED BY COMPANIES.												CLASS OF RAILWAYS.
S' 38''.												GAUGE.
22 (a).						22 (b).						Class: No.
SOUTHERN MAHRATTA.						MYSORE SECTION (SOUTHERN MAHRATTA).						Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
												1879
												1880
												1881
												1882
												1883
												1884
They will be furnished in next year's report.												1885
												1886
												1887
												1888
												1889
												1890
9,42,66,041	16,29,919	1'72	35,89,851	2,58,845	-22,18,777	1,50,76,285	4,43,717	2'94	6,54,850	96,004	-3,07,137	1891
9,61,10,671	13,47,999	1'40	31,85,511	3,43,266	-21,80,778	1,46,36,205	4,47,406	3'06	7,29,624	1,01,505	-3,83,023	1892
9,45,71,662	23,16,567	2'45	35,42,479	5,34,949	-17,60,861	1,46,42,217	6,74,705	4'61	7,70,439	1,64,670	-2,60,404	1893
9,31,44,496	20,18,567	2'12	45,87,598	5,57,556	-31,26,587	1,47,60,293	4,76,156	3'23	8,38,525	1,43,566	-5,05,935	1894
9,56,02,591	25,88,948	2'71	46,80,290	5,22,407	-26,13,740	1,49,22,452	6,30,769	4'23	8,70,947	1,23,096	-3,63,274	1895
9,60,94,788	29,11,959	3'03	44,45,740	7,23,698	-22,57,479	1,51,08,257	6,76,873	4'48	8,21,588	1,71,163	-3,16,483	1896
9,67,12,838	27,82,628	2'88	42,62,886	6,97,133	-21,77,394	1,51,99,757	7,95,147	5'13	7,75,708	1,80,992	-1,61,553	1897
9,74,67,350	15,02,414	1'54	41,10,275	5,44,277	-31,52,138	1,55,07,319	4,13,422	2'67	7,38,461	1,66,986	-4,92,026	1898
9,78,60,569	18,95,002	1'94	40,10,557	3,85,332	-25,00,887	1,56,75,416	3,29,033	2'10	7,21,117	76,861	-4,68,945	1899
9,82,62,274	22,83,366	2'32	40,02,119	5,81,307	-23,00,360	1,58,70,510	4,71,201	2'97	7,18,200	1,11,070	-3,58,069	1900

Appendix 30.  
Gain or loss.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

STATE LINES																
CLASS OF RAILWAYS.	3' 6"															
GAUGE.	3' 6"															
Class No.	22 (c).					24 (a).					24 (b).					
Railway.	GUNTAKAL-MYSORE FRONTIER.					SOUTH INDIAN.					MAYAVARAM-MUTUPET.					
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings	Per cent. on Capital outlay.	Interest	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest and annuity.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year	Net traffic earnings	Per cent. on Capital outlay.	Interest.	Gain or loss to the State
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879																
1880																
1881																
1882																
1883																
1884																
1885																
1886																
1887																
1888																
1889																
1890																
1891	...	...	...	...	...	8,30,44,964	23,58,724	2'81	35,89,736	...	-12,31,011	4,82,149	...	...	10,873	-10,873
1892	...	...	...	...	...	8,50,16,920	27,77,005	3'27	39,51,033	...	-11,74,088	13,84,423	...	...	37,131	-37,131
1893	58,39,806	78,935	1'35	4,67,933	-3,88,978	8,30,64,202	30,34,332	3'65	38,58,152	...	-8,23,820	21,62,157	...	...	70,947	-70,947
1894	58,58,414	1,27,874	2'18	2,34,529	-1,06,655	8,31,46,521	32,81,865	3'95	42,81,812	1,06,449	-11,04,396	23,79,123	67,942	2'65	1,00,701	-37,759
1895	58,71,739	1,81,657	3'09	2,34,639	-52,982	8,35,71,763	38,96,987	4'66	42,77,578	2,55,271	-6,35,862	24,47,438	93,669	3'83	95,700	-2,031
1896	59,00,158	2,10,690	3'57	2,35,616	-24,926	8,34,96,484	40,27,489	4'81	40,60,677	2,51,567	-2,84,755	24,49,680	99,361	4'06	97,861	+ 1,500
1897	59,02,498	2,75,983	4'68	2,35,000	+ 39,983	8,33,80,017	42,96,757	5'15	38,76,142	3,25,390	+ 95,225	24,91,854	1,11,496	4'47	99,159	+ 18,337
1898	58,98,866	1,32,471	2'25	2,36,026	-1,03,555	8,12,55,032	38,35,527	4'72	37,49,521	3,06,473	-2,20,467	24,94,905	77,627	3'11	99,843	-22,216
1899	58,98,608	1,28,459	2'18	2,35,995	-1,07,537	8,21,15,782	39,83,540	4'85	36,39,891	2,45,608	+ 98,041	24,97,355	96,798	3'88	99,845	-3,047
1900	59,00,046	1,57,837	2'68	2,35,060	-78,123	8,37,03,278	43,97,916	5'25	36,77,879	3,68,408	+ 3,51,629	26,50,776	97,782	3'69	1,02,734	-4,952

The figures for the years 1879 to 1890 could not be completed this year.

\* Including Rs. 67,13,159 on account

IX 30—continued.

Appendix 30.  
Gain or loss.

Some derived by railways which are not guaranteed by the State.

(See and 47 of Report.)

WORKED BY COMPANIES.												CLASS: OF RAIL- WAYS.
3' 3 1/2"						TOTAL STATE LINES WORKED BY COMPANIES.						GAUGW.
25												Class: No.
BURMA.												Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Companies share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest and annuity.	Companies' share of net traffic receipts.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
												1879
												1880
												1881
												1882
												1883
												1884
												1885
												1886
												1887
												1888
												1889
												1890
6,08,31,289	23,71,392	3'90	23,28,287	...	+43,105	1,02,21,31,085	6,14,95,007	6'02	4,78,35,676	39,52,505	+97,06,826	1891
6,64,02,875	33,86,088	5'10	24,90,221	...	+8,95,867	1,05,42,88,140	6,30,75,411	5'98	5,08,33,127	39,65,195	+22,77,089	1892
7,01,47,005	22,42,492	3'19	27,19,995	...	-4,77,503	1,07,95,96,305	6,51,86,184	6'04	5,65,01,597	38,10,444	+48,74,143	1893
7,37,14,721	23,23,328	3'15	28,94,375	...	-5,71,047	1,10,69,29,334	6,84,23,638	6'18	6,00,15,782	39,29,796	+44,18,060	1894
7,57,29,659	27,02,358	3'57	30,01,163	...	-2,98,807	1,13,68,84,309	7,03,50,859	6'19	6,34,51,793	40,52,344	+28,46,722	1895
8,13,44,229	29,85,751	3'67	34,43,442	...	-4,57,691	1,17,64,18,090	6,67,47,980	5'67	6,41,00,010	34,90,838	-8,42,868	1896
8,73,31,890	38,82,673	4'45	38,31,674	1,62,877	-1,11,878	1,23,68,25,841	7,20,70,927	5'83	6,30,82,713	43,86,126	+46,02,088	1897
9,24,03,509	37,88,523	4'10	39,49,859	1,61,076	-3,22,452	1,28,96,39,459	7,14,06,766	5'54	6,21,65,362	48,19,386	+44,22,018	1898
9,11,17,647	35,78,407	3'54	38,35,209	1,24,994	-3,81,796	1,35,89,30,029	7,83,48,320	5'77	6,22,41,970	50,08,992	+1,10,97,358	1899
10,03,06,635	48,94,824	4'43	38,49,026	3,47,606	+6,98,192	1,39,55,06,128	8,94,14,533	6'41	6,30,37,774	56,57,827	+2,07,18,932	1900

They will be furnished in next year's report.

premium paid for the purchase of line.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.						STATE LINES WORKED				
Gauge.	5' 6", 3' 3 1/2" and 2' 6".					5' 6".				
Class : No.	2 (a) and (b).					5				
Railway.	EASTERN BENGAL.					EAST COAST.				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest and annuity.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879										
1880										
1881										
1882										
1883										
1884										
The figures for the years 1879 to 1890 could not be completed this year.										
1885										
1886										
1887										
1888										
1889										
1890										
1891	11,74,90,649	65,32,100	5'81	51,49,364	+ 13,82,736	1,10,60,894	...	...	2,33,786	-2,33,786
1892	11,53,92,055	62,33,727	5'40	55,40,103	+ 6,93,624	2,60,11,131	...	...	7,41,621	-7,41,621
1893	11,61,73,626	64,35,138	5'71	56,02,495	+ 10,32,643	3,58,67,473	1,53,732	0'43	13,48,868	-11,95,136
1894	11,66,97,311	83,53,559	7'26	59,93,474	+ 23,60,085	4,19,47,727	1,50,921	0'34	15,92,009	-14,41,988
1895	11,65,36,758	89,74,474	7'70	60,22,950	+ 29,51,494	5,09,41,876	3,29,184	0'65	19,12,886	-15,83,702
1896	11,91,25,239	90,02,286	7'56	58,62,285	+ 31,40,001	6,33,64,948	5,39,901	0'85	23,72,875	-18,32,974
1897	12,41,13,831	80,60,618	6'49	59,33,781	+ 21,26,831	7,22,26,070	8,92,453	1'23	26,96,756	-18,04,343
1898	12,71,99,245	83,35,064	6'35	59,64,376	+ 23,70,688	8,24,02,269	6,62,831	0'81	30,98,828	-24,28,997
1899	13,09,94,403	83,01,083	6'34	60,62,667	+ 22,38,416	8,65,93,997	15,37,294	1'78	35,14,602	-19,77,308
1900	13,51,97,243	92,46,424	6'84	62,69,285	+ 29,77,139	8,80,71,731	26,54,794	3'01	34,46,555	-7,91,761

\* Including Rs. 89,20,143 on account  
 † Including Rs. 1,09,01,388 on account  
 ‡ Including Rs. 1,92,51,702 on account

IX 30—continued.

Some derived by railways which are not guaranteed by the State.

(40 and 47 of Report.)

THE STATES.										CLASS: OF RAIL- WAYS.
5' 6" and 3' 3"					5' 6".					GAUGE.
7 (a) and (c).					8 (a), (f) and (h).					Class: No.
ODISH AND ROHILKHAND.					NORTH WESTERN.					Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest and annuity.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest and annuity.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1879
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
										1891
† 10,37,39,746	40,42,438	4'76	47,25,666	+ 2,16,792	44,08,53,143	1,21,32,521	2'75	2,00,72,842	- 79,40,321	1891
11,43,96,473	50,16,329	4'39	52,79,411	- 2,63,082	44,93,12,842	94,50,960	2'10	2,14,10,206	- 1,19,59,246	1892
11,18,18,680	50,17,053	4'49	55,01,058	- 4,84,005	45,92,25,753	97,97,643	2'13	2,18,60,227	- 1,20,62,584	1893
11,37,88,572	57,16,138	5'04	63,11,123	- 5,74,985	46,99,28,097	1,28,25,181	2'73	2,28,22,524	- 99,97,343	1894
11,74,06,516	52,35,048	4'48	63,69,949	- 11,14,001	48,49,36,634	1,64,46,998	3'39	2,38,18,578	- 73,71,580	1895
12,01,70,873	43,50,907	3'62	61,30,729	- 17,79,822	50,03,13,064	1,18,86,409	2'38	2,38,79,025	- 1,19,92,606	1896
12,53,20,627	36,06,778	2'95	59,77,486	- 22,80,708	51,00,47,458	1,49,78,897	2'94	2,36,35,489	- 86,56,592	1897
12,73,91,601	53,07,727	4'17	58,76,147	- 5,68,520	51,58,34,091	1,85,74,360	3'60	2,36,77,308	- 51,02,948	1898
13,30,85,811	60,76,595	4'57	59,75,202	+ 1,01,393	52,22,86,203	1,60,89,223	3'03	2,36,01,607	- 75,12,384	1899
13,64,96,257	55,91,727	4'10	62,28,195	- 6,36,458	52,78,48,285	1,32,19,151	2'50	2,40,01,846	- 1,07,82,695	1900

They will be furnished in next year's report.

† premium paid for the purchase of line.

CLASS OF RAILWAYS.	STATE LINES WORKED									
GAUGE.	5' 6"									
Class No.	B (d).					31				
Railway.	HYDERABAD-SHADIPALLI.					CHERRA-COMPANYGANJ.				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Percent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . . .										
1880 . . .										
1881 . . .										
1882 . . .										
1883 . . .										
1884 . . .										
1885 . . .										
1886 . . .										
1887 . . .										
1888 . . .										
1889 . . .										
1890 . . .										
1891 . . .	2,31,401	—	—	5,356	—5,356	7,73,182	—606	—	30,945	—31,551
1892 . . .	16,31,818	—1,949	—	59,649	—61,598	7,77,609	868	0'11	29,345	—21,677
1893 . . .	16,61,091	16,471	0'99	65,767	—49,296	7,78,390	3,408	0'44	14,595	—11,187
1894 . . .	17,27,619	36,062	2'09	68,940	—32,878	7,80,473	4,393	0'56	14,083	—2,692
1895 . . .	17,74,095	46,609	2'63	71,080	—24,471	7,81,390	2,761	0'35	14,062	—11,301
1896 . . .	18,00,799	64,376	3'57	71,420	—7,044	7,78,151	672	0'09	14,046	—13,374
1897 . . .	18,37,796	59,413	3'23	73,552	—14,139	7,69,121	—31,922	—	13,644	—45,566
1898 . . .	18,37,796	70,159	3'82	73,507	—3,348	7,70,027	—1,22,500	—	13,361	—1,36,061
1899 . . .	18,39,743	88,463	4'81	73,556	+ 14,907	7,69,179	—34,607	—	13,366	—48,173
1900 . . .	18,61,093	65,379	3'51	73,972	—8,593	7,68,723	—25,221	—	13,571	—38,798

The figures for the years 1879 to 1890 could not be completed this year.



DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

(38, 40 and 47 of Report.)

BY THE STATE.										CLASS OF RAILWAYS.
2' 0"					TOTAL STATE LINES WORKED BY THE STATE.					GAUGE.
35										Class: No.
JOHNAT.										Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1879
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
7,51,421	1,483	0'20	30,026	-28,543	66,99,09,536	2,36,07,956	3'52	3,02,47,983	-65,40,029	1891
7,54,791	11,789	1'36	30,107	-18,318	70,82,76,719	2,07,11,724	3'92	3,30,83,542	-1,23,71,818	1892
7,99,680	14,436	1'81	32,013	-17,577	71,63,24,693	2,16,37,881	2'98	3,44,25,023	-1,27,87,142	1893
8,18,184	11,201	1'37	32,587	-21,386	74,76,87,983	2,71,17,455	3'63	3,68,35,642	-97,18,187	1894
8,28,409	18,720	2'26	32,919	-14,199	77,32,05,808	3,10,74,694	4'02	3,82,42,454	-71,67,760	1895
8,65,300	13,745	1'59	33,592	-19,847	80,64,18,374	2,58,58,296	3'21	3,83,63,962	-1,25,05,666	1896
9,02,416	14,124	1'57	36,102	-21,978	83,52,17,319	2,76,70,355	3'31	3,83,66,850	-1,06,96,495	1897
9,09,445	20,135	2'21	36,179	-16,044	85,63,44,474	3,28,54,776	3'84	3,87,40,006	-58,85,230	1898
9,31,626	-5,946	...	37,228	-43,174	87,65,00,062	3,20,52,105	3'66	3,92,78,423	-72,26,323	1899
9,08,643	-15,664	...	36,341	-52,005	89,11,51,975	3,07,36,590	3'45	4,00,69,755	-93,33,165	1900

They will be furnished in next year's report

Appendix 30.  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.	LINES OWNED BY GUARAN									
GAUGE.	5' 6".									
Class No.	9 (a)					10 (a)				
Railway.	GREAT INDIAN PENINSULA.					BOMBAY, BARODA AND CENTRAL INDIA.				
Calendar year.	Capital withdrawn for expenditure to end of each year.	Net traffic earnings.	Guaranteed interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital withdrawn for expenditure to end of each year.	Net traffic earnings.	Guaranteed interest.	Company's share of net traffic receipts.	Gain or loss to the State.
	£	Rs.	Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.
1879 . . .										
1880 . . .										
1881 . . .										
1882 . . .										
1883 . . .										
1884 . . .										
The figures for the years 1879 to 1890 could not be completed this year.										
1885 . . .										
1886 . . .										
1887 . . .										
1888 . . .										
1889 . . .										
1890 . . .										
1891 . . .	25,439,314	2,31,50,708	1,67,57,162	51,89,008	+ 13,04,438	8,762,123	82,25,120	58,61,996	18,06,348	+ 5,56,770
1892 . . .	25,411,552	2,01,95,097	1,88,04,314	38,13,506	- 24,12,723	8,756,801	81,10,959	65,37,945	17,86,755	- 2,13,741
1893 . . .	25,418,604	1,79,90,922	1,91,65,618	29,25,476	- 41,00,172	8,823,632	95,78,044	66,41,227	25,02,537	+ 4,24,280
1894 . . .	25,585,002	1,62,42,786	2,18,32,651	30,40,331	- 86,30,196	8,960,037	1,00,70,974	76,09,071	27,15,713	- 2,73,810
1895 . . .	25,624,430	1,47,16,901	2,16,97,060	16,20,361	- 86,00,520	9,147,505	1,09,37,063	77,03,258	31,37,619	+ 96,186
1896 . . .	25,577,674	1,54,05,060	2,02,18,872	21,53,257	- 69,67,069	9,456,068	89,00,862	73,03,613	20,78,128	- 4,80,879
1897 . . .	25,601,181	93,83,654	1,89,46,479	...	- 95,62,825	9,745,104	64,70,102	69,36,853	9,31,545	- 14,19,196
1898 . . .	25,808,652	1,41,02,053	1,83,20,513	13,57,327	- 55,75,787	9,951,347	87,42,105	67,87,071	19,49,477	+ 5,657
1899 . . .	26,053,839	1,56,57,520	1,79,65,944	17,77,032	- 40,85,456	10,263,351	92,90,365	67,46,668	21,68,922	+ 3,74,775
1900 . . .	25,992,787	95,17,130	89,65,500	14,48,203	- 9,76,573	10,333,137	82,28,632	68,35,449	15,68,577	- 1,75,394
	Rs. 42,773,321	66,30,083	1,19,21,156	...	- 51,91,073					

† For first-half  
 ‡ Excluding the outlay Rs. 8,03,405 on the Patri branch which  
 § Capital withdrawn by the Guaranteed Company to 30th June  
 § Capital expenditure to 31st December 1900, including expenditure on the Wardha Coal  
 ¶ For second-half

IX 30—continued.

Appendix 30.  
Gain or loss.

Income derived by railways which are not guaranteed by the State.

(40 and 47 of Report.)

ED COMPANIES.					TOTAL GUARANTEED LINES.					TOTAL GAIN OR LOSS TO THE STATE FROM RAILWAYS.	CLASS : OF RAILWAYS.
3' 6"					12 (a)						Class : No.
MADRAS.										Railway.	
Capital withdrawn or expenditure to end of each year.	Net traffic earnings.	Guaranteed interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital withdrawn for expenditure to end of each year.	Net traffic earnings.	Guaranteed interest.	Companies' share of net traffic receipts.	Gain or loss to the State.		Rs.
£	Rs.	Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.		
											1879
											1880
											1881
											1882
											1883
											1884
											1885
											1886
											1887
											1888
											1889
											1890
10,903,942	39,06,529	73,92,186	—	—34,85,657	45,105,379	3,53,82,357	3,00,11,444	69,95,356	—16,24,443	+ 14,42,354	1891
10,979,085	42,92,133	81,62,369	—	—40,70,236	45,147,468	3,26,18,189	3,37,24,628	56,00,261	—67,06,700	—1,08,01,429	1892
11,035,704	54,21,742	84,82,732	—	—30,60,990	45,277,940	3,29,90,708	3,42,92,577	54,35,013	—67,26,882	—1,46,49,881	1893
11,048,154	49,47,863	96,56,469	—	—47,08,606	45,393,193	3,12,61,623	3,90,98,191	57,76,044	—1,36,12,612	—1,89,12,739	1894
11,081,749	58,10,310	96,17,415	53,195	—38,60,320	45,853,684	3,14,64,274	3,90,17,753	48,11,175	—1,23,64,654	—1,66,85,692	1895
11,105,608	53,85,291	89,92,684	—	—36,07,393	46,139,350	2,96,91,213	3,65,15,169	42,31,385	—1,10,55,341	—2,44,03,875	1896
11,136,169	59,82,565	84,81,597	91,135	—25,90,167	46,482,454	2,18,36,421	3,43,64,979	10,42,680	—1,35,71,188	—1,96,65,595	1897
11,197,627	54,12,657	82,40,191	90,546	—29,18,080	46,957,626	2,82,56,915	3,33,47,775	33,97,350	—84,88,210	—99,51,422	1898
11,288,477	50,16,254	80,58,144	—	—30,41,890	47,605,707	2,99,74,139	3,27,70,756	39,45,954	—67,52,571	—28,81,536	1899
11,490,267	53,70,820	81,24,701	—	—27,53,881	47,806,191	2,97,66,665	3,58,48,806	30,16,720	—90,98,921	+ 22,86,846	1900
					Rs.42,77,73,327						

of 1900.  
is included under "Unclassified expenditure."  
1900, on which date the line was purchased by the State.  
and Dhond-Maumad railways and Rs. 12,24,41,611 for premium paid for the purchase of line.  
of 1900.

Appendix 30.  
Gain or loss.

Gain or loss to the State from railway outlay, as also the  
(Referred to in paragraph

CLASS OF RAILWAYS.	COLLIERIES.					OTHER CHARGES.					GRAND TOTAL GAIN OR LOSS TO THE STATE.															
						UNCLASSIFIED EXPENDITURE.	39. Guaranteed companies—Land and supervision.	40. Subsidised companies—Land, interest and subsidy.	41. Miscellaneous railway expenditure.	Capital outlay.		Gain or loss to the State.	Capital expenditure to end of each year.	Net earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.									
																		UNCLASSIFIED EXPENDITURE.		Capital outlay.	Gain or loss to the State.	Capital expenditure to end of each year.	Net earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
																		Capital outlay.	Gain or loss to the State.							
GAUGE.	Class: No.	Railway.	Calendar year.	Rs.	Rs.	Per cent.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.									
			1879																							
			1880																							
			1881																							
			1882																							
			1883																							
			1884																							
			1885																							
			1886																							
			1887																							
			1888																							
			1889																							
			1890																							
			1891	24,75,244	1,63,447	6'60	1,00,320	+ 63,127	63,50,103	-2,53,834	1,92,570	3,31,300	9,20,600					-1,92,833								
			1892	25,53,361	58,863	2'31	1,01,844	-42,981	63,19,388	-2,61,388	2,94,230	2,90,260	-1,08,600					-1,15,81,868								
			1893	25,54,329	50,120	1'96	1,02,660	-52,340	64,91,787	-2,61,790	3,40,040	2,10,000	10,34,390					-1,65,48,641								
			1894	30,84,484	76,102	2'47	1,16,121	-40,019	65,60,878	-2,62,080	3,15,410	1,66,940	10,03,600					-2,07,00,781								
			1895	30,96,232	1,09,765	3'55	1,22,496	-12,731	66,67,155	-2,64,714	2,88,080	1,82,510	7,16,490					-1,81,50,217								
			1896	30,84,097	1,65,096	5'35	1,23,225	+ 41,871	66,89,067	-2,67,564	-15,933	6,96,486	5,81,805					-2,58,91,921								
			1897	30,74,712	1,41,307	4'60	1,23,765	+ 17,542	67,40,736	-2,69,474	1,61,611	9,58,305	5,87,319					-2,16,24,961								
			1898	29,49,005	2,11,183	7'16	1,20,269	+ 90,914	67,55,803	-2,71,796	2,98,114	6,75,823	56,973					-1,11,63,211								
			1899	28,35,874	1,74,385	6'15	81,628	+ 92,757	73,79,773	-2,90,852	7,26,013	2,84,004	5,16,639					-46,06,28								
			1900	16,65,993	2,03,523	12'22	68,646	+ 1,34,877	73,87,308	-3,24,506	2,68,754	70,061	8,86,011					+ 8,72,39								

The figures for the years 1879 to 1890 could not be completed this year

† Arrived at thus:  
Total charge  
Deduct—Repayment of advances of interest

\* For official years, as the figu

X 30—continued.

Appendix 30.  
Gain or loss.

one derived by railways which are not guaranteed by the State.  
(10 and 47 of Report).

State expenditure Main branch.	Capital expenditure on surveys (including abandoned surveys).	Stores suspense balances.	LINES UNDER CONSTRUCTION.							TOTAL.	Calendar year.
			2' 0"	5' 6"	5' 6"	3' 4"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"		
			1 (f)	8 (g)	10 (r)	10 (m)	10 (n)	12 (d)	24 (e)		
			Kalka-Simla	Ludhiana-Dhuri-Jahhal	Pelad-Cambay.	Jaipur.	Vijapur-Kalol.	Shoranur-Cochin.	Tinnevely (Quilon) (Travancore) Branch (Native State Section).		
Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.				
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
											1879
											1880
											1881
											1882
											1883
											1884
											1885
											1886
											1887
											1888
											1889
											1890
											1891
7,08,405	49,37,924	8,40,529	...	...	...	...	...	...	...	...	1892
8,08,405	46,35,757	34,12,093	...	...	...	...	...	...	...	...	1892
8,08,405	38,55,759	2,56,503	...	...	...	...	...	...	...	...	1893
8,08,405	47,13,113	16,31,104	...	...	...	...	...	...	...	...	1894
8,08,405	51,48,573	17,12,436	...	...	...	...	...	...	...	...	1895
8,08,405	49,73,502	21,31,250	...	...	...	...	...	...	...	...	1896
8,08,405	49,11,956	5,60,764	...	...	...	33,457	...	...	...	33,457	1897
8,08,405	48,66,514	4,23,362	...	37,076	...	1,25,616	...	53,921	...	2,16,543	1898
8,08,405	51,02,708	9,26,313	5,53,225	72,078	8,353	4,41,495	7,534	80,927	38,187	22,04,822	1899
8,08,405	54,70,849	5,89,059	13,18,465	23,25,207	8,42,540	7,33,467	29,885	28,47,394	8,16,407	59,13,365	1900

For calendar years are not available.

Rs.  
3,93,107  
3,21,046  
70,060

ASSISTE															
5' 6"															
CLASS OF RAILWAYS.	1 (b)						1 (c)						1 (d)		
GAUGE	DELHI-UMBALLA-KALKA.						SOUTH BHAR.						TANJESAR.		
Class No.															
Rail way.															
Calendar year	Capital outlay.	Net traffic earnings.	Percentage of (2) on (1).	Subsidy from Government.	Total income.	Percentage of (5) on (1).	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Rebate from E. I. Ry.	Total income.	Percentage of (5) on (1).	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.
	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879															
1880															
1881															
1882															
1883															
1884															
The figures for the years 1879 to 1890 could not be completed this year.															
1885															
1886															
1887															
1888															
1889															
1890															
1891	1,55,44,637	4,72,002	3'04	...	4,72,002	3'04	...	...	...	...	...	...	17,29,021	1,63,478	9'45
1892	1,58,22,137	5,62,520	3'56	...	5,62,520	3'56	...	...	...	...	...	...	17,32,567	1,54,837	8'94
1893	1,55,34,000	6,23,224	4'01	...	6,23,224	4'01	...	...	...	...	...	...	17,47,280	1,50,420	8'61
1894	1,55,25,547	6,95,514	4'48	...	6,95,514	4'48	...	...	...	...	...	...	17,47,840	1,56,469	8'95
1895	1,55,06,120	7,59,470	4'90	...	7,59,470	4'90	5,17,988	...	...	...	...	...	17,33,340	1,59,091	9'07
1896	1,54,49,783	6,85,797	4'44	...	6,85,797	4'44	30,89,026	...	...	...	...	...	17,36,898	1,57,005	8'95
1897	1,53,26,585	8,18,126	5'34	...	8,18,126	5'34	62,72,345	...	...	...	...	...	17,57,160	1,62,563	9'25
1898	1,53,43,387	8,35,906	5'45	...	8,35,906	5'45	97,45,791	...	...	...	...	...	17,77,085	1,58,461	8'92
1899	1,53,01,272	7,29,541	4'77	...	7,29,541	4'77	1,18,16,730	1,32,163	1'12	33,403	1,65,366	1'40	17,34,166	1,52,491	8'55
1900	1,53,15,467	7,13,712	4'66	...	7,13,712	4'66	1,23,15,110	3,03,636	2'47	1,44,404	4,48,040	3'64	17,84,166	1,61,132	9'03

DIX 30—continued.

Income derived by railways which are not guaranteed by the State.

(40 and 47 of Report.)

COMPANIES.												CLASS OF RAILWAYS.
5' 6"												GAUGE.
6 (a)			7 (b)			8 (b)						Class: No.
CALCUTTA PORT COMMISSIONERS'.			HARDWAR-DEHRA.			SOUTHERN PUNJAB.						Railway.
Capital outlay.	Net traffic earnings.	Per cent-age on Capital outlay.	Capital outlay.	Net traffic earnings.	Percent-age on capital outlay.	Capital outlay.	Net earnings.	Percent-age of (2) on (1).	Rebate from N. W. Ry.	Total income	Percent-age of (5) on (1).	Calendar Year.
Rs.	Rs.		Rs.	Rs.		(1) Rs.	(2) Rs.	(3)	(4) Rs.	(5) Rs.	(6)	
												1879
												1880
												1881
												1882
												1883
												1884
												1885
												1886
												1887
												1888
												1889
												1890
												1891
37,83,467	1,30,915	2'26										1892
38,79,200	1,16,327	1'98										1893
32,79,200	1,38,054	2'35										1894
65,14,893	1,77,139	2'72				21,49,441						1895
68,49,276	2,19,264	3'21				1,30,67,048						1896
70,78,605	1,48,707	2'10	1,06,017			1,99,08,812	49,748	0'25	21,579	71,327	0'36	1897
71,28,712	1,49,581	2'10	10,70,545			2,23,62,921	6,70,451	3'00	66,922	7,37,373	3'30	1898
71,06,940	1,92,456	2'67	23,42,687			2,26,68,262	6,63,406	2'93	1,37,293	8,00,699	3'53	1899
73,81,086	1,73,297	2'35	25,67,093	80,245	3'13	2,26,57,063	7,79,418	3'44	13,504	7,92,922	3'50	1900

They will be furnished in next year's report.

ASSISTED													
CLASS OF RAILWAYS.	S' G'						S' JH'						
GAUGE.													
Class No.	10 (f)						2 (e)						
Railway.	TAPTI VALLEY.						PRAJAPUTRA-SULTANPUR.			MYNENSINGH-JAMALPUR.			
Calendar year.	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Rebate from H. B. & C. I.	Total income.	Percentage of (5) on (1).	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Rebate from H. B. & C. I.
	(1)	(2)	(3)	(4)	(5)	(6)				(7)	(8)	(9)	(10)
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
1879													
1880													
1881													
1882													
1883													
1884													
1885													
1886													
1887													
1888													
1889													
1890													
1891													
1892													
1893													
1894													
1895													
1896	8,390									1,920			
1897	20,76,294						2,07,019			5,54,688			
1898	60,45,413	0			0		12,55,457			20,44,638	4,213	0.40	
1899	1,21,09,133	0			0		29,58,137	29,064	1.02	15,11,248	35,575	2.27	
1900	1,28,31,291	†			†		24,20,811	75,122	3.10	18,78,325	89,116	4.74	

The figures for the years 1879 to 1890 could not be completed this year

\* Credited to interest on capital.  
† The net earnings for the first-half of 1900 were credited to interest on Capital and those for the second-half of 1900 including rebat



DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

3, 40 and 47 of Report.)

COMPANIES—contd.

3' 31".														CLASS OF RAILWAYS.
														GAUGE.
														Class: No.
														Railway.
(b)		10 (g)						12 (c)						
JODANATHOANJ.		AHMEDABAD-PARANTJ.						NILGIRI.						
Total income.	Percent age of (5) on (1).	Capital outlay.	Net earnings.	Percent age of (2) on (1).	Rebate from B. B. & C. I. Ry.	Total income.	Percent age of (5) on (1).	Capital outlay.	Net traffic earnings.	Percent age of (2) on (1).	Subsidy from Government.	Total income.	Percent age of (5) on (1).	Calendar year.
(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
														1879
														1880
														1881
														1882
														1883
														1884
They will be furnished in next year's report.														1885
														1886
														1887
														1888
														1889
														1890
								2,89,134						1891
								8,89,751						1892
								15,50,000						1893
								18,50,000						1894
								22,50,000						1895
		13,19,752						18,92,610						1896
		19,42,211	36,665	1'89		36,665	1'89	36,84,977						1897
4,213	0'40	19,42,971	85,836	4'42		85,836	4'42	44,54,085						1898
35,373	3'72	19,49,616	1,19,687	6'24		1,19,687	6'24	47,89,944	20,209	0'48	24,392	44,600	0'93	1899
89,116	4'74	19,55,305	1,55,952	7'98		1,55,952	7'98	48,06,490	86,642	1'77	23,066	1,19,648	2'44	1900

will be treated as a set off against the charge to capital for interest in the next half-yearly accounts.

P. T. O.

ASSISTED													
CLAS: OF RAILWAYS.	3' 38"												
Gauge.	3' 38"												
Class : No.	13 (a)					13 (b)				14 (a)			
Railway.	BENGAL DOOARS.					BENGAL DOOARS EXTENSION.				DIBRUG.			
Calendar year.	Capital outlay.	Net earnings.	Percent- age of (1) on (2).	Subsidy from District B. aid.	Total income.	Percent- age of (3) on (1).	Capital outlay.	Net traffic earnings.	Percent- age on capital outlay.	Capital outlay.	Net earnings.	Percent- age of (2) on (1).	Subsidy from Govern- ment.
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
1879													
1880													
1881													
1882													
1883													
1884													
	The figures for the years 1879 to 1890 could not be completed this year.												
1885													
1886													
1887													
1888													
1889													
1890													
1891	16,479	...	...	...	...	...	...	...	...	67,05,474	1,70,526	2'54	1,00,000
1892	12,67,626	...	...	...	...	...	...	...	...	69,56,304	1,63,719	2'35	1,00,000
1893	18,49,091	57,639	3'12	...	57,639	3'12	...	...	...	71,70,562	1,52,972	2'13	1,00,000
1894	22,84,224	1,04,291	4'57	4,000	1,44,291	6'32	...	...	...	70,07,487	1,95,732	2'76	1,00,000
1895	23,25,476	1,27,458	5'48	4,000	1,31,458	5'65	...	...	...	74,62,729	2,69,543	3'64	1,00,000
1896	24,33,213	1,31,813	5'42	...	1,31,813	5'42	...	...	...	74,01,496	3,12,286	4'22	1,00,000
1897	26,50,713	1,45,299	5'48	...	1,45,289	5'48	72,151	...	...	74,20,119	2,64,750	3'57	1,00,000
1898	26,68,050	1,10,620	4'15	4,000	1,14,620	4'30	4,03,611	...	...	74,40,474	2,82,178	3'50	50,000
1899	26,26,748	1,18,416	4'51	...	1,18,416	4'51	26,75,455	...	...	74,56,183	4,49,688	6'03	37,978
1900	26,42,695	1,89,461	7'17	...	1,89,461	7'17	47,11,632	5,015	0'11	77,14,349	4,62,381	5'99	...

\* Amount for previous period

IX 30—continued.

Appendix 30.  
Gain or loss.

Some derived by railways which are not guaranteed by the State.

(40 and 47 of Report.)

COMPANIES—contd.

3 3/4

COMPANIES—contd.												CLASS OF RAILWAYS.
												GAUGE.
												Class: No.
												Railway.
14 (b)		16 (a)			17 (a)							
LEDO AND TIRAK-NAR-GHRI: A COLLIERY.		DEOGHUR.			BENGAL AND NORTH-WESTERN (COMPANY'S SECTION.)							
Total income.	Per-centage of (c) on (i).	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Calendar year.	
(c)	(6)											
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.			
											1879	
											1880	
											1881	
											1882	
											1883	
											1884	
											1885	
											1886	
											1887	
											1888	
											1889	
											1890	
											1891	
2,70,526	4'08	...	...	...	2,82,752	15,429	5'46	2,65,78,827	16,23,993	6'11	1891	
2,63,719	3'79	...	...	...	2,88,329	9,707	3'37	2,83,98,821	17,01,254	5'99	1892	
2,52,972	3'53	...	...	...	2,87,364	19,103	6'65	2,84,84,234	16,48,702	5'79	1893	
2,95,732	4'17	...	...	...	2,87,526	9,659	3'36	2,87,24,887	17,67,623	6'15	1894	
3,69,543	4'99	...	...	...	2,88,086	15,303	5'31	3,12,95,704	17,55,675	5'61	1895	
4,12,286	5'57	...	...	...	2,87,797	11,498	4'00	3,43,36,114	17,41,786	5'07	1896	
3,64,750	4'92	11,46,240	8,024	0'70	2,87,942	11,152	3'87	4,10,32,207	17,99,182	4'38	1897	
3,32,478	4'33	12,00,698	3,752	0'31	2,86,453	6,601	2'28	4,66,78,322	20,50,805	4'39	1898	
4,87,666	6'54	12,83,416	22,053	1'72	2,87,325	6,678	2'32	5,16,06,763	27,32,851	5'30	1899	
4,62,381	5'99	12,84,375	17,981	1'40	2,87,379	7,376	2'56	5,24,73,019	25,23,996	4'82	1900	

They will be furnished in next year's report.

received during 1890.

P. T. O.

CLASS OF RAILWAYS.	ASSISTED												
	3' 3 1/2"									2' 6"			
GAUGE.													
Class No.	17 (c)			18 (a)						17 (a)			
Railway.	SEGOWLIE-RAKHAUL.			ROHILKUND AND KUMAON (COMPANY'S SECTION).						BARS.			
Calendar year.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percent o (2) on (1)	Subsidy from Government.	Total income.	Percent of (5) on (1)	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	
	Rs.	Rs.		Rs.	Rs.	(1)	Rs.	Rs.	(6)	Rs.	Rs.		
1879													
1880													
1881													
1882													
1883													
1884													
The figures for the years 1879 to 1890 could not be completed this year.													
1891				20,49,458	1,53,440	7'49		1,53,440	7'49				
1892				20,58,375	1,97,780	9'61		1,97,780	9'61				
1893				20,82,280	1,83,180	8'80		1,83,180	8'80				
1894				20,80,440	2,15,191	10'34		2,15,191	10'34				
1895				20,78,251	1,52,973	7'36		1,52,973	7'36	2,357			
1896	1,26,044			20,79,863	1,54,595	7'43		1,54,595	7'43	10,06,657			
1897	6,68,783			21,20,428	1,73,184	8'17		1,73,184	8'17	13,43,891	21,160	1'60	
1898	8,07,550			21,42,552	2,21,899	10'36		2,21,899	10'36	13,42,591	24,559	1'83	
1899	10,81,740			21,48,313	2,34,020	10'89		2,34,020	10'89	13,56,809	64,475	4'75	
1900	12,12,073			21,53,125	2,28,048	10'59		2,28,048	10'59	13,56,301	42,440	3'13	

\* Credited to interest on capital.

DIX 30--continued.

Income derived by railways which are not guaranteed by the State.

(A, 40 and 47 of Report.)

COMPANIES--contd.														CLASS: OF RAILWAYS.	
2' 6".														GAUGE.	
18 (a).			19 (a).						30 (a).					Class: No.	
TARAKSHWAR-MAGRA.			RANAGHAT-KRISHNAGAR.						TEZPUR-BALIPARA.					Railway.	
Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Subsidy from District Board.	Total Income.	Percentage of (5) (1) on.	Capital outlay.	Net earnings.	Percentage of (2) (1) on.	Subsidy from District Board.	Total Income.	Percentage of (5) on (1).	Calendar year.
Rs.	Rs.		Rs.	Rs.	(1)	Rs.	Rs.	(6)	Rs.	Rs.	(1)	Rs.	Rs.	(6)	
															1879
															1880
															1881
															1882
															1883
															1884
															1885
															1886
															1887
															1888
															1889
															1890
															1891
															1892
															1893
															1894
															1895
															1896
															1897
9,44,627	81,002	8'22	7,22,369						4,56,927	20,157	4'41		20,157	4'41	1898
9,62,446	12,192	1'27	7,27,809	8,415	1'16	12,352	20,767	2'85	4,74,277	26,156	5'52		26,156	5'52	1899
9,61,811	20,961	2'18	7,51,809	19,442	2'59	9,472	28,914	3'85	4,87,240	25,797	5'29		25,797	5'29	1900

They will be furnished in next year's report.

Appendix 30.  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph

ASSISTE

CLASS OF RAILWAYS.	2' 6"						2' 0"					
GAUGE.	32 (a)						33 (a)					
Class: No.	32 (a)						33 (a)					
Railway.	DARJEELING-HIMALAYAN.						HOWRAH-AMTA.					
Calendar year.	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Subsidy from Government.	Total Income.	Percentage of (5) on (1).	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Subsidy from District Board.	Total Income.	Percentage of (5) on (1).
	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879												
1880												
1881												
1882												
1883												
1884												
1885												
1886												
1887												
1888												
1889												
1890												
1891	30,59,693	2,58,253	8'44	...	2,58,253	8'44	...	...	...	...	...	...
1892	31,09,079	2,66,647	8'57	...	2,66,647	8'57	...	...	...	...	...	...
1893	31,72,223	2,83,903	8'50	-1,55,418	1,27,485	4'02	...	...	...	...	...	...
1894	31,77,536	2,56,286	8'10	-29,756	2,26,530	7'13	...	...	...	...	...	...
1895	31,99,765	3,59,933	11'25	-61,740	2,98,193	9'32	...	...	...	...	...	...
1896	33,12,732	3,59,667	10'25	-62,087	2,97,580	8'98	...	...	...	...	...	...
1897	33,15,455	3,33,188	10'05	-55,929	2,77,259	8'36	...	...	...	...	...	...
1898	33,65,993	3,47,109	10'13	-59,432	2,87,667	8'37	11,24,713	78,910	7'02	† 15,062	63,848	5'68
1899	35,08,469	2,49,770	7'12	-34,933	2,14,837	6'12	11,41,307	1,12,794	9'88	-27,835	84,959	7'44
1900	34,99,487	3,61,840	10'34	...	3,61,840	10'34	11,88,283	1,23,104	10'36	-30,244	92,860	7'81

The figures for the years 1879 to 1890 could not be completed this year

\* Due to re-payments to Government by the Railway Company on account  
† Share of profits, exceeding 4 per cent.

DIX 30—continued.

Income derived by railways which are not guaranteed by the State.

(See pages 40 and 47 of Report.)

COMPANIES—concl'd.

2' d'						34 (a)						CLASS: OF RAILWAYS.
HOWRAH-SHEAKHALA.						TOTAL ASSISTED COMPANIES.						GAUGE.
Capital outlay.	Net earnings.	Per-centage of (2) on (1).	Subsidy from District Board.	Total Income.	Per-centage of (5) on (1).	Capital outlay.	Net earnings.	Per-centage of (2) on (1).	Rebate and subsidy.	Total income.	Per-centage of (5) on (1).	Class: No.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	Railway.
Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Calendar Year.
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	...	1887
...	...	...	...	...	...	...	...	...	...	...	...	1888
...	...	...	...	...	...	...	...	...	...	...	...	1889
...	...	...	...	...	...	...	...	...	...	...	...	1890
...	...	...	...	...	...	5,62,55,530	28,57,121	5'08	1,00,000	29,57,121	5'25	1891
...	...	...	...	...	...	6,62,06,656	31,87,379	4'81	1,00,000	32,87,379	4'66	1892
...	...	...	...	...	...	6,77,46,834	29,51,767	4'35	-55,418	28,96,349	4'29	1893
...	...	...	...	...	...	6,36,54,687	35,38,819	5'56	74,744	36,13,053	5'69	1894
...	...	...	...	...	...	7,52,95,250	37,76,500	5'02	42,760	38,18,850	5'07	1895
...	...	...	...	...	...	9,44,10,649	37,73,711	4'00	37,913	38,11,624	4'03	1896
...	...	...	...	...	...	11,90,78,542	39,72,138	3'34	65,650	40,37,788	3'39	1897
6,09,398	16,768	2'75	4,167	21,035	3'45	14,23,68,034	50,83,108	3'57	40,695	51,23,803	3'60	1898
6,09,434	21,453	3'52	† -250	21,203	3'48	16,14,74,729	61,27,453	3'79	1,82,400	63,09,853	3'91	1899
6,09,446	26,824	4'40	-999	25,825	4'24	16,73,35,501	66,78,336	3'99	1,59,143	68,37,479	4'09	1900

They will be furnished in next year's report.

of the up-keep and maintenance of the cart road utilized by the railway.  
Per annum paid to District Board.

CLASS OF RAILWAYS		LINES OWNED BY NATIVE STATES														
GAUGE.		5' 6"														
Class No.	9 (d).			9 (e).			9 (f).			9 (h).			9 (i).			
Railway.	KHAMGAON.			AMRAOTI.			BINA-GOONA-BARAN.			BHOPAL-UJJAIN.			BHOPAL-ITARS (NATIVE STATE SECTION).			
Calendar year.	Capital outlay.	Net traffic earnings.	Percentage on Capital outlay	Capital outlay.	Net traffic earnings.	Percentage on Capital outlay	Capital outlay.	Net traffic earnings.	Percentage on Capital outlay	Capital outlay.	Net traffic earnings.	Percentage on Capital outlay	Capital outlay.	Net traffic earnings.	Percentage on Capital outlay	
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
1879 . . .																
1880 . . .																
1881 . . .																
1882 . . .																
1883 . . .																
1884 . . .																
The figures for the years 1879 to 1890 could not be completed this year.																
1885 . . .																
1886 . . .																
1887 . . .																
1888 . . .																
1889 . . .																
1890 . . .																
1891 . . .	4,90,408	32,620	6.65	4,49,395	53,393	11.88	51,905	...	...	...	...	...	50,00,000	1,73,154	3.46	
1892 . . .	4,89,132	30,209	6.32	4,50,160	48,637	10.80	2,57,611	...	...	88,462	...	...	50,00,000	1,65,883	3.32	
1893 . . .	4,87,567	21,997	4.51	4,49,998	43,056	9.57	35,18,701	...	...	22,76,863	...	...	50,00,000	1,30,925	2.62	
1894 . . .	4,86,003	21,667	4.46	4,49,462	41,910	9.32	47,79,615	...	...	53,53,849	...	...	50,00,000	1,44,679	2.89	
1895 . . .	5,20,947	26,031	5.00	4,49,983	38,252	8.50	49,81,035	...	...	69,69,331	...	...	50,00,000	1,02,821	2.06	
1896 . . .	5,22,603	24,446	4.68	4,51,119	42,871	9.50	54,16,074	36,821	0.68	77,77,604	1,80,218	2.32	50,00,000	1,38,532	2.77	
1897 . . .	5,22,150	13,901	2.66	4,52,445	29,562	6.60	87,73,621	43,446	0.50	75,36,180	1,84,660	2.45	50,00,000	1,33,070	2.66	
1898 . . .	5,22,150	24,326	4.66	4,54,498	39,172	8.61	97,66,068	58,040	0.59	75,85,789	2,05,051	2.70	50,00,000	1,71,375	3.43	
1899 . . .	5,22,150	14,850	2.84	4,54,417	32,214	7.09	99,31,680	1,26,108	1.27	76,54,290	2,77,911	3.63	50,00,000	1,79,444	3.59	
1900 . . .	5,22,150	13,924	2.67	4,54,418	32,436	7.14	1,00,21,603	2,20,490	2.20	76,88,020	4,65,681	6.06	50,00,000	2,67,288	5.35	



X 30—continued.

Appendix 30.  
Gain or loss.

Income derived by railways which are not guaranteed by the State.

(Paragraphs 46 and 47 of Report.)

WORKED BY COMPANIES.														CLASS OF RAILWAYS	
5' 6"														GAUGE.	
10 (e).			10 (d).			10 (i).			11 (a)			12 (b).			Class: No.
GAEKWAR'S PETLAD.			NAGDÁ-UJJAIN.			PALÁNPUR-DRESA (DURBAR'S PORTION.)			NIZAM'S GUARANTEED STATE.			KOLAR GOLD-FIELDS.			Railway.
Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Calendar year.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
															1879
															1880
															1881
															1882
															1883
															1884
															1885
															1886
															1887
															1888
															1889
															1890
															1891
7,10,118	36,346	5'12	...	...	...	...	...	...	3,95,18,791	12,57,860	3'18	...	...	...	1891
7,11,081	34,757	4'89	...	...	...	20,000	...	...	3,95,48,395	13,24,959	3'35	27,661	...	...	1892
7,12,768	40,617	5'70	...	...	...	1,85,000	1,335	0'72	4,01,96,909	14,36,451	3'57	5,27,634	...	...	1893
7,23,482	44,087	6'09	...	...	...	1,85,000	11,365	6'14	4,02,31,826	16,22,028	4'03	6,56,175	29,273	4'46	1894
7,23,239	46,584	6'44	5,33,660	...	...	1,85,000	21,333	6'13	4,06,43,818	15,77,149	3'88	6,61,654	66,379	10'03	1895
7,23,616	82,847	11'45	20,71,251	17,762	0'86	1,85,000	14,101	7'62	4,08,24,737	17,28,196	4'24	7,45,004	63,287	8'50	1896
7,35,769	33,946	4'49	22,19,919	47,756	2'15	1,85,000	10,883	5'88	4,09,60,944	19,38,769	4'73	7,91,074	90,278	11'41	1897
7,49,047	28,156	3'76	22,31,596	71,509	3'20	1,85,000	10,334	5'59	4,10,54,449	22,74,589	5'54	8,09,537	82,133	10'15	1898
7,52,439	39,312	5'22	22,34,346	77,732	3'48	1,85,000	12,102	6'54	4,15,68,731	25,01,046	6'02	10,79,552	56,827	5'27	1899
7,52,097	41,713	5'55	22,29,753	1,20,956	5'42	1,85,000	14,238	7'70	4,17,49,124	28,41,985	6'81	10,77,901	67,093	6'22	1900

They will be furnished in next year's report.

CLASS OF RAILWAYS	LINES OWNED BY NATIVE STATES														
GAUGE.	3' 3 1/2"														
Class: No.	10 (f)			11 (c)			12 (d)			13 (e)			14 (f)		
Railway.	GARRWAR'S MEHSANA.			HYDERABAD-GODAVARI VALLEY.			YESVANTPUR-MYSORE FRONTIER.			BIRUR-SHIMOGA.			KOLHAPUR.		
Calendar year.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879 . . .															
1880 . . .															
1881 . . .															
1882 . . .															
1883 . . .															
1884 . . .															
The figures for the years 1879 to 1890 could not be computed.															
1891 . . .	29,04,050	1,05,801	3'64	...	...	...	...	...	...	...	...	...	23,16,183	20,866	0'90
1892 . . .	29,71,610	1,53,005	5'15	...	...	...	24,41,741	...	...	...	...	...	23,81,946	24,066	1'01
1893 . . .	30,26,752	1,98,250	6'55	...	...	...	23,89,502	22,708	0'05	...	...	...	23,21,687	49,997	2'15
1894 . . .	30,94,578	2,16,387	7'64	...	...	...	24,34,999	56,504	2'32	...	...	...	23,05,812	43,639	1'89
1895 . . .	32,55,044	2,02,440	6'22	...	...	...	24,19,698	79,886	3'20	...	...	...	23,69,206	51,006	2'15
1896 . . .	32,61,448	2,71,162	8'32	3,74,350	...	...	23,94,762	99,592	4'16	2,90,226	...	...	23,03,912	54,305	2'35
1897 . . .	32,63,900	1,18,358	3'63	17,64,352	...	...	24,79,210	1,81,159	7'31	6,27,263	...	...	23,24,807	41,981	1'80
1898 . . .	32,82,612	1,99,052	6'07	86,55,416	...	...	24,98,316	56,430	2'26	15,70,079	...	...	23,24,807	24,201	1'04
1899 . . .	32,83,612	2,16,654	6'60	2,00,21,971	36,877	0'18	24,98,162	50,528	2'02	20,85,475	1,881	0'09	23,24,807	33,986	1'46
1900 . . .	33,01,950	2,36,754	7'17	2,31,94,817	4,20,826	1'81	24,98,047	67,135	2'69	22,94,457	24,219	1'06	23,24,807	44,875	1'93

DIX 30—continued.

Income derived by railways which are not guaranteed by the State.

(40 and 47 of Report.)

AND WORKED BY COMPANIES—concl'd.

CLASS: OF RAILWAYS.

AND WORKED BY COMPANIES—concl'd.												CLASS: OF RAILWAYS.
22 (d)			10 (i)			10 (j)			9 (j)			GAUGE.
Mysore-NANJANGUD.			GAKKWAR'S DABHOI.			RAJPIPLA.			GWALIOR LIGHT.			Class: No.
Capital outlay.	Net traffic earnings.	Per-centage on capital outlay	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Railway.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Calendar year.
												1879
												1880
												1881
												1882
												1883
												1884
												1885
												1886
												1887
												1888
												1889
												1890
...	...	...	17,94,157	68,126	3.80	...	...	...	...	...	...	1891
5,99,414	6,101	1.03	18,47,403	1,06,510	5.77	...	...	...	...	...	...	1892
6,18,551	14,001	2.26	18,55,158	1,32,507	7.14	...	...	...	...	...	...	1893
6,03,095	12,866	2.13	18,88,774	95,429	5.05	12,647	...	...	...	...	...	1894
6,09,212	16,432	2.69	19,08,757	96,764	5.02	77,265	...	...	...	...	...	1895
6,09,681	17,125	2.81	20,74,756	1,25,657	6.06	4,09,141	...	...	2,166	...	...	1896
6,34,764	14,265	2.25	21,08,574	50,949	2.42	7,55,792	- 6,534	...	1,03,552	...	...	1897
6,43,821	10,124	1.57	21,18,491	- 26,592	...	11,03,333	- 9,172	...	9,30,815	...	...	1898
6,46,051	5,671	0.88	21,17,586	87,571	4.14	13,07,820	8,478	0.65	22,79,267	- 4,113	...	1899
6,33,741	11,357	1.74	21,17,528	61,606	2.84	13,10,159	12,139	0.93	27,10,557	- 137	...	1900

sted this year. They will be furnished in next year's report.

CLASS OF RAILWAYS.	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.									LINES OWNED		
	5' 6"			3' 6"			3' 3 1/2"					
GAUGE.	5' 6"			3' 6"			3' 3 1/2"					
Class: No.	8 (c)			8 (f)			2 (e)			19 (e)		
Railway.	RÁJPURA-BHÁTINDA.			JAMMU AND KASHMIR. (NATIVE STATE SECTION).			COOCH BEHAR.			JODHPUR-BIKANER (JODHPUR SECTION).		
Calendar year.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879 . . .												
1880 . . .												
1881 . . .												
1882 . . .												
1883 . . .												
1884 . . .												
1885 . . .												
1886 . . .												
1887 . . .												
1888 . . .												
1889 . . .												
1890 . . .												
1891 . . .	65,81,553	3,23,937	4'92	13,80,083	15,904	1'15	14,085	...	...	41,87,110	3,34,354	7'99
1892 . . .	66,41,382	2,53,824	3'82	9,45,302	15,444	1'63	4,09,136	...	...	60,59,552	5,28,941	8'73
1893 . . .	67,26,941	3,07,956	4'58	9,56,327	14,332	1'50	6,65,172	-2,455	...	64,74,611	4,33,895	6'70
1894 . . .	67,01,669	5,66,565	8'45	9,59,773	17,556	1'83	7,14,318	8,576	1'20	64,49,374	6,69,373	10'38
1895 . . .	67,02,457	5,93,506	8'86	9,60,010	18,262	1'90	7,30,953	19,200	2'63	64,32,934	5,69,246	8'85
1896 . . .	66,95,813	4,49,022	6'71	9,60,011	31,321	3'26	7,66,734	38,570	5'03	64,78,328	7,38,273	11'40
1897 . . .	66,96,451	3,13,617	4'68	9,65,151	21,587	2'24	9,01,219	35,344	3'92	74,90,176	7,44,799	9'94
1898 . . .	67,04,520	3,16,187	4'72	9,62,846	21,433	2'23	10,32,938	6,687	0'65	1,00,85,594	7,30,956	7'25
1899 . . .	67,05,785	3,05,784	4'56	9,60,820	22,932	2'39	12,99,031	43,073	3'32	1,13,42,183	11,66,844	10'29
1900 . . .	67,05,785	3,12,211	4'66	9,60,492	24,571	2'56	12,83,906	51,602	4'02	1,14,28,508	9,07,480	7'94

The figures for the years 1879 to 1890 could not be completed this year.

DIX 30—continued.

Appendix 30.  
Gain or loss.

Income derived by railways which are not guaranteed by the State.

(S. 40 and 47 of Report)

IND WORKED BY NATIVE STATES.															CLASS OF RAILWAYS.
3' 38"															GAUGE.
19 (b)			20 (a)			21 (a)			21 (b)			21 (c)			Class No.
JODHPUR-HIK-NARA (HIK-NARA SECTION).			UDAIPUR-HITOB.			PHAVNAGAR GONDAL-JUNAGAD PARBANDAR			JAINAGAR.			JETALSAR-RAJKOT.			Railway.
Capital outlay.	Net traffic earnings.	Per cent. on capital outlay.	Capital outlay.	Net traffic earnings.	Per cent. on capital outlay.	Capital outlay.	Net traffic earnings.	Per cent. on capital outlay.	Capital outlay.	Net traffic earnings.	Per cent. on capital outlay.	Capital outlay.	Net traffic earnings.	Per cent. on capital outlay.	Calendar year.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
															1879
															1880
															1881
															1882
															1883
															1884
															1885
															1886
															1887
															1888
															1889
															1890
															1891
14,37,706	8,721	0'19	—	—	—	1,71,24,771	4,5,186	2'73	—	—	—	—	—	—	1891
9,48,622	34,004	2'63	—	—	—	1,72,52,030	4,37,976	2'54	—	—	—	7,99,792	—	—	1892
9,63,771	25,735	2'66	7,000	—	—	1,72,22,860	8,88,208	5'16	—	—	—	14,35,593	30,836	3'55	1893
9,69,407	40,447	4'17	2,70,472	—	—	1,73,65,592	7,21,335	4'36	27,000	—	—	14,29,605	61,152	4'08	1894
9,71,084	45,096	4'64	13,19,350	—	—	1,76,00,032	8,21,220	4'67	62,955	—	—	15,03,595	77,148	5'11	1895
9,73,394	75,332	7'73	15,61,721	—	—	1,75,63,325	9,89,274	5'63	14,91,727	—	—	15,29,265	84,238	5'51	1896
9,73,473	65,504	6'73	15,97,040	—	—	1,76,63,652	8,12,051	4'61	22,50,533	28,054	1'29	15,17,463	81,720	5'47	1897
13,14,152	77,516	3'35	17,82,252	61,164	3'43	1,79,55,516	7,02,782	3'98	23,18,495	31,782	1'37	15,78,027	76,057	4'82	1898
18,61,217	1,04,311	3'65	19,92,212	1,04,922	5'27	1,79,56,772	9,25,235	5'16	23,08,558	51,510	2'23	15,83,203	78,725	4'97	1899
13,60,132	1,01,252	3'22	13,80,010	1,35,703	9'31	1,80,00,516	10,10,773	5'62	23,02,432	59,540	2'58	15,71,052	86,214	5'43	1900

They will be furnished in next year's report.

CLASS OF RAILWAYS.	LINES OWNED AND WORKED BY NATIVE STATES.						TOTAL NATIVE STATES LINES.			LINES IN		
	3' 3 1/2"			2' 6"						23 (a)		
	21 (d)			21 (e)								
	DHANBADRA.			MORVI.						WEST OF INDIA PORTUGUESE.		
Calendar year.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879												
1880												
1881												
1882												
1883												
1884												
1885												
1886												
1887												
1888												
1889												
1890												
1891	...	...	...	20,55,599	1,08,617	5'28	8,60,11,514	2,09,458	3'50	1,63,22,130	1,21,583	0'74
1892	...	...	...	21,04,519	1,30,320	6'19	9,19,77,951	3,28,116	3'57	1,61,00,701	11,107	0'07
1893	...	...	...	21,57,365	1,45,731	6'75	10,01,94,719	32,56,647	3'95	1,60,74,516	1,65,069	1'01
1894	...	...	...	22,23,526	1,12,067	6'48	10,51,78,060	46,77,148	4'42	1,53,12,813	1,19,338	0'73
1895	...	...	...	23,09,326	2,00,127	8'34	11,03,11,010	45,19,192	4'74	1,53,31,566	1,11,136	0'09
1896	...	...	...	23,87,315	1,81,021	7'61	11,58,41,053	54,84,723	4'73	1,51,80,414	-78,598	...
1897	5,830	...	...	24,76,757	2,11,643	8'55	12,18,19,065	52,51,907	4'24	1,63,40,168	-1,60,785	...
1898	5,53,589	10,617	1'79	24,79,448	1,63,990	6'61	13,02,01,321	54,25,119	3'90	1,62,07,448	-1,10,143	...
1899	6,06,104	20,978	3'46	25,05,414	1,70,053	6'78	15,60,67,560	67,50,117	4'32	1,62,66,432	1,64,663	1'01
1900	5,86,534	15,924	3'74	27,18,115	1,58,794	5'82	16,09,04,032	78,87,417	...	1,63,29,262	-6,845	...

The figures for the years 1879 to 1890 could not be completed this year.

IX 30—concluded.

some derived by railways which are not guaranteed by the State.

(4 and 47 of Report.)

REIGN TERRITORY.									CLASS: OF RAILWAYS.
3' 31"			24 (d)			TOTAL LINES IN FOREIGN TERRITORY.			Gauge.
24 (c)			24 (d)						Class: No.
KARAIKKAL-PERALAM.			PONDICHERY.						Railway.
Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Calendar year.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
									1879
									1880
									1881
									1882
									1883
									1884
									1885
									1886
									1887
									1888
									1889
									1890
			5,58,543	20,107	3'54	1,68,90,682	1,41,650	0'24	1891
			5,63,543	15,311	2'70	1,68,69,444	26,418	0'16	1892
			5,68,543	18,014	3'17	1,68,43,359	1,83,083	1'09	1893
			5,68,543	18,415	3'24	1,68,81,356	1,37,757	0'82	1894
4,759			5,68,543	22,711	3'99	1,63,05,258	1,34,847	0'79	1895
59,009			5,68,543	17,776	3'13	1,70,07,996	-61,117	...	1896
5,93,037			5,68,543	17,119	3'02	1,75,01,793	-1,43,616	...	1897
7,21,665	7,553	1'09	5,68,543	14,394	2'53	1,75,87,656	-87,896	...	1898
7,25,344	9,937	1'25	5,68,543	21,617	3'80	1,75,90,319	1,95,379	1'11	1899
7,59,715	9,478	1'30	5,63,543	23,183	4'08	1,76,77,520	-34,174	...	1900

They will be furnished in next year's report.

Appendix 31.  
Sterling capital authorised.

Capital authorised to be raised for each Guaranteed railway and State line leased

(Referred to in paragraph)

Classi- fication.	RAILWAYS.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31 <sup>st</sup> DECEMBER 1900.					AMOUNT RAISED BY THE COMPANIES AND THE STATE IN ENGLAND 1900.			
		Share Capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium)	Total.	Share Capital.	Debentures.		Debenture stock.
								Cash received.	Cash received.	
		£	£	£	£	£	£	£	£	
<i>Guaranteed.</i>										
40 (a)	Bombay, Baroda and Central India . . . . .	7,550,300	2,817,400	—	31,051	10,338,751	7,528,628	2,814,080	—	
42 (a)	Madras . . . . .	10,557,630	1,295,300	—	11,030	11,763,960	10,527,630	1,260,719	—	
	Total . . . . .	17,507,930	4,112,700	—	42,081	22,102,711	17,786,258	4,074,799	—	
<i>State lines leased to Companies.</i>										
3	Bengal Central . . . . .	500,000	500,000	—	—	1,000,000	500,000	—	—	
4 (a)	Bengal Nagpur . . . . .	3,000,000	1,615,000	—	8,150	4,623,150	3,000,000	1,524,875	—	
	Do. Extensions . . . . .	—	1,775,000	—	11,450	1,786,450	—	1,770,625	—	
8 (f)	Indian Midland . . . . .	3,000,000	3,154,100	—	6,521	6,160,621	3,000,000	3,141,600	—	
13	Assam-Bengal . . . . .	1,500,000	1,360,000	—	15,386	2,875,386	1,500,000	1,357,750	—	
18 (b)	Lucknow Bareilly section (Rohilkund and Kumaon) . . . . .	—	147,000	—	—	147,000	—	147,000	—	
22 (a)	Southern Mahratta . . . . .	3,500,000	1,093,100	—	30,957	4,524,057	3,491,540	1,092,350	—	
23 (b)	Mysore section (Southern Mahratta) . . . . .	—	—	1,200,000	24,000	1,224,000	—	—	1,200,000	
25	Burma . . . . .	2,000,000	—	—	—	2,000,000	1,797,395	—	—	
	Total . . . . .	13,500,000	9,554,300	1,200,000	96,463	24,450,663	13,489,935	9,114,700	1,200,000	
	GRAND TOTAL . . . . .	31,307,930	13,766,900	1,200,000	138,544	46,413,385	31,276,193	13,189,499	1,200,000	

Details of debenture loans on 31st December 1900 and the dates at which the loans expire:—

*Bombay, Baroda and Central India Railway—*

£			
232,000	2½ per cent.		1st February 1901.
198,000	3 "		8th July 1901.
300,000	3 "		1st January 1902.
100,000	2½ "		5th May 1903.
149,400	2½ "		15th June 1903.
100,500	3 "		8th July 1903.
500,000	2½ "		10th July 1903.
300,000	2½ "		1st April 1904.
100,700	3 "		8th July 1905.
535,000	3 "		1st December 1905.
500,000	2½ "		30th June 1907.
<hr/>			
2,817,400			

*Madras Railway—*

£			
1,78,500	3 per cent.		30th June 1902.
60,000	2½ "		31st December 1902.
200,000	2½ "		31st December 1903.
103,100	2½ "		30th June 1904.
100,000	3 "		31st December 1905.
111,500	3 "		30th June 1906.
140,000	3½ "		30th June 1906.
100,000	3½ "		30th April 1907.
200,000	3½ "		31st October 1907.
8,400	3½ "		31st December 1907.
<hr/>			
1,274,500			



DIX 31.

Appendix 31.  
Sterling capital authorised.

companies, the amount raised and the amount withdrawn to 31st December 1900.

(1 of Report.)

ADVANCED BY THE SECRETARY TO THE 31ST DECEMBER 1900.		AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1900.		Total amount raised to the 31st December 1900.	TOTAL AMOUNT WITHDRAWN TO THE 31ST DECEMBER 1900.		REMARKS.
Capital not bearing interest (premium)-	Advances made to companies from money raised under Act 51, Vict., Cap. V.	Share capital,	Capital not bearing interest (premium).		During calendar year 1900.	Up to the close of calendar year 1900.	
£	£	£	£	£	£	£	
31,051	...	21,672	...	10,395,431	69,746	10,333,137	* 5 per cent.
11,039	...	...	...	11,518,388	201,790	11,490,267	† 5 " " : : : £ 8,757,670 4½ " " : : : 999,960 4½ " " : : : 500,000
42,090	...	21,672	...	21,933,819	271,536	21,823,404	‡ Replaced by advances raised under Act 51, Vict., Cap. 5.
...	300,000	...	...	1,000,000	1,099	983,562	§ 3½ per cent.
8,150	2,760,000	...	...	7,393,025	45,382	7,703,665	4 " "
11,450	...	...	...	1,782,075	618,201	4,750,649	¶ Includes expenditure by the State on the Katni-Umaria Section, which is equivalent to £ 323,590.
6,323	1,345,000	...	...	7,493,123	162,667	8,074,849	** £ 147,000 sterling debentures were issued by the Company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury and at the contract rate is equivalent to a sterling payment of £ 160,837. Expenditure in excess of this capital has been advanced in India.
15,385	...	...	...	2,873,125	374,793	2,687,928	
...	...	...	...	147,000	28,798	345,244	
20,923	2,129,900	8,460	34	6,753,207	33,476	6,718,496	†† Includes capital raised for completion of the Bellary-Kistna Section, and expenditure thereon from the 1st January 1888.
24,000	...	...	...	1,224,000	14,576	1,185,726	
...	...	...	...	1,997,305	564,495	1,989,876	
96,431	6,734,900	8,460	34	20,662,960	1,843,487	24,439,995	‡‡ 3 per cent.
138,321	6,734,900	30,122	34	52,596,779	2,115,023	56,263,399	§§ 2½ " "

## Bengal-Nagpur Railway—

£	Rate	Date
200,000	2½ per cent.	3rd January 1901.
265,600	3 " "	18th February 1902.
1,134,400	4 " "	... 1903.
500,000	3½ " "	10th July 1903.
400,000	2½ " "	21st April 1904.
400,000	3 " "	18th August 1905.
400,000	3 " "	15th June 1906.
<b>2,400,000</b>		

## Indian Midland Railway—

£	Rate	Date
1,000,000	3 per cent.	30th June 1901.
171,200	2½ " "	31st December 1902.
250,000	2½ " "	Ditto
582,900	2½ " "	30th June 1903.
1,000,000	3½ " "	31st December 1903.
150,000	3 " "	30th June 1905.
<b>3,154,100</b>		

## Southern Mahratta Railway—

£	Rate	Date
255,000	3 per cent.	1st October 1901.
100,000	2½ " "	" April 1904.
88,100	3 " "	" October 1905.
600,000	3 " "	" April 1906.
50,000	3½ " "	" October 1907.
<b>1,093,100</b>		

## Assam-Bengal Railway—

£	Rate	Date
500,000	3 per cent.	4th July 1902.
300,000	3½ " "	13th April 1905.
500,000	3½ " "	4th July 1907.
<b>1,300,000</b>		

## Lucknow Bareilly Railway—

£ 147,000 . . . . . 3 per cent. . . . . 1st July 1901.

Appendix 32.  
Budget allotments.

APPEN

Amount allotted to each Railway Administration for expenditure on capital account

(Referred to in para

CLASS: No. RAILWAY.	1 (a) EAST INDIAN.					2 (a) AND (b). EASTERN BENGAL STATE.					3 BIMAR		
	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.
Year.													
1891-92	2,20,000	2,20,000	6,34,000	7,31,147	...	12,05,600	11,65,600	19,57,600	21,87,498	...	3,81,000	3,81,000	2,52,000
1892-93	17,30,000	27,45,000	31,70,000	36,70,500	2'88	19,04,700	20,06,000	17,69,000	13,50,857	35'11	6,30,000	1,31,000	1,20,000
1893-94	72,00,000	27,23,000	54,21,000	54,33,772	...	18,30,000	14,08,000	10,04,000	10,52,438	...	6,52,000	1,35,000	47,000
1894-95	66,20,000	24,00,000	35,41,000	38,84,322	36'97	21,75,000	9,07,000	6,45,000	6,02,680	...	8,58,000	62,000	52,000
1895-96	56,70,000	21,00,000	55,50,000	82,11,142	23'32	13,00,000	12,00,000	14,10,000	14,23,283	...	5,06,000	1,01,000	25,000
1896-97	1,20,00,000	11,22,000	68,00,000	64,04,213	4'81	40,00,000	40,75,000	45,50,000	42,79,050	...	17,47,000	7,15,000	9,04,000
1897-98	1,30,00,000	1,05,00,000	1,20,00,000	1,28,04,201	1'25	69,14,000	71,25,000	49,33,000	26,02,739	...	14,83,000	7,00,000	6,79,000
1898-99	1,50,00,000	1,62,05,000	1,45,00,000	1,23,59,624	5'01	1,07,69,000	66,57,000	20,83,000	33,05,240	8'49	27,10,500	4,20,000	7,21,000
1899-1900	1,82,00,000	1,50,00,000	1,25,00,000	1,08,82,500	22'48	76,40,000	64,07,000	53,45,000	24,50,381	22'82	18,60,000	4,00,000	4,00,000
1900-01	1,27,20,000	1,28,20,000	1,62,70,000	...	2'23	97,60,000	61,56,000	51,05,000	...	23'84	2,63,000	2,30,000	2,30,000
7 (a) AND (b). ODISH AND ROHILKHAND STATE.					8 (a) NORTH WESTERN STATE.					9 (a) GREAT INDIA			
1891-92	6,26,800	6,34,000	7,65,800	5,26,004	...	20,94,000	33,71,000	61,20,000	32,46,228	67'28	20,20,500	40,10,000	11,25,000
1892-93	1,05,60,000	61,85,000	42,70,000	35,29,152	...	1,23,23,000	92,20,700	22,53,000	22,24,207	2'00	22,20,000	21,35,000	4,51,000
1893-94	5,22,400	40,85,000	51,04,000	61,20,616	48'56	1,46,00,000	93,43,000	95,28,800	7,20,108	...	12,24,100	23,81,000	2,08,000
1894-95	31,71,000	22,29,000	27,18,000	25,18,142	56'07	29,01,000	91,21,000	1,31,20,000	1,14,89,243	...	15,38,000	15,01,000	17,23,000
1895-96	44,06,000	20,43,000	30,81,000	28,28,376	...	1,07,00,000	1,33,27,000	1,55,38,000	1,53,73,348	105'20	12,46,000	10,72,000	6,70,000
1896-97	32,75,000	23,34,000	24,77,000	21,21,947	49'76	1,33,03,000	1,37,24,000	1,21,27,000	1,35,72,773	203'88	16,03,000	16,35,000	2,42,000
1897-98	31,10,000	31,10,000	52,72,000	53,83,810	45'03	81,82,000	86,10,000	65,62,000	21,78,432	...	12,00,000	40,47,000	14,24,000
1898-99	32,35,000	33,95,000	34,59,000	44,80,098	128'30	76,67,000	80,46,000	77,21,000	72,18,184	...	42,73,000	63,64,000	30,73,000
1899-1900	71,25,000	54,73,000	56,75,000	59,81,021	33'05	21,09,000	34,24,000	46,77,000	43,87,293	124'61	42,45,000	43,34,000	20,09,000
1900-01	40,26,000	20,38,000	29,79,000	...	26'77	22,49,000	42,28,000	62,82,000	...	128'23	37,69,000	18,50,000	20,21,000
10 (a), (f) AND (j). RAJPUTANA-MALWA.					12 (a) MADRAS.					15 ASSAM			
1891-92	21,00,000	30,60,000	20,13,000	17,13,871	...	10,08,000	12,53,000	22,34,000	12,78,126	...	...	...	10,34,000
1892-93	71,20,000	48,00,000	66,55,000	70,47,073	...	12,54,000	12,63,000	2,04,000	2,48,381	...	25,00,000	1,25,00,000	25,09,000
1893-94	57,00,000	44,20,000	48,82,000	48,60,479	17'28	9,75,624	10,24,000	4,72,000	3,29,210	...	1,22,20,000	1,26,99,000	92,11,000
1894-95	30,45,000	23,20,000	38,34,000	30,50,064	...	11,44,000	6,16,000	3,98,050	1,88,902	...	1,08,24,000	82,95,000	1,07,75,000
1895-96	40,20,000	24,50,000	26,74,000	28,65,244	...	5,99,731	9,61,000	3,41,000	2,20,722	8'55	1,00,58,000	1,47,17,000	1,42,83,000
1896-97	16,40,000	14,44,000	3,47,000	62,693	25'81	8,31,700	5,66,000	6,02,000	4,85,269	...	2,34,55,000	1,75,00,000	1,17,06,000
1897-98	9,52,000	6,55,000	1,50,000	1,27,314	...	11,17,000	12,18,000	2,78,000	2,99,774	...	1,08,55,000	1,33,00,000	1,20,94,000
1898-99	17,41,000	15,00,000	6,69,000	1,15,056	...	26,58,000	20,17,000	9,07,000	7,70,614	...	1,44,15,000	1,15,20,000	1,20,24,000
1899-1900	23,65,000	9,00,000	18,00,000	11,50,566	...	39,06,000	26,04,000	20,26,000	16,08,789	...	1,24,00,000	80,00,000	1,00,26,000
1900-01	20,80,000	12,00,000	27,44,000	...	...	60,73,000	31,00,000	39,39,000	...	...	1,06,92,000	1,16,10,000	91,60,000
19 (c). JODHPUR BIKANER (SHADIPALLI-JODHPUR FRONTIER SECTION).					22 (a) TO (e). SOUTHERN MARRATHA.					24 (a) SOUTH			
1891-92	...	...	...	...	...	14,72,000	23,99,000	29,03,000	17,53,363	15'25	67,16,000	40,80,000	20,00,000
1892-93	...	...	...	...	...	32,76,500	31,83,000	47,88,000	45,60,060	19'03	40,37,500	22,70,000	16,42,000
1893-94	...	...	...	...	...	25,56,000	18,37,000	5,67,000	5,07,468	56'55	26,20,900	11,37,000	7,23,000
1894-95	...	...	...	...	...	8,40,000	14,09,000	7,31,000	6,81,242	...	17,74,000	6,00,000	8,00,000
1895-96	...	...	...	...	...	12,77,000	12,62,000	8,12,000	7,55,237	...	14,96,000	8,50,000	4,50,000
1896-97	...	...	...	...	...	15,01,000	14,78,000	9,20,000	9,04,205	...	6,15,000	5,00,000	1,30,000
1897-98	...	...	25,200	7,087	...	19,70,000	18,07,000	9,22,000	8,17,542	...	8,15,000	5,00,000	2,70,000
1898-99	23,75,000	1,00,000	10,03,000	9,70,558	...	18,65,000	18,20,000	7,95,000	8,12,707	...	14,76,000	18,44,000	20,00,000
1899-1900	24,81,000	9,00,000	10,04,000	9,42,349	...	9,65,000	6,00,000	4,75,000	4,60,852	...	5,00,000	22,00,000	10,03,000
1900-01	17,93,000	10,00,000	3,98,000	...	68'49	12,10,000	6,00,000	6,06,000	...	...	60,00,000	13,00,000	43,12,000

NOTE.—The credit items represent the amounts by which credits under suspense and on account of capital outlay

IX 32.

ring each official year from 1891-92 and the amount actually expended.

(ph 42 of Report).

1891-92.		4 (a) BENGAL-NISPER.					5 EAST COAST STATES.					CLASS: No. RAILWAY.	
Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Particulars.	
													Year.
4,25,061	...	37,07,000	74,00,000	84,85,000	81,68,486	...	1,40,48,000	1,10,30,000	1,15,30,000	1,30,56,508	...	1891-92.	
1,18,013	...	31,81,000	37,12,000	47,68,000	44,30,542	30'23	1,66,15,000	1,08,91,000	1,14,04,000	1,23,40,088	28'58	1892-93.	
28,303	...	20,60,000	23,08,000	13,73,000	11,94,118	...	1,00,04,800	91,85,000	99,73,000	97,64,893	174'81	1893-94.	
88,730	...	8,78,000	6,43,000	2,16,000	3,38,482	...	99,66,000	76,10,000	78,55,000	83,21,931	90'71	1894-95.	
55,662	...	7,07,000	6,94,000	29,08,000	21,12,011	...	53,00,000	53,00,000	87,30,000	87,63,511	137'37	1895-96.	
3,56,582	...	1,55,84,000	1,69,84,000	1,55,77,000	1,57,69,396	...	8,03,78,000	99,78,000	1,15,66,000	1,10,42,010	47'15	1896-97.	
6,87,068	...	1,87,12,000	1,12,84,000	1,04,00,000	1,24,68,140	...	1,06,30,000	1,05,30,000	90,73,000	89,48,642	2'66	1897-98.	
6,16,268	...	2,37,96,000	2,07,00,000	1,86,10,000	1,84,49,088	32'53	85,18,000	90,44,000	89,58,000	88,66,098	232'32	1898-99.	
1,07,764	...	1,35,10,000	1,77,00,000	1,77,00,000	1,70,79,994	5'75	29,55,000	27,00,000	30,05,000	29,09,719	...	1899-1900.	
...	...	1,47,72,000	1,05,00,000	81,04,000	...	92'54	34,29,000	14,00,000	11,40,000	...	7'16	1900-01.	
(c). MIRJOLA.		9 (f) AND (j). INDIAN MIDLAND.					10 (a). BOMBAY, BARODA AND CENTRAL INDIA.						
22,37,223	...	31,06,800	30,93,000	23,10,000	27,12,111	...	5,86,000	5,86,000	3,80,000	2,63,533	...	1891-92.	
7,28,315	...	20,38,000	21,88,000	14,37,000	12,37,184	...	2,09,000	2,09,000	2,53,000	1,71,103	...	1892-93.	
4,80,982	...	16,40,800	21,46,000	11,48,000	8,78,558	...	12,50,000	12,05,000	10,55,000	9,40,633	...	1893-94.	
16,58,330	...	12,90,810	22,07,000	9,28,000	7,48,712	...	15,95,000	9,75,000	17,70,000	16,66,198	...	1894-95.	
8,09,796	...	3,50,700	2,86,000	8,89,000	4,86,315	1'77	30,40,000	25,30,000	28,13,000	27,55,585	...	1895-96.	
4,00,499	1'07	1,00,66,000	96,07,000	68,14,000	70,19,372	...	39,75,000	47,11,000	31,02,000	28,82,994	...	1896-97.	
15,62,812	...	33,55,000	26,01,000	20,24,000	20,12,399	47'83	50,00,000	67,16,000	27,00,000	25,51,368	...	1897-98.	
28,97,021	...	33,00,000	20,10,000	20,84,000	19,24,558	68'21	53,50,000	66,43,000	45,91,000	40,21,367	...	1898-99.	
28,74,539	19'00	19,39,000	17,50,000	23,48,000	20,97,374	...	49,00,000	41,00,000	51,81,000	41,49,383	...	1899-1900.	
...	31'06	22,45,000	7,50,000	17,79,000	...	...	41,50,000	10,00,000	13,98,000	...	...	1900-01.	
1891-92.		17 (b). BENGAL AND NORTH WESTERN (TIROOET SECTION).					18 (b). ROHILKHAND AND KUMAON (LUCKNOW-BAREILLY SECTION).						
4,79,768	...	6,90,000	6,00,000	4,65,900	3,60,114	12'51	2,10,000	2,00,000	2,19,000	6,85,670	57'55	1891-92.	
31,14,284	...	3,40,000	2,25,000	12,40,000	12,46,004	...	2,00,000	2,63,000	3,20,000	2,69,687	23'50	1892-93.	
26,50,636	...	3,06,500	1,03,000	1,83,000	1,24,598	...	2,20,000	4,41,000	2,78,000	2,10,265	7'37	1893-94.	
1,66,51,385	...	10,36,000	8,00,000	5,05,000	3,58,104	...	2,75,000	3,50,000	1,66,000	1,11,826	1'75	1894-95.	
37,30,608	158'90	7,71,000	7,00,000	6,03,000	5,08,239	...	2,10,000	2,05,000	3,08,000	2,69,454	...	1895-96.	
15,35,581	201'73	4,06,000	43,25,000	24,41,000	16,59,324	...	4,06,000	3,43,000	2,37,000	2,66,608	...	1896-97.	
18,24,159	...	73,11,000	71,00,000	53,50,000	47,24,254	...	8,25,000	2,28,000	4,48,000	3,57,554	...	1897-98.	
24,72,607	8'82	59,50,000	62,80,000	40,70,000	34,38,341	...	2,20,000	1,50,000	1,53,000	1,28,139	...	1898-99.	
21,54,508	20'31	35,01,000	24,00,000	20,00,000	38,77,918	73'47	1,60,000	69,000	69,000	2,069	...	1899-1900.	
...	142'20	47,86,000	33,38,000	50,88,000	...	92'18	1,12,000	3,74,000	3,74,000	...	...	1900-01.	
1891-92.		25 BURMA.											
17,69,325	203'78	53,11,000	54,14,000	57,46,100	55,31,390	39'05	...	...	...	...	...	1891-92.	
20,26,137	...	83,40,000	53,89,500	51,11,000	49,85,645	99'46	...	...	...	...	...	1892-93.	
7,50,345	...	54,76,400	43,82,000	33,13,800	33,39,971	12'89	...	...	...	...	...	1893-94.	
1,83,032	...	36,31,000	36,28,000	33,93,000	33,48,504	15'46	...	...	...	...	...	1894-95.	
3,82,340	...	15,54,700	11,11,000	16,09,000	16,71,732	141'07	...	...	...	...	...	1895-96.	
1,49,537	...	8,75,000	76,28,000	71,53,000	66,22,514	...	...	...	...	...	...	1896-97.	
3,01,266	...	77,10,000	77,10,000	55,16,000	51,35,328	50'00	...	...	...	...	...	1897-98.	
19,58,798	...	99,50,000	1,00,00,000	79,00,000	78,06,664	...	...	...	...	...	...	1898-99.	
10,18,003	4'49	1,28,13,000	80,00,000	78,00,000	78,14,726	57'21	...	...	...	...	...	1899-1900.	
...	1'45	1,02,85,000	68,00,000	97,85,000	...	130'66	...	...	...	...	...	1900-01.	

transferred from one railway system to another exceed the amounts allotted and expended on works of construction.

ADMINISTRATION BY WHICH WORKED.		EAST INDIAN RAILWAY.					EASTERN BENGAL			
NAME OF RAILWAY.		EAST INDIAN.	DELHI-UMBALLA-KALKA.	SOUTH BEHAR.	TARKEESUR.	KALKA-SIMLA.	EASTERN AND SOUTHERN SECTIONS	NORTHERN AND BEHAR SECTIONS.		
Classification Number.		1 (a)	1 (b)	1 (c)	1 (d)	1 (f)	2 (a)	2 (b)		
Gauge.		5' 6"		5' 0"	5' 6"	5' 0"	5' 6"	3' 3 1/2" and 2' 6"		
Item.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	Under construction.
<b>LENGTH OF LINE.</b>										
(a)	Single track . . . Miles.	1,362'68	151'13	162'24	78'76	22'23	58'00	155'83†	489'08	52'28
(b)	Double " . . . "	477'64	"	"	"	"	"	112'21	"	"
(c)	<b>TOTAL MILEAGE</b> . . . "	<b>1,840'32</b>	<b>151'13</b>	<b>162'24</b>	<b>78'76</b>	<b>22'23</b>	<b>58'00</b>	<b>268'04</b>	<b>489'08</b>	<b>52'28</b>
<b>Outlay—</b>										
1	Purchase of line . . . Re.	37,20,000	"	"	"	"	"	4,41,55,749	"	"
2	Overdrawn Capital . . . "	26,45,269	"	"	"	"	"	4,24,483	"	"
3	Expenditure incurred since purchase . . . "	10,31,25,273	"	"	"	"	"	3,60,70,808	"	"
4	<b>TOTAL outlay on railway to end of 1900—</b>									
	Sum of 1 to 3 . . . Re.	} 47,77,70,544 {	} 28,48,852 {	} 1,53,15,467 {	} 1,23,15,110 {	} 17,84,166 {	} 13,18,465 {	} 8,06,51,034 {	} 4,33,59,490 {	} 39,13,273 {
	" XIX & XX . . . "									
I	Preliminary expenses . . . "	15,39,105	1,81,096	8,07,400	7,46,511		3,41,892		1,07,023	5,04
II	Land . . . . . "	28,28,861	1,00,275				43		13,48,719	45,200
III	Formation . . . . . "	2,33,55,885	3,43,339	} 39,39,436 {	7,51,359		1,07,459		34,25,900	2,23,080
IV	Bridgework . . . . . "	7,62,22,154	6,47,083		37,18,223		4,144		77,72,068	20,84,909
V	Fencing . . . . . "	38,28,986	3,124		83,282				11,48,673	7,113
VI	Electric telegraph . . . . . "	29,82,766	"						7,210	"
VII	Ballast and permanent-way . . . . . "	11,30,16,120	10,89,384	71,41,670	37,30,861		805		1,06,32,890	8,71,731
VIII	Stations and buildings . . . . . "	4,11,58,268	61,386	13,54,689			2,527		49,33,943	1,27,689
IX	Colliery works . . . . . "	18,81,414	"		7,00,309				"	"
X	Plant . . . . . "	57,07,262	89,365	2,38,838	7,06,249		6,442		12,79,714	2,57,852
XI	Rolling-stock . . . . . "	9,89,52,706	"	"	"		"		74,25,708	68,632
XII	General charges . . . . . "	5,56,33,742	2,43,800	10,35,356	7,66,922		1,94,826		30,41,502	2,19,917
XIII	Exchange . . . . . "	"	"	"	"		"		9,31,358	"
XIV	<b>TOTAL OF I TO XIII</b> . . . . . "	<b>42,71,07,469</b>	<b>28,48,852</b>	<b>1,45,37,387</b>	<b>1,12,03,716</b>	<b>17,84,166</b>	<b>7,48,138</b>	<b>6,71,31,429</b>	<b>4,21,39,708</b>	<b>39,13,273</b>
XV	Ferries, etc. . . . . "	13,18,722	"	"	"	"	"	15,77,073	12,20,782	"
XVI	Suspense . . . . . "	1,27,87,382	"	-2,07,331	75,777	"	5,27,868	30,22,388	"	"
XVII	Sundries . . . . . "	14,26,384*	"	9,85,411	10,35,617	"	42,459	"	"	"
XVIII	<b>TOTAL items XV to XVII</b> . . . . . "	<b>1,55,32,488</b>	<b>"</b>	<b>7,78,080</b>	<b>11,11,394</b>	<b>"</b>	<b>5,70,327</b>	<b>45,99,461</b>	<b>12,20,782</b>	<b>"</b>
XIX	<b>GRAND TOTAL expenditure in construction of railway (XIV + XVIII).</b> . . . . . "	<b>44,26,39,957</b>	<b>28,48,852</b>	<b>1,53,15,467</b>	<b>1,23,15,110</b>	<b>17,84,166</b>	<b>13,18,465</b>	<b>7,17,30,890</b>	<b>4,33,59,490</b>	<b>39,13,273</b>
XX	Amount paid in premia, &c. . . . . "	3,51,30,587	"	"	"	"	"	89,80,144	"	"

\* Includes Rs. 9,75,428 on account of surplus stores less sale proceeds from same.  
† Excludes 6 miles constructed but not worked.

NOTE.—The total outlay borne against the capital account of

... distributed over main heads of expenditure.

(of Report.)

STATE RAILWAY.				BENGAL CENTRAL	BENGAL-NAGPUR RAILWAY.			EAST COAST.	CALCUTTA PORT COMMISSIONERS.	ODDH AND ROHILKHAND STATE RAILWAY.			Item.
DACC SECTION.	BRAHMA-PUTRA-SULTAN-PUR.	MYMEN-SINGH-JAMALPUR-JAGANNATH-GANJ.	COOCH BEHAR.		BENGAL-NAGPUR.		RAIPUR-DHAM-TARI.			ODDH AND ROHILKHAND.	HARD-WAR-DHRA.	CANNING-BURHWAL METRE GAUGE LINK.	
2 (b).	2 (c)	2 (d)	2 (e)	3	4 (a).	4 (b)	5	6	7 (a)	7 (b)	7 (c)		
3' 31"	3' 31"	3' 31"	2' 6"	3' 6"	5' 6"	2' 6"	5' 6"	5' 6"	5' 6"	5' 6"	3' 31"		
Open line.	Open line	Open line	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.		
85'92	59'19	53'37	33'78	125'01	1,212'21	† 119'27	56'24	803'33	7'04	1,037'53	32'04	79'60	(a)
...	...	...	...	...	14'25	...	...	4'21	1'49	...	...	...	(b)
85'92	59'19	53'37	33'78	125'01	1,226'46	119'27	56'24	807'57	8'53	1,037'53	32'04	79'60	(c)
...	...	...	...	...	...	...	...	...	...	10,33,60,490	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3,06,25,473	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	4
72,73,446	24,20,811	18,78,395	12,83,906	1,26,95,033	17,08,88,046	20,27,289	12,59,269	8,80,71,731	73,81,086	13,39,85,963	25,67,093	25,10,294	
1,27,561	14,979	4,324	11,508	1,48,152	17,93,069	2,364	11,127	5,27,300	30,553	12,89,171	20,654	31,729	I
5,33,296	...	...	14,435	41,760	54,60,320	12,67,453	5,274	23,77,261	41,82,516	7,29,227	...	94,804	II
6,99,264	4,02,685	1,46,150	1,57,613	7,56,724	2,14,14,792	1,44,482	81,043	85,57,653	1,25,948	44,26,505	6,14,239	1,37,459	III
5,89,990	3,84,680	1,54,932	3,39,868	14,47,827	4,12,90,185	1,38,510	67,596	2,31,06,490	4,28,033	3,20,10,433	5,67,226	2,65,770	IV
1,09,010	12,976	33,761	2,599	4,09,083	7,20,686	4,319	364	6,33,637	53,509	28,08,767	50,803	2,56,390	V
...	...	...	1,825	...	...	...	...	3,142	...	46,129	...	...	VI
18,06,122	12,88,568	11,23,582	3,68,029	45,04,558	4,86,19,437	2,36,248	6,34,659	2,79,46,359	9,82,160	3,72,09,080	8,75,375	12,16,118	VII
13,16,006	...	...	76,598	11,60,546	1,04,79,759	1,31,594	47,294	53,23,141	4,43,906	1,32,50,710	1,94,769	4,01,043	VIII
...	1,26,027	2,27,615	...	...	...	...	...	...	...	...	...	...	IX
2,24,721	25,975	29,739	13,713	3,72,013	35,71,483	54,606	9,397	18,58,989	...	26,50,316	24,652	4,760	X
11,98,665	...	...	1,78,912	28,45,373	2,17,85,192	...	3,21,552	98,04,661	8,05,478	1,70,49,012	...	...	XI
1,63,311	1,48,192	79,903	78,046	7,35,829	1,01,37,746	47,713	80,963	57,67,231	28,983	98,03,725	2,18,451	1,02,986	XII
3,05,500	...	...	...	...	6,53,185	...	...	...	...	...	...	...	XIII
72,73,446	24,04,082	18,00,006	12,63,146	1,24,22,765	16,59,15,854	20,27,289	12,59,269	8,59,95,894	73,81,086	12,13,65,075	25,66,169	25,11,059	XIV
...	...	68,020	3,618	...	1,38,170	...	...	4,86,078	...	...	...	...	XV
...	16,729	9,315	17,142	1,70,596	48,34,022	...	...	15,89,759	...	18,86,882	924	...	XVI
...	...	1,054	...	1,03,054	...	...	...	...	...	-1,69,382	...	-765	XVII
...	16,729	78,389	20,760	2,73,650	49,72,192	...	...	20,75,837	...	17,19,500	924	-765	XVIII
72,73,446	24,20,811	18,78,395	12,83,906	1,26,96,415	17,08,88,046	20,27,289	12,59,269	8,80,71,731	73,81,086	12,30,84,575	25,67,093	25,10,294	XIX
...	...	...	...	...	...	...	...	...	...	1,09,01,388	...	...	XX

Railway, i.e., for lines open and lines under construction, is shown in Appendix 30.

\* Expenditure on the Pattipooker branch (2'68 miles under construction) is not recorded separately.

† Work on 114'77 miles not yet commenced.

## Capital outlay on each railways to the close of the year

(Referred to in paragraph

ADMINISTRATION BY WHICH WORKED.		NORTH WESTERN STATE						
NAME OF RAILWAY.		NORTH-WESTERN.			SOUTHERN PUNJAB.	RÁJPURA BHATINDA	HYDERABAD SHADIPALLI	
Classification No.		B (a)			B (b)	B (c)	B (d)	
Gauge.		5' 6"			5' 5"	5' 6"	5' 6"	
Item.	Length of railway and main head of expenditure.	Open line.			Under construction.	Open line.	Open line.	Open line.
		Military section.	Commercial section.	Total.	Hyderabad-Kabuki.			
<b>LENGTH OF LINE.</b>								
(a)	Single track . . . . . Miles.	969'88	1,865'30	2,845'31 <sup>a</sup>	6'04	423'93	107'05	55'33
(b)	Double ,, . . . . . ,,	60'36	110'13	170'49	—	—	—	—
(c)	<b>TOTAL MILEAGE</b> . . . . . ,,	1,030'24	1,975'43	3,016'80 <sup>a</sup>	6'04	423'93	107'05	55'33
<b>Outlay—</b>								
1	Purchase of line . . . . . Rs.	—	—	14,00,91,244	—	—	—	—
2	Overdrawn Capital . . . . . ,,	—	—	23,70,470	—	—	—	—
3	Expenditure incurred since purchase . . . . . ,,	—	—	38,33,10,978	—	—	—	—
4	<b>TOTAL outlay on railway to end of 1900—</b>							
	Sum of 1 to 3 . . . . . ,,	15,88,57,505	36,74,15,207	52,62,72,719	—	—	—	—
	„ XIX and XX . . . . . ,,				3,37,933	2,26,57,063	67,05,785	18,61,093
I	Preliminary expenses . . . . . ,,	12,53,534	29,88,310	42,41,844	—	12,91,166	59,422	36,345
II	Land . . . . . ,,	10,25,606	23,17,748	33,43,444	4,110	—	46,404	25,995
III	Formation . . . . . ,,	3,92,09,896	2,78,01,605	6,70,11,591	32,189	11,08,693	2,75,955	1,41,863
IV	Bridgework . . . . . ,,	3,59,39,757	7,03,76,776	10,63,16,533	1,02,685	8,21,843	5,37,820	2,75,131
V	Fencing . . . . . ,,	6,76,395	71,36,939	78,13,444	21,112	1,86,198	—	19,977
VI	Electric telegraph . . . . . ,,	86,305	7,98,396	8,84,701	—	—	2,04,472	—
VII	Ballast and permanent-way . . . . . ,,	4,47,77,763	9,37,85,292	13,87,63,155	1,60,425	1,42,27,583	41,57,854	10,24,361
VIII	Stations and buildings . . . . . ,,	1,03,59,541	3,54,76,160	4,58,35,701	105	—	10,72,746	1,20,930
IX	Colliery works . . . . . ,,	—	—	—	—	23,47,372	—	—
X	Plant . . . . . ,,	22,27,526	77,43,782	99,71,308	2,369	60,308	22,433	19,519
XI	Rolling-stock . . . . . ,,	1,12,94,898	5,33,32,372	6,46,27,470	—	—	—	3,577
XII	General charges . . . . . ,,	74,62,436	2,45,02,339	3,19,64,775	14,938	15,65,613	2,68,589	1,17,479
XIII	Exchange . . . . . ,,	40,79,560	46,38,856	87,18,416	—	—	—	—
XIV	<b>TOTAL OF I TO XIII</b> . . . . . ,,	15,85,93,417	33,08,98,965	48,94,92,382	3,37,933	2,16,11,976	67,05,785	18,34,187
XV	Ferries . . . . . ,,	2,64,088	4,40,285	7,04,373	—	—	—	26,906
XVI	Suspense . . . . . ,,	—	1,08,29,167	1,08,29,167	—	49,644	—	—
XVII	Sundries . . . . . ,,	—	59,95,088	59,95,088	—	9,95,443	—	—
XVIII	<b>TOTAL items XV to XVII</b> . . . . . ,,	2,64,088	1,72,64,540	1,75,28,628	—	10,45,087	—	26,906
XIX	<b>GRAND TOTAL expenditure in construction of railway (XIV + XVIII).</b>	15,88,57,505	34,81,63,505	50,70,21,010	3,37,933	2,26,57,063	67,05,785	18,61,093
XX	Amount paid in premia, &c. . . . .	—	1,92,51,702	1,92,51,702	—	—	—	—

<sup>a</sup> Includes Peshawar-Jamrood extension.

NOTE.—The total outlay borne against the capital account of the

X 33—contd.

... distributed over main heads of expenditure—contd.

(Report).

RAILWAY.				GREAT INDIAN PENINSULA RAILWAY,									Item.
MMU & JAMMU & KASHMIR NATIVE STATE (SECTION).	NEWSHERA-DARGAL.	LUDHIANA-DHURI-JAKHAL.	KHUSHAL-GARH KOHAT-THAL.	GREAT INDIAN PENINSULA.	KHANGAON.	AMRAOTI.	INDIAN MIDLAND.	BINA-GOONA BARAN.	BHOPAL UJJAIN.	BHOPAL-ITARSU.	GWALIOR LIGHT.		
8 (e)	8 (f)	8 (g)	8 (h)	9 (a) to (c)	9 (d)	9 (e)	9 (f)	9 (g)	9 (h)	9 (i)	9 (j)		
5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	2' 0"		
Open line.	Under construction.	Under construction.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.		
15'92	40'44	79'61	88'12	1,086'02	7'55	5'44	796'25	145'59	113'27	57'39	126'14	(a)	
...	...	...	...	461'92	...	...	...	...	...	...	...	(b)	
15'92	40'44	79'61	88'12	1,547'94	7'55	5'44	796'25	145'59	113'27	57'39	126'14	(c)	
...	...	...	...	40,78,15,679	...	...	...	...	...	...	...	I	
...	...	...	...	25,81,416	...	...	...	...	...	...	...	2	
...	...	...	...	1,73,76,232	...	...	...	...	...	...	...	3	
9,60,492	15,73,036	23,25,207	2,537	12,77,73,327	5,22,150	4,54,418	10,31,35,002	1,00,21,605	76,88,020	73,87,339	27,10,557	4	
23,934	28,661	36,390	195	10,47,166	369	11,799	9,95,314	92,220	91,758	...	13,857	I	
...	15,574	...	...	...	1,116	2,450	9,32,948	2,267	2,771	15,543	...	II	
34,955	50,045	1,90,519	...	11,61,11,326	44,036	20,377	1,00,62,195	13,89,215	8,07,815	15,88,771	5,32,619	III	
1,35,428	1,20,685	1,96,014	...	...	57,634	62,106	2,35,84,430	21,12,572	17,33,768	19,68,131	1,32,302	IV	
2,176	4,517	22,150	...	...	7,366	11,699	26,11,592	2,75,300	82,366	2,12,821	3,607	V	
170	...	...	...	18,13,689	...	...	16,855	2,156	28,534	414	...	VI	
5,66,608	6,03,913	5,47,122	...	7,54,56,428	3,10,958	2,43,839	3,36,84,893	46,99,418	37,62,335	23,83,482	14,12,268	VII	
1,31,441	73,331	1,35,693	...	3,83,93,717	...	...	88,20,541	5,48,203	4,61,276	8,57,640	1,33,741	VIII	
...	...	...	...	...	53,602	54,425	...	...	...	...	...	IX	
5,336	1,09,556	37,863	24	4,57,58,955	3,433	3,016	13,16,291	53,440	18,557	42,774	25,894	X	
...	3,91,169	...	...	...	11,669	8,642	1,46,40,880	22,259	...	55,651	1,92,876	XI	
60,444	65,803	1,76,834	2,218	2,09,46,859	31,967	29,709	39,60,398	8,18,354	6,95,840	3,62,112	1,17,779	XII	
...	...	...	...	8,14,432	...	...	2,52,050	...	...	...	...	XIII	
9,60,492	14,73,336	13,42,635	2,437	30,03,47,572	5,22,150	4,48,112	10,08,78,387	1,00,15,409	76,88,020	73,87,339	25,65,005	XIV	
...	8,663	...	...	...	...	...	...	...	...	...	...	XV	
...	91,037	9,82,573	100	49,84,144	...	6,306	19,14,894	...	...	...	1,45,552	XVI	
...	...	...	...	...	...	...	3,41,721	6,196	...	...	...	XVII	
...	99,700	9,82,572	100	49,84,144	...	6,306	22,56,615	6,196	...	...	1,45,552	XVIII	
9,60,492	15,73,036	23,25,207	2,537	30,53,31,716	5,22,150	4,54,418	10,31,35,002	1,00,21,605	76,88,020	73,87,339	27,10,557	XIX	
...	...	...	...	12,24,41,611	...	...	...	...	...	...	...	XX	

Railway, i. e., for lines open and lines under construction, is shown in Appendix 30.

Appendix 33.  
Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraph

APPEN

ADMINISTRATION BY WHICH WORKED.		BOMBAY, BARODA AND							
NAME OF RAILWAY.		AGRA-DELHI CHORD.	BOMBAY, BARODA AND CENTRAL INDIA.	TÁPTI VALLEY.	GARKWAR'S PETLÁD.	NÁGDÁ-UJJAIN.	GODHRA-RUTLAM-NÁGDÁ.	RAJPUTANA-MALWA.	GARKWAR'S MEHARÁ.
Classification No.			10 (a)	10 (b)	10 (c)	10 (d)	10 (e)	10 (f)	10 (g)
Gauge.		3' 6"	3' 6"	5' 6"	3' 6"	3' 6"	3' 6"	3' 3½"	3' 3½"
Length of railway and main heads of expenditure.		Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.
LENGTH OF LINE.									
(a)	Single track . . . . . miles	121'16	258'34	155'45	13'35	34'32	141'14	1,670'30	92'6
(b)	Double „ . . . . . „	...	202'56	...	...	...	...	1'14	...
(c)	TOTAL MILEAGE . . . . . „	121'16	460'90	155'45	13'35	34'32	141'14	1,677'64	92'6
Outlay—									
1	Purchase of line . . . . . Rs.	...	...	...	...	...	...	...	...
2	Overdrawn Capital . . . . . „	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase „	...	...	...	...	...	...	...	...
4	TOTAL outlay on railway to end of 1900—								
	Sum of 1 to 3 . . . . . „	...	...	...	...	...	...	...	...
	„ XIX and XX . . . . . „	1,00,606	11,69,02,449	1,28,31,291	7,52,097	22,29,753	1,77,43,191	13,53,82,020	33,01,950
I	Preliminary expenses . . . . . „	45,374		4,17,812	7,691	10,938	1,80,184	22,71,381	13,320
II	Land . . . . . „	45,943		...	...	...	35,570	14,12,096	...
III	Formation . . . . . „	4,470		26,14,670	...	1,76,391	60,87,219	73,67,158	3,04,894
IV	Bridgework . . . . . „	...		25,20,887	94,058	4,61,322	41,32,900	2,17,01,381	5,71,256
V	Fencing . . . . . „	...		61,107	...	14,581	2,70,371	31,30,054	61,330
VI	Electric telegraph. . . . . „	...		3,264	...	603	4,065	...	...
VII	Ballast and permanent way . . . . . „	...		44,97,211	4,33,413	13,06,646	46,95,562	3,81,08,155	16,80,960
VIII	Stations and buildings . . . . . „	...		8,04,307	1,66,948	88,720	14,88,255	1,88,87,920	4,47,094
IX	Colliery works . . . . . „	...		...	...	...	...	...	...
X	Plant . . . . . „	...		54,982	...	1,729	60,678	30,64,515	33,193
XI	Rolling-stock . . . . . „	...		...	...	...	...	2,17,18,889	20,595
XII	General charges . . . . . „	4,819		9,98,142	38,294	1,68,823	7,88,387	83,48,425	1,69,308
XIII	Exchange . . . . . „	...		...	...	...	...	49,08,971	...
XIV	TOTAL OF I TO XIII . . . . . „	1,00,606	11,27,63,363	1,19,72,382	7,40,704	22,29,753	1,77,43,191	13,00,78,935	33,01,950
XV	Ferries . . . . . „	...	...	...	...	...	...	...	...
XVI	Suspense . . . . . „	...	41,39,086	1,79,730	11,393	...	...	44,03,085	...
XVII	Sundries . . . . . „	...	...	6,79,179	...	...	...	...	...
XVIII	TOTAL items XV to XVII . . . . . „	...	41,39,086	8,58,909	11,393	...	...	44,03,085	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . . .	1,00,606	11,69,02,449	1,28,31,291	7,52,097	22,29,753	1,77,43,191	13,53,82,020	33,01,950
XX	Amount paid in premia, &c. . . . .	...	...	...	...	...	...	...	...

\* Commencement of work as a railway project not yet authorized.  
† Includes State outlay of Rs. 8,08,405 on the Patil branch.  
‡ Includes 26'28 miles of mixed gauge between Bhatinda and Kot Kapura and 28'08 miles of 3' 6" gauge between Kot Kapura and Ferozepore.

NOTE.—The total outlay borne against the capital account of each



IX 33—contd.

100 distributed over main heads of expenditure—contd.

(of Report.)

CENTRAL INDIA RAILWAY.							NIZAM'S GUARANTEED STATE RAILWAY.			Item.	
AHMEDA- BAD- PARANTIJ	PALANPUR- DEESA.	GAEKWAR'S DABHOI.	RAJPIPLA.	PETLAD- CAMBAY.	JAIPUR.	VIJAPUR- KALOL.	NIZAM'S GUARANTEED STATE.	BEZWADA EXTENSION.	HYDERABAD- GODAVARI VALLEY.		
10 (h)	10 (i)	10 (j)	10 (k)	10 (l)	10 (m)	10 (n)	11 (a)	11 (b)	11 (c)		
3' 3 1/2"	3' 3 1/2"	2' 6"	2' 6"	5' 6"	3' 3 1/2"	3' 3 1/2"	5' 6"	5' 6"	3' 3 1/2"		
Open line.	Open line	Open line.	Open line.	Under construction.	Under construction.	Under construction.	Open line.	Open line.	Open line.		
54'59	17'28	78'80	37'37	20'75	72'85	29'60	330'13	20'58	385'23	(a)	
...	...	...	...	...	...	...	...	...	...	(b)	
54'59	17'28	78'80	37'37	20'75	72'85	29'60	330'13	20'58	385'23	(c)	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	2	
...	...	...	...	...	...	...	...	...	...	3	
...	...	...	...	...	...	...	...	...	...	4	
19,55,305	4,18,264	21,17,528	13,10,159	8,42,540	7,33,467	29,885	4,17,49,124	15,02,618	2,31,94,817		
64,565	1,973	36,926	14,935	7,732	3,213	4,860	Details not available.	15,319	4,26,091	I	
14,305	...	4,07,384	...	...	...	...		47,109	...	...	II
1,30,634	64,414		1,28,515	64,614	1,67,812	654		1,83,329	31,64,065	...	III
2,76,400	59,429		3,93,159	34,806	2,52,613	...		...	1,62,007	30,26,191	IV
20,482	10,037	14,919	1,556	3,673	...	...		19,336	1,63,463	V	
1,567	...	63	666	...	...	...		...	...	VI	
10,01,963	2,09,667	9,50,889	4,53,452	6,52,655	1,14,262	...		6,19,888	66,33,106	VII	
1,83,973	51,175	2,64,241	94,947	22,418	1,21,001	2,000		3,08,307	17,47,734	VIII	
...	...	...	...	...	...	...		...	...	...	IX
12,079	6,672	8,489	7,770	3,804	6,690	2,348		9,464	2,97,876	X	
...	...	2,83,109	1,34,897	...	...	...		20,394	22,93,207	...	XI
1,58,699	14,897	1,40,199	64,056	21,243	45,942	20,023		1,17,275	16,95,258	...	XII
...	...	...	...	...	...	...		...	...	...	XIII
18,64,567	4,18,264	20,91,300	13,08,216	8,08,918	7,15,206	29,885	4,12,26,106	15,02,618	1,94,48,991	XIV	
...	...	...	...	...	...	...	...	...	...	XV	
16,979	...	26,228	1,943	33,622	18,261	...	5,23,018	...	3,32,332	XVI	
73,759	...	...	...	...	...	...	...	...	34,13,594	XVII	
90,738	...	26,228	1,943	33,622	18,261	...	5,23,018	...	37,45,826	XVIII	
19,55,305	4,18,264	21,17,528	13,10,159	8,42,540	7,33,467	29,885	4,17,49,124	15,02,618	2,31,94,817	XIX	
...	...	...	...	...	...	...	...	...	...	XX	

Railway, i.e., lines open and lines under construction, is shown in Appendix 30.

Appendix 33.  
Capital outlay.APPENDIX  
Capital outlay on each railway to the close of the year

(Referred to in paragraph)

ADMINISTRATION BY WHICH WORKED.		MADRAS RAILWAY.				BENGAL DOOARS RAILWAY.				
NAME OF RAILWAY.		MADRAS.		KALAR (OLD FIELDS.	NILGIRI.	SHORANUR- COCHIN.	BENGAL DOOARS.	BENGAL DOOARS EXTENSIONS.		
Classification Number.		12 (a)		12 (b)	12 (c)	12 (d)	13 (a)		13 (b)	
Gauge.		3' 6"		3' 6"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"		3' 3 1/2"	
Item.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Open line.	Under construction.	Open line.	Open line.	Under construction.	
<b>LENGTH OF LINE.</b>										
(a)	Single track . . . . . Miles.	802'02	59'75	10'00	16'90	64'68	36'40	66'00	30'96	
(b)	Double " . . . . . "	42'40	...	...	...	...	...	...	...	
(c)	<b>TOTAL MILEAGE</b> . . . . . "	<b>844'42</b>	<b>59'75</b>	<b>10'00</b>	<b>16'90</b>	<b>64'68</b>	<b>36'40</b>	<b>66'00</b>	<b>30'96</b>	
<b>Outlay—</b>										
1	Purchase of line . . . . . Ra.	...	...	...	...	...	...	...	...	
2	Overdrawn Capital . . . . . "	...	...	...	...	...	...	...	...	
3	Expenditure incurred since purchase.	...	...	...	...	...	...	...	...	
4	<b>TOTAL outlay on railway to end of 1900—</b>									
	Sum of 1 to 3 . . . . . "	...	...	...	...	...	...	...	...	
	" XIX and XX . . . . . "	12,30,87,725	31,94,644	10,77,901	48,96,490	28,47,394	26,42,693	31,91,684	15,19,948	
I	Preliminary expenses . . . . . "			6,268		50,218	1,66,849	1,12,164	87,312	
II	Land . . . . . "			19,102		...	...	...	...	
III	Formation . . . . . "					3,46,643	3,52,655	1,70,178	1,57,134	
IV	Bridgework . . . . . "					3,02,860	3,70,352	65,077	3,39,991	
V	Fencing . . . . . "					3,992	1,783	4,351	490	
VI	Electric telegraph . . . . . "					...	...	...	...	
VII	Ballast and permanent way . . . . . "			3,26,626		3,33,017	7,18,803	8,69,036	2,22,594	
VIII	Stations and buildings . . . . . "			91,750		1,168	1,96,381	1,28,791	46,119	
IX	Colliery works . . . . . "			...		...	...	...	...	
X	Plant . . . . . "			7,093		1,07,573	11,363	51,150	72,168	
XI	Rolling-stock . . . . . "			...		...	3,84,948	3,58,534	2,82,719	
XII	General charges . . . . . "			39,557		1,52,452	2,14,979	2,01,796	2,05,325	
XIII	Exchange . . . . . "			...		...	...	...	...	
XIV	<b>TOTAL OF I TO XIII</b> . . . . . "	12,09,13,543	18,18,108	7,21,914	45,22,160	12,97,923	24,18,118	19,61,327	14,33,872	
XV	Ferries, &c. . . . . "	...	...	...	...	23,393	1,67,546	...	...	
XVI	Suspense . . . . . "	21,74,182	13,76,536	3,55,987	3,621	15,26,078	...	11,20,199	...	
XVII	Sundries . . . . . "	...	...	...	3,35,709	...	57,031	1,10,158	86,076	
XVIII	<b>TOTAL ITEMS XV TO XVII</b> . . . . . "	21,74,182	13,76,536	3,55,987	3,74,330	15,49,471	2,74,577	12,30,357	86,076	
XIX	<b>GRAND TOTAL of expenditure in construction of railway (XIV + XVIII).</b>	12,30,87,725	31,94,644	10,77,901	48,96,490	28,47,394	26,42,693	31,91,684	15,19,948	
XX	Amount paid in premia, &c. . . . . "	...	...	...	...	...	...	...	...	

NOTE.—The total outlay borne against the capital account of each  
 \* Work not yet  
 † Represents outlay on Turtipur  
 ‡ Represents outlay

1900 distributed over main heads of expenditure—contd.

(of Report).

DIBRU-SADIYA RAILWAY.		ASSAM-BENGAL.		DEOGHUR	BENGAL AND NORTH-WESTERN RAILWAY.					ROHILKHAND AND KUMAON RAILWAY.		Item.
DIBRU-SADIYA.	LEDO AND TIRAK MARGHERITA (MILIKKY)				BENGAL AND NORTH-WESTERN.		TIBHOOT.		SEGOW-LIE-RAXAUL.	ROHILKUND AND KUMAON.	LUCKNOW-BAREILLY.	
14 (a)	14 (b)	15		16	17 (a)		17 (b)		17 (c)	18 (a)	18 (b)	
3' 31"	3' 31"	3' 31"		3' 31"	3' 31"		3' 31"		3' 31"	3' 31"	3' 31"	
Open line.	Open line.	Open line.	Under construction.	Open line	Open line.	Under construction.	Open line.	Under construction.	Open line	Open line.	Open line.	
77'50	7'50	436'26	304'76	4'79	743'00	33'00	462'74	74'94	18'09	53'92	231'17	(a)
...	...	...	3'43	...	...	...	...	...	...	...	...	(b)
77'50	7'50	436'26	308'19	4'79	743'00	33'00	462'74	74'94	18'09	53'92	231'17	(c)
...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	4
77,14,349	12,84,375	5,85,70,339	3,70,31,433	2,87,379	5,13,70,816	11,02,203	3,62,55,763	67,59,486	12,12,073	21,53,125	99,21,432	
1,63,265		10,73,239	14,20,305		5,25,052	40,078	1,95,370	22,059	59,158	90,660	1,62,699	I
36,954		31,49,137	4,01,910		...	...	19,18,397	6,17,113	...	2,277	2,54,729	II
		1,33,43,267	2,05,84,951		36,02,461	15,961	20,30,113	10,54,247	90,027	1,28,276	5,68,794	III
11,36,558		83,01,972	40,03,476		99,49,966	4,43,570	45,67,660	21,17,697	2,66,933	1,53,386	7,84,254	IV
		11,24,672	19,737		5,81,235	...	9,76,473	26,342	7,974	36,313	1,95,050	V
		...	...		27,491	...	17,680	3,910	...	...	...	VI
17,44,755		97,95,590	46,46,828		1,47,87,519	8,104	95,07,493	16,36,854	3,67,872	8,98,307	37,35,019	VII
2,30,336		47,86,748	8,02,030		50,86,536	8,775	35,57,251	1,82,080	79,680	1,70,162	9,86,007	VIII
...		...	...		...	...	...	...	...	...	...	IX
5,03,491		10,81,171	6,17,776		15,08,502	3,56,052	7,40,284	4,01,747	24,044	49,237	2,43,415	X
18,05,788		48,80,531	...		66,98,497	...	76,30,445	...	...	4,33,479	20,71,994	XI
16,70,470		70,19,986	45,29,420		32,17,993	1,01,404	18,04,762	6,97,407	1,20,361	1,81,764	4,81,024	XII
...		...	...		...	...	7,04,770	...	...	...	42,150	XIII
72,91,615	12,84,375	5,45,56,313	3,70,31,433	2,85,264	4,59,85,252	9,73,914	3,36,50,718	67,59,486	10,16,049	21,43,861	95,25,135	XIV
21,189	...	1,38,477	...	...	21,01,516	...	8,33,849	...	...	...	68,931	XV
1,50,369	...	38,75,549	...	2,115	14,24,458	1,28,259	17,71,196	...	66,910	1,925	2,86,333	XVI
7,51,176	...	...	...	...	18,59,590	...	...	...	1,29,114	7,339	41,030	XVII
4,22,734	...	40,14,026	...	2,115	53,85,564	1,28,259	26,05,045	...	1,96,024	9,264	3,96,297	XVIII
77,14,349	12,84,375	5,85,70,339	3,70,31,433	2,87,379	5,13,70,816	11,02,203	3,62,55,763	67,59,486	12,12,073	21,53,125	99,21,432	XIX
...	...	...	...	...	...	...	...	...	...	...	...	XX

railway, &c., lines open and lines under construction, in shown is Appendix 30. commenced. bridge and on surveys. on lines under survey.

Appendix 33  
Capital outlay.APPEN  
Capital outlay on each railway to the close of the year  
(Referred to in paragraph

Item.	ADMINISTRATION BY WHICH WORKED.	JODHPUR-BIKANER RAILWAY.				UDAIPUR-CHITOR.	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBÁNDAR RAILWAY.			
	NAME OF RAILWAY.	JODHPUR SECTION.	BIKANER SECTION.		SHADIPALLI-HALOTRA (BRITISH SECTION).		BHÁVNAGAR-GONDAL-JUNÁGAD-PORBÁNDAR.	JÁMNAGAR	JETALSAR-RÁJKOT.	DHRÁN-GADRA.
	Classification No.	19 (a)	19 (b)		19 (c)	20	21 (a)	21 (b)	21 (c)	21 (d)
	Gauge.	3' 3½"	3' 3½"		3' 3½"	3' 3½"	3' 3½"	3' 1"	3' 3½"	3' 3½"
	Length of railway and main heads of expenditure.	Open line.	Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.
	<b>LENGTH OF LINE.</b>									
(a)	Single track . . . Miles	454'94	85'50	159'74	68'49	67'30	333'84	54'28	46'23	20'13
(b)	Double " . . . " "	...	...	...	...	...	...	...	...	...
(c)	<b>TOTAL MILEAGE . . .</b>	454'94	85'50	159'74	68'49	67'30	333'84	54'28	46'23	20'13
	<b>Outlay—</b>									
1	Purchase of line . . . Rs	...	...	...	...	...	...	...	...	...
2	Overdrawn Capital . . .	...	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . . .	...	...	...	...	...	...	...	...	...
4	<b>TOTAL outlay on railway to end of 1900—</b>									
	Sum of 1 to 3 . . .	...	...	...	...	...	...	...	...	...
	.. XIX and XX . . .	1,14,28,508	19,27,690	13,32,742	19,72,374	19,80,010	1,80,00,616	23,09,481	15,74,082	5,86,534
I	Preliminary expenses . . .	82,042	10,905	14,084	22,713	7,729	1,19,442	18,973	14,238	5,811
II	Land . . . . .	1,621	2,323	...	9,822	...	63,889	...	15,427	65
III	Formation . . . . .	6,20,070	1,62,325	2,13,859	2,65,251	2,85,144	17,20,680	2,40,675	2,44,962	62,741
IV	Bridgework . . . . .	2,90,209	10,767	2,278	1,81,575	2,11,641	43,52,161	5,06,124	2,29,786	49,201
V	Fencing . . . . .	4,225	2,656	353	9,204	10,410	1,01,850	18,096	67,090	5,221
VI	Electric telegraph . . .	28,597	19,808	...	...	...	11,774	...	...	...
VII	Ballast and permanent way . . . . .	69,67,821	14,24,448	7,06,503	10,01,067	9,30,042	50,50,751	8,00,921	6,82,159	3,36,60
VIII	Stations and buildings . . .	5,19,009	91,336	31,385	67,387	1,68,677	26,53,298	2,01,569	2,21,558	89,892
IX	Colliery works . . . . .	...	...	...	...	...	...	...	...	...
X	Plant . . . . .	1,37,668	9,047	7,871	12,002	22,737	3,31,352	17,590	15,888	8,210
XI	Rolling-stock . . . . .	25,33,441	1,81,083	3,23,116	19,419	2,30,427	23,25,838	3,99,314	...	3,772
XII	General charges . . . . .	1,63,805	12,997	33,071	1,73,230	1,13,203	8,93,481	95,232	82,974	24,327
XIII	Loss by exchange . . . . .	...	...	...	...	...	...	...	...	...
XIV	<b>TOTAL OF I TO XIII . . .</b>	1,14,28,508	19,27,690	13,32,742	17,61,670	19,80,010	1,76,24,706	22,98,494	15,74,082	5,86,517
XV	Ferries . . . . .	...	...	...	...	...	...	...	...	...
XVI	Suspense . . . . .	...	...	...	2,10,704	...	3,75,910	10,987	...	17
XVII	Sundries . . . . .	...	...	...	...	...	...	...	...	...
XVIII	<b>TOTAL items XV to XVII . . .</b>	...	...	...	2,10,704	...	3,75,910	10,987	...	17
XIX	<b>GRAND TOTAL expenditure in construction of railway (XIV + XVIII)</b>	1,14,28,508	19,27,690	13,32,742	19,72,374	19,80,010	1,80,00,616	23,09,481	15,74,082	5,86,534
XX	Amount paid in premia, &c. . . . .	...	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each railway is the sum of the figures in columns 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

DIX 33—contd.  
1900 distributed over main heads of expenditure—contd.  
(6 of Report.)

SOUTHERN MAHRATTA RAILWAY.								WEST OF INDIA PORTUGUESE.	Item.
SOUTHERN MAHRATTA.	MYSORE SECTION.	GUNTAKUL. MYSORE FRONTIER.	YESVANTPUR- MYSORE FRONTIER.	BIRUR- SHIMOGA.	KOLHAPUR.	MYSORE NANJANGUD.	23		
22 (a).	22 (b).	22 (c).	22 (d).	22 (e).	22 (f).	22 (g).	23		
3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"		
Open	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.		
1,042'04	296'00	119'50	51'35	37'90	29'07	15'80	51'11	(a)	
...	...	...	...	...	...	...	...	(b)	
1,042'04	296'00	119'50	51'35	37'90	29'07	15'80	51'11	(c)	
...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	2	
...	...	...	...	...	...	...	...	3	
...	...	...	...	...	...	...	...	4	
9,82,62,274	1,58,70,310	59,00,046	24,99,047*	22,94,457*	23,24,807	6,53,741	1,63,29,262		
10,90,893	2,95,375	59,327	64,092	17,617	13,858	15,210		I	
11,43,598	1,59,006	28,445	25,287	17,998	30,119	7,139		II	
1,91,71,599	24,29,727	7,93,879	5,46,287	5,28,610	2,68,591	1,34,407		III	
1,87,15,935	20,12,095	20,32,586	5,46,629	4,38,942	11,22,548	95,767		IV	
15,53,817	1,41,208	56,997	65,247	53,451	41,668	26,623		V	
...	...	1,345	...	...	...	...		VI	
2,16,90,621	50,97,316	18,22,599	8,54,375	7,74,933	4,91,136	2,43,693		VII	
1,20,81,355	15,77,990	4,71,678	1,21,817	2,04,327	2,29,259	57,565		VIII	
...	...	...	...	...	...	...		IX	
30,33,069	3,53,785	29,498	35,846	52,612	7,059	5,651		X	
1,13,85,161	24,56,392	...	...	...	...	...		XI	
65,09,954	9,16,274	6,13,692	1,43,378	1,56,017	1,20,569	39,931		XII	
4,91,090	...	...	...	...	...	...		XIII	
9,68,67,094	1,54,74,198	59,00,046	24,02,958	22,44,517	23,24,807	6,25,986	1,35,77,125	XIV	
...	...	...	...	...	...	...	25,27,572†	XV	
13,95,180	3,96,312	...	95,089	49,940	...	27,755	2,24,565	XVI	
...	...	...	...	...	...	...	...	XVII	
13,95,180	3,96,312	...	95,089	49,940	...	27,755	27,52,137	XVIII	
9,82,62,274	1,58,70,510	59,00,046	24,99,047	22,94,457	23,24,807	6,53,741	1,63,29,262	XIX	
...	...	...	...	...	...	...	...	XX	

railway, i.e., lines open and lines under construction, is shown in Appendix 30.  
\* Represents expenditure to 30th June 1900 as the statement of capital outlay during the 2nd-half of 1900 was not received from the Mysore Darbar at the time of closing the accounts. † Represents outlay on harbour works.

Appendix 33.  
Capital outlay.

APPEN

Capital outlay on each railway to the close of the year 1900  
(Referred to in paragraph

ADMINISTRATION BY WHICH WORKED.		SOUTH INDIAN RAILWAY.							BURMA.	
NAME OF RAILWAYS.		SOUTH INDIAN.		MÁYAVARAM-MUTUPET.		KÁRAI- KÁL PERALAM.	PONDI- CHERRY.	TINSVELLY- QUILON (TRAV. N- CORE) BRANCH (NATIVE STATE SECTION).		
Classification No.		24 (a).		24 (b).		24 (c).	24 (d).	24 (e).	25	
Gauge.		3' 3½".		3' 3½".		3' 3½".	3' 3½".	3' 3½".	3' 3½".	
Item.	Length of railway and main head of expenditure.	Open line	Under Construction.	Open line.	Under Construction.	Open line.	Open line.	Under construction.	Open line.	Under construction.
<b>LENGTH OF LINE.</b>										
(a)	Single track . . . Miles.	10,33'63	146'80	54'08	51'01	14'65	7'85	56'86	1,112'00	268'60
(b)	Double " . . . " "	..	..	..	..	..	..	..	12'00	..
(c)	<b>TOTAL MILEAGE . . .</b>	<b>1,033'63</b>	<b>146'80</b>	<b>54'08</b>	<b>51'01</b>	<b>14'65</b>	<b>7'85</b>	<b>56'86</b>	<b>1,124'00</b>	<b>268'60</b>
<b>Outlay—</b>										
1	Purchase of line . . . Rs.	5,69,25,570	..	..	..	..	..	..	..	..
2	Overdrawn Capital . . . "	..	..	..	..	..	..	..	..	..
3	Expenditure incurred since purchase.	2,51,60,890	16,16,818	..	..	..	..	..	..	..
4	<b>TOTAL outlay on railway to end of 1900—</b>									
	Sum of 1 to 3 . . . "	8,20,86,460	..	..	..	..	..	..	..	..
	" XIX and XX . . . "		16,16,818	25,62,897	87,879	7,29,715	5,68,543	8,16,407	10,13,10,630	90,86,005
I	Preliminary expenses . . . "	10,11,868	1,65,635	16,171	18,569			1,59,551	22,78,083	2,42,339
II	Land . . . . . "	5,66,561	4,43,215	1,75,506	37,013			..	13,93,852	65,118
III	Formation . . . . . "	51,81,166	1,75,962	2,42,988	9,126			4,72,690	1,47,97,114	32,79,816
IV	Bridgework . . . . . "	1,43,84,625	2,87,841	2,45,686	1,560			4,566	1,45,89,745	27,71,417
V	Fencing . . . . . "	16,16,666	23,074	29,915	..			..	28,93,806	417
VI	Electric telegraph . . . "	1,04,891	..	2,635	..			..	9,238	..
VII	Ballast and permanent-way.	1,86,83,707	6,326	7,27,164	79			..	2,58,20,579	11,67,325
VIII	Stations and buildings . . . "	78,09,925	5,574	2,26,712	10			3,163	93,24,306	1,34,812
IX	Colliery works . . . . . "	..	..	..	..			..	..	..
X	Plant . . . . . "	17,20,116	18,929	14,609	36			1,027	16,74,469	1,14,479
XI	Rolling-stock . . . . . "	1,26,47,206	..	..	..			..	1,32,18,015	..
XII	General charges . . . . . "	79,94,349	3,54,613	2,72,318	21,486			1,45,140	85,37,331	13,10,282
XIII	Exchange . . . . . "	2,42,360	..	..	..			..	12,50,610	..
XIV	<b>TOTAL OF I TO XIII . . .</b>	<b>7,19,63,440</b>	<b>14,81,169</b>	<b>25,53,704</b>	<b>87,879</b>	<b>7,29,715</b>	<b>5,68,543</b>	<b>7,86,137</b>	<b>9,57,89,148</b>	<b>90,86,005</b>
XV	Ferries . . . . . "	..	..	..	..			..	7,01,086	..
XVI	Suspense . . . . . "	22,76,052	1,37,725	9,193	..			30,805	48,20,396	..
XVII	Sundries . . . . . "	11,18,280	—2,076	..	..			—535	..	..
XVIII	<b>TOTAL items XV to XVII . . .</b>	<b>33,94,338</b>	<b>1,35,649</b>	<b>9,193</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>30,270</b>	<b>55,21,482</b>	<b>..</b>
XIX	<b>GRAND TOTAL expenditure in construction of railway (XIV + XVIII).</b>	<b>7,53,57,772</b>	<b>16,16,818</b>	<b>25,62,897</b>	<b>87,879</b>	<b>7,29,715</b>	<b>5,68,543</b>	<b>8,16,407</b>	<b>10,13,10,630</b>	<b>90,86,005</b>
XX	Amount paid in premia, &c. . . . . "	67,28,688	..	..	..	..	..	..	..	..

NOTE.—The total outlay borne against the capital account of each

Distributed over main heads of expenditure—concl.  
(of report.)

MORVI.		BÁRSI.	TÁRAKES- WAR- MAGRA.	RÁNAGHAT- KRISH- NAGAR.	TEZPUR- BÁLIPARA.	CHERRA- COMPANY- GANJ.	DARJEEL- ING HIMALAYAN	HOWRAH- AMTA.	HOWRAH- SHEA- KHALLA.	JORHAT.	Items.
26		27	28	29	30	31	32	33	34	35	
2' 6".		2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 0".	2' 0".	2' 0".	2' 0".	
Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
94'36	...	21'59	31'12	20'25	20'10	†	51'00	28'69	19'75	30'00	(a)
...	...	...	...	...	...	...	...	...	...	...	(b)
94'36	...	21'59	31'12	20'25	20'10	†	51'00	28'69	19'75	30'00	(c)
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	4
24,95,315	2,32,800	13,56,501	9,61,811	7,51,809	4,87,240	7,68,723	34,99,487	11,88,283	6,09,446	9,08,643	
18,134	4,606	1,51,295	...	...	1,970	236	72,000	...	...	388	I
1,672	1	22,151	90,687	...	10,655	1,670	25,548	...	...	6,131	II
6,99,377	1,79,731	13,859	69,904	...	...	1,61,390	...	...	...	81,470	III
...	16,691	71,205	1,45,823	...	...	57,089	8,90,235	...	...	65,245	IV
...	108	23,065	5,856	...	51,576	...	...	...	...	2,999	V
...	...	...	56	...	...	...	...	...	...	...	VI
11,22,831	5,769	3,04,740	4,02,253	...	1,65,884	1,80,120	7,99,873	...	...	3,16,748	VII
63,479	...	1,41,110	32,398	...	25,513	49,865	5,36,218	...	...	89,452	VIII
...	...	...	...	...	...	...	...	...	...	...	IX
14,605	3,913	13,857	17,834	...	30,709	1,32,598	75,270	...	...	59,994	X
4,09,446	...	4,54,053	1,87,059	...	1,60,416	92,913	5,51,124	...	...	2,14,790	XI
1,02,847	21,991	98,933	...	...	40,517	1,07,846	2,77,641	...	...	41,248	XII
...	...	...	...	...	...	19,520	...	...	...	...	XIII
24,32,391	2,32,800	12,84,271	9,51,870	7,51,809	4,87,240	7,64,207	31,37,909	11,88,283	6,09,446	8,78,465	XIV
...	...	...	...	...	...	4,516	...	...	...	...	XV
62,924	...	13,116	9,644	...	...	...	2,10,016	...	...	33,683	XVI
...	...	59,114	297	...	...	...	1,51,362	...	...	3,505	XVII
62,924	...	72,230	9,941	...	...	4,516	3,61,578	...	...	30,178	XVIII
24,95,315	2,32,800	13,56,501	9,61,811	7,51,809	4,87,240	7,68,723	34,99,487	11,88,283	6,09,446	9,08,643	XIX
...	...	...	...	...	...	...	...	...	...	...	XX

Railway, i.e., for lines open and lines under construction, is shown in Appendix 30.

† Represents cost of conversion of the line from 2' 6" to 3' 3 1/2" gauge.

\* Closed for traffic from 25th March 1900, and subsequently abandoned.

Appendix 34.  
Rolling-Stock statistics.

APPEN  
Number of, outlay on, and

(Referred to in paragraph  
N. B.—A reference to Appendix 2 will furnish the key

Pro- gres- sive No.	GAUGE.		5' 6".										
	CLASSIFICATION NUMBER.		1	2 (a)	3	4	5	6	7	8	9		
	Particulars.		E. I.	E. B. S.	B. C.	B. N.	E. C.	P. T.	O. & R.	N. W.	G. I. P. (a) to (e)	I. M. (f) to (j)	
<b>ENGINES.</b>													
1	Number at close of 1899 . . . . .		757	113	27	139	77	8	172	652	605	132	
2	Number added in 1900 . . . . .		61	1	Nil	17	Nil	4	Nil	6	Nil	16	
3	Number at close of 1900 . . . . .		818	114	27	156	77	12	172	660	605	148	
4	Number per mile of line open . . . . .		0'38	0'43	0'22	0'13	0'10	1'41	0'16	0'18	0'39	0'11	
5	Average mileage run by each in 1900 . . . . .		25,110	25,329	18,671	24,787	28,939	}	25,091	18,492	17,990	23,246	
6	Average mileage run by each per diem . . . . .		69	69	51	67	79						69
7	Total value in thousands of rupees . . . . .		‡	‡	8,91	50,24	‡	2,40	45,69	2,20,66	1,88,78	49,49	
8	Total value per mile of line open . . . . .		‡	‡	7,193	4,077	‡	28,120	4,272	6,126	12,094	4,44	
<b>COACHING STOCK.</b>													
9	Number at close of 1899 . . . . .		1,910	506	120	448	431	There is no coaching stock on this line.	766	2,313	1,779	461	
10	Number added in 1900 . . . . .		64	8	-3	121	28		36	4	-25	10	
11	Number at close of 1900 . . . . .		2,004	514	117	569	459		802	2,317	1,754	504	
12	Number per mile of line open 1st class* . . . . .		0'08	0'18	0'09	0'03	0'05		0'08	0'06	0'05	0'05	
13	Number per mile of line open 2nd class† . . . . .		0'06	0'13	0'07	0'03	0'04		0'05	0'05	0'02	0'03	
14	Number per mile of line open Intermediate . . . . .		0'05	0'24	0'06	0'02	0'02		0'05	0'04	Nil	Nil	
15	Number per mile of line open 3rd class . . . . .		0'43	0'70	0'38	0'20	0'34		0'32	0'27	0'38	0'23	
16	Number per mile of line open all other classes . . . . .		0'34	0'67	0'37	0'21	0'12		0'24	0'23	0'54	0'14	
17	Average mileage run by each 1st class* . . . . .		53,981	27,744	21,033	35,610	33,016		29,691	26,913	55,987	39,342	
18	Average mileage run by each 2nd class† . . . . .		64,937	36,162	31,802	40,381	38,166		36,385	38,638	43,614	54,115	
19	Average mileage run by each Intermediate . . . . .		77,333	37,584	40,869	33,961	38,343		54,197	42,624	Nil	Nil	
20	Average mileage run by each 3rd class . . . . .		61,655	42,537	40,963	48,634	29,492		39,109	42,203	45,206	31,229	
21	Average mileage run by each all other classes . . . . .		40,699	22,853	20,060	27,326	38,974		23,859	26,915	29,362	41,770	
22	Total value in thousands of rupees . . . . .		‡	‡	19,46	21,54	‡		124,80	133,11	63,71	90,92	
23	Total value per mile of line open . . . . .		‡	‡	15,568	1,756	‡		11,668	3,695	4,082	8,712	
<b>GOODS STOCK.</b>													
24	} Number at close of 1899.	Covered wagons . . . . .	7,773	2,008	418	2,558	1,163		348	3,866	8,049	4,487	1,329
25		Open " . . . . .	5,373	275	71	1,150	545		24	525	3,302	3,376	866
26	} Number added in 1900.	Covered wagons . . . . .	222	5	5	433	Nil		Nil	Nil	Nil	8	152
27		Open " . . . . .	1,040	56	-1	Nil	1		Nil	Nil	Nil	Nil	-86
28	} Number at close of 1900.	Covered wagons . . . . .	7,995	2,013	423	2,991	1,168	348	3,866	8,049	4,495	1,481	
29		Open " . . . . .	6,418	331	70	1,150	546	24	525	3,302	3,376	780	
30	Number of all classes per mile of line open . . . . .		6'85	8'74	3'94	3'38	2'12	43'61	4'10	3'15	5'04	2'03	
31	Average mileage run by each . . . . .		19,509	13,786	8,799	14,815	14,260		8,993	10,301	16,825	20,871	
32	} Average carrying capacity, in tons, of.	Covered wagons . . . . .	14'06	11'24	14'76	14'16	15'85	10'00	10'73	13'51	14'81	13'36	
33		Open " . . . . .	15'31	12'93	13'70	15'26	15'46	9'58	10'22	13'05	14'29	12'22	
34	Total value in thousands of rupees . . . . .		‡	‡	‡	97,69	‡	5,66	‡	2,87,15	1,46,81	‡	
35	Total value per mile of line open . . . . .		‡	‡	‡	7,965	‡	66,308	‡	7,971	9,105	‡	
36	Grand total value of Rolling Stock in thousands of rupees . . . . .		‡	‡	‡	1,69,47	99,15	806	1,70,49	6,40,92	3,99,30	1,46,41	
37	Grand total value of Rolling Stock per mile of line open . . . . .		‡	‡	‡	13,818	12,323	94,428	15,910	17,792	25,581	13,160	
<b>ROLLING STOCK UNDER SUPPLY.</b>													
38	Engines . . . . .		68	10	1	22	13	Nil	10	46	Nil	25	
39	Coaching vehicles . . . . .		224	36	4	102	1	Nil	Nil	35	Nil	5	
40	Goods vehicles . . . . .		2,785	58	Nil	615	Nil	Nil	Nil	321	Nil	451	

\* Includes all reserved and State carriages and proportion of composites, also attendants' carriages.  
† Includes share of composites.

‡ The value of rolling-stock is shown in the total and not distributed under engines, coaching and goods stock.

Notes—(1) The minus entries are due to conversion  
(2) Excludes Nilgiri, Bengal Doars, Dibru Sadiya



IX 34.  
work done by Rolling-Stock.

Appendix 34.  
Rolling-Stock statistics.

(of Report.)  
the code letters used to express railway systems

10 (a) to (e).	11	12 (a) and (b).	3' 3 1/2"												Progressive No.
			13 (c)	14 (b) to (d).	15	17	18	10 (f) to (g).	19	20	21	22	24	25	
B. & C. I.	N. G. S.	M.	H. G. V.	E. B. S.	A. B.	B. & N. W.	R. & K.	R. M.	J. B.	U. C.	B. G. J. P.	S. M.	S. L.	B.	

ENGINES.

178	54	168	15	104	53	155	27	474	17	2	37	219	208	170	1
14	Nil	Nil	20	Nil	Nil	Nil	Nil	4	15	Nil	Nil	Nil	Nil	1	2
188	54	168	85	104	53	155	27	428	32	2	37	219	208	171	3
0'23	0'15	0'19	0'09	0'15	0'12	0'13	0'09	0'24	0'05	0'03	0'08	0'14	0'19	0'15	4
22,160	24,950	20,242	15,074	25,478	17,002	22,987	27,360	19,501	20,588	35,961	24,149	19,973	17,981	26,778	5
61	68	55	41	70	47	63	75	53	56	99	66	55	49	73	6
66,47	81,52	55,41	9,23	17,97	9,12	34,67	5,63	77,02	9,43	44	7,56	45,14	44,16	‡	7
8,256	6,135	6,360	2,400	1,613	2,089	2,974	1,976	4,258	1,548	648	1,661	2,836	3,978	‡	8

COACHING STOCK.

540	169	837	39	536	172	740	202	1,693	94	23	255	943	981	786	9
16	Nil	36	72	75	3	54	-8	-4	24	3	Nil	7	Nil	18	10
558	169	878	111	611	175	794	194	1,889	118	28	255	950	981	804	11
0'05	0'06	0'08	0'03	0'10	0'03	0'06	0'09	0'08	0'03	0'04	0'06	0'04	0'05	0'08	12
0'07	0'04	0'10	0'03	0'07	0'03	0'04	0'04	0'07	0'02	0'04	0'04	0'05	0'07	0'07	13
0'03	Nil	Nil	Nil	0'10	0'04	0'04	0'03	0'04	Nil	0'02	0'02	Nil	Nil	Nil	14
0'34	0'19	0'50	0'12	0'42	0'18	0'39	0'37	0'47	0'10	0'23	0'32	0'34	0'58	0'36	15
0'20	0'20	0'33	0'12	1'96	0'12	0'14	0'15	0'27	0'04	0'06	0'13	0'16	0'19	0'21	16
47,432	32,170	26,436	20,907	19,375	25,215	33,722	14,794	22,071	14,356	13,669	22,543	21,044	32,119	29,501	17
37,256	52,666	22,529	26,677	25,255	31,837	41,903	29,678	25,036	16,192	11,610	45,448	23,426	32,704	46,087	18
61,235	Nil	Nil	Nil	34,397	5,010	37,457	26,809	31,382	Nil	34,634	61,803	Nil	Nil	Nil	19
47,156	41,783	27,258	26,418	34,604	44,987	46,845	29,051	38,285	44,689	30,118	26,873	28,021	39,932	49,491	20
41,663	40,872	27,061	22,526	29,008	30,190	29,689	26,874	27,545	33,217	29,431	24,099	25,672	24,531	28,166	21
30,06	25,89	26,61	13,70	56,29	9,21	1,08,62	10,42	1,40,57	17,72	1,71	7,82	93,28	35,42	‡	22
3,734	7,383	3,054	3,558	8,137	2,111	9,318	6,812	7,771	2,910	2,540	1,718	5,860	3,190	‡	23

GOODS STOCK.

2,391	174	1,565	100	2,436	336	3,565	685	4,305	180	25	317	3,195	1,924	2,409	24
1,884	758	1,432	103	380	625	873	86	2,685	70	10	678	1,494	1,373	1,196	25
259	2	10	202	-120	-7	449	13	Nil	Nil	Nil	2	12	6	Nil	26
176	5	50	109	119	7	Nil	86	67	55	Nil	2	13	-3	43	27
2,650	176	1,675	302	2,316	529	4,114	698	4,305	180	25	319	3,207	1,930	2,409	28
2,080	763	1,482	212	499	692	873	172	2,752	125	10	680	1,507	1,370	1,239	29
5'85	2'68	3'58	1'43	4'09	2'66	4'07	3'05	3'90	0'50	0'62	2'19	2'96	2'97	3'29	30
16,219	26,301	11,312	10,484	10,224	8,809	7,605	8,278	24,118	29,480	32,271	6,112	11,053	10,248	14,240	31
12'90	10'80	9'62	10'00	6'54	9'84	9'00	8'65	7'90	7'23	7'02	5'65	7'16	6'44	8'79	32
13'16	13'10	11'43	8'48	5'78	7'61	6'22	6'47	10'56	7'83	6'29	6'11	6'85	6'91	8'55	33
1,02,75	§	81,43	§	§	12,68	§	§	§	§	§	11,91	§	46,89	‡	34
12,761	§	9,346	§	§	2,907	§	§	§	§	§	2,616	§	4,224	‡	35
1,99,28	47,41	1,63,45	22,95	74,26	31,01	1,43,29	25,05	2,17,59	27,15	2,15	27,29	1,38,42	1,26,47	1,32,18	36
24,751	13,518	18,760	5,958	10,800	7,107	12,292	8,788	12,029	4,458	3,188	5,995	8,696	11,392	11,760	37

ROLLING STOCK UNDER SUPPLY.

Nil	Nil	2	Nil	12	Nil	36	4	16	11	Nil	Nil	7	8	40	38
65	Nil	Nil	8	26	75	2	8	Nil	58	Nil	Nil	68	61	100	39
303	Nil	142	9	232	272	922	51	7	515	Nil	Nil	5	214	420	40

§ The value of goods stock is included in that of the coaching stock.  
|| Information not available.

of stock from one type to another.  
and Deoghur (3' 3 1/2" gauge) railways, as complete information is not available.

Appendix 35.  
Rolling-stock.

Rolling-stock under different heads on each

APPENDIX

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key to

Items.	GAUGE.		5' 6"													3' 3 1/2"					
	CLASS: NO.		1	2	3	4	5	6	7	8	9 (a)	10 (f)	10	11	12 (a)	13 (b)	11 (c)	12 (c)	13	14	
	Particulars.		E. I.	E. B.	B. C.	B. N.	E. C.	P. T.	O. & R.	N. W.	G. I.	I. M.	B. B. & C. I.	N. C. S.	M.	E. B. S.	H. G. V.	N.	B. D.	D. S.	
1	Engines		818	114	27	156	77	12	172	660	603	142	186	54	168	97	33	4	14	27	
	<i>Coaching Vehicles</i>																				
2	Saloons, Royal and State		4	1	...	...	...	...	...	12	...	...	...	...	1	2	...	...	...	...	
3	Saloons, ordinary		2	13	4	...	1	...	3	...	...	13	3	...	16	...	...	...	...	...	
4	Reserved carriages		36	...	...	6	...	...	15	61	...	14	8	4	...	...	3	...	...	...	
5	Inspection carriages		...	...	...	...	7	...	...	...	...	...	...	...	3	...	...	...	...	...	
6	Family carriages		...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	
7	First class carriages, 4-wheeled		75	13	4	13	19	...	42	96	78	22	5	9	33	14	7	3	...	...	
8	Composite, first and second class, 4-wheeled		64	44	8	40	30	...	52	91	66	34	12	9	51	56	7	...	...	...	
9	Composite, first, second and third class, 4-wheeled		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
10	Other Composite carriages		10	9	...	4	...	...	4	10	...	...	...	...	8	...	...	...	...	...	
11	Second class		87	12	4	21	23	...	30	98	145	22	37	8	63	17	6	...	...	...	
12	Second class with postal accommodation		...	...	...	...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	
13	Intermediate class, 4-wheeled		73	24	3	20	10	...	34	116	...	...	25	...	...	44	...	4	...	...	
14	Composite, intermediate, and third class, 4-wheeled		48	33	7	11	11	...	32	74	...	...	...	...	...	38	...	...	...	...	
15	Intermediate and postal carriages		...	6	2	...	3	...	3	19	...	...	3	...	...	2	...	...	...	...	
16	Intermediates third and postal carriages		...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
17	Lower class		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18	Third class carriages, 4-wheeled		719	161	34	170	255	...	102	89	486	196	162	64	387	238	45	...	12	31	
	Bogie		47	...	...	22	...	...	...	30	...	63	...	5	2	...	...	...	...	...	
	Ambulance		52	...	...	23	...	...	108	29	22	15	...	25	...	...	...	...	...	...	
19	Third class and postal vans		50	4	...	10	9	...	28	38	...	15	8	5	7	7	3	...	...	...	
20	Third class 4-wheeled and carriages with brakes		52	...	...	...	...	...	57	38	...	27	29	...	8	7	...	...	...	...	
	Bogie		...	...	...	...	...	...	149	181	...	...	...	...	...	...	...	...	...	...	
	Ambulance		...	...	...	...	...	...	155	454	537	72	109	49	177	70	35	...	5	2	
21	Brakevans		494	65	10	165	85	...	...	...	...	...	...	...	...	...	...	...	...	...	
22	Brakevans with third class		...	13	13	12	...	...	...	101	113	33	...	...	...	...	...	...	...	...	
23	Brakevans fitted with postal compartment		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
24	Postal vans		22	...	...	...	...	...	...	10	7	...	...	...	...	3	...	...	...	...	
25	Composite, postal and other carriages		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
26	Prison vans		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
27	Carriage trucks		39	6	...	4	6	...	7	42	50	5	4	2	21	5	...	...	...	...	
28	Horse boxes		75	17	1	16	8	...	41	135	93	15	18	10	45	10	6	...	...	...	
29	Luggage vans		41	23	4	30	2	...	46	61	50	25	26	6	24	12	...	...	...	...	
30	Produce vendors' vans		...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
31	Milk vans		...	16	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
32	Fish vans		...	20	8	...	...	...	...	...	...	...	...	...	...	23	...	...	...	...	
33	Store, Ice and stationery van		1	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	...	
34	Miscellaneous		...	5	8	...	...	...	...	3	...	...	...	...	...	11	...	...	...	...	
35	TOTAL COACHING VEHICLES		2,004	514	117	569	459	...	802	2,317	1,754	504	556	169	873	579	111	12	27	8	
	<i>Goods Vehicles.</i>																				
36	Covered goods wagons, Ordinary		...	256	...	...	...	...	...	412	...	...	...	...	...	...	...	...	...	...	
	Bogie		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Military		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
37	Covered goods wagon, 4-wheeled, Ordinary		3,819	643	421	1,773	595	348	2,609	3,000	2,169	706	751	47	15	1,013	300	...	300	...	
	Bogie		4,066	1,068	...	1,191	553	...	1,230	4,482	2,260	...	1,684	124	1,471	1,220	...	...	...	13	
	Military		...	...	...	...	...	...	...	1	50	...	...	10	...	...	...	...	...	...	
38	High-sided wagons bogie		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
39	High-sided wagons 4-wheeled		...	39	12	...	158	2	...	825	59	593	869	381	900	...	100	...	...	64	
40	Medium-sided wagons bogie		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
41	Medium-sided wagons 4-wheeled		...	...	...	790	...	...	...	...	...	...	410	399	...	...	110	6	...	...	
42	Low-sided wagons, Ordinary		...	...	...	...	...	...	...	514	...	...	151	...	70	80	...	...	...	...	
	Bogie		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Military		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
43	Low-sided wagons, 4-wheeled, Ordinary		1,826	40	42	190	...	17	236	79	2,444	...	...	...	191	202	...	7	69	7	
	Bogie		3,623	167	8	20	380	...	173	1,766	585	128	85	...	68	...	...	...	...	...	
	Military		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
44	Coal or coke wagons		801	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
45	Cattle wagons		18	5	...	...	...	...	...	...	...	750	...	...	...	...	...	...	...	...	
46	Accident vans		25	10	2	9	...	...	9	1	...	10	7	...	13	8	...	...	...	...	
47	Platform wagons		32	...	...	...	...	...	5	...	...	...	...	...	3	3	...	...	...	...	
48	Powder vans		31	1	...	6	5	...	8	47	18	4	6	...	4	2	...	...	...	1	
49	Timber trucks		23	19	7	36	...	...	99	52	191	...	90	28	...	83	...	...	22	50	
50	Bolster rucks, Double		...	...	...	...	...	...	...	...	...	...	...	...	60	...	...	...	...	...	
	Single		...	52	...	20	...	...	...	...	...	50	...	115	...	...	...	...	...	...	
51	Ballast wagons		...	...	...	76	...	...	...	...	...	...	480	...	...	...	...	...	...	...	
52	Travelling oil tanks		29	21	...	12	...	...	4	41	13	...	11	...	18	...	...	...	...	...	
53	Travelling water tanks		...	3	...	...	...	...	2	42	...	8	17	3	4	...	...	...	...	...	
54	Travelling gas holders		...	1	...	...	...	...	4	...	...	...	...	...	5	...	...	...	...	...	
55	Travelling cranes		29	5	1	11	8	...	17	50	47	9	4	5	7	11	2	...	3	1	
56	Miscellaneous		26	24	...	7	...	...	...	15	27	...	10	...	12	...	...	...	...	...	
57	TOTAL GOODS VEHICLES		14,408	2,344	493	4,141	1,709	372	4,391	11,351	7,871	2,261	4,710	939	3,057	2,706	514	16	264	890	
58	GRAND TOTAL ROLLING STOCK		17,230	2,972	637	4,866	2,245	384	5,365	14,328	10,230	2,907	5,452	1,162	4,098	3,382	660	32	325	1,001	
	LOWER CLASS CARRIAGES FITTED WITH RETIRING																				
	Intermediate class		54	5	4	...	...	11	116	...	...	7	...	...	21	...	...	...	...	...	
	Third class		71	22	5	32	15	...	35	132	111	28	17	24	48	34	32	...	...	...	
	TOTAL		125	27	9	32	15	...	46	248	111	28	24	24	48	55	32	...	...	...	



Appendix 36.  
Interlocking and train signalling.

APPENDIX 36.

Railways on which points and signals are interlocked and on which block instruments are used for train signalling.

(Referred to in paragraph 51 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

CLASS: No.		Railway.	Particulars.	Total number of stations on railway.	STATIONS AT WHICH POINTS AND SIGNALS ARE INTERLOCKED.		STATIONS AT WHICH BLOCK INSTRUMENTS ARE USED FOR TRAIN SIGNALLING.	
Main.	Sub.				No.	Name of system of interlocking.	No.	Name of block instrument.
5	...	E. I.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	325	31 37 68	37 "English" system. 25 Saxby and Farmer's. 6 Experimental.	2 0 2	Tyer's Tablet apparatus.
6	...	E. B. S.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	782	11 3 14	9 Mackenzie and Holland's. 3 Experimental.	1 3 4	1 Webb and Thomson, "Electric Staff." 1 Tyer's Tablet. 2 Dutton's and Neville's Tablet.
4	...	B. N.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	146	37 12 49	48 List and Morse's. 1 Experimental.	12 3 14	7 Webb and Thomson's "Electric Staff." 2 Tyer's Tablet. 3 Winter's Tablet. 2 Dutton's Tablet.
7	...	O. and R.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	156	37 15 52	43 List and Morse's. 7 Experimental.	...	...
8	...	N. W.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	488	155 12 167	127 List and Morse's. 21 Tappit. 16 Key locking. 3 Experimental.	...	...
9	(a) to (e)	G. L. P.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	231	24 ... 24	Saxby and Farmer's.	229 14 243	Prece's single wire semaphore.
9	(f) to (j)	I. M.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	143	13 ... 13	11 Wrench's. 2 Experimental.	...	...
10	(a) to (e)	B. B. and C. L.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	128	20 1 21	6 Mackenzie and Holland's. 11 Country made. 4 Experimental.	77 -1 76	Prece's block.
10	(f) to (j)	R. M.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	256	9 2 10	6 Sydney Jones's. 1 List and Morse's. 1 Mackenzie and Holland's. 2 Dutton's.	... ... ...	...
11	...	N. G. S.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	45	14 23 37	36 List and Morse's. 1 Experimental.	... ... ...	...
12	...	M.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	166	42 5 47	37 List and Morse's. 10 Experimental.	127 3 130	109 Winter's Block with starting semaphores. 19 Winter's Block without semaphores. 2 Experimental.
22	...	S. M.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	215	... ... ...	.....	100 3 103	101 Winter's. 2 Webb and Thomson's "Electric Staff."
24	...	S. I.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	178	6 ... 6	5 Dutton's. 1 Saxby and Farmer's.	10 11 21	Winter's Ticket issuing.
25	...	B.	At close of 1899 . . . . Added during 1900 . . . . At close of 1900 . . . .	175	2 ... 2	1 Saxby and Farmer's. 1 Dutton's.	... ... ...	...

**APPENDIX 37.**  
*Rolling-stock fitted with Automatic brakes at close of 1900.*  
 (Referred to in paragraph 54 of Report.)

**Appendix 37.**  
**Automatic brakes.**

*N.B.*—There is no rolling-stock fitted with automatic brakes on the railways not enumerated.

Class No.	Gauge.	Railway.	Particulars.	LOCOMOTIVES.			VEHICLES INCLUDING CRANES.				Class No.
				Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted	Proportion per cent. of fitted to total	
1		East Indian .	At close of 1899 . . . . .	157	581	21'27	1,247	85	13,234	9'11	1
			Added during 1900 . . . . .	90	...	...	39	119	...	...	
			Total at close of 1900 . . . . .	247	554	30'84	1,286	204	14,454	9'34	
2 (a)		Eastern Bengal .	At close of 1899 . . . . .	60	53	53'10	338	77	2,369	14'90	2 (a)
			Added during 1900 . . . . .	1	...	...	30	...	...	...	
			Total at close of 1900 . . . . .	61	53	53'51	368	60	2,425	15'00	
3		Bengal Central .	At close of 1899 . . . . .	5	22	18'52	...	1	607	0'16	3
			Added during 1900 . . . . .	...	...	...	...	...	...	...	
			Total at close of 1900 . . . . .	5	22	18'52	...	1	608	0'16	
4		Bengal-Nággpur .	At close of 1899 . . . . .	39	100	28'06	294	34	3,817	7'91	4
			Added during 1900 . . . . .	17	...	...	111	...	...	...	
			Total at close of 1900 . . . . .	56	100	35'90	405	34	4,260	9'34	
5		East Coast .	At close of 1899 . . . . .	16	58	21'62	55	5	2,072	2'81	5
			Added during 1900 . . . . .	...	...	...	...	...	...	...	
			Total at close of 1900 . . . . .	...	...	...	...	...	...	...	
7 (a) & (b)	3' 6"	Oudh and Rohilkhand.	At close of 1899 . . . . .	47	125	27'33	379	33	4,728	8'03	7 (a) & (b)
			Added during 1900 . . . . .	15	...	...	85	18	...	...	
			Total at close of 1900 . . . . .	62	110	36'05	464	51	4,661	9'95	
8		North Western .	At close of 1899 . . . . .	470	182	72'09	2,068	208	11,338	16'72	8
			Added during 1900 . . . . .	10	...	...	31	7	...	...	
			Total at close of 1900 . . . . .	480	180	73'73	2,099	215	11,304	16'99	
9 (a) to (e)		Great Indian Peninsula.	At close of 1899 . . . . .	221	384	36'53	1,309	...	8,286	13'64	9 (a) to (e)
			Added during 1900 . . . . .	23	...	...	—25	...	...	...	
			Total at close of 1900 . . . . .	244	361	40'33	1,284	...	8,294	13'41	
9 (f) to (i)		Indian Midland .	At close of 1899 . . . . .	68	64	51'51	135	24	2,521	5'94	9 (f) to (i)
			Added during 1900 . . . . .	10	...	...	...	...	...	...	
			Total at close of 1900 . . . . .	78	64	54'93	135	24	2,597	5'77	
10 (a) to (d)		Bombay, Baroda and Central India	At close of 1899 . . . . .	109	63	63'37	439	59	4,313	10'35	11 (a) to (e)
			Added during 1900 . . . . .	16	...	...	10	30	...	...	
			Total at close of 1900 . . . . .	125	61	67'20	449	89	4,724	10'22	
11 (a) & (b)		The Nizam's Guaranteed State.	At close of 1899 . . . . .	...	54	...	30	...	1,068	3'73	12 (a) & (b)
			Added during 1900 . . . . .	...	...	...	...	...	...	...	
			Total at close of 1900 . . . . .	...	54	...	30	...	1,076	3'71	
12 (a) & (b)		Madras .	At close of 1899 . . . . .	54	114	32'14	459	14	3,354	12'36	13 (a) & (b)
			Added during 1900 . . . . .	6	...	...	109	...	...	...	
			Total at close of 1900 . . . . .	60	108	35'71	568	14	3,341	14'83	
2 (b)		Eastern Bengal, including the Kauria-Dharila, 2'6" gauge, branch.	At close of 1899 . . . . .	23	66	25'84	184	41	2,664	7'79	2 (b)
			Added during 1900 . . . . .	3	...	...	70	8	...	...	
			Total at close of 1900 . . . . .	26	78	25'00	254	49	3,112	8'87	
12 (c)		Nilgiri .	At close of 1899 . . . . .	4	...	100'00	28	...	...	100'00	13 (c)
			Added during 1900 . . . . .	...	...	...	...	...	...	...	
			Total at close of 1900 . . . . .	4	...	100'00	28	...	...	100'00	
15	3' 3 1/2"	Assam Bengal .	At close of 1899 . . . . .	44	9	83'02	163	...	1,157	12'35	16
			Added during 1900 . . . . .	...	...	...	1	...	...	...	
			Total at close of 1900 . . . . .	44	9	83'02	164	...	1,158	12'41	
24		South Indian .	At close of 1899 . . . . .	25	183	12'02	132	27	4,116	3'72	25
			Added during 1900 . . . . .	...	...	...	...	...	...	...	
			Total at close of 1900 . . . . .	25	183	12'02	132	27	4,116	3'72	
25		Burma .	At close of 1899 . . . . .	39	141	17'06	137	3	4,230	3'20	26
			Added during 1900 . . . . .	23	...	...	77	19	...	...	
			Total at close of 1900 . . . . .	52	119	30'41	214	22	4,195	5'33	

## APPENDIX 38.

*Rolling-stock lighted by gas.*

(Referred to in paragraph 55 of Report.)

*Note.*—On railways not enumerated, the rolling-stock is lighted with oil lamps.

Class No.	Gauge.	Railway.	Particulars.	Number fitted.	Number not fitted.	Proportion per cent. of fitted to total.	REMARKS.
1	5' 6"	East Indian	At close of 1899 . . . . .	973	850	53'37	
			Added during 1900 . . . . .	30	...	...	
			At close of 1900 . . . . .	1,003	878	53'32	
2		Eastern Bengal	At close of 1899 . . . . .	356	77	82'22	
			Added during 1900 . . . . .	15	...	...	
			At close of 1900 . . . . .	371	67	84'70	
4		Bengal-Nágpur	At close of 1899 . . . . .	42	392	9'68	
			Added during 1900 . . . . .	96	...	...	
			At close of 1900 . . . . .	*138	411	25'14	
7		Oudh and Rohilkhand.	At close of 1899 . . . . .	356	364	49'44	
			Added during 1900 . . . . .	128	...	...	
			At close of 1900 . . . . .	484	270	64'19	
8	North Western	At close of 1899 . . . . .	448	1,668	21'17		
		Added during 1900 . . . . .	8	...	...		
		At close of 1900 . . . . .	456	1,664	21'51		
9	Great Indian Peninsula.	At close of 1899 . . . . .	1,036	600	63'33		
		Added during 1900 . . . . .	—25	...	...		
		At close of 1900 . . . . .	†1,011	600	62'76	† The decrease is due to the fittings of 50 ordinary vehicles broken up being put on to 25 bogie vehicles only.	
10	Bombay, Baroda and Central India.	At close of 1899 . . . . .	502	16	96'91		
		Added during 1900 . . . . .	6	...	...		
		At close of 1900 . . . . .	508	26	95'13		
12	Madras	At close of 1899 . . . . .	516	254	67'01		
		Added during 1900 . . . . .	70	...	...		
		At close of 1900 . . . . .	586	218	72'89		
15	3' 3 3/4"	Assam Bengal	At close of 1899 . . . . .	166	...	100'00	
			Added during 1900 . . . . .	...	...	...	
			At close of 1900 . . . . .	166	...	100'00	
22		Southern Mah-ratta.	At close of 1899 . . . . .	547	354	60'11	
			Added during 1900 . . . . .	266	...	...	
			At close of 1900 . . . . .	763	125	85'92	
Total for railways enumerated above, at close of 1900 .				5,486	4,259	56'30	

APPENDIX 39.

Appendix 39.  
Accidents.

Accidents and casualties on railways treated as one system during the Calendar years 1899 and 1900.  
(Referred to in paragraph 57 of Report.)

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS.				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
	1899.	1900.	1899.	1900.	1899.	1900.	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
							1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.
1. Collisions between passenger trains or parts of passenger trains . . . . .	8	3	5	4	8	7	...	...	4	8	...	...	7	2	...	...	11	10
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line . . . . .	34	18	14	30	48	48	3	...	18	9	...	5	11	8	3	5	29	17
3. Collisions between goods trains or parts of goods trains . . . . .	15	11	46	75	61	86	...	...	3	...	16	8	17	12	10	2	20	13
4. Collisions between light engines . . . . .	1	3	18	19	19	22	...	...	...	...	...	2	...	3	...	3	...	3
5. Passenger trains or parts of passenger trains leaving the rails . . . . .	111	37	49	47	160	84	2	...	13	3	...	2	3	6	2	2	16	8
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	5	10	187	205	192	215	...	...	...	2	2	2	4	5	2	2	4	7
7. Trains or engines travelling in the wrong direction through points . . . . .	17	17	85	124	102	141	...	...	12	7	...	...	...	3	...	...	12	10
8. Trains running into stations or sidings at too high a speed . . . . .	2	5	14	9	16	14	...	...	...	...	...	...	1	2	...	...	1	2
9. Trains running over cattle on the line . . . . .	10	14	2,350	2,493	2,390	2,507	...	†1	14	...	...	...	...	...	...	1	4	...
10. Trains running over obstructions on the line . . . . .	15	16	154	155	169	171	¶6	3	112	¶5	3	...	11	3	9	3	23	8
11. Trains running through gates at level-crossings . . . . .	5	3	48	46	53	48	...	...	...	...	1	...	...	2	1	...	...	2
12. The bursting of boilers of engines . . . . .	...	...	2	7	2	7	...	...	...	...	...	...	...	...	...	...	...	...
12. (a) The bursting of tubes, etc., of engines . . . . .	...	...	275	237	275	237	...	...	...	...	...	...	1	3	...	...	1	3
13. The failure of machinery, springs, etc., of engines . . . . .	3	6	699	719	702	735	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres . . . . .	...	...	30	22	30	22	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . . . .	1	...	8	5	9	5	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles . . . . .	18	4	73	71	91	75	...	...	1	1	1	...	7	...	1	...	8	1
17. Ditto of brake apparatus . . . . .	...	1	2	6	2	7	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . . . .	...	6	359	453	359	459	...	1	2	¶6	...	...	...	3	...	1	2	9
19. Ditto of tunnels, bridges, viaducts, culverts, etc. . . . .	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails . . . . .	...	1	129	152	129	153	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way . . . . .	32	40	58	164	90	204	...	11	...	49	3	...	...	...	3	11	...	49
22. Slips in cuttings or embankments . . . . .	...	1	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2
23. Fire in trains . . . . .	...	5	38	107	38	112	...	...	...	...	...	...	...	...	...	...	...	2
24. Fire at stations, or involving injury to bridges or viaducts . . . . .	11	8	193	239	204	241	...	...	10	...	...	...	1	1	...	...	11	1
25. Fire at stations, or involving injury to bridges or viaducts . . . . .	5	3	77	76	82	79	...	...	†1	...	...	...	1	...	...	...	2	...
26. Other accidents . . . . .	20	29	635	860	655	889	...	2	115	6	...	8	28	29	...	10	43	35
<b>TOTAL</b> . . . . .	<b>308</b>	<b>233</b>	<b>5,579</b>	<b>6,325</b>	<b>5,867</b>	<b>6,558</b>	<b>¶11</b>	<b>118</b>	<b>1195</b>	<b>195</b>	<b>20</b>	<b>21</b>	<b>92</b>	<b>84</b>	<b>31</b>	<b>39</b>	<b>187</b>	<b>179</b>

¶ Of these, four were not passengers.  
† Not a passenger.  
‡ Of these, one was not a passenger.  
§ Of these, six were not passengers.  
|| Of these, nine were not passengers.  
¶ Of these, eight were not passengers.

## APPENDIX 40.

Appendix 40.  
Railway Servants and Provident Fund.

Numerical Return of Servants of all races employed on each railway (open lines only) and the amounts deposited by them in the Provident Fund at the close of the Calendar year 1900.

(Referred to in paragraphs 61 and 64 of Report.)

Class No.		RAILWAY.	NUMBER OF SERVANTS EMPLOYED.								AMOUNTS DEPOSITED IN PROVIDENT FUND.					
Main.	Sub.		European.		Eurasian.		Natives.		Total.		Number of depositors.		Amount at their credit on 31st December 1900 in rupees.			
			1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by railway.	Total to depositors' credit.
1	...	East Indian	1,304	1,397	823	872	59,418	68,440	61,545	70,711	5,656	7,078	†	†	†	1,09,89,640
2	...	Eastern Bengal State	295	273	320	338	19,115	18,097	19,720	18,708	101	3,801	18,208	8,20,642	7,30,825	15,69,615
3	...	Bengal Central	12	12	21	14	1,397	1,482	1,430	1,508	...	455	...	41,278	12,366	53,844
4	...	Bengal-Nággur	237	240	425	468	14,499	14,602	15,161	15,610	113	2,186	19,152	3,74,290	2,49,423	6,42,815
5	...	East Coast State	96	†	399	†	8,992	†	9,287	†	15	1,275	3,809	1,31,856	1,26,132	2,81,317
6	...	Calcutta Port Commissioners	2	1	12	15	559	618	573	634	...	...	...	...	...	...
7	...	Oudh and Rohilkhand State	180	203	181	216	14,991	15,452	15,352	15,871	93	1,833	24,757	5,09,653	3,97,653	9,27,601
8	...	North Western State	708	754	629	606	46,903	48,332	48,240	49,692	294	6,102	64,869	20,06,621	18,59,648	40,21,111
9	(a) to (e)	Great Indian Peninsula	660	648	630	622	38,733	36,978	40,043	38,248	...	4,584	†	†	†	50,21,211
9	(f) to (j)	Indian Midland	198	235	163	208	9,296	10,054	9,647	10,497	61	1,009	13,565	8,13,745	47,753	6,73,000
10	(a) to (d) and (j) and (k)	Bombay, Baroda and Central India	247	225	291	221	12,040	13,326	12,578	13,772	...	2,282	...	15,87,867	7,68,901	23,56,768
10	(e) to (i)	Rajputana-Malwa	424	409	521	527	21,815	22,563	22,760	23,499	205	3,462	53,264	11,28,247	10,19,643	22,01,111
11	...	Nizam's Guaranteed State	70	86	227	350	4,578	7,748	4,275	8,184	...	988	...	2,59,124	1,95,050	4,54,174
12	...	Madras	171	173	1,014	1,071	13,266	13,801	14,451	15,045	65	3,281	62,909	8,22,029	5,87,775	14,80,601
13	...	Bengal Doonars	3	5	1	3	359	619	363	627	...	52	...	6,487	4,146	10,633
14	...	Dibru-Sadiya	9	9	...	...	941	975	950	984	...	...	...	...	...	...
15	...	Assam-Bengal	43	46	77	90	4,201	3,416	4,321	3,552	...	394	...	29,818	18,310	48,128
16	...	Dooghur	...	...	...	...	56	58	56	58	...	...	...	...	...	...
17	...	Bengal and North-Western	147	136	147	176	14,178	13,448	14,472	13,760	4	1,721	2,272	4,09,789	3,15,689	7,27,478
18	...	Rohilkund and Kumaon	24	25	15	15	2,344	3,197	2,383	3,237	...	318	155	1,10,945	74,555	1,85,500
19	...	Jodhpur-Bikaner	4	7	2	3	1,693	2,323	1,699	2,333	21	191	3,124	25,576	22,371	51,000
20	...	Udaipur-Chitor	2	2	1	...	340	378	343	380	...	30	...	1,960	1,010	2,970
21	...	Bhavnagar-Gondal-Junágad-Porbandar	21	18	40	34	2,325	2,538	2,586	2,590	127	466	34,010	1,65,213	1,17,241	3,16,464
22	...	Southern Maharashtra	187	193	412	388	13,087	13,482	13,686	14,063	...	3,071	...	6,66,823	2,88,924	9,55,747
24	...	South Indian	96	96	604	604	11,593	11,626	12,293	12,326	12	2,126	4,635	5,54,008	2,96,005	8,55,539
25	...	Burma	113	139	423	440	9,594	10,949	10,130	11,528	5	1,966	4,689	4,19,537	3,11,639	7,35,888
26	...	Morvi	2	2	1	1	597	592	600	595	...	...	...	...	...	...
28	...	Tarakeshwar-Magra	...	1	1	...	204	202	205	203	...	...	...	...	...	...
29	...	Ránaghat-Krishnagar	1	1	1	1	115	136	117	138	...	...	...	...	...	...
30	...	Tezpur-Bálipará	1	2	1	1	199	180	201	183	...	...	...	...	...	...
32	...	Darjeeling-Himalayan	19	21	10	10	843	815	872	846	...	122	...	94,443	45,418	1,39,861
33	...	Howrah-Amra	3	3	1	1	326	432	330	436	...	...	...	...	...	...
34	...	Howrah-Sheerkhalla	1	1	...	...	146	203	147	204	...	...	...	...	...	...
35	...	Jorhát	2	2	...	...	156	153	158	155	4	24	404	5,202	2,907	8,111
TOTAL			5,292	5,367	7,393	7,225	329,089	337,515	341,774	350,177	6,776	50,817	3,09,822	1,09,04,083	74,88,604	3,47,140

\* The number under "Voluntary" represents subscribers over 5 per cent, and that under "Compulsory" subscribers of 5 per cent, only.

† Information not furnished.

‡ Represents voluntary deposits of staff transferred from the Oudh and Rohilkhand State railway.



## APPENDIX 41.

Appendix 41.  
Volunteers.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1900.

(Referred to in paragraph 62 of Report.)

Classification Number.		Corps.	ENROLLED STRENGTH.					Total number of European and Eurasian employes on railway.	Sergeant Instructors furnished by the Army.	REMARKS.
			EFFICIENTS.			Non-efficient.	Total number of volunteers in corps.			
			Officers.	Non-Commissioned officers.	Volunteers.					
lin.	Sub.									
1	...	East Indian . . . . .	62	163	1,843	30	2,098	2,271	17	NOTE.—Non-railway employes who have been enrolled as volunteers are included in the total strength of the corps. The figures will be separately shown next year.
2	...	Eastern Bengal State . . . . .	31	83	496	12	612	611	3	
4	...	Bengal-Nágpur . . . . .	24	137	660	8	829	708	8	
7	...	Oudh and Rohilkhand State—								
	...	<i>Oudh Volunteer Rifles</i> . . . . .	15	54	368	1	438	419	5	
8	...	North Western State—								
		<i>Third Punjab (North Western State railway) Volunteer Rifles</i> . . . . .	54	223	977	7	1,166	1,360	12	
9	(a) to (e)	Great Indian Peninsula . . . . .	97	145	778	1	951	1,270	12	
9	(f) to (j)	Indian Midland—								
		<i>Midland Railway Volunteer Rifles</i> . . . . .	18	52	358	11	439	443	3	
10	(a) to (d) and (f) and (h).	Bombay, Baroda and Central India—								
		<i>First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> . . . . .	17	102	595	7	728	446	7	
10	(e) to (i)	Rajputana-Malwa—								
		<i>Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> . . . . .	30	100	657	20	807	936	10	
11	...	Nizam's Guaranteed State—								
		<i>Hyderabad Volunteer Rifles</i> . . . . .	7	31	209	...	247	436	2	
12	...	Madras . . . . .	32	118	760	33	943	1,244	11	
17	...	Bengal and North-Western—								
		<i>Gorakhpur Volunteer Rifles</i> . . . . .	20	40	304	...	364	312	5	
18	...	Rohilkund and Kumaon—								
		<i>Rohilkund Volunteer Rifles</i> . . . . .	1	1	18	...	20	40	1	
21	...	Bhánagar-Gondal-Junágad-Porbandar—								
		<i>First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company</i> . . . . .	2	8	44	2	56	52	1	
22	...	Southern Mahratta . . . . .	20	87	767	5	879	581	7	
24	...	South Indian . . . . .	19	94	607	16	736	700	7	
25	...	Burma . . . . .	19	55	618	22	714	579	11	
23	...	Darjeeling-Himalayan—								
		<i>Northern Bengal Mounted Rifles, "A" and "B" Troops</i> . . . . .	1	1	9	...	11	31	...	

Appendix 42.  
Police.

## APPENDIX 42.

Strength and cost of the Police force on each Railway (open lines), and the amount of compensation payments due to thefts for the Calendar year 1900.

(Referred to in paragraph 63 of Report.)

Class: No.		Railway.	Subordinate officers.	Constables and men.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY.				Cost of force to the railway per mile open.	Compensation payments due to thefts or losses.	REMARKS.
Main.	Sub.				Supervision.	Constables and men.	Contingencies.	Total cost of force to the railway.			
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.		
1	...	East Indian . . . . .	35	1,628	51,252	1,20,573	29,451	2,01,280	95'69	10,087	
2	...	Eastern Bengal State . . . . .	56	681	601	38,451	140	39,192	41'01	22,909	
3	...	Bengal Central . . . . .	9	48	4,348	4,183	491	9,022	72'17	...	
4	...	Bengal-Nágpur . . . . .	8	349	9,846	27,887	2,513	40,246	31'38	191	
5	...	East Coast State . . . . .	...	171	...	16,182	380	16,562	20'51	...	
7	...	Oudh and Rohilkhand State . . . . .	2	455	1,914	30,565	2,063	34,542	30'06	1,049	* Represents pay of one d and one inspec
8	...	North Western State . . . . .	269	2,535	...	1,37,829	929	1,38,758	38'46	1,249	
9	(a) to (e).	Great Indian Peninsula . . . . .	21	1,048	33,385	1,05,614	14,193	1,53,192	98'14	17,165	
9	(f) to (j).	Indian Midland . . . . .	32	265	20,153	21,133	4,115	45,401	40'81	...	
10	(a) to (d) & (f) & (k).	Bombay, Baroda and Central India.	58	401	17,054	63,250	8,855	84,189	126'79	21,117	
10	(e) to (i).	Rajputana-Malwa . . . . .	138	631	41,259	1,04,926	4,113	1,50,358	75'81	12,242	
11	...	Nizam's Guaranteed State . . . . .	47	318	12,823	35,581	2,505	50,969	69'26	...	
12	...	Madras . . . . .	11	309	14,114	28,196	6,830	49,140	56'40	2,424	
13	...	Bengal-Dooars . . . . .	...	8	...	1,102	47	1,149	11'24	...	
15	...	Assam-Bengal . . . . .	2	149	2,571	11,306	1,345	15,222	34'89	...	
17	...	Bengal and North-Western . . . . .	8	351	5,725	38,067	3,513	47,305	39'96	1,305	
18	...	Rohilkund and Kumaon . . . . .	11	130	3,192	8,678	1,431	13,301	46'66	204	
21	...	Bhánagar-Gondal-Junágad-Porbandar.	25	137	...	...	...	†36,061	79'22	389	† Including Mater- ial charg Rs. 7,226.
22	...	Southern Mahratta . . . . .	13	674	15,255	61,546	7,429	84,230	52'92	4,515	
24	...	South Indian . . . . .	...	207	...	...	...	‡57,760	52'03	1,086	‡ Including cost Government pervision, Rs. 44,509.
25	...	Burma . . . . .	78	382	9,186	60,920	14,537	84,643	75'31	102	

N.B.—The information for railways not mentioned in this statement is not available this year.

## APPENDIX 43.

Appendix 43.  
Schools.

## Railway and Railway aided Schools at the close of the Calendar year 1900.

(Referred to in paragraph 67 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

CLASS : NO.		RAILWAY.	RAILWAY SCHOOLS.								LOCAL AND DISTRICT SCHOOLS.					
Main.	Sub.		Number of Schools	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual expenditure.	Number of Schools.	AVERAGE DAILY ATTENDANCE.		Annual Railway grant.
				Children.		Apprentices and workmen.		By Government.	By Railway.	By School fees.	Total.			Children	Apprentices and workmen.	
			Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.	Rs.	Rs.	Rs.	Rs.	Rs.					
1	---	E. I. { European . . .	19	759	579	44	38	9,798	25,168	26,335	61,301	67,883	...	...	...	...
		{ Native . . .	†	3,051	2,127	2,037	821	3,445	55,764	19,819	29,038	34,638	...	...	...	...
3	---	E. B. S. . . . .	4	187	55	43	35	...	1,085	...	1,085	1,085	12	581	...	4,454
4	---	B. N. { European . . .	5	92	82	...	...	985	3,300	1,561	5,846	4,599	2	68	...	600
		{ Native . . .	3	157	131	...	...	205	774	803	1,782	1,500	...	...	...	...
7	---	O. and R. { European . . .	2	30	25	...	...	452	1,113	712	2,277	1,565	12	133	...	6,000
		{ Native . . .	2	...	...	252	99	...	342	...	342	342	...	...	...	...
8	---	N.W. { European . . .	2	64	49	21	14	1,538	1,727	927	4,192	3,871	††16	265	...	13,415
		{ Native . . .	22	91	79	1,176	397	...	5,832	183	6,015	5,114	1	68	...	1,520
9	(n) to (e).	G. I. P. . . . .	6	250	202	...	...	3,005	14,755	2,510	20,270	16,548	††9	55	55	115,272
9	(f) to (j).	I. M. . . . .	2	52	37	...	...	...	2,100	503	2,603	2,793	...	...	...	...
10	(a) to (d) and (j) and (k).	B., B. & C. I. . .	3	107	63	...	...	1,929	3,079	1,671	6,679	7,777	22	53	...	4,440
10	(e) to (i).	R. M. . . . .	11	331	284	56	40	1,983	15,327	10,409	27,719	33,437	9	579	...	3,712
12	---	M. . . . .	8	344	306	...	...	4,148	10,348	3,109	17,605	18,606	...	...	...	...
14	---	D. S. . . . .	...	...	...	...	...	...	...	...	...	...	1	†	†	300
17	---	B. & N. W. . . .	2	46	34	...	...	985	1,680	585	3,250	2,861	2	31	...	324
21	---	B. G. { European . . .	1	11	11	...	...	246	996	413	1,655	1,405	...	...	...	...
		{ Native . . .	1	44	44	...	...	...	666	131	797	722	...	...	...	...
22	---	S. M. { European . . .	15	252	204	159	52	1,025	6,198	1,622	8,845	8,215	...	...	...	...
		{ Native . . .	1	30	23	...	...	...	180	73	253	277	...	...	...	...
24	---	S. I. { European . . .	4	133	98	...	...	606	1,864	648	3,118	3,632	...	...	...	...
		{ Native . . .	1	40	45	...	...	51	249	145	445	306	...	...	...	...
25	---	B. { European . . .	3	45	42	14	12	600	684	827	2,111	1,600	13	29	...	514
		{ Native . . .	2	126	95	26	22	600	1,057	985	2,642	2,657	12	30	...	531

\* Including the joint railway schools at Aligarh, Moghal Sarai and Ghaziabad.

† Including Rs. 260 received from the North Western State railway for the joint railway school at Ghaziabad, Rs. 325 and Rs. 409 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai, respectively; and Rs. 11,225 and Rs. 210 payable by the North Western and Oudh and Rohilkhand State railways, respectively, on account of the "Oakgrove" school at Mussoorie.

‡ Information not available.

§ Includes Rs. 146 received from the Oudh and Rohilkhand State railway for the joint railway school at Moghal Sarai.

|| Excluding the "Oakgrove" school at Mussoorie and the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

\*\* The joint railway school at Moghal Sarai which receives contributions from the Oudh and Rohilkhand State railway is included with the railway schools of the East Indian railway.

†† Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Ghaziabad, which receive contributions from the North Western State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

‡‡ Includes particulars for the school at Mount Abu for the first-half only, as those for the second-half are not available.

§§ Information not furnished; the number on the rolls was 307 children and 6 apprentices.

Appendix 44.  
Earnings under different heads.

APPEN

Gross earnings under different heads on each

(Referred to in paragraphs

Serial No.	GAUGE.		5' 0"							
	CLASS : No.		1		2		3		4	
	Railway.		East Indian.		Eastern Bengal State.		Bengal Central.		Bengal-Nágpur.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
<b>COACHING.</b>										
1	1st class	Number . . .	35,866	34,622	24,009	20,984	1,154	1,155	4,408	4,164
2		Earnings . . Rs.	3,49,370	3,27,248	91,610	78,892	3,390	3,796	39,233	31,023
3	2nd class	Number . . .	103,689	111,388	62,379	56,659	13,134	12,781	13,488	14,267
4		Earnings . . Rs.	4,25,200	4,70,076	1,05,328	1,03,137	11,624	11,309	39,461	45,051
5	3rd or intermediate class.	Number . . .	813,394	804,952	492,593	482,862	31,425	29,337	22,320	31,345
6		Earnings . . Rs.	7,09,791	7,41,523	2,17,352	2,35,970	17,680	18,220	24,211	29,252
7	4th or lowest class	Number . . .	10,129,678	9,69,054	5,661,521	5,682,432	867,208	826,432	1,882,660	1,710,920
8		Earnings . . Rs.	77,63,500	77,07,660	21,03,862	21,95,097	2,98,637	2,04,517	14,67,974	13,69,270
9	Total passengers	Number . . .	11,082,827	10,645,016	6,240,412	6,248,570	912,015	870,207	1,922,876	1,770,976
10		Earnings . . Rs.	92,47,861	92,46,507	26,08,159	26,13,096	3,31,531	3,27,842	15,70,881	14,75,527
11	Parcels and luggage.	Earnings . . Rs.	8,52,792	9,87,723	2,55,134	3,06,117	23,985	25,434	1,37,496	1,51,357
12	Other coaching traffic.	Earnings . . Rs.	4,97,045	8,04,292	48,726	54,975	3,278	3,557	47,692	43,433
13	Total Coaching traffic.	Earnings . . Rs.	1,05,97,698	1,10,38,322	29,12,019	29,74,188	3,58,794	3,56,833	17,56,259	16,70,217
<b>GOODS.</b>										
14	General merchandise.	Tons . . .	2,339,448	1,518,381	700,004	906,477	64,883	93,645	605,159	292,190
15		Earnings . . Rs.	1,26,04,321	1,20,39,001	33,58,574	61,15,135	1,36,116	3,22,081	56,90,015	22,08,175
16		Average rate per ton per mile, . . pies	5'85	6'28	8'59	10'26	6'71	7'23	4'75	5'30
17	Coal for the public and owning railway.	Tons . . .	2,417,358	2,765,443	198,212	195,346	14,956	18,464	448,390	390,011
18		Earnings . . Rs.	77,79,143	90,42,037	2,02,708	190,163	13,841	17,526	4,97,261	4,90,467
19		Average rate per ton per mile, . . pies	3'24	3'21	3'38	3'63	3'29	3'22	3'16	3'15
20	Military stores.	Tons . . .	4,021	7,079	86	125	124	142	218	408
21		Earnings . . Rs.	1,26,827	2,54,372	5'3	6'70	182	253	3,065	13,080
22		Average rate per ton per mile, . . pies	19'21	16'73	23'29	26'03	140'24	128'03	17'43	12'44
23	Railway materials for construction.	Tons . . .	152,301	165,358	110,220	42,261	2,653	7,394	13,278	138,471
24		Earnings . . Rs.	1,06,959	1,12,540	1,69,899	59,389	1,012	7,516	16,815	48,514
25		Average rate per ton per mile, . . pies	3'70	3'03	2'43	2'45	2'45	2'45	2'45	1'80
26	Total Goods	Tons . . .	5,159,853	4,755,011	1,050,328	1,189,266	83,241	122,550	1,070,873	892,256
27		Earnings † . . Rs.	2,60,34,838	2,18,67,792	32,33,073	64,04,206	1,72,971	3,53,113	62,73,333	28,88,579
28		Average rate per ton per mile, . . pies	4'69	4'47	7'07	9'27	6'10	6'47	4'60	4'36
<b>SUNDRIES.</b>										
29	Electric telegraph	Earnings . . Rs.	52,743	42,843	17,750	16,810	1,122	1,193	15,570	10,213
30	Steam boat and sundries.	Earnings . . Rs.	4,97,930	5,15,226	6,36,464	6,09,357	74,045	14,458	1,10,379	2,41,673
<b>TOTAL</b>										
31	Grand Total Earnings . . .	Rs.	3,71,83,209	3,14,64,383	73,99,306	1,00,91,501	6,07,822	7,25,597	81,64,941	48,10,682
32	Total Working Expenses . . .	Rs.	1,20,59,644	1,25,09,210	39,37,313	40,94,290	3,56,070	4,26,650	27,54,307	25,07,866
33	Net Earnings . . .	Rs.	2,51,23,565	2,09,55,173	34,61,993	60,00,271	2,51,752	2,98,947	54,10,634	23,02,816

\* Including revenue stores but excluding live stock.

† Including all other items not detailed above.

20 and 24 of Report.)

5' 6"												Serial No.
5		6		7		8		9				
East Coast State.		Calcutta Port Commissioners' †.		Oudh and Rohilkhand State. §		North Western State.		Great Indian Peninsula system.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	G. I. P. (a) to (e)		Indian Midland. (f) to (j).		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3,548	3,617	...	...	12,844	12,703	25,924	22,269	56,082	49,443	6,917	4,975	1
33,508	40,401	...	...	77,039	65,759	1,88,439	1,75,713	2,68,695	2,62,180	60,365	58,028	2
15,334	14,330	...	...	36,364	40,599	86,697	83,780	521,734	386,618	19,028	18,591	3
35,213	38,557	...	...	98,266	1,03,377	2,22,935	2,34,019	3,96,992	3,81,142	80,266	75,067	4
6,440	9,066	...	...	185,337	197,039	405,995	510,599	205,083	260,243	153,253	139,165	5
14,409	19,589	...	...	1,48,975	1,54,808	4,31,520	5,07,450	3,65,207	4,07,763	2,03,619	1,73,626	6
2,374,806	2,032,184	...	...	3,183,240	3,176,686	8,710,632	8,343,789	8,508,527	7,703,123	991,095	893,798	7
11,68,057	10,56,157	...	...	18,11,547	17,32,344	51,36,788	49,14,286	22,88,567	23,90,237	7,94,929	7,09,545	8
2,400,128	2,059,197	...	...	3,417,785	3,427,027	9,229,248	8,960,446	9,291,426	8,399,427	1,170,293	1,056,529	9
12,51,187	11,54,707	...	...	21,35,827	20,56,288	59,79,882	58,31,468	33,19,461	34,41,322	11,39,179	10,16,266	10
75,685	69,688	...	...	1,49,208	1,70,863	4,39,847	6,84,115	8,25,045	7,26,226	1,96,914	1,32,964	11
26,942	35,494	...	...	89,908	95,272	2,64,317	2,70,347	2,61,731	2,28,198	1,02,226	85,138	12
13,53,814	12,59,889	...	...	24,22,772	23,85,702	66,84,046	67,85,930	44,06,237	43,95,746	14,38,319	12,34,368	13
418,076	343,080	...	...	676,253	441,382	1,543,776	1,159,033	1,416,700	905,490	540,607	331,585	14
12,40,294	11,45,850	...	...	29,75,765	19,31,324	93,95,214	79,70,805	1,32,86,602	99,77,959	49,13,266	28,58,843	15
4'22	4'20	...	...	6'10	6'25	5'38	6'14	7'21	7'94	16'76	16'38	16
86,373	124,812	...	...	49,129	52,632	109,588	100,479	221,585	181,204	49,909	48,568	17
2,31,368	3,61,645	...	...	1,64,394	1,86,982	2,52,423	2,58,113	5,80,103	4,55,411	1,79,958	1,52,440	18
3'00	3'09	...	...	2'77	2'81	2'52	2'55	2'28	2'42	2'47	2'51	19
152	130	...	...	1,499	2,300	11,703	10,425	3,722	3,470	414	790	20
7,135	3,425	...	...	18,960	37,486	2,09,986	2,50,248	99,055	83,617	7,755	2,897	21
19'60	17'55	...	...	15'58	14'80	15'95	16'19	20'30	22'59	15'19	19'82	22
80,557	80,631	...	...	65,222	50,670	162,731	130,510	27,179	17,284	6,456	11,053	23
62,747	66,316	...	...	39,353	26,413	1,14,282	92,116	39,702	17,154	16,158	16,664	24
2'41	2'42	...	...	2'78	3'14	2'48	2'62	2'00	2'00	2'47	2'52	25
611,920	590,714	...	...	1,048,431	733,095	2,452,678	2,073,749	1,797,819	1,189,446	613,104	597,495	26
15,84,998	16,22,968	2,18,498	2,19,682	32,99,806	22,74,234	1,05,01,563	90,95,503	1,44,01,619	1,08,57,764	51,70,291	32,89,209	27
3'85	3'75	...	...	5'63	5'61	5'25	5'60	6'50	7'15	16'36	16'10	28
8,059	7,360	...	...	16,380	13,083	48,063	50,689	37,107	34,512	15,531	11,450	29
1,47,772	63,237	52,962	41,814	6,38,829	6,24,811	4,98,241	4,22,918	3,35,380	1,60,922	71,698	85,996	30
30,94,643	29,53,454	2,71,460	2,61,496	63,77,787	52,97,830	1,77,31,913	1,63,55,046	1,91,80,343	1,54,48,944	66,95,839	46,21,023	31
17,35,100	16,58,193	1,87,442	1,72,213	31,59,680	28,43,968	97,81,254	98,91,465	93,79,184	87,99,349	26,59,233	27,04,686	32
12,59,534	12,95,261	84,018	89,279	32,18,107	24,53,862	79,50,659	64,63,575	98,01,159	66,49,595	40,36,606	19,16,337	33

† Open only for goods traffic, details of which are not furnished. § Details exclude Hardwar-Dehra railway for which information is not available.  
‡ Excluding Gwalior Light railway.

Appendix 44.  
Earnings under different heads.

APPEN

Gross earnings under different heads on each

(Referred to in paragraph

Serial No.	GAUGE.		5' 6"					
	CLASS : No.		10		11			
	Railway.		Bombay, Baroda and Central India system.					
	Particulars.		B. B. and C. I. (a) to (d) and (f) and (k)		Rajputana-Matwa. (e) to (i).		Nizam's Guaranteed State	
		1st half.	2nd half.	1st half	2nd half	1st half.	2nd half	
<b>COACHING.</b>								
1	1st class . . . . .	Number . . . . .	82,117	66,707	10,337	10,484	4,451	4,729
2		Earnings . . . . . Rs.	85,296	68,639	69,744	52,431	29,330	29,715
3	2nd class . . . . .	Number . . . . .	773,073	657,793	36,064	39,360	21,432	27,701
4		Earnings . . . . . Rs.	2,68,433	2,41,907	97,942	1,05,201	41,481	62,120
5	3rd or Intermediate class . . . . .	Number . . . . .	197,030	207,374	1,29,257	146,102	124,558	121,926
6		Earnings . . . . . Rs.	3,23,863	3,53,029	1,37,911	1,53,618	59,886	54,320
7	4th or lowest class . . . . .	Number . . . . .	8,737,518	7,627,970	5,297,388	5,442,960	702,478	886,685
8		Earnings . . . . . Rs.	17,69,705	17,24,432	26,16,778	26,40,135	3,57,037	4,69,620
9	Totals passengers . . . . .	Number . . . . .	9,282,738	8,559,844	5,473,046	5,639,906	852,919	1,040,625
10		Earnings . . . . . Rs.	24,40,297	23,38,007	29,22,373	29,51,385	4,86,734	6,15,905
11	Parcels and Luggage . . . . .	Earnings . . . . . Rs.	3,16,426	3,16,900	2,95,960	3,00,174	57,042	61,275
12	Other coaching traffic . . . . .	Earnings . . . . . Rs.	44,621	46,253	29,050	1,04,429	32,939	15,821
13	Total Coaching traffic . . . . .	Earnings . . . . . Rs.	28,11,348	27,51,162	33,27,383	33,55,988	5,76,715	6,93,601
<b>GOODS.</b>								
14	General merchandise . . . . .	Tons . . . . .	1,235,318	646,670	1,548,504	936,507	245,100	205,458
15		Earnings . . . . . Rs.	73,80,553	45,51,363	1,31,73,853	83,46,273	17,68,972	14,07,466
16		Average rate per ton per mile, pies	8'4	8'23	6'68	6'59	7'97	9'01
17	Coal for the public and owning railway . . . . .	Tons . . . . .	96,694	111,755	81,751	112,248	235,152	239,161
18		Earnings . . . . . Rs.	3,69,821	319,692	2,69,866	2,64,560	8,10,003	7,46,453
19		Average rate per ton per mile, pies	3'74	2'80	3'27	2'93	3'58	3'75
20	Military stores . . . . .	Tons . . . . .	711	229	3,740	2,363	410	365
21		Earnings . . . . . Rs.	12,096	7,938	43,423	27,951	8,132	8,054
22		Average rate per ton per mile, pies	18'78	21'36	18'71	15'31	23'72	24'70
23	Railway materials for construction . . . . .	Tons . . . . .	46,134	118,145	3,683	15,014	94,596	143,402
24		Earnings . . . . . Rs.	42,172	67,893	15,944	34,163	73,977	46,337
25		Average rate per ton per mile, pies	2'78	3'69	2'80	3'01	3'73	5'46
26		Tons * . . . . .	1,470,834	932,129	1,686,303	1,128,546	601,102	711,038
27	Total Goods . . . . .	Earnings † . . . . . Rs.	80,05,899	52,04,660	1,37,65,475	90,40,067	26,80,283	22,51,766
28		Average rate per ton per mile, pies	7'38	7'28	6'62	6'27	5'70	6'05
<b>SUNDRIES.</b>								
29	Electric telegraph . . . . .	Earnings . . . . . Rs.	31,457	23,410	43,866	37,761	10,213	12,381
30	Steam boat and sundries . . . . .	Earnings . . . . . Rs.	-1,07,039	1,71,051	2,21,861	1,43,970	48,366	58,200
<b>TOTAL.</b>								
31	Grand total Earnings . . . . .	Rs.	1,07,41,665	81,50,303	1,73,38,587	1,25,77,786	33,15,577	30,15,948
32	Total working expenses . . . . .	Rs.	56,55,280	44,04,060	68,21,380	66,61,749	15,50,678	12,79,047
33	Net earnings . . . . .	Rs.	50,86,385	37,46,243	1,05,17,207	59,16,037	17,64,899	17,36,901

\* Including revenue stores but excluding live stock. † Including all other items not detailed above.

DIX 44.—continued.

Appendix 44.  
Earnings under different heads.

railway (by systems) during each half-year of 1900.

20 and 24 of Report.)

		3' 31"										Serial No.
12		13		14		15		16		17		
Madras.		Bengal-Doonars.		Dibru-Sadiya.		Assam-Bengal.		Deoghur. ‡		Bengal and North-Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
14,123	13,211	273	371	1,901	1,874	1,867	2,063	1,050	8,825	8,332	1	
1,24,097	1,04,693	903	1,273	4,936	4,596	9,558	10,326	525	24,109	22,301	2	
70,793	66,018	759	708	1,522	1,411	4,777	4,453	...	12,940	12,778	3	
1,05,101	1,42,916	1,293	1,744	2,039	1,815	9,573	9,537	...	20,002	22,241	4	
...	...	679	843	...	...	...	1,150	...	36,682	43,000	5	
...	...	435	430	...	...	...	1,167	...	25,618	29,025	6	
4,593,617	4,417,166	85,321	132,553	143,276	126,003	800,224	732,308	230,963	3,969,005	3,970,391	7	
15,52,650	15,21,796	21,021	30,229	63,959	51,214	4,52,388	4,14,465	30,397	14,23,871	13,78,068	8	
4,678,533	4,496,395	87,032	134,475	146,699	132,298	806,868	739,974	232,013	4,027,452	4,037,504	9	
18,41,848	17,69,405	24,652	33,076	70,934	57,625	4,71,919	4,35,495	30,922	14,93,600	14,51,635	10	
2,27,610	2,38,108	4,053	4,043	6,303	5,757	22,708	19,190	...	64,786	53,202	11	
80,674	68,920	621	909	5,853	5,001	14,472	14,478	...	37,875	30,968	12	
21,10,132	20,76,438	29,129	38,028	81,090	68,383	5,09,099	4,69,163	30,922	15,76,261	15,35,805	13	
448,435	456,858	16,899	30,237	36,803	39,886	53,144	63,168	11,839	613,803	330,873	14	
29,39,463	29,34,634	64,733	1,62,355	1,69,472	1,88,661	2,09,040	2,68,535	3,837	23,73,432	12,37,460	15	
9'42	9'78	48'95	51'52	1'11'57	1'35'32	8'85	8'46	...	6'14	6'32	16	
150,249	234,933	3,950	2,311	217,355	194,914	12,812	13,661	...	73,999	31,946	17	
3,09,097	4,86,051	6,335	6,737	2,16,615	1,90,714	20,621	24,610	...	1,20,623	46,091	18	
4'61	4'61	29'64	26'05	1'5'59	1'5'50	2'89	3'09	...	3'07	2'71	19	
1,013	927	...	13	...	...	18	126	...	1	...	20	
30,471	26,152	...	25	...	...	394	687	...	14	...	21	
23'31	23'76	...	18'46	...	...	21'79	24'25	...	25'51	...	22	
1,188	5,749	5,408	3,446	...	...	113,948	124,037	...	30,562	56,928	23	
10,854	21,507	3,741	2,093	...	...	78,079	61,864	...	35,137	55,524	24	
5'85	5'11	4'60	4'18	...	...	1'63	1'52	...	2'22	2'51	25	
716,332	792,919	26,436	36,572	256,696	236,909	180,814	203,136	11,839	767,164	480,020	26	
34,41,176	35,47,192	75,184	1,73,738	3,89,502	3,80,773	3,12,595	3,59,718	3,837	26,04,400	14,02,215	27	
8'54	8'40	31'05	44'12	1'9'13	1'9'68	3'97	4'43	...	5'71	5'52	28	
7,909	6,982	277	245	6,016	5,481	6,716	6,568	...	18,828	11,906	29	
1,18,625	1,06,505	20,148	11,971	18,127	15,199	21,934	24,161	141	4,79,985	3,97,607	30	
57,78,142	57,37,112	1,24,938	2,23,952	4,96,735	4,69,836	8,50,344	8,59,610	34,900	46,99,474	33,47,533	31	
30,07,692	29,69,003	77,331	77,643	2,56,315	2,29,894	6,27,043	7,18,543	27,524	20,10,831	19,46,892	32	
27,70,450	27,68,104	47,607	1,46,334	2,40,420	2,39,912	2,21,296	1,41,067	7,376	26,88,643	14,00,641	33	

‡ Excluding Lado and Tikah-Margherita colliery. § Yearly figures are shown.

Serial No.	GAUGE.		3' 31"					
	CLASS No.		18		19		20	
	Railway.		Rohilkund and Kumaon.		Jodhpur and Bikaner.		Udaipur-Chbtor.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
<b>COACHING.</b>								
1	1st class . . . . .	Number . . . . .	2,235	2,366	536	443	256	116
2		Earnings . . . . . Rs.	14,650	16,995	4,330	2,831	1,417	1,306
3	2nd class . . . . .	Number . . . . .	8,048	7,865	3,552	3,580	465	621
4		Earnings . . . . . Rs.	28,635	27,695	7,442	7,408	1,181	1,752
5	3rd or Intermediate class . . . . .	Number . . . . .	5,938	5,520	---	---	998	2,358
6		Earnings . . . . . Rs.	4,934	4,754	---	---	763	1,172
7	4th or lowest class . . . . .	Number . . . . .	627,120	558,917	402,219	376,242	87,566	71,222
8		Earnings . . . . . Rs.	2,43,588	2,15,603	2,28,141	2,06,200	39,261	26,071
9	Total passengers . . . . .	Number . . . . .	643,336	574,668	406,307	380,265	89,283	80,566
10		Earnings . . . . . Rs.	2,91,807	2,65,047	2,39,913	2,16,439	41,622	40,360
11	Parcels and luggage . . . . .	Earnings . . . . . Rs.	24,674	24,688	21,076	20,415	2,493	2,581
12	Other coaching traffic . . . . .	Earnings . . . . . Rs.	16,358	16,214	6,614	10,250	1,486	1,171
13	Total Coaching traffic . . . . .	Earnings . . . . . Rs.	3,32,839	3,05,949	2,67,603	2,47,104	45,601	44,108
<b>GOODS.</b>								
14	General merchandise . . . . .	Tons . . . . .	192,201	123,900	177,091	106,476	33,747	20,211
15		Earnings . . . . . Rs.	4,91,418	3,15,877	7,86,758	3,67,428	1,47,618	67,201
16		Average rate per ton per mile, pies	7'05	6'61	9'31	6'48	16'70	12'34
17	Coal for the public and owning railway . . . . .	Tons . . . . .	229	334	7,852	12,326	65	29
18		Earnings . . . . . Rs.	273	495	14,486	22,199	103	61
19		Average rate per ton per mile, pies	3'86	3'15	4'60	3'81	5'68	4'61
20	Military stores . . . . .	Tons . . . . .	159	34	9	13	3	1
21		Earnings . . . . . Rs.	1,366	288	127	149	30	11
22		Average rate per ton per mile, pies	24'13	21'06	30'56	30'11	33'28	28'11
23	Railway materials for construction . . . . .	Tons . . . . .	4,117	1,843	47,558	31,995	288	111
24		Earnings . . . . . Rs.	2,192	2,198	35,299	19,486	342	111
25		Average rate per ton per mile, pies	2'45	2'45	2'30	2'35	2'72	2'11
26	Total Goods . . . . .	Tons * . . . . .	215,572	138,710	234,007	151,824	34,140	20,901
27		Earnings † . . . . . Rs.	5,16,918	3,32,719	8,47,700	4,16,172	1,51,178	74,611
28		Average rate per ton per mile, pies	6'84	6'34	8'30	5'83	16'81	12'34
<b>SUNDRIES.</b>								
29	Electric telegraph . . . . .	Earnings . . . . . Rs.	4,896	3,346	21,281	19,655	963	111
30	Steam boat and sundries . . . . .	Earnings . . . . . Rs.	86,958	1,07,808	1,287	1,336	299	111
<b>TOTAL.</b>								
31	Grand total earnings . . . . .	Rs.	9,41,551	7,49,822	11,37,871	6,84,267	1,98,041	2,19,111
32	Total working expenses . . . . .	Rs.	4,32,298	3,82,371	3,98,808	4,10,333	70,433	61,111
33	Net earnings . . . . .	Rs.	5,09,253	3,67,451	7,39,063	2,73,934	1,27,608	1,58,000

\* Including revenue stores but excluding live stock.

† Including all other items not detailed above



DIX 44—continued.

railway (by systems) during each half-year of 1900.

Appendix 44.  
Earnings under different heads.

20 and 24 of Report.)

3' 38''								2' 6''		Serial No.
21		22		24		25		26		
Bhavnagar-Gondal-Junagad-Porbandar		Southern Mahratta.		South Indian.		Burma.		Morvi.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3,485	3,237	9,326	7,652	12,313	14,233	13,831	14,459	708	859	1
9,478	8,252	51,323	42,298	42,957	40,464	57,578	57,476	2,956	3,981	2
24,863	24,421	41,048	27,314	52,504	49,337	113,994	101,885	4,181	4,509	3
30,205	28,593	89,667	62,462	80,001	73,690	1,20,515	1,17,027	8,824	9,882	4
23,850	18,795	...	...	...	...	...	...	...	...	5
21,155	17,889	...	...	...	...	...	...	...	...	6
8,96,429	8,41,526	2,631,932	2,673,098	6,727,542	6,302,345	5,499,996	5,101,646	147,024	135,878	7
4,23,769	3,88,478	11,54,571	11,15,493	23,34,051	21,82,209	24,96,024	20,23,687	94,535	96,173	8
9,48,627	8,87,979	2,682,306	2,708,064	6,792,359	6,365,915	5,627,821	5,217,990	151,913	141,246	9
4,94,607	4,43,212	12,05,561	12,20,253	24,57,009	22,96,363	26,74,117	21,98,190	1,06,315	1,10,036	10
28,238	21,906	1,38,442	1,23,754	98,564	89,455	74,701	80,132	7,233	7,805	11
17,612	20,203	61,681	63,601	46,333	50,169	51,096	53,959	4,757	5,979	12
5,30,457	4,85,321	14,05,684	14,07,608	26,01,906	24,35,087	27,99,914	23,32,281	1,18,305	1,23,820	13
2,23,974	214,351	466,067	375,230	391,801	428,307	551,209	435,146	29,028	18,675	14
8,43,282	4,03,835	29,73,930	21,67,376	18,03,654	19,57,514	28,50,887	23,13,742	1,01,051	61,368	15
12'24	12'13	6'69	7'43	9'37	9'55	7'84	8'01	10'90	9'90	16
5,639	8,261	21,850	29,865	16,535	23,021	27,124	34,899	679	268	17
9,820	13,328	1,07,620	1,68,127	20,405	26,246	54,769	52,145	2,290	626	18
3'04	4'14	2'86	2'83	3'68	2'92	2'70	2'88	9'69	7'45	19
1	3	722	517	91	118	412	307	24	10	20
9	5'	7,676	5,619	1,426	4,193	10,936	7,974	205	103	21
29'49	27'79	21'78	17'54	22'58	23'09	16'26	16'97	22'22	26'60	22
302	312	6,823	2,355	119,101	62,012	62,910	65,725	179	32	23
356	478	7,531	4,167	18,683	10,266	81,531	79,963	227	43	24
5'82	4'26	2'12	2'79	2'28	2'48	2'22	2'30	9'71	11'26	25
2,30,543	126,080	531,011	464,094	865,399	792,635	670,654	584,457	30,064	19,149	26
8,60,607	4,24,424	31,63,387	24,25,348	18,97,640	20,51,065	31,29,408	25,77,948	1,07,883	65,812	27
12'09	11'18	6'26	6'35	8'53	8'80	7'11	6'97	11'24	10'15	28
9,995	8,466	16,005	13,195	12,805	12,303	13,252	12,809	3,726	3,081	29
21,374	21,457	91,168	76,121	70,432	66,731	51,515	1,10,820	363	318	30
14,20,433	9,40,668	47,66,244	39,22,272	45,82,783	45,66,086	59,96,089	50,33,858	2,30,277	1,93,031	31
6,16,913	5,70,678	28,19,168	28,09,361	22,94,530	23,49,586	30,24,593	31,10,531	1,27,056	1,17,458	32
8,05,520	3,60,090	10,47,076	11,12,911	22,88,253	22,16,500	29,71,496	19,23,327	1,03,221	55,573	33

‡ Excluding Pondicherry railway for which information is not available.

Appendix 44.  
Earnings under different heads.

APPEN

Gross earnings under different heads on each  
(Referred to in paragraph

Serial No.	GAUGR.		1 6"					
	CLASS: No. °		27		28		29	
	Railway.		Barsi.		Tarakeswar-Magra.		Ranaghat-Krishnagar.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
<b>COACHING.</b>								
1	1st class . . . . .	Number . . . . .	...	...	...	...	...	...
2		Earnings . . . . . Ra.	...	...	...	...	...	...
3	2nd class . . . . .	Number . . . . .	400	303	...	...	...	...
4		Earnings . . . . . Ra.	922	802	...	...	...	...
5	3rd or intermediate class . . . . .	Number . . . . .	...	...	...	...	...	11,65
6		Earnings . . . . . Ra.	...	...	...	...	...	4,14
7	4th or Lowest class . . . . .	Number . . . . .	32,833	31,705	193,927	199,220	121,654	104,38
8		Earnings . . . . . Ra.	10,620	10,232	32,616	34,055	32,694	27,07
9	Total passengers . . . . .	Number . . . . .	33,233	32,008	193,927	199,220	121,654	116,38
10		Earnings . . . . . Ra.	11,542	11,234	32,616	34,055	32,694	31,07
11	Parcels and luggage . . . . .	Earnings . . . . . Ra.	869	823	...	...	...	...
12	Other coaching traffic . . . . .	Earnings . . . . . Ra.	45	40	...	...	650	1,52
13	Total Coaching traffic . . . . .	Earnings . . . . . Ra.	12,456	11,997	32,616	34,055	33,344	33,59
<b>GOODS.</b>								
14	General merchandise . . . . .	Tons . . . . .	27,257	13,540	...	...	...	...
15		Earnings . . . . . Ra.	65,601	31,159	...	...	...	...
16		Average rate per ton per mile, pie	21'01	20'14	...	...	...	...
17	Coal for the public and owning railway . . . . .	Tons . . . . .	...	...	...	...	...	...
18		Earnings . . . . . Ra.	...	...	...	...	...	...
19		Average rate per ton per mile, pie	...	...	...	...	...	...
20	Military stores . . . . .	Tons . . . . .	4	3	...	...	...	...
21		Earnings . . . . . Ra.	17	3	...	...	...	...
22		Average rate per ton per mile, pie	34'75	30'32	...	...	...	...
23	Railway materials for construction . . . . .	Tons . . . . .	...	...	...	...	...	...
24		Earnings . . . . . Ra.	...	...	...	...	...	...
25		Average rate per ton per mile, pie	...	...	...	...	...	...
26	Total Goods . . . . .	Tons* . . . . .	27,261	13,541	4,250	4,766	...	...
27		Earnings† . . . . . Ra.	65,947	30,924	4,130	5,003	1,156	561
28	Average rate per ton per mile, pie		21'01	20'14	...	...	...	...
<b>SUNDRIES.</b>								
29	Electric telegraph . . . . .	Earnings . . . . . Ra.	184	147	170	141	...	...
30	Steam boat and sundries . . . . .	Earnings . . . . . Ra.	1,589	1,296	285	194	535	194
<b>TOTAL.</b>								
31	Grand total earnings . . . . .	Ra.	80,176	44,264	37,201	39,393	35,035	34,267
32	Total working expenses . . . . .	Ra.	43,800	38,200	27,166	28,468	26,390	23,470
33	Net earnings . . . . .	Ra.	36,376	6,064	10,035	10,925	8,645	10,797

\* Including revenue stores but excluding live stock. † Including all other items

DIX 44—concluded.

Appendix 44.  
Earnings under different heads.Railway (by systems) during each half-year of 1900.  
(and 24 of Report).

1' 6"				2' 0"								Serial No.
30		31		32		33		34		35		
Tezpur-Bálipara.		Cherra-Companyganj. †		Darjeeling-Himalayan.		Howrah-Amta.		Howrah-Sheakhalla.		Jorhat.		
1st half.	2nd half.	1st half	2nd half	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	
...	...	...	...	2,501	2,198	207	212	223	170	...	...	1
...	...	...	...	29,363	26,837	272	243	233	193	...	...	2
...	...	...	...	5,588	5,223	...	...	...	...	...	...	3
...	...	...	...	32,525	31,195	...	...	...	...	...	...	4
...	...	...	...	...	...	15,017	12,991	6,058	6,110	...	...	5
...	...	...	...	...	...	6,084	5,084	1,886	1,885	...	...	6
73,632	71,244	...	...	25,142	23,930	320,566	353,427	144,229	142,135	32,337	27,965	7
19,925	19,022	...	...	51,200	48,871	1,20,900	1,06,676	33,300	32,497	6,664	5,607	8
73,632	71,244	...	...	33,231	31,351	405,810	366,630	150,510	149,415	32,397	27,965	9
19,925	19,022	...	...	1,13,388	1,06,903	1,27,256	1,12,008	35,419	34,575	6,664	5,607	10
...	...	...	...	28,549	32,565	...	...	...	...	...	...	11
...	...	...	...	7,266	8,812	680	666	316	310	...	...	12
19,925	19,022	...	...	1,49,202	1,48,280	1,27,936	1,12,674	35,755	34,885	6,664	5,607	13
...	...	...	...	18,617	12,969	...	...	...	...	...	...	14
...	...	...	...	2,48,214	2,04,632	...	...	...	...	...	...	15
...	...	...	...	57'94	68'67	...	...	...	...	...	...	16
...	...	...	...	3,171	1,982	...	...	...	...	...	...	17
...	...	...	...	20,039	12,877	...	...	...	...	...	...	18
...	...	...	...	37'31	39'52	...	...	...	...	...	...	19
...	...	...	...	51	50	...	...	...	...	...	...	20
...	...	...	...	1,362	1,611	...	...	...	...	...	...	21
...	...	...	...	113'65	127'55	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	...	25
3,084	5,936	4,808	...	22,800	15,239	...	...	...	...	7,383	8,137	26
16,692	33,438	4,232	619	2,75,498	2,25,566	7,602	7,516	1,694	3,552	32,206	40,968	27
...	...	...	...	55'94	67'57	...	...	...	...	57'69	73'98	28
1,112	783	...	...	1,848	1,506	...	...	...	...	242	184	29
2,118	2,891	...	...	3,261	3,997	273	417	72	61	616	208	30
39,847	56,134	4,032	619	4,29,809	3,79,349	1,35,811	1,20,607	37,521	38,498	39,728	46,967	31
32,624	37,560	22,779	7,293	2,42,841	2,04,478	70,297	63,017	25,704	23,491	53,372	48,987	32
7,223	18,574	-18,547	-6,674	1,86,968	1,74,871	65,514	57,190	11,817	15,007	-13,644	-2,020	33

detailed above. † Closed to traffic from 25th March 1900 and since abandoned.

No.	GAUGE.	5' 6"									
		CLASSIFICATION NUMBER.		1		2		3		4	
		Railway.		East Indian.		Eastern Bengal State.		Bengal Central		Bengal-Nagpur.	
	Particulars.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
Engineering.	1	General Superintendence . . . . Ra.	3,69,053	3,88,303	1,42,227	1,52,301	11,758	13,181	1,21,941	1,43,811	
	2	Maintenance of Permanent-way. {	Wages . . . . .	4,62,357	5,08,121	2,74,788	2,35,635	19,785	20,928	1,99,398	2,01,348
			Materials . . . . .	10,63,247	13,76,711	4,31,655	3,74,246	45,647	46,136	1,15,738	66,081
	3	Repairs of bridges, etc. . . . .	2,23,788	2,47,475	93,541	1,07,971	3,428	3,163	49,526	49,931	
	4	Conservancy of rivers . . . . .	...	...	20	...	33	432	...	...	
	5	Repairs of stations and buildings . . . . .	4,70,293	6,50,800	1,82,420	1,32,547	7,806	10,921	1,17,161	66,511	
6	TOTAL <sup>o</sup> . . . . .	29,10,752	34,73,045	11,55,181	10,80,514	89,768	99,170	6,25,515	5,84,295		
Locomotive.	7	General Superintendence . . . . .	2,80,049	2,84,327	71,907	75,724	6,756	6,735	79,338	85,302	
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc. . . . .	10,29,571	10,40,859	1,91,919	1,98,898	13,059	15,467	2,40,735	1,93,522	
	9	Fuel . . . . .	4,71,176	4,41,268	2,43,476	3,12,311	25,433	35,489	2,06,833	1,48,461	
	10	Water . . . . .	49,443	48,403	16,899	19,223	1,544	2,001	23,789	20,126	
	11	Oil, tallow and other stores . . . . .	1,54,871	1,87,683	30,653	33,303	3,545	4,562	39,165	24,840	
	12	Maintenance and renewal of {	10,95,261	10,35,598	2,02,234	1,60,737	16,301	7,674	1,35,704	1,25,110	
	Loco. engines . . . . .										
	Machinery . . . . .	89,125	1,09,026	28,716	33,800	1,459	467	10,314	7,207		
13	TOTAL <sup>o</sup> . . . . .	37,11,454	36,40,822	18,05,707	19,19,110	70,369	76,477	9,08,453	7,51,824		
Carriage and Wagon.	14	General Superintendence . . . . .	65,853	74,048	37,791	39,674	3,313	3,322	16,280	18,232	
	15	Repairs and renewal of {	Coaching vehicles . . . . .	2,67,258	2,68,253	1,22,048	1,04,052	1,678	11,020	30,147	30,059
			Goods . . . . .	6,21,066	6,38,222	1,22,182	2,10,958	2,479	3,029	79,854	70,932
			Machinery . . . . .	36,121	1,729	4,921	7,104	344	206	2,111	2,297
	16	Cleaning and oiling . . . . .	78,030	73,866	37,396	30,994	2,489	5,525	50,835	53,973	
17	TOTAL <sup>o</sup> . . . . .	10,78,680	10,61,657	13,37,698	11,10,193	5,349	23,189	1,81,017	1,76,511		
Traffic.	18	General Superintendence . . . . .	2,71,728	2,79,400	1,28,302	1,21,530	10,120	11,082	77,641	82,679	
	19	Station staff . . . . .	11,67,308	11,02,786	4,50,083	5,90,568	36,084	42,277	1,94,168	1,73,277	
	20	Train staff . . . . .	4,80,330	4,88,291	95,127	92,379	7,485	7,447	66,340	57,124	
	21	Fuel, lighting and general stores . . . . .	2,21,609	2,37,731	77,993	82,190	6,857	8,391	49,912	49,561	
	22	Clothing . . . . .	28,256	23,621	6,444	7,254	585	110	628	7,583	
	23	Printing stationery and tickets . . . . .	82,242	84,170	35,060	35,777	8,178	6,134	24,664	24,291	
	24	Charges for delivery and collection of goods . . . . .	4,551	4,615	10,405	2,034	...	...	1,023	2,149	
	25	TOTAL <sup>o</sup> . . . . .	23,02,702	22,58,615	18,15,054	19,06,299	72,405	78,114	4,52,412	4,40,569	
General.	26	Home expenditure or General administration . . . . .	1,81,171	1,90,171	26,690	...	19,309	19,138	1,00,429	94,628	
	27	Agent's Office . . . . .	53,345	92,552	45,047	42,322	13,028	12,793	36,764	42,306	
	28	Audit, accounts and pay office . . . . .	2,22,882	2,30,783	93,132	93,332	15,710	15,990	80,197	81,539	
	29	Stores Department . . . . .	75,354	83,431	11,767	7,142	1,436	1,849	18,081	19,341	
	30	Medical Department . . . . .	62,919	66,843	24,164	24,639	1,249	1,247	22,419	18,987	
	31	Rents and Miscellaneous . . . . .	96,754	97,745	26,745	35,657	8,852	7,795	30,203	23,429	
	32	Police . . . . .	1,02,618	98,661	18,866	20,326	4,152	4,870	16,382	21,264	
	33	Advertising . . . . .	3,351	7,288	2,543	7,117	717	1,106	2,457	2,163	
	34	Electric telegraph . . . . .	2,63,049	2,84,895	1,12,477	1,14,652	9,414	9,693	91,820	1,01,348	
	35	TOTAL <sup>o</sup> . . . . .	10,66,943	11,52,918	13,63,844	13,46,364	73,870	74,486	4,00,794	4,03,430	
Miscellaneous.	36	Law charges . . . . .	4,689	11,297	2,818	3,205	2,240	1,383	408	329	
	37	Compensation . . . . .	15,431	22,964	43,786	35,681	1,667	178	6,870	15,231	
	38	Rates and taxes . . . . .	47,594	47,175	17,006	16,712	1,598	827	4,394	2,184	
	39	Payments to other lines . . . . .	4,97,624	4,51,862	...	69,904	35,955	64,246	46,893	47,322	
	40	TOTAL <sup>o</sup> . . . . .	6,69,524	6,05,145	1,66,733	1,92,090	44,309	74,614	1,86,116	1,41,222	
GRAND TOTAL WORKING EXPENSES†		1,20,59,644	1,25,09,210	39,37,313	40,04,290	3,16,070	4,26,650	27,54,307	25,07,817		

<sup>o</sup> Includes all other items of expenditure not enumerated.  
<sup>†</sup> Includes steam-boat service.  
<sup>‡</sup> Includes charges incurred direct by the States.

5		6		7		8		9				No.
East Coast State.		Calcutta Port Commissioners.		Oudh and Rohilkhand State.		North Western State.		GREAT INDIAN PENINSULA SYSTEM.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	Great Indian Peninsula (a) to (e).		Indian Midland (f) to (j).		
								1st half.	2nd half.	1st half.	2nd half.	
1,01,779	1,03,122	4,326	5,216	1,29,703	1,50,833	4,61,765	5,00,145	2,30,721	2,25,287	98,540	94,853	1
1,32,556	1,52,863	6,527	5,435	1,34,100	1,48,715	7,80,724	7,45,922	4,48,493	4,15,744	1,61,153	1,58,871	2
53,063	33,803	4,612	3,709	1,29,478	2,26,351	1,44,017	4,55,828	1,08,424	4,51,164	96,716	1,77,633	3
35,816	94,230	519	2,399	1,23,324	1,10,377	1,96,877	2,05,711	1,69,641	2,12,711	3,074	31,215	4
...	...	...	...	1,506	4,497	49,895	78,674	...	...	...	...	5
35,433	35,385	717	212	1,15,904	1,31,752	3,82,432	2,76,769	1,97,760	1,81,705	50,457	70,176	6
4,17,055	4,85,156	17,391	17,265	7,79,239	8,43,682	20,54,349	26,21,231	13,98,398	15,98,476	4,86,041	4,58,477	7
53,336	49,595	...	...	66,006	70,276	2,71,511	2,71,370	1,81,463	1,79,136	61,359	62,141	8
1,14,454	1,18,266	5,605	5,930	96,390	98,895	6,22,179	5,93,632	9,57,755	8,38,756	1,87,460	1,65,414	9
2,02,630	1,93,488	5,632	5,000	3,84,166	3,43,591	17,72,553	16,37,027	12,01,683	11,20,995	3,49,957	3,06,147	10
11,341	10,669	...	...	11,155	11,541	79,193	77,557	1,28,284	1,07,635	35,045	27,609	11
22,240	22,385	1,144	1,286	28,545	28,012	1,01,309	1,11,670	1,08,801	1,09,893	40,333	39,410	12
1,10,345	1,28,190	18,849	25,137	5,09,091	85,093	9,97,919	8,43,419	9,73,044	11,38,628	1,68,239	2,17,148	13
8,032	14,169	806	538	11,885	13,803	82,488	76,603	48,509	57,055	10,750	14,408	14
5,93,735	5,53,477	32,036	37,890	12,13,045	7,51,135	42,41,582	39,28,649	41,81,738	38,03,302	10,55,891	10,19,150	15
13,350	12,387	...	...	14,474	15,025	53,934	49,335	55,899	51,293	22,688	23,051	16
36,664	46,634	...	...	58,553	56,841	3,08,059	2,76,525	3,71,553	3,25,442	70,088	79,215	17
20,991	17,718	18,849	25,137	2,06,784	2,57,941	3,43,272	2,40,835	3,09,874	3,06,684	67,478	75,478	18
711	1,271	806	538	2,069	2,656	13,329	15,966	17,951	22,224	3,555	5,330	19
20,669	16,750	2,160	2,222	33,968	31,202	1,36,203	1,25,115	1,26,870	1,29,942	29,148	34,248	20
99,218	93,885	21,815	27,997	3,17,249	3,67,331	8,66,685	7,23,366	9,67,820	8,39,182	1,94,293	2,18,251	21
56,203	56,366	10,639	14,708	68,958	74,513	2,14,786	2,12,005	1,62,260	1,37,590	53,906	55,286	22
1,30,487	1,2,133	78,603	52,380	2,40,710	2,50,062	8,00,790	7,92,071	7,51,629	7,20,460	1,35,553	1,30,622	23
39,274	37,731	5,067	6,224	74,194	79,489	2,54,542	2,58,502	4,23,473	3,88,782	50,405	48,541	24
29,515	20,436	997	817	55,249	65,598	1,55,419	1,87,887	1,83,090	1,88,339	44,043	45,879	25
7,304	4,559	371	841	4,863	9,728	14,232	38,890	26,850	28,364	3,700	3,053	26
30,737	17,216	2,153	3,732	23,891	29,966	53,956	60,470	63,417	67,514	18,284	24,843	27
1,530	1,318	...	...	879	1,299	...	...	6,250	5,264	140	221	28
3,19,771	2,56,167	97,830	78,702	4,86,554	5,29,915	15,27,851	15,67,183	16,64,453	15,60,419	1,34,673	1,52,609	29
...	...	...	...	16,512	...	30,556	...	53,529	1,27,709	65,521	67,207	30
24,084	23,184	6,359	5,106	23,342	27,810	59,504	67,995	88,044	50,031	28,813	28,320	31
65,787	67,616	1,000	1,000	76,847	77,036	1,91,602	1,94,711	1,75,863	1,71,794	64,419	65,276	32
22,865	19,268	...	...	16,744	18,283	51,993	53,769	55,321	52,069	22,982	21,487	33
10,082	10,680	...	...	12,146	12,765	45,806	48,572	33,649	32,719	9,332	9,501	34
13,233	9,805	...	60	17,379	16,939	47,624	51,280	38,970	36,254	22,169	19,442	35
8,360	8,203	...	...	16,746	17,796	68,676	70,082	76,151	77,041	21,318	24,085	36
2,035	1,791	...	...	1,042	983	2,479	3,993	3,943	2,417	425	936	37
62,572	61,368	1,110	1,435	70,987	81,176	2,63,984	2,67,240	1,59,809	1,61,515	55,598	55,454	38
2,09,919	2,03,426	14,303	7,600	2,52,552	2,53,994	7,63,687	7,58,743	17,20,554	7,14,307	1,99,518	1,99,965	39
71	1,384	...	...	45	29	76	505	21,224	3,321	179	1,903	40
382	1,708	283	602	1,762	4,832	16,249	13,552	45,027	18,050	12,963	24,213	41
2,808	5,931	2,261	2,261	1,751	2,290	18,542	26,547	35,384	33,216	299	325	42
21,914	13,084	943	...	55,744	45,025	72,824	53,979	1,26,752	62,732	2,04,517	1,11,419	43
56,043	52,271	4,067	2,863	1,11,041	97,911	3,00,059	2,68,119	4,46,222	2,83,663	1,76,757	1,30,532	44
17,35,109	16,58,193	1,87,448	1,72,217	31,59,680	28,43,968	97,81,254	98,91,465	93,79,184	87,99,349	26,59,233	27,04,686	45

§ Including the Cooch Behar State railway, details for which are not given.  
 ¶ Including the carriage and wagon expenses of the Gwalior Light railway as the figures cannot be separated.  
 ¶ Including the Gwalior Light railway, details for which are not given.

Working expenses under different heads of each railway  
(Referred to in paragraph

No.	GAUGE.	CLASSIFICATION NUMBER.	5' 6"						
			Railway.	10				11	
				BOMBAY, BARODA AND CENTRAL INDIA SYSTEM.					
				Bombay, Baroda and Central India (a) to (d) and (j) and (k).		Rajputana-Malwa (e) to (i).		Nizam's Guaranteed State.	
Particulars.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
	Engineering.	1	General Superintendence . . . . . Rs.	1,23,262	1,43,493	1,91,587	1,86,453	54,655	52,843
2		Maintenance of permanent-way. { Wages ..	2,11,589	2,61,793	3,42,140	2,92,255	59,574	62,184	
			Materials,,	5,17,033	6,90,722	6,37,900	7,12,519	3,86,429	42,617
3		Repairs of bridges, etc. . . . . "	4,53,914	3,76,272	1,00,140	62,855	36,436	13,913	
4		Conservancy of rivers . . . . . "	---	---	---	---	210	---	
5		Repairs of stations and buildings . . . . . "	1,11,496	1,45,658	1,04,801	90,025	20,209	19,075	
6	TOTAL # . . . . .	15,14,582	12,57,520	15,10,396	19,16,111	6,55,185	3,50,127		
Locomotive.	7	General Superintendence . . . . . "	67,664	78,160	1,71,644	1,56,625	36,720	43,451	
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc.	2,70,237	2,73,861	5,05,813	4,04,582	80,225	84,760	
	9	Fuel . . . . . "	8,21,990	6,57,797	14,31,728	9,10,030	1,26,135	1,30,683	
	10	Water . . . . . "	81,834	69,952	89,723	48,830	16,947	17,475	
	11	Oil, tallow and other stores . . . . . "	75,011	72,235	59,359	56,442	15,911	18,438	
	12	Maintenance and { Locomotive engines . . . . . "	4,97,013	4,17,417	4,17,161	2,90,088	74,141	74,393	
	renewal of { Machinery . . . . . "	31,939	35,125	81,122	24,830	8,977	7,126		
13	TOTAL # . . . . .	10,11,584	15,02,142	20,16,621	23,27,352	3,01,034	4,12,759		
Carriage and Wagon.	14	General Superintendence . . . . . "	31,665	35,799	44,347	48,294	6,417	7,859	
	15	Repairs and renewal of { Coaching vehicles . . . . . "	2,30,404	1,42,173	3,14,778	2,33,334	18,034	28,731	
			Goods .. . . . "	6,70,407	4,35,451	2,90,552	2,05,541	25,216	30,118
			Machinery . . . . . "	32,058	31,393	2,952	307	1,308	1,723
	16	Cleaning and oiling . . . . . "	51,678	62,619	69,120	77,318	12,480	15,669	
	17	TOTAL # . . . . .	10,20,300	5,11,024	7,35,840	7,72,367	61,494	84,103	
Traffic.	18	General Superintendence . . . . . "	51,510	59,985	1,18,454	1,29,181	27,848	28,340	
	19	Station staff . . . . . "	3,34,177	3,36,645	4,32,242	3,81,872	73,437	86,440	
	20	Train staff . . . . . "	61,341	62,718	1,45,655	1,30,688	31,193	34,774	
	21	Fuel, lighting and general stores . . . . . "	84,640	1,04,988	89,828	1,02,433	17,509	20,661	
	22	Clothing . . . . . "	6,711	5,092	20,029	11,883	980	1,759	
	23	Printing, stationery and tickets . . . . . "	42,172	45,742	55,000	67,648	11,901	13,030	
	24	Charges for delivery and collection of goods ..	---	1,394	---	---	---	---	
	25	TOTAL # . . . . .	6,26,546	5,92,245	9,74,546	9,09,694	1,80,758	2,08,954	
General.	26	Home expenditure or General administration,,	31,042	28,447	1,21,177	34,046	19,999	32,298	
	27	Agent's Office . . . . . "	4,832	25,818	7,903	30,537	12,442	13,911	
	28	Audit, accounts and pay office . . . . . "	20,235	87,554	27,294	1,17,025	43,161	49,379	
	29	Stores Department . . . . . "	7,081	39,862	13,700	44,578	5,234	6,802	
	30	Medical Department . . . . . "	16,456	18,182	31,007	26,591	6,583	8,250	
	31	Rents and Miscellaneous . . . . . "	29,236	26,887	40,090	40,937	18,288	17,139	
	32	Police . . . . . "	44,044	45,114	78,834	71,523	24,804	26,165	
	33	Advertising . . . . . "	1,910	1,230	231	638	383	1,003	
	34	Electric telegraph . . . . . "	66,957	80,196	1,86,384	1,76,058	23,795	33,935	
	35	TOTAL # . . . . .	2,25,552	3,54,005	5,12,683	5,42,702	1,54,715	1,88,903	
Miscellaneous.	36	Law charges . . . . . "	2,207	1,169	643	658	1,041	507	
	37	Compensation . . . . . "	11,402	28,947	10,890	21,432	562	553	
	38	Rates and taxes . . . . . "	25,595	25,732	3,222	429	134	380	
	39	Payments to other lines . . . . . "	1,05,503	26,636	65,704	56,304	85,613	11,994	
	40	TOTAL # . . . . .	3,57,715	1,87,124	1,71,294	1,92,823	1,04,592	34,202	
GRAND TOTAL WORKING EXPENSES†,,			56,55,280	44,04,060	68,21,380	66,61,749	15,50,678	12,79,047	

# Includes all other items of  
† Includes steam-  
‡ Details

DIX 45—contd.

Appendix 45.  
Expenses under different heads.

by systems during each half-year of 1900—contd.

30 of Report.)

5' 6"		3' 38"										No.
12		13		14		15		16		17		
Madras.		Bengal Doocars.		Dibru-Sadiya.		Assam-Bengal.		Deoghur. ¶		Bengal and North Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,31,222	1,29,308	1,958	1,704	8,850	9,533	68,113	63,484	...	...	92,153	1,03,134	1
1,49,624	1,49,191	4,725	4,802	20,199	20,208	88,704	89,015	...	...	97, 5	1,04,572	2
1,37,101	1,79,206	2,477	1,995	16,316	7,961	4,013	9,415	...	...	1,37,781	1,60,364	3
1,19,376	71,718	1,419	1,213	25,484	9,486	7,517	50,455	...	...	81,601	67,966	4
...	...	...	...	...	...	...	...	...	...	1,020	1,271	5
72,019	54,201	863	1,427	9,686	12,932	15,484	37,660	...	...	59,967	49,649	6
7,03,940	6,94,991	19,227	11,518	97,538	75,268	1,86,374	2,56,599	4,153	...	5,43,042	5,62,061	7
74,322	69,422	2,482	1,846	5,106	5,006	18,379	18,612	...	...	40,340	41,648	8
1,85,717	1,88,574	2,256	2,687	10,789	9,356	23,219	24,313	...	...	85,622	77,942	9
4,74,662	5,04,519	8,366	9,838	18,793	19,170	45,137	47,496	...	...	1,89,861	1,40,107	10
22,379	22,201	337	533	3,577	2,782	4,574	5,319	...	...	16,891	15,280	11
29,082	33,429	920	973	2,113	2,228	4,584	4,898	...	...	16,712	17,386	12
3,06,541	2,43,825	3,452	2,065	11,892	12,273	15,754	29,760	...	...	82,954	68,228	13
7,317	8,446	404	325	2,794	2,924	566	601	...	...	5,124	3,987	14
12,11,326	11,34,931	18,821	18,574	54,864	53,839	1,18,940	1,36,199	11,360	...	5,03,738	3,99,527	15
18,630	17,355	1,218	907	2,963	2,998	6,139	6,196	...	...	14,397	15,004	16
95,906	1,01,516	952	691	5,410	3,721	11,249	16,166	...	...	34,968	25,577	17
81,872	70,603	1,061	465	13,990	14,373	4,909	7,758	...	...	59,303	44,099	18
4,987	5,565	1	23	1,478	1,282	26	39	...	...	614	3,983	19
37,856	36,260	523	789	3,317	3,273	4,256	4,725	...	...	25,664	28,612	20
2,46,013	2,45,546	4,115	3,055	27,158	25,648	26,655	34,934	3,705	...	1,39,349	1,19,017	21
80,568	72,887	5,250	4,095	6,319	6,295	22,128	23,005	...	...	55,275	61,122	22
2,05,356	2,05,905	8,443	9,090	14,242	14,398	57,453	61,938	...	...	1,32,571	1,44,631	23
61,988	61,815	716	603	2,776	2,825	11,541	11,977	...	...	43,009	41,954	24
39,552	43,191	548	542	1,443	1,774	11,436	12,870	...	...	38,832	39,733	25
5,694	6,159	84	67	152	32	3,101	323	...	...	4,605	4,661	26
40,431	39,455	978	734	3,196	2,285	8,126	8,221	...	...	23,949	18,846	27
2,334	1,943	...	...	2,924	3,472	5	...	...	...	8,881	11,856	28
4,50,501	4,46,022	16,664	18,609	31,125	31,174	1,13,924	1,18,322	5,573	...	3,31,546	3,45,742	29
36,867	38,283	4,390	4,238	12,921	12,921	36,440	31,134	...	...	47,274	50,395	30
33,414	38,177	1,310	1,290	6,153	6,248	17,989	16,962	...	...	14,612	17,862	31
75,752	78,206	1,841	1,786	6,663	6,895	42,388	40,213	...	...	71,915	69,350	32
13,583	12,915	282	134	2,900	2,911	13,845	12,111	...	...	6,354	7,595	33
15,706	15,257	488	431	2,329	2,322	8,865	8,829	...	...	7,129	7,937	34
13,016	11,544	1,038	829	3,868	3,272	5,183	5,027	...	...	13,997	13,166	35
24,329	24,811	645	504	...	...	7,563	7,659	...	...	23,637	23,668	36
3,200	2,709	16	8	33	...	359	567	...	...	430	600	37
74,977	76,528	2,237	2,155	6,754	6,850	27,355	27,418	...	...	59,003	65,168	38
3,06,436	3,15,863	12,261	12,404	41,620	41,421	1,59,997	1,50,197	2,732	...	2,49,740	2,60,649	39
1,272	29	60	173	622	620	250	622	...	...	1,564	1,096	40
3,066	6,488	341	98	72	421	178	416	...	...	14,468	9,254	41
10,327	12,957	118	122	43	35	2,685	568	...	...	1,507	3,600	42
...	29,161	509	...	1,749	...	...	...	...	...	7,403	2,375	43
89,476	1,31,655	1,695	1,288	4,010	2,544	16,484	14,563	...	...	1,03,991	1,21,004	44
30,07,692	29,69,008	77,331	77,648	2,56,315	2,29,894	6,27,048	7,38,543	27,524	...	20,10,831	19,46,892	45

Expenditure not enumerated.  
out service.  
not furnished.

Appendix 45.  
Expenses under different heads.

APPEN

## Working expenses under different heads of each railway

(Referred to in paragraph)

No.	GAUGE.		3' 31"					
	CLASSIFICATION NUMBER.		18		19		20	
	Railways.		Rohilkund and Kumaon.		Jodhpur-Bikaner.		Udaipur-Chitor.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence . . . . . Rs.	21,799	17,518	7,288	7,718	1,097	2,071
	2	Maintenance of permanent-way. { Wages . . . . . "	26,977	23,161	49,733	47,263	8,540	10,929
		{ Materials . . . . . "	26,362	19,791	255	47,808	-176	199
	3	Repairs of bridges, etc. . . . . "	17,461	16,231	949	4,597	150	1,165
	4	Conservancy of rivers . . . . . "	1,900	1,382	...	...	...	...
	5	Repairs of stations and buildings . . . . . "	8,484	5,756	3,412	4,146	178	78
6	TOTAL <sup>o</sup> . . . . . "	1,00,921	87,877	66,963	1,24,620	11,151	15,222	
Locomotive.	7	General Superintendence . . . . . "	11,997	12,116	8,187	9,016	2,241	2,714
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc. "	15,485	14,394	13,134	13,331	1,429	1,161
	9	Fuel . . . . . "	28,565	23,607	1,17,854	78,244	15,724	14,883
	10	Water . . . . . "	2,559	2,198	8,488	5,117	979	633
	11	Oil, tallow and other stores . . . . . "	3,585	3,543	11,453	8,950	573	605
	12	Maintenance and renewal of { Locomotive engines . . . . . "	15,520	15,016	25,233	36,072	7,121	859
{ Machinery . . . . . "		1,082	1,795	1,412	1,577	151	314	
13	TOTAL <sup>o</sup> . . . . . "	87,188	78,417	1,95,675	1,60,206	28,220	21,193	
Carriage and Wagon.	14	General Superintendence . . . . . "	5,257	5,504	1,931	2,880	435	552
	15	Repairs and renewal of { Coaching vehicles . . . . . "	8,020	5,407	6,648	10,929	148	906
		{ Goods . . . . . "	15,927	12,802	6,306	7,373	912	203
		{ Machinery . . . . . "	890	778	463	562	83	208
	16	Cleaning and oiling . . . . . "	4,846	4,949	4,056	3,803	416	326
17	TOTAL <sup>o</sup> . . . . . "	35,096	30,050	19,493	25,740	1,904	2,187	
Traffic.	18	General Superintendence . . . . . "	16,668	13,653	9,298	10,838	2,352	2,423
	19	Station staff . . . . . "	27,278	27,028	24,872	19,849	6,246	4,472
	20	Train staff . . . . . "	7,067	6,632	3,273	3,338	529	552
	21	Fuel, lighting and general stores . . . . . "	8,791	8,709	7,130	7,351	926	1,653
	22	Clothing . . . . . "	350	637	27	444	175	16
	23	Printing, stationery and tickets . . . . . "	5,409	5,440	5,675	6,897	1,179	884
	24	Charges for delivery and collection of goods "	...	...	...	...	...	...
	25	TOTAL <sup>o</sup> . . . . . "	70,460	62,962	51,261	49,813	11,407	10,063
General.	26	Home expenditure or General administration. "	17,449	18,163	...	...	...	...
	27	Agent's Office . . . . . "	7,210	6,641	...	...	2,756	2,830
	28	Audit, accounts and pay office . . . . . "	17,028	18,649	17,194	10,218	3,616	2,015
	29	Stores Department . . . . . "	4,727	4,847	1,979	2,114	215	201
	30	Medical Department . . . . . "	1,607	1,616	957	1,022	348	524
	31	Rents and Miscellaneous . . . . . "	5,896	5,542	716	907	350	1,101
	32	Police . . . . . "	6,759	6,542	549	217	...	...
	33	Advertising . . . . . "	118	464	...	28	...	...
	34	Electric telegraph . . . . . "	13,497	13,551	10,242	13,560	1,875	1,267
	35	TOTAL <sup>o</sup> . . . . . "	72,261	75,839	31,637	28,208	9,160	8,439
Miscellaneous.	36	Law charges . . . . . "	720	51	...	...	...	...
	37	Compensation . . . . . "	436	581	541	890	47	81
	38	Rates and taxes . . . . . "	132	143	...	...	...	...
	39	Payments to other lines . . . . . "	931	...	31,429	9,759	7,794	4,187
	40	TOTAL <sup>o</sup> . . . . . "	57,372	47,226	32,779	12,747	8,501	4,671
GRAND TOTAL WORKING EXPENSES †,		4,32,298	3,82,371	3,98,808	4,10,333	70,433	61,777	

° Includes all other items of expenditure not enumerated.

† Includes steam-boat service.



DIX 45—contd.

by systems during each half-year of 1900—contd.  
(No of Report.)Appendix 45.  
Expenses under different heads.

21		22		23		24		25		No.
Bhavnagar-Gondal Junagad-Porbándar.		Southern Mahratta.		South Indian.		Burma.		Morvi.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
25,799	28,707	1,38,986	1,33,434	1,16,401	1,21,804	1,13,490	1,12,779	3,374	3,942	1
60,852	64,890	2,12,968	2,18,528	1,10,313	1,16,275	2,70,810	2,89,846	11,238	13,679	2
17,614	11,670	1,63,363	96,224	1,87,610	1,85,895	58,686	1,32,261	601	1,283	3
2,664	16,417	93,513	72,284	22,808	38,910	95,931	75,606	1,621	4,492	4
...	...	...	...	...	...	1,541	354	...	...	5
7,261	6,338	73,467	56,367	51,953	31,019	22,992	71,331	631	440	6
1,21,955	1,33,162	7,10,076	6,22,185	4,79,046	4,39,505	6,59,681	7,11,759	17,942	24,468	7
16,696	15,959	93,839	92,197	65,057	67,479	45,782	81,508	3,402	6,130	8
30,618	25,829	1,77,370	1,67,959	1,54,855	1,60,777	2,38,340	2,65,353	4,813	4,754	9
1,05,310	79,664	2,77,759	2,57,588	3,24,720	3,54,253	4,38,905	4,72,215	35,203	39,295	10
5,195	4,614	26,447	25,015	15,152	18,259	31,268	39,266	1,014	836	11
6,921	5,653	15,057	16,369	27,749	28,291	35,995	31,142	1,384	1,454	12
27,041	32,970	1,73,901	1,81,304	1,83,921	1,93,415	2,45,691	2,27,314	9,460	10,648	13
5,219	1,677	29,813	23,419	12,040	16,804	19,995	22,198	...	...	14
2,00,046	1,80,654	9,21,075	9,65,172	7,90,963	8,53,141	10,94,801	11,77,907	56,979	63,427	15
5,144	5,211	28,006	28,164	21,597	22,451	9,647	26,666	1,973	3,331	16
13,018	12,789	97,478	87,033	81,510	1,17,185	75,960	84,550	2,481	4,209	17
11,816	13,255	1,14,893	1,23,930	1,09,981	1,05,286	1,46,802	1,18,218	1,172	1,627	18
2,609	807	5,861	4,379	4,031	5,351	4,388	4,860	...	...	19
4,044	3,964	18,658	19,885	26,145	27,305	31,297	32,229	1,034	1,404	20
36,655	36,087	2,63,178	2,04,789	2,41,702	2,75,557	2,71,584	2,68,575	6,614	10,423	21
19,537	21,687	81,366	79,046	61,575	60,456	72,516	76,834	3,720	3,721	22
39,763	46,479	1,81,209	1,85,832	1,85,169	1,88,465	2,68,585	2,57,150	9,434	9,198	23
8,380	7,378	74,871	73,893	43,572	42,984	66,540	68,881	1,859	1,771	24
20,974	11,938	52,953	4,458	40,054	38,485	49,944	52,843	6,854	2,362	25
449	...	20,168	9,699	6,461	90	13,553	11,804	245	303	26
10,216	6,937	27,081	34,112	46,245	47,984	32,016	42,315	2,810	2,303	27
...	...	...	...	53	89	53	...	1,423	566	28
1,25,504	99,369	4,64,726	4,55,977	3,91,808	3,92,968	5,07,690	5,14,619	26,766	20,494	29
3,544	3,595	89,180	90,516	90,475	86,653	89,353	77,685	...	...	30
12,498	12,138	26,533	24,218	21,559	25,259	28,930	26,001	1,645	1,975	31
28,027	24,911	81,286	81,208	73,980	75,295	61,121	57,798	5,443	5,672	32
6,021	6,018	20,595	22,575	21,968	22,398	18,748	19,420	2,393	1,915	33
6,663	7,249	17,045	16,266	15,267	17,086	23,485	15,534	343	327	34
6,969	7,324	18,603	20,569	18,367	18,434	19,027	16,478	1,651	1,972	35
14,559	13,404	39,370	44,860	36,397	21,163	47,568	37,074	1,329	1,304	36
235	254	2,545	1,142	1,820	1,091	1,037	619	...	60	37
20,920	21,079	99,383	1,02,711	58,494	59,006	76,371	78,626	3,372	3,222	38
1,02,591	99,116	3,95,001	4,01,457	3,39,234	3,28,380	3,56,578	3,20,798	16,177	16,454	39
21	435	872	253	1,614	297	921	549	...	35	40
746	1,824	1,873	5,459	481	1,316	—739	1,370	135	61	41
10	9	3,097	6,003	15,106	8,948	12,427	18,881	...	...	42
6,000	3,735	4,140	3,575	5,473	4,469	...	...	...	...	43
22,932	16,515	56,213	96,681	63,464	70,318	74,247	70,325	2,578	2,190	44
6,16,913	5,70,678	28,19,168	28,09,361	23,06,217	23,59,869	30,24,593	31,10,531	1,27,056	1,37,458	45

† Includes charges incurred direct by the state.

‡ Including charges for maintenance and renewal of machinery.

P. T. O. 01

Appendix 45.  
Expenses under different heads.

APPEN  
Working expenses under different heads of each railway  
(Referred to in paragraph

	No.	GAUGE,		3' 6"						
		CLASSIFICATION NO.		26		27		28		
		Railways.		Bámi.		Tárákeswar-Mágra.		Ránaghat-Krishnagar.		
		Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
Engineering.	1	General Superintendence . . . . Ra.		2,157	2,147	..	..	..	..	
	2	Maintenance of permanent- way. { Wages . . . . .		2,777	2,872	..	..	..	..	
				Materials . . . . .		55	248	..	..	..
	3	Repairs of bridges, etc. . . . .		399	431	..	..	..	..	
	4	Conservancy of rivers . . . . .		..	..	..	..	..	..	
	5	Repairs of stations and buildings . . . .		405	1,025	..	..	..	..	
	6	TOTAL <sup>o</sup> . . . . .		3,814	6,723	4,141	5,037	5,497	5,074	
Locomotive.	7	General Superintendence . . . . .		709	726	..	..	..	..	
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc. . . . .		1,676	1,565	..	..	..	..	
	9	Fuel . . . . .		1,265	1,099	..	..	..	..	
	10	Water . . . . .		986	798	..	..	..	..	
	11	Oil, tallow and other stores . . . . .		260	286	..	..	..	..	
	12	Maintenance and renewal { Loco. engines . . . . . of Machinery . . . . .		1,233	1,337	..	..	..	..	
				241	204	..	..	..	..	
	13	TOTAL <sup>o</sup> . . . . .		6,300	6,015	7,408	7,169	5,211	5,311	
Carriage and Wagon.	14	General Superintendence . . . . .		350	349	..	..	..	..	
	15	Repairs and renewal of { Coaching vehicles . . . . . Goods . . . . . Machinery . . . . .		675	458	..	..	..	..	
				225	246	..	..	..	..	
				53	25	..	..	..	..	
	16	Cleaning and oiling . . . . .		370	360	..	..	..	..	
	17	TOTAL <sup>o</sup> . . . . .		1,673	1,438	1,746	1,515	1,689	8	
Traffic.	18	General Superintendence . . . . .		525	558	..	..	..	..	
	19	Station staff . . . . .		3,033	3,006	..	..	..	..	
	20	Train staff . . . . .		328	313	..	..	..	..	
	21	Fuel, lighting and general stores . . . .		114	304	..	..	..	..	
	22	Clothing . . . . .		43	62	..	..	..	..	
	23	Printing, stationery and tickets . . . .		622	426	..	..	..	..	
	24	Charges for delivery and collection of goods . . . . .		..	..	..	..	..	..	
		25	TOTAL <sup>o</sup> . . . . .		8,117	7,174	7,649	8,312	10,329	9,229
	General.	26	Home expenditure or General administration . . . . .		6,841	2,371	..	..	..	..
27		Agent's Office . . . . .		8,716	8,690	..	..	..	..	
28		Audit, accounts and pay office . . . . .		2,100	2,100	..	..	..	..	
29		Stores Department . . . . .		737	719	..	..	..	..	
30		Medical Department . . . . .		643	643	..	..	..	..	
31		Rents and Miscellaneous . . . . .		686	347	..	..	..	..	
32		Police . . . . .		168	342	..	..	..	..	
33		Advertising . . . . .		12	..	..	..	..	..	
34		Electric telegraph . . . . .		881	870	..	..	..	..	
		35	TOTAL <sup>o</sup> . . . . .		20,784	16,088	5,925	6,074	3,664	3,007
Miscellaneous.	36	Law charges . . . . .		..	50	..	..	..	..	
	37	Compensation . . . . .		..	..	..	..	..	..	
	38	Rates and taxes . . . . .		339	109	..	..	..	..	
	39	Payments to other lines . . . . .		683	603	..	..	..	..	
		40	TOTAL <sup>o</sup> . . . . .		1,022	762	207	361	..	..
		GRAND TOTAL WORKING EXPENSES†, . . . . .		43,800	38,200	27,166	28,468	26,390	25,477	

<sup>o</sup> Includes all other items of expenditure not enumerated.

† Includes steam boat servi

DIX 45—concl'd.

by systems during each half-year of 1900—concl'd.

o of Report).

Appendix 45.  
Expenses under different heads.

1' 0'				2' 0'								No.
29		30		31		32		33		34		
Tezpur-Bálipara. ‡		Cherra-Companygan. ‡		Darjeeling-Himalayan.		Howrah-Amta. ‡		Howrah Sheakhalla. ‡		Jorhat. ‡		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	...	...	11,675	13,993	...	...	...	...	...	...	1
...	...	...	...	10,910	10,559	...	...	...	...	...	...	2
...	...	...	...	8,861	8,530	...	...	...	...	...	...	3
...	...	...	...	20,260	11,779	...	...	...	...	...	...	4
...	...	...	...	7,944	9,421	...	...	...	...	...	...	5
6,385	10,870	9,084	1,003	39,417	50,280	15,407	12,730	5,818	5,945	27,660	21,164	6
...	...	...	...	3,260	3,268	...	...	...	...	...	...	7
...	...	...	...	17,226	14,235	...	...	...	...	...	...	8
...	...	...	...	31,627	20,443	...	...	...	...	...	...	9
...	...	...	...	404	441	...	...	...	...	...	...	10
...	...	...	...	3,686	3,571	...	...	...	...	...	...	11
...	...	...	...	18,741	15,762	...	...	...	...	...	...	12
...	...	...	...	259	303	...	...	...	...	...	...	13
7,397	7,833	6,810	2,729	84,415	65,409	19,753	17,322	5,721	4,164	8,293	8,372	14
...	...	...	...	2,957	2,914	...	...	...	...	...	...	15
...	...	...	...	5,994	6,673	...	...	...	...	...	...	16
...	...	...	...	27,150	16,209	...	...	...	...	...	...	17
...	...	...	...	88	75	...	...	...	...	...	...	18
...	...	...	...	1,641	1,988	...	...	...	...	...	...	19
3,612	3,454	2,244	1,254	37,606	27,859	4,533	4,563	972	1,232	934	5,454	20
...	...	...	...	3,794	3,657	...	...	...	...	...	...	21
...	...	...	...	16,067	15,319	...	...	...	...	...	...	22
...	...	...	...	6,069	6,225	...	...	...	...	...	...	23
...	...	...	...	3,660	3,106	...	...	...	...	...	...	24
...	...	...	...	494	32	...	...	...	...	...	...	25
...	...	...	...	681	838	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	...	...	...	...	27
8,268	8,044	2,346	838	35,978	33,285	24,131	22,901	10,018	9,848	10,438	8,591	28
...	...	...	...	9,999	10,906	...	...	...	...	...	...	29
...	...	...	...	13,877	13,992	...	...	...	...	...	...	30
...	...	...	...	7,909	8,276	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	2,843	2,786	...	...	...	...	...	...	33
...	...	...	...	2,377	2,774	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	456	322	...	...	...	...	...	...	36
...	...	...	...	4,521	4,430	...	...	...	...	...	...	37
6,65	6,618	2,110	1,239	36,050	37,092	6,473	5,101	3,175	2,302	5,635	5,069	38
...	...	...	...	219	552	...	...	...	...	...	...	39
...	...	...	...	47	62	...	...	...	...	...	...	40
...	...	...	...	4,054	3,452	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	42
306	741	165	120	9,375	10,553	...	...	...	...	412	337	43
32,624	37,560	22,779	7,293	2,42,841	2,04,478	70,297	63,017	25,704	23,491	53,372	48,987	44

‡ Details not furnished.

Serial number.	PARTICULARS.	GAUGE.											
		Class. No.	5' 6"										
		Calendar year 1900 by half-years.	1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (j)	10 (a) to (e)	11 (a) & (b)
		East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North-Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.	
DESCRIPTION OF RAILWAY WORKED.													
1	Gauge of railway	1st half 2nd "	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	
2	Mileage worked Miles	1st half 2nd "	2,004'02 2,136'45	267'95 268'84	138'80 138'89	1,105'75 1,212'33	801'71 806'00	1,051'18 1,020'96	3,592'35 3,020'11	1,513'95 1,517'93	1,134'49 1,134'40	708'67 805'17	254'70 254'70
3	Number of stations No.	1st half 2nd "	317 325	78 76	27 27	140 146	147 148	149 156	484 488	221 231	144 143	127 128	45 45
4	Total length of the following gradients:—												
	(a) $\frac{1}{100}$ and less Miles	1st half 2nd "	5'78 5'78	... ...	... ...	... ...	... ...	... ...	71'12 71'12	19'31 19'31	... ...	... ...	... ...
	(b) $\frac{1}{75}$ to $\frac{1}{100}$ "	1st half 2nd "	13'70 14'54	... ...	... ...	0'91 0'91	... ...	9'30 9'30	91'30 91'39	8'36 8'36	6'75 6'75	1'32 1'32	... ...
	(c) $\frac{1}{50}$ to $\frac{1}{75}$ "	1st half 2nd "	27'54 28'27	... ...	... ...	30'12 30'11	... ...	† 6'41 † 6'41	162'47 162'47	62'10 62'10	11'93 11'19	0'30 0'30	83'61 83'61
	(d) $\frac{1}{25}$ to $\frac{1}{50}$ "	1st half 2nd "	161'20 162'03	... ...	... ...	352'74 350'55	169'35 169'35	† 19'15 † 19'15	145'16 145'16	516'07 516'07	367'65 361'65	167'52 167'52	111'4 111'4
	(e) $\frac{1}{10}$ to $\frac{1}{25}$ "	1st half 2nd "	120'71 120'71	2'45 2'45	... ...	94'88 105'34	59'88 59'88	† 10'13 † 22'56	110'17 110'17	204'78 204'78	104'10 104'10	47'98 47'98	81'3 81'3
5	Steepest gradient worked—												
	(a) Inclination	1st half 2nd "	$\frac{1}{75}$ $\frac{1}{75}$	$\frac{1}{75}$ $\frac{1}{75}$	... ...	$\frac{1}{75}$ $\frac{1}{75}$	$\frac{1}{75}$ $\frac{1}{75}$	... ...	$\frac{1}{75}$ $\frac{1}{75}$	$\frac{1}{75}$ $\frac{1}{75}$	$\frac{1}{75}$ $\frac{1}{75}$	... ...	$\frac{1}{75}$ $\frac{1}{75}$
	(b) Length Miles	1st half 2nd "	3'98 3'98	2'45 2'45	1'00 1'00	0'40 0'40	121'05 111'05	... ...	6'52 6'52	5'85 5'85	2'40 2'40	... ...	2'5 2'5
FINANCIAL RESULTS.													
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay Per cent.	1st half 2nd "	3'40 4'44	2'25 4'76	2'00 2'35	3'29 1'37	1'65 1'47	2'55 1'91	1'48 1'20	‡ 3'37 ‡ 2'17	§ 3'24 § 1'50	3'78 2'74	‡ 3'5 ‡ 3'2
7	Percentage of net earnings for each half-year on paid up capital Per cent.	1st half 2nd "	... ...	... ...	... ...	3'10 1'31	... ...	... ...	... ...	‡ 3'35 ...	§ 3'26 § 1'52	3'04 2'35	‡ 3'0 ‡ 2'4
OUTLAY, EARNINGS AND EXPENSES.													
(Exclusive of Steam-boat Service.)													
8	Capital outlay per mile open	1st half 2nd "	2,14,857 2,17,397	2,49,820 2,50,453	90,289 1,00,167	1,34,640 1,35,301	99,996 1,00,427	1,27,151 1,12,451	1,44,976 1,45,215	‡ 2,15,253 ‡ 1,94,030	§ 1,26,458 § 1,27,121	1,70,185 1,81,489	‡ 1,24,11 ‡ 1,26,7
9	Total earnings per mile open per week	1st half 2nd "	680 600	555 824	168 201	263 153	146 141	232 187	180 173	487 391	225 155	551 413	311 25
10	Total working expenses per mile open per week	1st half 2nd "	219 223	321 333	99 118	89 80	81 78	115 108	104 105	238 223	88 90	288 217	14 9
11	Total earnings per train-mile	1st half 2nd "	4'54 4'16	4'09 5'21	3'07 3'20	4'17 3'53	3'17 2'88	3'68 3'11	3'62 3'44	3'73 3'56	4'41 3'30	5'94 5'01	4'6 4'2
12	Total working expenses per train-mile	1st half 2nd "	1'47 1'55	2'37 2'10	1'80 1'88	1'41 1'64	1'76 1'61	1'82 1'67	2'00 2'08	1'82 2'03	1'73 2'03	3'07 2'05	2'1 1'9
13	Net earnings per train-mile	1st half 2nd "	3'07 2'61	1'72 3'11	1'27 1'32	2'76 1'69	1'41 1'27	1'86 1'44	1'62 1'36	1'91 1'53	2'68 1'47	2'87 2'60	2'5 2'6
14	Cost per 1,000 gross ton miles moved (freight and dead-weight)	1st half 2nd "	3'74 4'17	7'26 5'51	5'98 6'21	3'39 5'21	5'17 4'77	5'21 5'48	5'91 6'36	5'45 6'38	4'38 5'75	7'35 7'64	4'9 3'8
15	Percentage of total working expenses on total earnings	1st half 2nd "	31'60 36'58	57'94 40'36	58'58 58'79	33'73 52'13	55'57 35'84	49'54 53'68	55'16 60'34	48'86 56'95	39'22 57'95	51'71 52'54	44'9 37'2
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores	1st half 2nd "	30'80 35'00	57'83 40'19	58'42 58'39	32'27 49'99	54'00 54'74	48'17 53'36	53'50 58'78	47'40 50'29	37'45 35'44	51'06 51'47	43'8 30'04
17	Percentage of total working expenses on total earnings (for details, see items 123-29)	1st half 2nd "	32'43 37'38	58'14 40'62	58'58 58'79	33'73 52'13	56'07 50'14	49'54 53'68	55'16 60'48	48'86 56'95	39'22 57'95	51'71 52'54	44'9 37'2

\* Including 34'50 miles of the Eastern Bengal State railway, and 11' + 5' 6" gau

‡ Excludes the Khairatabad

§ Indian Midland

|| Nizam's Guaranteed

¶ Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained

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(by systems) during each half-year of 1900.

prepared by the railways not shown.

Appendix 46.  
Analysis.

3' 3 1/2"													GAUGE.	
10 (a) & (b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class. No.	Serial number.
Medras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.	
5' 6"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	1st half	1
5' 6"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	2nd "	
854'40	569'89	436'76	1,125'02	293'51	1,816'97	380'50	95'00	67'30	455'18	219'81	1,594'65	1,109'71	1,044'34	2
854'40	684'07	436'20	1,148'59	266'22	1,836'97	384'55	85'50	67'30	455'18	360'49	1,594'65	1,118'21	1,124'00	
165	88	70	189	46	256	40	7	7	64	37	215	178	175	3
166	106	71	197	47	256	45	7	7	64	42	215	178	175	
...	...	...	...	...	3'40	...	...	...	...	...	2'94	...	27'14	4
...	...	...	...	...	3'40	...	...	...	...	...	2'94	...	27'14	
22'64	...	1'26	...	6'41	0'23	...	...	...	0'07	...	48'37	...	18'17	5
22'64	...	1'26	...	6'41	0'23	...	...	...	0'07	...	48'37	...	18'17	
50'13	0'07	4'44	...	7'29	18'75	...	...	...	0'34	...	524'89	119'39	40'16	6
50'13	0'07	4'44	...	7'29	18'75	...	...	1'10	0'34	...	524'89	119'39	40'16	
199'68	11'11	59'27	3'42	4'40	306'40	57'86	23'55	...	121'23	200'14	246'89	207'91	143'32	7
199'68	14'43	59'27	3'42	4'40	306'40	88'14	21'13	30'75	121'23	221'73	246'89	207'91	143'32	
124'21	12'13	10'56	3'06	5'81	149'83	32'34	9'75	...	63'90	12'71	93'71	82'48	100'31	8
124'21	10'54	19'56	3'06	5'81	149'83	47'77	8'92	6'98	63'90	13'95	93'71	82'48	100'31	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	
0'80	0'07	0'57	3'42	3'00	...	1'59	1'02	...	0'07	...	2'94	3'12	9'81	10
0'80	0'07	0'57	3'42	3'00	...	2'31	1'02	0'46	0'07	...	2'94	3'12	9'81	
2'13	3'30	0'41	3'21	4'31	7'11	8'13	3'50	6'49	3'60	0'80	1'53	2'92	3'17	11
2'16	4'35	0'25	1'60	3'07	4'04	2'09	1'78	2'93	1'65	1'17	0'87	2'84	1'98	
2'16	...	0'61	...	...	...	...	...	...	...	0'56	...	...	2'73	12
2'17	...	...	...	...	...	...	...	...	...	1'01	...	...	1'74	
144'729	91,350	1,18,749	69,610	40,190	74,292	21,597	21,292	29,184	49,436	53,424	78,926	69,172	80,714	13
143,174	84,200	1,21,292	69,811	41,317	74,378	25,121	22,546	29,421	49,258	59,346	79,062	69,376	84,159	
255	207	74	150	123	342	104	46	113	119	67	115	160	220	14
253	222	75	105	108	250	60	35	69	79	74	95	159	172	
133	93	35	64	57	134	36	17	40	51	41	68	80	109	15
132	83	63	61	55	131	37	20	35	48	44	68	81	105	
4'23	3'16	2'84	2'79	3'02	3'88	3'55	2'19	5'54	3'52	2'40	2'65	2'88	3'51	16
3'85	3'46	2'83	2'09	2'80	3'72	2'67	1'32	3'99	3'27	2'29	2'31	2'78	2'92	
2'28	1'42	2'09	1'19	1'38	1'52	1'23	0'83	1'96	1'51	1'47	1'57	1'44	1'74	17
1'99	1'30	2'36	1'21	1'42	1'95	1'61	0'75	2'05	1'98	1'37	1'66	1'42	1'79	
2'02	1'74	0'75	1'60	1'63	2'36	2'32	1'36	3'56	2'01	0'93	1'08	1'44	1'77	18
1'86	2'16	0'47	0'88	1'39	1'77	1'06	0'57	1'93	1'29	0'92	0'65	1'36	1'13	
7'45	6'93	8'69	5'43	7'06	6'04	5'90	4'79	8'74	8'53	7'78	7'93	8'50	9'02	19
6'97	8'19	10'62	6'31	6'99	8'08	8'44	4'81	9'70	11'88	3'03	9'12	8'36	9'95	
52'35	45'06	73'61	42'66	45'91	39'10	34'75	37'71	35'56	42'91	61'09	59'15	49'95	49'59	20
51'74	37'47	83'43	57'83	50'55	53'59	60'42	50'56	51'54	60'33	60'03	71'63	51'03	61'29	
51'50	43'43	73'37	41'24	45'22	37'92	34'59	37'65	35'54	42'79	60'86	57'86	49'45	49'24	21
51'15	35'44	83'39	56'71	49'96	52'52	60'32	56'54	51'20	59'01	58'80	69'86	50'49	60'99	
52'35	47'71	73'74	42'72	45'55	39'10	34'75	37'71	...	42'91	61'09	59'15	49'95	50'44	22
51'74	40'42	83'59	58'16	50'58	53'59	60'42	56'56	...	60'33	60'03	71'63	51'03	61'79	

mile of the Rajputana-Malwa railway, worked over by the undertaking.  
only.  
and Amraoti railways.  
railway only.  
State railways only.  
the Native states as separate undertakings from the Bhavnagar-Gondal-Junagad-Porbandar railway.

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class No. Calendar year 1900 by half-years.	5' 6"										
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (j)	10 (a) to (e)	11 (a) and (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
<b>DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.</b>													
18	Total working expenses for both coaching and goods traffic* in thousands of Rs. . . . . R	1st half 2nd "	1,15,37 1,19,76	21,17 22,12	2,80 4,11	26,45 24,09	16,47 16,24	26,33 25,10	93,81 95,40	90,70 86,01	25,21 25,57	60,64 64,11	12,71 8,2
19	Coaching in thousands of Rs. . . . . "	1st half 2nd "	26,61 30,91	8,08 6,86	1,57 1,44	4,27 6,50	5,30 4,92	10,05 11,91	32,33 38,09	25,58 31,01	5,66 7,55	14,67 13,21	1,7 1,0
20	Goods in thousands of Rs. . . . . "	1st half 2nd "	88,76 88,85	12,19 15,26	1,23 2,67	22,18 17,59	11,16 11,32	16,29 13,19	61,48 57,31	65,12 55,00	19,55 18,03	45,97 28,90	10,4 6,2
<b>COACHING TRAFFIC.</b>													
Gross receipts and train-mileage (in thousands)—													
21	Receipts from coaching traffic . . . . . R	1st half 2nd "	1,05,08 1,10,39	15,80 15,00	3,39 3,57	17,56 16,70	13,54 12,60	24,23 23,26	66,84 67,86	44,06 43,96	14,17 12,14	28,48 28,17	4,5 4,4
22	Coaching train-miles run	1st half 2nd "	8,886 3,091	541 531	120 100	461 485	346 351	837 937	2,211 2,368	2,068 2,085	538 562	760 813	1,27 1,27
23	Average coaching receipts per train-mile . . . . . R	1st half 2nd "	3'67 3'57	2'92 2'82	2'99 3'56	3'81 3'44	3'91 3'59	2'90 2'55	3'02 2'87	2'13 2'11	2'63 2'16	3'61 3'46	3'71 3'4
<b>UNITS AND UNIT-MILEAGE</b>													
Number of units carried one mile (in thousands)—													
24	1st class . . . . . Unit-miles	1st half 2nd "	4,406 4,155	916 698	48 52	576 430	418 514	1,344 1,196	3,333 3,189	4,684 4,615	1,064 1,029	1,715 1,392	36 29
25	2nd " . . . . . "	1st half 2nd "	12,735 13,535	1,845 1,647	300 295	740 1,414	1,006 1,076	3,870 4,004	8,538 9,607	16,488 16,778	2,074 2,692	11,283 9,742	1,04 1,74
26	3rd or intermediate class " . . . . . "	1st half 2nd "	41,632 43,166	9,265 9,048	967 1,011	1,578 1,924	628 828	8,635 9,064	27,510 32,363	23,376 26,120	13,154 11,225	20,912 22,855	14,99 14,77
27	4th or lowest " . . . . . "	1st half 2nd "	593,899 500,067	88,367 80,120	19,113 18,849	141,081 118,303	90,889 81,902	140,532 134,695	436,406 417,611	231,207 237,849	58,273 51,956	152,068 147,759	126,37 125,22
28	Total passenger unit-mileage . . . . . "	1st half 2nd "	652,673 650,023	100,393 91,509	20,428 20,207	143,974 122,071	92,041 84,321	154,381 148,991	475,877 462,670	275,758 285,357	75,464 60,903	185,978 181,728	32,704 31,46
29	Other coaching traffic . . . . . Ton-miles.	1st half 2nd "	8,757 11,245	640 793	136 136	925 897	440 446	1,153 1,345	4,273 6,397	5,954 5,247	1,494 1,038	2,339 2,219	41 29
Average sum received for carrying a unit one mile—													
30	1st class . . . . . Pies	1st half 2nd "	15'23 15'12	13'14 13'79	13'86 14'15	13'08 14'25	15'38 15'09	11'57 11'47	10'86 10'58	11'01 10'91	10'90 10'83	9'78 9'66	15'11 15'11
31	2nd " . . . . . "	1st half 2nd "	6'41 6'67	6'55 6'80	7'43 7'36	10'24 6'12	6'72 6'87	5'20 5'42	5'01 4'68	4'62 4'36	5'18 5'35	4'59 4'81	4'94 4'94
32	3rd or intermediate class " . . . . . "	1st half 2nd "	3'27 3'30	3'03 3'08	3'51 2'46	2'04 2'92	4'41 4'54	3'38 3'36	3'01 3'02	2'00 2'00	2'97 2'97	2'99 2'99	2'50 2'50
33	4th or lowest " . . . . . "	1st half 2nd "	2'51 2'51	2'47 2'49	2'32 3'00	2'00 2'22	2'47 2'47	2'51 2'52	2'26 2'26	1'90 1'93	2'35 2'55	2'25 2'30	2'04 2'04
34	Average for all classes " . . . . . "	1st half 2nd "	2'72 2'73	2'70 2'71	3'11 3'12	2'09 2'32	2'58 2'63	2'72 2'72	2'41 2'42	2'31 2'32	2'84 2'86	2'54 2'58	2'31 2'31
35	Other coaching traffic per ton-mile . . . . . "	1st half 2nd "	29'59 30'60	48'14 50'49	38'52 40'87	38'49 41'07	44'83 45'32	40'99 39'68	31'64 28'65	35'05 34'93	38'34 38'05	31'10 32'39	38'19 37'18

\* Excluding steam-boat expenses, and after deducting telegraph and  
 † For "freight", passenger units (items 24 to 27) have been  
 First class passenger with free luggage.  
 Second " " " " " "  
 Third or fourth class passenger with free luggage  
 plus the ton-mileage of other coaching trains.

DIX 46—contd.

(by systems) during each half-year of 1900—contd.

Appendix 46.  
Analysis.

prepared by the railways not shown.

12 (a) & (b)		3' 3 1/2"													GAUGE.		
2 (b) to (d)		15	17	18	10 (f) to (i)		19		20	21	11 (c)		22	24	25	Class No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana Malwa.	Jodhpur-Bikaner.		Udaipur Chitor.	Bhavnagar-Gondal-Junagad-Forbanda.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.			
						Jodhpur section.	Bikaner section.										
28,84	13,57	5,09	16,00	3,72	62,37	3,40	36	69	5,86	2,22	27,20	22,15	29,17	1st half	18		
28,28	14,52	6,88	16,19	2,99	62,28	3,51	37	61	5,46	3,81	27,20	22,58	29,69	2nd "			
9,59	4,63	2,07	5,82	1,21	10,23	85	8	25	2,23	62	6,97	12,08	9,92	1st half	19		
9,23	5,58	2,53	7,81	1,14	14,70	1,25	10	28	2,78	1,45	8,79	12,03	11,14	2nd "			
19,25	8,94	3,92	11,08	2,50	52,14	2,55	28	44	3,62	1,60	20,23	10,07	19,24	1st half	20		
19,06	8,94	4,34	8,38	1,85	47,58	2,26	28	33	2,62	2,36	18,42	10,55	18,55	2nd "			
21,39	19,29	3,09	15,96	3,33	32,03	2,44	24	46	5,30	96	14,96	26,13	28,00	1st half	21		
20,34	14,53	4,69	15,36	3,06	32,26	2,23	23	44	4,85	2,49	14,08	24,46	23,32	2nd "			
628	391	93	709	87	1,048	78	12	11	172	38	527	903	651	1st half	22		
694	446	111	821	92	1,124	90	17	13	162	94	629	919	693	2nd "			
3'41	3'15	5'48	3'25	3'84	3'06	3'12	1'89	4'26	3'08	2'49	2'84	2'89	4'30	1st half	23		
2'93	3'26	4'23	1'87	3'31	2'87	2'48	1'40	3'40	2'99	2'66	2'24	2'66	3'37	2nd "			
1,765	387	120	360	108	960	40	6	15	163	42	867	707	780	1st half	24		
1,648	403	130	343	121	752	24	6	15	143	107	723	677	759	2nd "			
5,908	1,158	250	633	592	2,827	2,15	23	25	1,066	106	13,151	3,338	3,502	1st half	25		
5,751	1,309	241	707	514	3,111	2,15	21	37	1,006	621	2,295	2,423	3,186	2nd "			
...	3,083	...	1,602	236	8,757	...	...	49	1,015	...	...	...	...	1st half	26		
...	5,574	50	1,822	228	9,722	...	...	75	609	...	...	...	...	2nd "			
139,024	74,243	28,953	135,666	21,563	242,760	20,041	1,860	3,672	29,587	7,902	110,895	226,774	159,820	1st half	27		
137,711	81,490	26,526	132,324	18,833	243,023	17,904	1,833	3,460	27,123	19,861	107,135	208,664	128,059	2nd "			
146,698	79,771	29,323	139,260	22,499	255,304	20,296	1,889	3,761	31,831	8,140	114,913	230,870	164,102	1st half	28		
145,110	94,836	20,947	135,196	19,096	250,008	18,143	1,860	3,588	28,881	20,589	110,158	211,764	132,004	2nd "			
2,351	520	141	465	131	2,377	123	14	15	184	22	860	614	644	1st half	29		
1,499	585	161	373	118	2,558	158	14	17	168	58	806	541	599	2nd "			
11'48	13'82	15'28	12'87	25'93	13'54	18'00	18'00	17'92	11'15	11'54	11'36	11'72	14'17	1st half	30		
11'14	13'64	15'19	12'48	26'82	13'04	18'00	18'00	18'00	11'11	11'57	11'16	11'52	14'54	2nd "			
4'89	6'65	7'65	6'07	9'29	6'35	6'00	6'00	9'00	5'44	5'22	5'46	4'56	6'61	1st half	31		
4'52	6'21	7'60	6'05	10'35	6'24	6'00	6'00	9'00	5'45	4'91	5'22	5'87	7'05	2nd "			
...	3'19	...	3'07	3'50	2'98	...	...	3'00	4'00	...	...	...	...	1st half	32		
...	3'11	4'50	3'06	4'00	2'98	...	...	3'00	5'64	...	...	...	...	2nd "			
2'12	2'50	3'00	2'00	2'17	2'00	2'00	2'00	1'99	2'75	2'00	2'00	1'08	3'00	1st half	33		
2'10	2'50	3'00	2'00	2'20	2'00	2'00	2'00	1'99	2'75	2'00	2'00	2'02	3'03	2nd "			
2'34	2'65	3'09	2'06	2'48	2'13	2'07	2'10	2'11	2'92	2'13	2'16	2'05	3'13	1st half	34		
2'30	2'64	3'10	2'06	2'58	2'12	2'07	2'09	2'15	2'95	2'14	2'13	2'09	3'20	2nd "			
28'63	47'36	50'40	42'31	60'10	30'15	38'63	39'16	36'40	47'73	51'54	44'66	45'52	37'51	1st half	35		
37'78	49'56	40'07	43'27	66'25	29'32	33'71	39'47	36'39	48'14	65'33	44'62	49'79	42'99	2nd "			

sundry receipts, and leaving only the balance of payments to other lines for mileage, etc. converted into tons at the following rates, viz.:-  
 . . . . . 0'10 ton.  
 . . . . . 0'08 "  
 . . . . . 0'06 "

NOTE.—These statistics are no

Serial number.	PARTICULARS.	GAUGE.											
		Class: No.	2' 6".										
		Calendar year 1900 by half-years.	1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (i)	10 (a) to (e)	11 (a) to (b)
		East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oodh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.	
<b>COACHING TRAFFIC—</b>													
<i>contd.</i>													
<b>UNITS AND UNIT-MILEAGE—</b>													
<i>contd.</i>													
Average number of units in a train—													
36	1st class . No.	1st half 1'53 2nd " 1'34	1'69 1'31	0'40 0'51	1'25 0'89	1'21 1'46	1'61 1'28	1'51 1'35	2'27 2'21	1'98 1'83	2'17 1'71	2'56 2'15	
37	2nd " " "	1st half 4'41 2nd " 4'38	3'41 3'10	2'51 2'94	1'61 2'91	2'01 3'06	4'63 4'27	3'86 4'06	7'97 8'05	5'52 4'80	14'31 11'98	11'00 13'01	
38	3rd or intermediate class No.	1st half 14'43 2nd " 13'97	17'12 17'03	8'06 10'09	3'42 3'96	1'81 2'30	10'32 9'67	12'44 13'67	11'31 12'53	132'67 112'32	26'52 28'11	242'96 214'40	
39	4th or lowest " "	1st half 205'81 2nd " 150'89	163'31 150'84	159'44 183'10	306'28 243'76	262'77 233'13	167'99 143'71	107'40 176'33	111'82 114'07	132'67 112'32	192'82 181'60	256'95 229'61	
40	Total passenger units	1st half 226'18 2nd " 210'58	185'53 172'28	170'41 201'64	312'56 251'52	268'70 240'01	184'55 158'93	215'21 195'41	233'37 130'86	140'17 119'15	235'82 223'49	256'95 229'61	
41	Other coaching Tons traffic	1st half 3'03 2nd " 3'64	1'26 1'49	1'13 1'36	2'01 1'85	1'27 1'27	1'38 1'44	1'93 2'70	2'88 2'52	2'78 1'95	2'97 2'73	3'31 2'18	
<b>VEHICLES AND VEHICLE-MILEAGE—</b>													
<i>contd.</i>													
Number of coaching vehicles (in thousands) hauled one mile—													
42	1st class Vehicle-miles	1st half 4,331 2nd " 4,258	706 626	119 116	713 780	630 592	1,254 1,297	3,013 3,150	3,170 3,320	1,022 1,094	936 890	343 317	
43	2nd " " "	1st half 4,022 2nd " 4,224	663 602	140 140	811 864	663 556	1,009 1,063	2,050 3,107	4,243 4,271	1,050 1,104	1,587 1,594	340 315	
44	3rd or intermediate class Vehicle-miles	1st half 3,750 2nd " 3,983	1,214 1,208	155 151	442 403	217 438	1,476 1,474	2,972 3,293	1,717 2,003	606 878	745 878	1,346 1,433	
45	4th or lowest " "	1st half 28,182 2nd " 28,109	3,873 4,082	1,003 908	5,983 5,007	4,037 3,985	6,513 6,941	19,893 21,044	11,698 11,322	3,223 3,093	6,577 6,296	264 261	
46	Other vehicles	1st half 4,449 2nd " 4,785	918 1,019	207 220	448 606	633 301	623 681	3,092 3,424	3,038 3,680	681 676	1,452 1,490	264 261	
47	Brake-vans	1st half 4,663 2nd " 5,503	587 579	185 143	885 951	650 640	1,553 1,724	4,259 4,610	3,824 3,864	956 903	1,000 1,072	256 274	
48	Total	1st half 49,397 2nd " 50,856	7,961 8,116	1,809 1,678	9,282 9,211	6,830 6,552	12,428 13,182	36,178 33,620	27,691 28,520	7,730 7,809	12,207 12,217	2,540 2,000	
Average number of vehicles in a coaching train—													
49	1st class . No.	1st half 1'50 2nd " 1'38	1'30 1'18	0'99 1'16	1'55 1'60	1'82 1'68	1'50 1'38	1'36 1'33	1'53 1'62	1'90 1'95	1'19 1'09	2'69 2'31	
50	2nd " " "	1st half 1'39 2nd " 1'36	1'23 1'13	1'17 1'39	1'76 1'78	1'92 1'70	1'81 1'14	1'34 1'31	2'05 2'05	1'95 1'97	2'01 1'96	2'67 2'30	
51	3rd or intermediate class No.	1st half 1'30 2nd " 1'29	2'24 2'28	1'30 1'51	0'96 0'83	0'63 1'25	1'76 1'57	1'34 1'39	0'83 0'96	2'47 2'07	0'94 1'08	10'55 10'45	
52	4th or lowest " "	1st half 9'77 2nd " 9'09	7'16 7'08	7'95 9'07	12'99 11'55	11'67 11'34	7'79 7'40	9'00 8'89	5'66 5'43	3'223 3'093	8'34 7'74	2'06 1'91	
53	Other vehicles	1st half 1'54 2nd " 1'55	1'70 1'92	2'92 2'20	0'97 1'25	1'83 0'86	0'74 0'73	1'39 1'45	1'47 1'77	1'26 1'20	1'84 1'83	2'06 1'91	
54	Brake-vans	1st half 1'62 2nd " 1'78	1'08 1'09	1'54 1'42	1'92 1'96	1'88 1'82	1'86 1'84	1'93 1'94	1'85 1'85	1'78 1'71	1'27 1'32	2'00 2'00	
55	Total	1st half 17'12 2nd " 16'45	14'71 15'28	15'87 16'75	20'75 18'97	19'75 18'65	14'86 14'06	16'36 16'31	13'39 13'68	14'36 13'90	15'59 15'02	19'97 18'97	
Average earnings per coaching vehicle per mile—													
56	1st class . Pies	1st half 15'49 2nd " 14'78	17'05 15'31	5'62 6'26	10'57 7'87	10'22 13'10	12'41 10'59	12'01 10'71	16'27 14'89	11'34 10'18	17'91 15'11	14'45 14'08	
57	2nd " " "	1st half 20'30 2nd " 21'37	18'20 18'59	15'91 15'56	9'34 10'01	10'19 12'41	19'92 20'39	14'47 14'46	17'96 17'13	14'68 13'05	32'69 29'43	20'38 28'20	
58	3rd or intermediate class Pies.	1st half 36'34 2nd " 35'74	23'18 23'05	21'85 23'14	10'51 13'93	12'76 8'59	19'75 20'64	27'27 29'59	40'85 39'09	36'20 37'97	83'97 71'79	47'81 42'50	
59	4th or lowest " "	1st half 52'89 2nd " 52'65	56'43 48'84	45'10 62'25	47'11 46'89	55'56 50'88	54'22 48'81	49'58 44'84	37'56 40'53	44'60 42'83	52'13 54'08	61'12 42'46	
60	Other vehicles	1st half 58'26 2nd " 71'91	35'66 39'30	25'32 25'28	79'37 61'65	31'12 67'01	75'80 78'44	43'27 53'51	68'67 49'80	84'09 61'75	50'12 48'25	61'12 42'46	

\* Third class by mail trains.

† Third class by other than mail trains.



DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 31"														GAUGE.				
12	(b) to (d)		15	17	18	10 to (f) (i)		19		20	21	11 (c)		22	24	25	Class: No.	Serial number.
Madras	Eastern-Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon	Rajputana-Malwa.	Jodhpur-Bikaner.		Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.				
2'81 2'38	0'99 0'90	1'29 1'18	0'51 0'42	1'25 1'31	0'91 0'97	0'51 0'27	0'48 0'33	1'41 1'14	0'95 0'88	1'09 1'15	1'65 1'15	0'78 0'74	1'20 1'09	1st half 2nd "			36	
9'42 8'29	2'96 3'07	2'70 2'17	0'89 0'86	6'83 5'55	2'70 2'77	2'75 2'38	1'74 1'22	2'35 2'90	6'19 6'21	5'09 6'03	5'98 3'65	3'75 2'64	5'38 4'60	1st half 2nd "				37
...	10'20 12'49	...	2'26 2'22	2'73 2'47	8'36 8'05	...	...	4'56 5'81	5'90 3'76	...	...	...	...	1st half 2nd "			38	
221'53 198'56	190'08 196'00	311'97 239'42	192'69 161'14	248'85 203'61	231'64 216'28	255'80 198'63	149'90 111'04	343'28 266'83	171'84 167'37	204'96 212'13	210'57 170'27	251'13 227'13	245'40 184'79	1st half 2nd "				39
233'76 90'23	204'23 212'46	315'96 243'22	196'35 164'64	259'66 212'94	243'61 228'37	259'06 201'28	152'11 112'64	351'62 276'69	184'88 178'22	211'14 219'91	218'20 175'07	255'66 230'51	251'98 190'48	1st half 2nd "			40	
3'75 2'16	1'23 1'31	1'53 1'45	0'66 0'45	1'51 1'28	2'27 2'28	1'58 1'75	1'12 0'83	1'46 1'35	1'07 1'04	0'58 0'62	1'68 1'28	0'68 0'59	0'99 0'86	1st half 2nd "				41
883 864	670 647	175 178	1,173 1,255	193 192	1,692 1,718	101 105	12 12	17 17	317 291	91 170	704 748	935 992	1,254 1,254	1st half 2nd "			42	
1,050 1,025	593 594	174 176	964 1,131	176 150	1,572 1,607	100 99	14 16	14 15	424 394	90 164	860 873	1,174 1,229	1,781 1,675	1st half 2nd "				43
...	1,087 1,218	...	640 971	124 111	931 1,094	...	...	26 26	300 251	...	...	...	...	1st half 2nd "			44	
5,752 6,045	4,769 5,335	1,760 1,749	10,087 11,321	1,576 1,533	15,951 16,937	1,234 1,222	123 147	235 232	2,063 1,807	349 880	7,892 8,038	12,638 12,838	10,056 10,186	1st half 2nd "				45
1,032 871	822 696	415 238	265 253	102 94	1,295 1,427	69 74	7 5	4 3	133 120	75 543	541 543	2,123 1,887	1,072 1,133	1st half 2nd "			46	
...	460 447	149 111	1,215 1,482	161 181	2,986 3,067	234 246	31 32	50 49	477 415	77 187	1,044 1,253	5 342	834 911	1st half 2nd "				47
8,724 8,785	8,401 8,937	2,673 2,597	14,344 16,413	2,332 2,201	24,427 25,850	1,733 1,746	187 212	346 342	3,714 3,284	682 1,459	10,541 11,455	16,875 17,288	14,997 15,159	1st half 2nd "			48	
1'41 1'25	1'72 1'45	1'88 1'61	1'66 1'53	2'22 2'07	1'61 1'53	1'29 1'17	0'97 0'71	1'58 1'32	1'85 1'80	2'36 1'82	1'34 1'19	1'03 1'08	1'92 1'81	1st half 2nd "				49
1'67 1'48	1'52 1'33	1'87 1'59	1'36 1'33	2'03 1'63	1'50 1'43	1'27 1'10	1'10 0'94	1'31 1'16	2'46 2'43	2'32 1'75	1'63 1'39	1'30 1'34	2'74 2'42	1st half 2nd "			50	
...	2'78 2'73	...	0'90 1'18	1'43 1'20	0'89 0'97	...	...	2'45 1'98	1'74 1'58	...	...	...	...	1st half 2nd "				51
9'18 8'69	12'21 11'95	18'96 15'79	14'22 13'79	18'19 16'57	15'22 15'07	15'75 13'56	9'92 8'90	21'99 17'85	11'98 11'15	9'05 9'39	14'04 12'78	14'00 13'97	15'44 14'70	1st half 2nd "			52	
1'64 1'25	2'10 1'56	4'48 2'59	0'37 0'31	1'19 1'02	1'24 1'27	0'88 0'82	0'60 0'33	0'35 0'22	0'77 0'74	1'94 0'62	1'03 0'86	2'35 2'05	1'65 1'63	1st half 2nd "				53
...	1'18 1'00	1'60 1'00	1'71 1'80	1'86 1'93	2'85 2'73	2'90 2'73	2'50 1'93	4'67 3'72	2'77 2'56	2'00 2'00	1'98 1'99	0'91 0'37	1'28 1'31	1st half 2nd "			54	
13'90 12'67	21'51 20'02	28'79 23'44	20'22 19'99	26'92 24'44	23'31 23'00	22'18 19'30	15'09 12'81	32'38 26'35	21'57 20'26	17'67 15'58	20'02 18'21	18'69 18'81	23'03 21'87	1st half 2nd "				55
122'04 21'24	7'98 8'50	10'50 11'13	8'95 3'41	14'60 16'99	7'68 5'71	7'20 4'20	8'83 8'44	16'01 15'57	5'73 5'44	5'35 7'31	13'99 10'86	8'86 7'86	8'82 8'80	1st half 2nd "			56	
27'52 25'39	12'96 14'32	11'00 10'39	3'98 3'78	31'24 35'34	11'43 12'08	12'96 12'99	9'46 8'07	16'10 22'37	13'68 13'93	11'44 18'60	20'01 13'74	13'16 11'58	12'99 13'41	1st half 2nd "				57
...	11'68 14'23	...	7'69 5'74	6'68 8'25	28'07 26'50	...	...	5'57 8'31	13'56 13'39	...	...	...	...	1st half 2nd "			58	
51'09 48'06	38'92 41'00	49'36 45'49	27'10 23'37	29'68 27'01	30'48 28'70	32'40 29'30	30'24 24'95	31'08 29'74	39'44 41'28	45'28 45'17	29'99 26'65	35'61 32'76	47'66 38'15	1st half 2nd "				59
65'18 64'90	29'97 41'62	17'19 22'47	74'46 63'76	76'68 83'27	55'34 52'55	69'06 71'81	73'77 101'27	148'96 215'11	66'28 67'10	15'15 65'60	71'04 66'23	13'16 14'28	22'53 22'72	1st half 2nd "			60	

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class: No.	5' 6"										
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (i)	10 (a) to (e)	11 (a) & (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
COACHING TRAFFIC— <i>contd.</i> VEHICLES AND VEHICLE-MILEAGE— <i>concl'd.</i> Carrying capacity hauled one mile (excluding brakes) (in thousands)—													
61	1st class . . . . . Seats	1st half	63,587	15,306	2,059	9,107	6,641	26,818	47,032	45,579	15,518	20,859	4,396
		2nd "	63,024	13,063	2,030	10,063	7,727	27,016	44,996	46,319	16,411	20,061	4,027
62	2nd " . . . . . "	1st half	87,768	17,532	3,135	14,527	10,364	28,117	57,867	114,552	22,402	60,535	3,844
		2nd "	93,219	10,697	3,099	15,408	10,118	29,262	60,514	114,995	23,600	69,712	3,431
63	3rd or intermediate class "	1st half	188,489	63,824	8,285	17,051	3,587	52,558	90,145	86,128	40,708	48,752	
		2nd "	199,478	63,126	8,607	15,598	11,580	52,547	109,973	104,024	30,204	49,025	
64	4th or lowest " "	1st half	1,562,183	226,950	52,206	295,436	221,357	354,069	1,042,063	1,586,819	103,139	376,318	75,022
		2nd "	1,662,001	238,520	49,364	271,273	218,379	379,950	1,102,114	1,574,069	176,237	350,916	83,628
65	Other vehicles . . . . . Tons	1st half	43,746	8,818	3,407	3,078	4,092	14,234	34,277	16,319	5,109	7,243	4,921
		2nd "	43,215	9,205	3,181	3,845	5,003	15,314	32,915	20,237	5,822	7,133	3,097
66	1st class . . . . . Per cent.	1st half	6'93	6'02	2'34	6'33	6'30	5'01	7'76	10'28	6'85	8'22	7'01
		2nd "	6'53	5'32	2'34	4'28	6'65	4'23	7'09	9'96	6'27	6'94	7'32
67	2nd " . . . . . "	1st half	14'51	10'52	9'58	5'10	9'53	13'76	14'75	14'39	13'27	16'23	21'08
		2nd "	14'52	10'49	9'51	9'18	10'04	13'08	15'88	14'59	11'38	13'98	21'14
68	3rd or intermediate class . . . . . "	1st half	22'09	14'52	11'67	9'26	17'50	16'43	27'75	27'14	23'31	42'80	
		2nd "	21'64	14'33	11'75	12'33	7'15	17'25	29'43	25'11	22'03	46'05	
69	4th or lowest intermediate class . . . . . "	1st half	38'02	38'94	36'62	47'76	41'06	39'69	41'89	39'40	30'17	40'41	39'24
		2nd "	35'50	33'59	38'18	43'33	37'50	35'45	37'88	41'43	29'48	42'10	35'04
70	Other vehicles . . . . . "	1st half	20'02	7'71	3'93	30'04	10'74	8'10	12'47	36'48	29'24	32'29	8'57
		2nd "	25'65	8'09	4'28	23'33	7'95	8'79	16'44	25'93	18'85	29'85	5'97
WEIGHT OF TRAIN AND TON-MILEAGE— Gross ton-mileage of all coaching trains (in thousands)—													
71	Freight . . . . .	1st half	48,349	6,777	1,370	9,600	6,053	10,547	33,130	23,016	6,124	13,792	2,426
		2nd "	50,737	6,344	1,356	8,267	5,547	10,411	34,477	22,888	5,207	13,373	2,135
72	Dead weight . . . . .	1st half	663,366	116,988	24,792	116,479	99,649	182,382	511,703	445,931	123,075	185,779	33,870
		2nd "	689,822	118,146	21,877	116,546	98,703	206,800	546,450	463,087	126,034	185,836	36,084
73	Total . . . . .	1st half	711,715	123,765	26,162	126,079	105,702	192,929	544,833	468,947	129,199	199,571	36,296
		2nd "	740,559	124,490	23,233	124,813	104,310	217,211	590,927	485,975	131,141	199,209	38,319
74	Average weight of a coaching train— Freight . . . . . Tons	1st half	16'75	12'53	11'43	20'84	17'50	12'61	14'08	11'13	11'37	17'49	19'08
		2nd "	16'41	11'94	13'54	17'03	15'79	11'11	14'56	10'58	9'27	16'45	16'30
75	Dead weight . . . . . "	1st half	229'88	216'20	206'82	252'86	288'10	218'02	231'41	215'67	228'61	235'57	265'71
		2nd "	223'16	222'43	218'31	240'14	281'11	220'64	230'79	222'09	224'45	228'54	263'16
76	Total . . . . . "	1st half	246'63	228'73	218'25	273'70	305'60	230'63	246'39	226'80	219'98	253'06	284'74
		2nd "	239'57	234'37	231'85	257'17	296'90	231'75	245'35	233'07	233'72	244'99	279'46
COST OF WORKING AND PROFIT—													
77	Average cost of hauling a coaching train one mile . . . . . Rs	1st half	0'92	1'66	1'31	0'93	1'53	1'20	1'46	1'24	1'05	1'66	1'40
		2nd "	1'00	1'29	1'44	1'34	1'40	1'27	1'61	1'49	1'34	1'87	1'07
78	Average cost of hauling a coaching vehicle with its load one mile . . . . . Pies	1st half	11'42	23'39	18'50	9'86	16'48	17'74	19'43	20'58	16'05	24'94	14'95
		2nd "	13'09	17'48	18'03	15'11	15'97	19'96	21'50	24'15	21'16	26'21	12'12
79	Per passenger unit . . . . . Pies	1st half	0'71	1'48	1'28	0'54	1'00	1'18	1'19	1'33	1'30	1'35	0'94
		2nd "	0'81	1'22	1'20	0'95	1'05	1'45	1'42	1'77	1'96	1'42	0'81
80	Other traffic per ton . . . . . "	1st half	5'60	33'12	28'48	4'73	19'85	8'73	13'24	11'62	7'31	13'37	8'76
		2nd "	5'68	25'18	24'70	9'21	13'04	9'21	11'35	17'32	12'42	15'08	9'43
81	Average profit on working a coaching train one mile . . . . . Rs	1st half	2'75	1'26	1'68	2'88	2'38	1'70	1'56	0'89	1'58	1'75	2'37
		2nd "	2'57	1'53	2'12	2'10	2'19	1'28	1'26	0'62	0'82	1'59	2'17
82	1st class . . . . . Pies	1st half	4'07	-6'34	-12'88	0'71	-6'26	-5'33	-7'44	-4'37	-4'71	-7'03	-0'50
		2nd "	1'69	-2'17	-11'77	-7'24	-2'87	-9'37	-10'79	-9'26	-10'98	-11'10	1'96
83	2nd " . . . . . "	1st half	8'88	-5'19	-2'59	-0'52	-6'29	-2'18	-4'08	-2'62	-1'37	7'75	5'43
		2nd "	8'28	1'11	-2'47	-6'10	-3'56	0'43	-7'04	-7'02	-8'11	3'22	10'08
84	3rd or intermediate class . . . . . "	1st half	24'92	-0'21	3'35	0'65	-3'72	2'01	8'42	20'27	40'15	59'03	
		2nd "	22'65	5'57	5'11	1'18	-7'38	0'68	8'09	14'94	16'81	51'57	
85	4th or lowest intermediate class . . . . . "	1st half	41'47	33'04	26'69	37'25	39'08	36'48	30'13	16'99	28'64	27'19	31'86
		2nd "	39'50	31'30	44'22	31'78	34'91	28'85	23'34	16'38	21'67	27'87	30'38
86	Other vehicles . . . . . "	1st half	46'84	12'27	6'82	69'51	14'64	58'15	24'42	48'09	68'04	25'18	46'17
		2nd "	58'82	21'82	7'25	40'54	51'04	58'48	32'01	25'65	40'59	22'04	30'34

\* Third class by mail trains.

† Third class by other than mail trains.

IX 46—contd.  
by systems) during each half-year of 1900—contd.  
pared by the railways not shown.

12	3' 3 1/2"													GAUGE.	Serial number.			
	14 (b) to (d)		15	17	18	10 (f) to (g)		19		20	21	11 (c)	22			24	25	Class : No.
	Eastern Bengal.	Assam-Bengal.				Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur section.									
0,538 0,312	7,157 27,906	1,565 1,596	11,367 12,207	2,311 2,304	17,820 18,198	1,182 1,237	141 169	207 211	3,345 3,007	1,331 2,594	5,654 6,012	8,052 8,616	10,030 10,250	1st half 2nd "	61			
0,078 9,659	7,010 7,079	2,728 2,760	15,244 17,795	2,111 1,805	20,416 21,662	1,191 1,187	150 139	169 166	5,682 5,195	2,069 3,749	10,814 10,957	14,908 15,631	23,703 22,039	1st half 2nd "		62		
...	18,839 21,338	...	14,403 22,183	2,698 2,326	25,044 29,155	...	...	630 616	5,882 3,360	...	...	...	...	1st half 2nd "	63			
8,023 12,096	149,359 165,112	63,325 62,904	306,685 333,196	55,839 18,944	525,598 592,263	39,202 39,053	3,987 4,759	6,784 6,681	62,318 53,384	16,821 39,088	236,016 257,252	393,424 399,351	291,950 297,659	1st half 2nd "		64		
4,588 3,764	3,584 3,023	2,200 1,410	604 1,738	494 501	8,186 9,028	553 585	59 54	15 12	481 436	671 339	1,509 1,515	4,434 4,614	5,044 5,337	1st half 2nd "	65			
16'75 16'13	5'41 5'10	7'67 8'17	3'16 2'81	4'69 5'28	5'38 4'13	3'41 1'98	4'21 3'27	7'30 7'01	4'88 4'65	3'17 4'15	15'34 12'11	8'78 7'85	7'78 7'40	1st half 2nd "		66		
29'44 29'76	16'51 19'34	9'17 8'73	4'15 3'97	28'03 28'45	13'85 14'77	18'06 18'10	14'35 15'03	14'85 22'60	18'75 19'37	9'40 16'56	29'14 20'95	22'73 15'50	14'77 14'46	1st half 2nd "	67			
...	21'14 26'12	...	11'12 8'23	8'76 9'80	34'97 33'35	...	...	7'74 12'23	17'26 18'11	...	...	...	...	1st half 2nd "		68		
46'51 44'04	49'71 52'99	45'73 42'13	44'56 39'71	38'62 99'41	46'19 43'22	51'12 45'84	46'77 38'53	54'13 51'79	47'48 50'34	47'00 50'81	46'99 41'65	57'64 52'25	54'74 43'02	1st half 2nd "	69			
51'23 39'81	14'52 19'35	6'43 11'44	67'07 21'49	26'49 23'63	29'03 28'33	22'34 27'04	23'84 25'79	102'30 147'78	38'36 38'50	3'31 17'18	57'02 53'20	13'84 11'73	12'77 11'22	1st half 2nd "		70		
1,341 0,386	5,345 5,734	1,911 1,788	8,849 8,513	1,497 1,315	17,790 18,047	1,347 1,252	128 126	242 234	2,122 1,926	516 1,310	7,853 7,491	14,562 13,322	10,591 11,174	1st half 2nd "	71			
17,296 12,019	61,506 62,425	21,877 22,051	98,322 115,223	15,690 15,034	151,646 163,935	13,059 13,567	1,567 1,853	2,584 2,645	23,999 21,498	7,424 16,799	80,082 88,866	127,584 130,591	99,409 100,783	1st half 2nd "		72		
18,637 12,405	66,851 68,159	23,788 23,839	107,171 123,736	17,187 16,349	169,436 181,982	14,406 14,819	1,695 1,979	2,826 2,879	26,121 23,424	7,940 18,109	87,935 96,357	142,146 143,913	110,000 111,957	1st half 2nd "	73			
18'07 14'97	13'69 12'84	20'59 16'14	12'47 10'37	17'28 14'22	16'98 16'06	15'62 13'89	10'30 7'64	22'66 18'06	12'33 11'89	13'39 13'99	14'91 11'91	16'12 14'50	16'26 16'12	1st half 2nd "		74		
26'91 75'94	157'47 139'85	235'74 199'03	138'63 140'31	181'08 162'54	144'70 145'90	166'67 150'51	125'97 112'29	241'54 204'02	139'39 132'66	192'58 179'43	152'06 141'23	141'29 142'15	152'64 145'43	1st half 2nd "	75			
04'98 90'91	171'16 152'69	256'33 215'17	151'10 150'63	108'36 176'76	161'68 161'96	182'29 164'40	136'27 119'93	264'20 222'08	151'72 144'55	205'97 193'42	166'97 153'14	157'41 156'65	168'90 161'55	1st half 2nd "		76		
1'53 1'33	1'19 1'25	2'23 2'28	0'82 0'95	1'40 1'24	0'98 1'31	1'08 1'39	0'65 0'58	2'31 2'15	1'29 1'72	1'60 1'55	1'32 1'40	1'34 1'31	1'52 1'61	1st half 2nd "	77			
21'10 20'17	11'20 12'62	15'73 19'55	8'51 10'05	10'73 10'55	9'16 12'39	10'86 16'01	9'96 10'17	16'00 18'35	13'22 16'62	19'61 21'96	14'10 16'54	13'74 13'63	13'45 15'02	1st half 2nd "		78		
1'11 1'10	0'98 0'99	1'15 1'60	0'78 1'09	0'99 1'05	0'72 1'02	0'76 1'24	0'78 0'94	1'23 1'46	1'28 1'76	1'35 1'39	1'10 1'45	0'88 0'97	1'08 1'50	1st half 2nd "	79			
9'18 11'30	20'96 22'11	42'38 33'37	5'31 7'30	8'28 10'59	5'96 7'97	7'06 9'18	5'79 5'18	5'83 5'42	10'95 15'48	38'97 19'07	9'32 11'74	45'80 46'32	20'43 25'62	1st half 2nd "		80		
1'88 1'60	1'06 2'01	3'23 1'95	1'43 0'92	2'44 2'07	2'08 1'56	2'04 1'09	1'24 0'82	1'95 1'25	1'79 1'27	0'89 1'11	1'52 0'84	1'55 1'35	2'78 1'76	1st half 2nd "	81			
1'84 1'07	-3'22 -4'12	-5'23 -8'42	-4'56 -6'64	3'87 6'44	-1'48 -6'68	-3'66 -11'21	-2'13 -1'73	0'01 -2'78	-7'49 -13'18	-14'26 -14'65	-0'11 -5'68	4'88 -5'77	-4'63 -6'22	1st half 2nd "		82		
6'42 5'22	1'76 1'70	-4'73 -9'10	-4'53 -6'21	20'51 24'79	2'27 0'31	2'10 -3'02	-0'50 -2'10	0'10 4'02	0'46 -4'09	-8'17 -3'36	5'91 -2'20	0'58 -2'05	-0'46 -1'61	1st half 2nd "	83			
...	0'48 1'61	...	-0'82 -4'31	-4'05 -2'30	18'91 14'11	...	...	-10'43 -9'54	0'34 -5'23	...	...	...	...	1st half 2nd "		84		
29'99 27'89	27'72 28'38	33'63 25'94	18'59 13'32	18'95 16'46	21'32 16'31	21'63 13'39	20'28 14'78	15'98 11'39	26'22 22'66	25'67 23'21	15'89 10'11	21'87 19'13	34'21 23'13	1st half 2nd "	85			
44'08 44'73	18'77 29'00	1'46 2'92	65'95 53'71	65'95 72'72	46'8 40'16	58'20 55'80	63'81 91'10	132'96 196'76	53'06 48'48	-4'46 43'64	56'94 49'69	0'58 0'65	9'08 7'70	1st half 2nd "		86		

Serial number.	PARTICULARS.	GAUGE. Class: No.	5' 6"										
			1	2 (a).	3	4	5	7	8	9 (a) to (e)	10 (a) to (e)	11 (a) & (b)	
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
<b>COACHING TRAFFIC</b> <i>—concld.</i>													
<b>COST OF WORKING AND PROFIT—concld.</b>													
Average profit on working a coaching unit one mile—													
87	Per passenger unit Pies	1st half 2nd "	2'01 1'92	2'22 1'49	1'83 1'92	1'55 1'37	1'58 1'58	1'53 1'27	1'22 1'00	0'78 0'55	1'54 0'90	1'19 1'16	1'30 1'51
88	Other traffic per ton "	1st half 2nd "	23'99 24'92	13'02 25'31	10'04 16'17	31'70 32'46	24'98 32'28	32'26 30'47	18'40 17'30	23'43 17'01	31'02 25'63	17'73 17'31	27'43 27'75
<b>GOODS TRAFFIC.</b> <b>GROSS RECEIPTS AND TRAIN MILEAGE—</b> <i>(In thousands.)</i>													
89	Receipts from goods traffic ₹	1st half 2nd "	26,035 21,868	19,095 40,221	1,733 3,533	62,773 28,599	15,885 16,223	32,999 22,774	1,05,022 90,906	1,44,021 1,08,577	5,148 3,269	8,806 50,229	24,07 18,40
90	Goods train-miles run No.	1st half 2nd "	5,282 4,928	403 571	78 126	1,408 875	8616 671	894 707	2,675 2,357	2,077 2,256	909 747	1,159 720	498 410
91	Average goods receipts per train-mile ₹	1st half 2nd "	4'93 4'44	4'93 7'04	2'22 2'80	4'19 3'30	2'57 2'42	3'69 2'90	3'93 3'81	4'68 4'81	5'31 4'38	7'59 7'78	6'81 4'31
<b>UNITS AND UNIT-MILEAGE—</b> <i>(In thousands.)</i>													
92	Tons of goods carried one mile.	1st half 2nd "	1,065,112 930,190	60,156 85,448	5,446 10,474	262,115 121,576	78,972 83,078	112,493 77,790	384,343 311,832	425,582 291,059	155,446 102,907	228,034 146,820	84,002 62,798
93	Average sum received for carrying a ton one mile Pies	1st half 2nd "	4'69 4'47	6'37 9'03	6'10 6'47	4'60 4'56	3'83 3'73	5'63 5'61	5'25 5'00	6'50 7'13	6'36 6'10	7'41 7'36	5'30 5'5
94	Average number of tons in a train Tons	1st half 2nd "	201'64 190'59	140'22 149'61	69'75 83'03	174'04 138'92	128'17 133'85	125'71 101'41	143'68 130'63	138'30 129'27	160'39 137'90	106'75 202'35	168'65 153'19
<b>VEHICLES AND VEHICLE-MILEAGE—</b> <b>Number of goods vehicles hauled one mile—</b> <i>(In thousands.)</i>													
95	Loaded Vehicle-miles	1st half 2nd "	99,405 87,532	9,001 13,210	265 1,772	24,350 13,008	7,332 7,990	16,170 12,790	48,018 22,581	53,123 39,403	17,511 12,351	31,581 18,001	7,212 6,801
96	Empty " "	1st half 2nd "	45,543 45,600	2,263 7,820	455 1,246	15,915 7,385	4,247 4,801	6,224 4,200	15,245 11,038	22,885 16,779	10,178 7,148	16,852 9,345	6,340 4,133
97	Brake-vans " "	1st half 2nd "	4,864 4,430	403 585	88 98	2,516 1,617	796 831	1,282 1,076	3,420 3,122	5,589 4,111	1,620 1,414	1,138 619	96 89
98	Total " "	1st half 2nd "	152,812 137,562	11,667 21,635	1,408 2,116	42,781 22,700	12,375 13,624	23,623 18,072	66,683 50,791	81,591 60,574	29,514 20,915	49,571 28,565	14,516 11,695
Average number of vehicles in a goods train—													
99	Freight vehicles No.	1st half 2nd "	28'01 27'02	27'94 36'86	16'91 23'92	26'87 24'00	18'79 19'07	25'14 22'16	23'65 22'48	24'70 25'01	28'57 26'12	41'79 38'52	27'22 27'17
100	Brake-vans " "	1st half 2nd "	0'92 0'90	1'00 1'02	1'12 0'77	1'68 1'85	1'29 1'25	1'26 1'40	1'28 1'31	1'82 1'82	1'88 1'89	0'98 0'85	1'02 2'02
101	Total " "	1st half 2nd "	28'93 27'92	28'94 37'88	18'03 24'69	28'55 25'94	20'08 20'32	26'40 23'56	24'93 23'79	26'52 26'83	30'45 28'01	42'77 39'37	29'14 29'19
102	Average earnings per goods vehicle per mile (excluding brakes) Pies	1st half 2nd "	33'79 31'54	34'01 36'67	25'16 22'47	29'91 26'31	26'28 24'36	28'17 25'69	31'87 32'54	36'38 36'95	35'69 32'19	34'90 38'68	34'09 31'88
103	Carrying capacity hauled one mile (excluding brakes) Tons	1st half 2nd "	2,092,164 1,898,848	130,062 243,442	21,798 44,091	558,616 296,943	180,007 192,130	248,950 190,149	806,181 684,900	1,016,024 792,761	338,210 252,574	594,823 339,552	172,230 141,589
104	Percentage of freight upon capacity hauled Per cent.	1st half 2nd "	50'91 49'46	46'25 35'10	24'98 23'75	46'92 40'94	43'87 43'02	45'19 40'91	47'68 45'53	41'89 36'79	43'40 40'77	38'33 43'24	48'77 44'35
105	Average load of a goods vehicle (including both loaded and empty) Tons	1st half 2nd "	7'20 7'05	5'34 4'06	4'13 3'47	6'51 5'77	6'82 6'49	5'00 4'58	6'08 5'81	5'60 5'17	5'61 5'28	4'71 5'15	6'19 5'04
106	Average load of a loaded goods vehicle " "	1st half 2nd "	10'71 10'73	6'68 6'46	6'30 5'91	10'76 8'88	10'77 10'39	6'91 6'08	8'00 7'32	8'01 7'35	8'88 8'34	7'23 7'89	11'66 9'23
<b>WEIGHT OF TRAIN AND TON-MILEAGE—</b> <b>Gross ton-mileage of all goods trains—</b> <i>(In thousands.)</i>													
107	Freight " " Tons	1st half 2nd "	1,065,112 939,196	60,156 85,448	5,446 10,474	262,115 121,576	78,972 83,078	112,493 77,790	384,343 311,832	425,582 291,059	155,446 102,907	228,034 146,820	84,002 62,798
108	Dead-weight " " "	1st half 2nd "	1,300,992 1,189,541	107,788 191,291	15,193 32,505	392,716 215,441	143,329 157,135	200,244 162,817	651,535 502,326	768,416 570,208	200,742 210,604	397,064 231,571	138,215 115,098
109	Total " " "	1st half 2nd "	2,374,204 2,128,737	167,944 276,739	20,639 42,979	654,831 337,017	222,301 240,213	312,739 240,613	1,035,878 874,158	1,193,998 861,867	446,188 313,571	625,098 378,391	222,217 177,896

DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 3 1/2".														GAUGE.	
13	14 (b) to (d)	15	17	18	10 (f) to (g)	19		20	21	11 (c)	22	24	25	Class No.	Serial number.
Madras	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon	Rajputana-Malwa.	Jodhpur-Bikaner.	Jodhpur section.	Bikaner section.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Forbandar	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	
1'83 1'20 19'48 26'42	1'67 1'65 26'40 27'45	1'94 1'50 8'02 6'70	1'28 0'97 37'00 35'97	1'49 1'53 31'82 55'66	1'41 1'10 24'39 21'35	1'31 0'83 31'57 24'53	1'32 1'15 33'37 34'29	0'88 0'69 30'57 30'97	1'64 1'19 36'78 32'66	0'78 0'84 12'57 46'26	1'06 0'68 35'34 32'88	1'17 1'12 0'28 3'47	2'05 1'70 17'08 17'37	1st half 2nd "	87 88
34'07 35'20 712 777 4'70 4'53	17'75 24'49 580 692 3'06 5'54	3'12 3'59 205 190 1'53 1'89	26'04 14'02 859 677 3'03 2'07	5'16 3'32 225 175 2'29 1'90	1,28,77 8,555 3,107 2,089 4'07 4'10	7'64 3'67 210 1,36 3'63 2'70	83 48 39 43 2'12 1'12	1,51 75 25 17 6'03 4'37	8'61 4'24 228 173 3'78 3'46	2'73 4'02 121 204 2'26 1'98	31'63 24'25 1,271 1,065 2'49 2'28	19'11 20'63 699 733 2'73 2'81	31'29 25'78 1,050 1,020 2'98 2'53	1st half 2nd "	89 90 91
77,376 80,905 8'46 8'35 148'51 104'15	42,739 48,888 7'98 9'62 73'60 70'68	15,130 15,583 3'97 4'43 73'84 81'76	87,595 48,730 5'71 5'52 101'89 72'08	14,512 10,070 6'84 6'34 64'34 57'52	385,147 200,871 6'42 6'30 121'02 124'90	17,258 11,435 8'50 6'17 82'05 84'00	2,347 2,247 6'83 4'12 59'47 51'99	1,727 1,171 16'81 12'24 68'88 68'56	13,667 7,226 12'09 11'18 59'97 59'35	6,299 8,653 8'32 8'93 52'23 42'45	96,951 73,307 6'26 6'35 76'23 68'82	42,912 44,925 8'35 8'82 61'38 61'39	84,509 70,964 7'11 6'97 80'45 69'57	1st half 2nd "	92 93 94
12,390 12,958 4,270 4,761 2,731 3,010	11,712 10,562 2,835 3,671 655 820	3,935 2,974 1,640 1,678 366 272	15,448 10,694 6,497 5,287 1,012 880	2,769 2,010 1,384 1,039 313 275	71,530 48,649 31,012 18,990 2,681 1,875	3,055 1,816 1,966 1,007 110 50	321 293 278 250 18 18	379 231 309 210 9 3	3,717 1,974 2,372 1,008 157 72	1,408 2,089 938 953 209 351	20,653 16,643 2,995 6,513 1,748 1,443	10,104 10,806 2,995 3,363 383 401	19,641 17,226 8,073 7,006 1,349 1,321	1st half 2nd "	95 96 97
19,391 20,729	15,202 15,653	5,941 4,924	22,957 16,861	4,466 3,324	105,743 69,514	5,131 2,873	617 566	697 444	6,246 3,994	2,555 3,393	30,696 24,599	13,392 14,570	29,063 25,553	1st half 2nd "	98
23'08 22'80 3'23 3'87	25'05 20'58 1'13 1'18	27'21 24'41 1'78 1'43	25'53 23'61 1'18 1'30	18'41 17'42 1'39 1'37	32'38 32'38 0'85 0'90	23'87 20'74 0'52 0'37	15'18 12'07 0'47 0'43	27'45 25'85 0'34 0'17	26'72 24'62 0'69 0'59	19'67 14'92 1'70 1'72	22'76 21'74 1'38 1'35	18'61 19'33 0'55 0'55	26'38 23'76 1'28 1'29	1st half 2nd "	99 100
27'51 26'67	26'18 21'76	28'09 25'64	26'71 24'91	19'80 18'99	33'23 33'28	24'39 21'11	15'65 13'10	27'79 26'02	27'41 25'21	27'37 16'64	24'14 23'09	19'16 19'88	27'66 25'03	1st half 2nd "	101
38'80 38'15 200,584 212,041	23'44 33'04 70,240 93,948	10'76 14'85 40,842 37,133	22'79 16'85 177,947 119,940	23'90 20'95 33,710 25,656	24'11 24'28 750,715 494,056	29'22 24'98 36,896 20,774	26'76 16'92 4,537 4,175	42'18 32'47 5,014 3,186	27'13 26'96 35,753 17,974	22'33 25'42 21,513 27,447	20'98 20'11 194,631 155,586	28'20 27'95 83,932 91,482	21'68 20'43 192,449 168,338	1st half 2nd "	102 103
38'53 38'18 4'58 4'57 6'14 6'25	53'94 52'04 2'94 3'43 3'65 4'63	37'04 41'97 2'71 3'35 3'85 5'24	49'23 37'54 3'99 3'05 5'67 4'56	43'02 39'23 3'49 3'30 5'24 5'01	51'30 52'80 3'76 3'86 5'38 5'36	46'77 55'04 3'44 4'05 5'65 6'30	51'73 53'82 3'92 4'10 7'31 7'55	34'43 36'73 2'50 2'65 4'55 5'05	38'23 40'34 2'24 2'41 3'08 3'79	24'63 31'53 2'68 2'84 4'47 4'14	49'81 47'03 3'35 3'17 4'69 4'40	51'13 49'11 3'30 3'17 4'25 4'16	43'91 42'16 3'05 2'93 4'30 4'12	1st half 2nd "	104 105 106
77,277 80,905 180,953 192,443	42,740 48,888 86,315 60,378	15,131 15,583 29,039 25,328	87,595 48,786 116,319 83,941	14,512 10,071 20,908 16,411	385,147 260,871 478,316 327,951	17,258 11,435 25,951 15,378	2,347 2,247 3,530 3,507	1,727 1,171 3,358 2,205	13,667 7,246 28,817 14,735	6,299 8,654 14,250 20,706	96,951 73,307 158,186 128,671	42,913 44,925 75,654 81,280	84,510 70,964 128,735 115,418	1st half 2nd "	107 108
118,230 273,408	129,055 109,266	45,070 40,911	203,914 132,727	35,420 26,482	863,463 588,822	43,209 26,813	5,877 5,754	5,085 3,376	42,484 22,021	20,540 29,360	255,137 201,078	118,567 26,205	213,245 186,382	1st half 2nd "	109

Serial number.	PARTICULARS.	GAUGE. Class: No.	3' 6"										
			1	2 (a)	3	4	5	7	8	9 (e) to (e)	9 (f) to (j)	10 (a) to (e)	11 (a) & (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudhand Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State
<b>GOODS TRAFFIC—concl'd.</b>													
<b>WRIGHT OF TRAIN AND TON-MILEAGE—concl'd.</b>													
Average weight of a goods train—													
110	Freight . . . Tons	1st half 2nd "	201'64 190'59	149'22 149 01	69'75 85'03	174'94 138'92	128'17 123'88	125'71 101'41	143'68 130'63	138'30 123'27	160'39 137'90	196'75 201'35	168'65 153'12
111	Dead-weight . . "	1st half 2nd "	247'82 241'39	267'37 334 93	194'57 258'47	202'11 246'18	232'61 234 32	223'77 212'24	243'57 235'57	249'72 252'73	299'98 282'06	342'59 319 15	277'53 280'77
112	Total . . . "	1st half 2nd "	449'46 431'98	416'59 484'54	264'32 341'50	437'05 385'10	360'78 358'20	349'48 313'65	387'25 366'20	388'02 382'00	460'37 419'96	539'34 521'50	446'11 413'94
<b>COST OF WORKING AND PROFIT.</b>													
113	Average cost of hauling a goods train one mile R	1st half 2nd "	1'68 1'80	3'02 2'67	1'58 2'11	1'48 2'00	1'81 1'69	1'82 1'72	2'30 2'40	2'12 2'44	2'02 2'41	3'97 3'98	2'11 1'94
114	Average cost of hauling a goods vehicle with its load one mile Pies	1st half 2nd "	11'52 12'81	20'78 13'91	17'96 16'94	10'58 15'98	18'51 17'00	13'90 14'90	18'66 20'50	16'45 18'72	13'56 17'75	18'22 19'85	15'4 11'76
115	Average cost of hauling a goods unit (vis., one ton) one mile "	1st half 2nd "	1'60 1'82	3'89 3'43	4'35 4'89	1'62 2'77	2'71 2'02	2'78 3'26	3'07 3'53	2'94 3'02	2'41 3'36	3'87 3'78	2'56 2'08
116	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum "	1st half 2nd "	3'21 3'60	7'22 6'15	8'59 7'89	4'15 7'60	6'08 6'20	6'05 7'31	7'44 8'47	5'22 6'83	4'86 6'73	6'23 6'98	4'61 4'86
117	Average profit on working a goods train one mile R	1st half 2nd "	3'25 2'64	1'93 4'37	0'64 0'69	2'71 3'30	0'76 0'73	1'87 1'24	1'63 1'41	2'56 2'37	3'29 1'97	3'62 3'76	2'64 2'85
118	Average profit on working a goods vehicle with its load one mile Pies	1st half 2nd "	22'27 18'73	13'23 22'76	7'20 7'53	19'53 10'33	7'77 7'36	14'27 10'79	13'21 12'04	10'93 18'23	22'13 14'44	16'68 18'83	18'61 20'11
118	Average profit on working a goods unit (vis., one ton) one mile "	1st half 2nd "	3'09 2'65	2'48 5'60	1'74 1'58	2'98 1'79	1'14 1'13	2'85 2'35	2'18 2'07	3'56 3'53	3'95 2'74	2'54 3'58	3'00 3'51
<b>DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.</b>													
Percentage on Total Earnings—													
120	Coaching traffic . Percent	1st half 2nd "	28'50 32'99	40'84 26'11	59'03 49'18	21'51 34'72	43'75 42'66	37'99 45'03	37'70 41'49	22'97 28'45	21'36 26'51	24'61 32'61	16'38 19'04
121	Goods traffic . "	1st half 2nd "	70'02 65'35	51'55 69'99	28'46 48'67	76'84 60'05	51'22 54'95	51'74 42'93	59'22 55'61	75'09 70'27	77'39 71'37	76'07 65'16	82'07 79'18
122	Sundries, including telegraph . "	1st half 2nd "	1'12 1'26	7'43 3'90	12'51 2'51	1'65 5'23	3'64 2'09	10'27 12'04	2'81 2'89	1'94 1'28	1'31 2'12	—0'68 2'23	1'35 1'76
122	Steam-boat earnings . . "	1st half 2nd "	0'36 0'40	0'18 ...	...	...	1'30 0'30	...	0'27 0'01	...	...	...	...
	TOTAL . . "	1st half 2nd "	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00
Percentage of Working Expenses on Total Earnings—													
123	Maintenance . Percent	1st half 2nd "	7'83 10'38	19'07 10'27	14'77 13'75	7'66 12'36	15'48 16'43	12'22 15'93	11'59 16'03	7'29 10'35	7'10 12'47	13'44 15'17	19'75 9'39
124	Locomotive expenses . . "	1st half 2nd "	9'08 10'88	13'13 9'18	11'57 10'54	11'12 15'63	19'19 18'74	19'02 14'18	23'02 24'02	21'80 24'61	15'58 21'82	18'28 18'42	10'67 11'64
125	Carriage and wagon expenses . "	1st half 2nd "	2'90 3'17	5'46 4'41	0'88 3'19	2'22 3'67	3'21 3'18	4'97 6'93	4'89 4'42	5'05 5'43	2'92 4'76	8'99 6'11	2'02 3'16
126	Traffic expenses . . "	1st half 2nd "	6'20 6'75	12'88 10'68	11'92 10'77	5'54 9'16	10'33 8'67	7'63 10'00	8'62 9'58	8'68 10'10	5'13 7'56	5'73 7'20	4'63 6'20
127	General charges . . "	1st half 2nd "	2'87 3'44	5'11 3'32	12'15 10'26	4'01 8'39	6'78 6'89	3'06 4'79	4'30 4'64	3'71 4'62	4'37 6'37	2'16 4'29	4'33 5'00
128	Miscellaneous expenses . . "	1st half 2nd "	2'37 2'43	2'19 2'49	7'29 10'28	2'28 2'93	1'81 1'77	1'74 1'85	1'59 1'64	2'04 1'84	4'12 4'97	3'11 1'35	3'50 1'28
129	Steam-boat expenses . . "	1st half 2nd "	0'28 0'33	0'50 0'27	...	...	1'27 0'46	...	0'15 0'15	...	...	...	...
130	TOTAL WORKING EXPENSES . . "	1st half 2nd "	32'43 37'38	58'34 40'62	58'58 58'79	33'73 38'13	56'07 56'14	49'54 53'68	55'16 60'48	48'57 56'95	39'28 57'95	51'71 52'54	44'00 37'27

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 31"													GAUGE.		
12	13 (b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class: No.	Serial number.
Madras	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western	Rohilkund and Kumaon	Rajputana-Malwa	Jodhpur-Bikaner.		Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar.	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half years.	
						Jodhpur section.	Bikaner section.								
108'51 104'15 154'09 247'56	73'60 70'68 148'65 87'39	73'84 81'76 146'11 132'89	101'89 72'08 135'29 124'02	64'34 57'52 92'70 93'74	121'62 124'90 151'03 157'01	82'05 84'00 123'38 112'96	59'47 51'09 89'45 81'14	68'88 68'55 133'97 129'14	59'97 59'35 126'46 120'04	52'23 42'45 118'17 101'58	76'23 68'82 124'37 120'90	61'38 61'29 108'22 110'89	80'45 69'57 122'55 113'14	1st half 2nd "	110- 111
362'60 351'71	222'25 157'97	219'95 214'65	237'18 196'10	157'04 151'26	272'65 281'91	205'43 196'96	148'92 133'13	202'85 197'69	186'43 179'39	170'40 144'03	200'60 189'62	169'60 172'18	203'00 182'71	1st half 2nd "	112
2'70 2'45	1'54 1'79	1'91 2'27	1'29 1'24	1'11 1'06	1'65 2'28	1'21 1'66	0'71 0'64	1'77 1'91	1'59 2'13	1'33 1'16	1'59 1'73	1'44 1'44	1'83 1'82	1st half 2nd "	113
21'02 20'65	11'80 12'07	13'49 17'93	9'60 10'07	11'56 11'66	9'76 13'51	9'75 15'39	9'02 9'70	12'40 14'25	11'43 16'61	13'09 14'89	13'42 15'27	14'87 14'30	13'33 14'70	1st half 2nd "	114
4'78 4'52	4'02 3'51	4'07 5'35	3'43 3'30	3'31 3'53	3'60 3'50	2'84 3'80	2'30 2'36	4'94 5'37	5'09 6'89	4'87 5'23	4'01 4'82	4'51 4'51	4'37 5'02	1st half 2nd "	115
9'91 9'46	7'87 2'00	18'55 18'30	5'35 7'62	5'96 7'08	4'06 5'48	4'55 6'09	5'51 5'43	10'43 13'49	9'97 14'05	15'11 13'19	8'70 10'49	8'53 8'47	7'86 9'10	1st half 2nd "	115 A
2'08 2'08	1'52 2'25	—0'38 —0'38	1'74 0'83	1'18 0'84	2'42 1'82	2'42 1'04	1'41 0'48	4'26 2'46	2'19 1'33	0'93 0'82	0'90 0'55	1'29 1'37	1'15 0'71	1st half 2nd "	116
16'88 17'50	11'64 20'97	—2'73 —3'08	13'10 6'78	12'34 9'29	14'35 10'77	19'47 9'59	17'74 7'22	29'78 18'22	15'70 10'35	9'24 10'53	7'56 4'84	13'33 13'65	8'35 5'73	1st half 2nd "	117
3'68 3'83	3'96 6'11	—1'00 —0'92	3'28 2'22	3'53 2'81	3'82 2'80	5'66 2'37	4'53 1'76	11'87 6'87	7'00 4'29	3'45 3'70	2'25 1'53	4'04 4'31	2'74 1'95	1st half 2nd "	118
37'71 35'88	36'58 33'79	59'87 54'58	33'97 45'88	35'35 40'80	19'59 26'96	23'83 36'96	20'69 29'38	31'02 36'88	37'60 52'03	25'11 36'59	31'38 35'89	56'63 53'23	46'70 46'33	1st half 2nd "	119
60'07 62'12	52'86 56'96	36'76 41'85	55'42 41'89	54'90 44'37	78'78 71'51	74'61 60'79	73'52 61'26	76'34 62'27	61'00 45'51	71'30 59'16	66'37 61'83	41'41 44'90	52'19 51'21	1st half 2nd "	120
2'22 2'00 8'57 ...	1'99 0'96 8'57 8'35	2'80 2'69 0'57 0'88	3'79 5'63 6'82 6'60	9'75 14'83 ...	1'63 1'53 ...	1'56 2'25 ...	5'79 9'36 ...	0'48 0'60 0'16 0'25	1'40 2'46 ...	3'59 4'25 ...	2'25 2'28 ...	1'96 1'87 ...	0'79 2'06 0'32 0'40	1st half 2nd "	121- 122
100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	1st half 2nd "	
12'41 12'26	11'56 9'10	21'92 29'85	11'56 16'79	11'67 11'72	8'76 15'24	5'32 18'98	11'00 12'65	5'63 12'69	8'64 14'28	19'84 19'21	15'09 15'87	10'38 9'56	10'99 14'14	1st half 2nd "	123
20'85 19'57	10'11 8'96	13'99 15'85	10'72 11'93	9'26 10'46	16'44 18'50	17'32 24'48	16'10 20'59	14'25 17'68	14'18 19'37	20'63 20'69	19'32 24'61	17'14 18'57	18'26 23'40	1st half 2nd "	124
4'31 4'30	3'38 3'62	3'13 4'06	2'97 3'56	3'73 4'01	4'30 6'14	1'73 3'75	1'52 3'81	1'01 1'82	2'60 3'87	1'16 1'55	5'52 6'75	5'24 6'00	4'53 5'33	1st half 2nd "	125
7'86 7'78	8'92 2'96	13'40 13'77	7'05 10'33	7'48 8'40	5'65 7'23	4'41 7'03	5'36 9'20	5'76 8'41	8'90 10'65	11'76 9'44	9'75 11'63	8'49 8'55	8'47 10'22	1st half 2nd "	126
5'37 5'54	4'82 3'56	18'82 17'47	5'24 7'79	7'68 10'14	2'93 4'32	2'78 4'18	2'77 3'56	4'62 7'04	7'33 10'73	7'22 8'51	8'20 10'51	7'35 7'15	5'94 6'55	1st half 2nd "	127
1'55 2'29	2'41 6'08	0'55 1'69	2'81 3'61	5'73 5'88	1'02 2'16	3'19 2'00	0'96 0'75	4'29 3'90	1'26 1'43	0'48 0'63	1'18 2'46	1'35 1'20	1'24 1'40	1st half 2nd "	128
...	6'51 1'14	1'03 0'90	2'97 4'15	...	...	...	...	...	...	...	...	...	1'01 0'75	1st half 2nd "	129
52'35 51'74	47'71 40'42	73'74 83'59	42'72 52'16	45'55 50'58	39'10 53'59	34'75 60'42	37'71 56'56	35'56 51'54	42'91 60'33	61'09 60'03	59'15 71'63	49'95 51'03	50'44 61'79	1st half 2nd "	130

NOTE.—These statistics are for

Serial number.	PARTICULARS.	GAUGE.											
		Class No.	5' 6".										
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (j)	10 (a) to (e)	11 (a) & (b)
Calendar year 1900 by half-years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Haroda and Central India.	The Nizam's Guaranteed State.		
<b>TABLE A.—MAINTENANCE OF</b>													
<b>PER MILE OF LINE MAINTAINED.</b>													
131a	General superintendence (including office expenses) &	1st half	186'49	285'57	94'06	103'79	126'64	123'15	129'40	154'71	88'57	167'66	155'85
		2nd "	192'14	306'67	105'44	118'79	130'17	138'26	138'84	151'08	85'26	173'01	150'67
132a	Maintenance and renewal of permanent-way "	1st half	770'93	1,562'73	523'42	264'07	255'08	307'24	178'43	373'44	231'79	937'81	1,271'67
		2nd "	937'83	1,129'30	530'47	222'56	231'15	343'80	333'61	501'35	308'47	1,152'48	2,282'33
133a	Repairs of bridges, &c. "	1st half	113'09	241'59	27'42	41'47	44'59	117'10	55'17	113'75	34'22	574'31	103'89
		2nd "	122'48	294'49	25'30	41'25	110'69	101'17	57'11	142'64	28'06	...	39'39
134a	Conservancy of rivers "	1st half	...	...	0'27	...	...	1'43	107'17	...	...	459'29	0'60
		2nd "	...	...	3'45	...	...	4'12	70'83	...	...	...	...
135a	Repairs of stations and buildings "	1st half	237'67	509'05	62'44	98'12	44'12	110'05	...	128'54	45'35	147'31	37'61
		2nd "	322'11	340'93	87'36	54'96	43'82	120'77	0'25	121'85	63'08	174'72	54'39
136a	Other charges (net) "	1st half	162'70	155'21	10'47	16'38	47'88	80'92	91'54	167'26	84'66	121'54	62'36
		2nd "	144'39	122'89	40'08	53'33	78'95	65'22	92'43	75'01	34'61	119'47	22'17
137a	Total maintenance, &c. "	1st half	1,470'88	2,754'15	718'08	523'83	519'21	739'89	575'60	937'70	474'59	1,948'63	1,651'99
		2nd "	1,718'95	2,100'19	798'10	490'89	600'78	773'34	727'66	1,071'93	513'48	2,679'57	2,251'45
<b>PER MILE OF TRACK, INCLUDING SIDINGS.</b>													
131b	General superintendence (including office expenses) &	1st half	123'05	149'88	70'76	92'90	110'82	107'92	102'79	103'01	79'09	119'99	140'14
		2nd "	126'48	160'74	88'62	105'97	113'02	121'39	110'25	100'25	76'09	122'99	135'43
132b	Maintenance and renewal of permanent-way "	1st half	508'64	820'14	413'82	236'36	224'00	269'24	141'78	248'65	206'96	671'15	1,141'49
		2nd "	617'33	591'92	450'91	192'55	201'75	301'84	264'91	385'77	269'95	816'48	206'59
133b	Repairs of bridges, &c. "	1st half	74'61	126'80	23'25	37'13	39'02	102'62	43'82	75'74	30'56	411'01	93'42
		2nd "	80'63	154'30	21'26	36'80	101'85	88'83	45'35	94'66	25'04	...	35'40
134b	Conservancy of rivers "	1st half	...	...	0'22	...	...	1'25	85'12	...	...	325'39	0'54
		2nd "	...	...	8'90	...	...	3'02	61'01	...	...	...	...
135b	Repairs of stations and buildings "	1st half	156'81	267'15	52'95	87'82	38'60	96'44	...	85'58	40'50	105'42	51'82
		2nd "	212'05	178'69	73'43	49'03	38'25	100'03	0'19	80'26	56'30	123'78	48'89
136b	Other charges (net) "	1st half	107'34	81'45	8'89	14'65	41'90	70'91	72'72	111'36	22'02	86'08	56'07
		2nd "	95'05	67'56	33'63	47'57	68'90	57'26	78'96	49'78	30'89	84'04	23'37
137b	Total maintenance, &c. "	1st half	970'45	1,445'42	608'89	468'86	454'34	648'38	457'28	624'34	379'13	1,394'55	1,485'48
		2nd "	1,131'59	1,155'21	670'81	437'92	524'37	678'97	577'82	711'32	458'27	1,473'28	562'18
<b>PER TOTAL TRAIN-MILE.</b>													
131c	General superintendence (including office expenses) &	1st half	0'72	1'30	0'95	1'01	1'70	1'20	1'51	0'72	1'05	1'10	1'40
		2nd "	0'77	1'19	0'93	1'69	1'64	1'41	1'68	0'83	1'16	1'45	1'34
132c	Maintenance and renewal of permanent-way "	1st half	2'99	7'10	5'20	2'58	3'42	2'99	2'09	1'73	2'74	6'15	11'40
		2nd "	3'78	4'39	4'74	3'17	2'92	3'52	4'05	3'19	4'12	9'05	3'07
133c	Repairs of bridges, &c. "	1st half	0'44	1'09	0'28	0'40	0'60	1'14	0'65	0'53	0'40	3'77	0'93
		2nd "	0'49	1'15	0'22	0'59	1'47	1'04	0'60	0'78	0'38	3'85	0'40
134c	Conservancy of rivers "	1st half	...	...	...	...	...	0'01	1'25	...	...	...	0'01
		2nd "	...	...	0'03	...	...	0'04	0'93	...	...	...	...
135c	Repairs of stations and buildings "	1st half	0'92	2'31	0'63	0'96	0'58	1'07	...	0'60	0'53	0'97	0'52
		2nd "	1'30	1'33	0'77	0'78	0'56	1'24	...	0'67	0'80	1'46	0'56
136c	Other charges (net) "	1st half	0'63	0'70	0'11	0'16	0'64	0'79	1'07	0'78	0'29	0'80	0'56
		2nd "	0'59	0'50	0'36	0'76	1'01	0'67	1'20	0'41	0'47	1'00	0'83
137c	Total maintenance, &c. "	1st half	5'70	12'50	7'26	5'11	6'94	7'20	6'73	4'35	5'01	12'79	14'82
		2nd "	6'93	8'56	7'05	6'99	7'60	7'92	8'82	5'89	6'99	17'41	6'40
<b>PER 1,000 GROSS TON-MILES.</b>													
131d	General superintendence (including office expenses) &	1st half	0'12	0'27	0'25	0'16	0'31	0'26	0'29	0'14	0'17	0'16	0'21
		2nd "	0'13	0'21	0'20	0'31	0'31	0'33	0'34	0'17	0'21	0'24	0'24
132d	Maintenance and renewal of permanent-way "	1st half	0'40	1'43	1'40	0'40	0'62	0'64	0'40	0'33	0'45	0'61	1'75
		2nd "	0'66	0'75	1'01	0'58	0'54	0'82	0'83	0'64	0'76	1'61	0'49
133d	Repairs of bridges, &c. "	1st half	0'07	0'21	0'07	0'06	0'11	0'24	0'13	0'10	0'06	0'56	0'14
		2nd "	0'09	0'20	0'05	0'11	0'28	0'24	0'15	0'16	0'07	0'64	0'06
134d	Conservancy of rivers "	1st half	...	...	...	...	...	...	0'03	...	...	...	...
		2nd "	...	...	0'01	...	...	0'01	0'05	...	...	...	...
135d	Repairs of stations and buildings "	1st half	0'15	0'47	0'17	0'15	0'11	0'23	0'24	0'11	0'09	0'14	0'08
		2nd "	0'23	0'23	0'16	0'14	0'10	0'29	0'24	0'13	0'16	0'24	0'09
136d	Other charges (net) "	1st half	0'11	0'15	0'03	0'03	0'12	0'17	0'21	0'15	0'05	0'11	0'08
		2nd "	0'10	0'08	0'08	0'14	0'18	0'15	0'24	0'08	0'09	0'16	0'13
137d	Total maintenance, &c. "	1st half	0'94	2'53	1'92	0'80	1'27	1'54	1'30	0'84	0'82	1'88	2'24
		2nd "	1'21	1'47	1'51	1'28	1'41	1'84	1'80	1'18	1'29	2'89	1'01



DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

Appendix 46.  
Analysis.

3' 38"													GAUGE.		
12	(b) to (d)	15	17	18	10 (j) to (i)	19		20	21	11 (c)	22	24	25	Class No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Jodhpur section.	Bikaner section.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	
<b>WAY, WORKS AND STATIONS.</b>															
153'60	109'57	155'05	99'29	77'44	96'61	16'95	8'83	29'67	57'81	344'98 362'77	87'32	104'85	108'67	1st half	131a
151'34	103'39	145'51	94'98	68'92	101'49	17'40	12'00	30'78	64'32		83'84	109'71	100'33	2nd "	
327'43	395'19	212'29	254'00	189'48	508'54	102'76	114'60	124'26	175'80	321'63 334'94	236'44	268'35	315'51	1st half	132a
384'33	306'52	225'03	243'58	166'99	547'37	225'44	97'98	152'12	171'54		272'17	272'17	375'54	2nd "	
139'74	48'44	17'20	86'25	62'02	50'85	2'01	1'95	2'22	4'62	344'98 362'77	58'75	20'54	91'85	1st half	133a
83'94	47'78	115'05	62'59	63'85	34'23	11'94	0'06	17'31	36'78		45'41	35'05	67'27	2nd "	
...	0'04	...	1'10	6'75	...	...	...	...	...	344'98 362'77	...	...	1'48	1st half	134a
...	...	...	1'17	5'44	...	...	...	...	...		...	...	...	0'31	
84'30	86'54	35'45	63'38	30'15	51'15	8'04	3'69	2'64	16'27	344'98 362'77	46'16	46'79	69'89	1st half	135a
63'41	60'19	86'32	45'72	27'63	49'49	9'45	5'98	11'72	14'19		35'42	27'94	63'46	2nd "	
118'93	41'43	5'82	78'20	24'63	71'87	13'38	2'48	6'86	18'74	344'98 362'77	23'11	9'04	43'70	1st half	136a
130'34	59'38	15'06	69'17	18'65	61'73	33'89	0'53	14'20	11'53		28'55	48'99	26'33	2nd "	
824'00	681'21	426'71	585'14	390'47	779'02	143'14	13'55	165'65	273'24	344'98 362'77	451'78	431'49	631'10	1st half	137a
0'3'41	572'26	588'17	517'61	345'07	794'31	226'12	116'55	226'13	298'36		390'97	395'88	633'24	2nd "	
125'44	93'06	135'33	86'62	68'83	82'74	16'43	8'62	28'37	52'37	321'63 334'94	78'99	93'52	93'08	1st half	131b
129'32	88'00	125'36	82'97	61'42	86'90	16'80	11'70	29'43	58'34		75'82	97'77	86'64	2nd "	
867'40	335'63	184'20	221'58	168'42	435'54	99'60	111'93	118'81	159'29	321'63 334'94	213'87	239'36	270'24	1st half	132b
313'70	202'00	195'16	213'12	148'86	408'64	217'61	95'59	145'42	155'60		178'86	242'53	324'25	2nd "	
114'12	41'14	14'94	76'70	55'13	43'55	1'94	1'90	2'13	4'19	321'63 334'94	53'15	18'32	78'68	1st half	133b
68'51	36'05	100'03	54'67	56'91	29'30	11'53	0'06	16'54	33'37		47'08	31'23	58'08	2nd "	
...	0'03	...	0'06	6'00	...	...	...	...	...	321'63 334'94	...	...	1'26	1st half	134b
...	...	...	1'02	4'85	...	...	...	...	...		...	...	...	0'27	
68'84	73'51	30'76	55'26	26'80	43'81	7'80	3'60	2'52	14'74	321'63 334'94	41'75	41'74	59'87	1st half	135b
51'78	51'58	74'66	39'94	20'18	42'38	9'13	5'83	11'20	12'88		32'03	24'90	54'79	2nd "	
97'12	35'17	5'05	68'22	21'90	61'56	12'06	2'43	6'56	16'98	321'63 334'94	20'90	8'07	37'43	1st half	136b
106'38	50'90	13'02	60'42	16'64	52'84	32'71	0'52	13'58	10'45		25'63	43'67	22'73	2nd "	
672'92	578'54	370'28	510'45	347'08	667'20	138'73	128'48	158'39	247'57	321'63 334'94	408'66	384'87	540'56	1st half	137b
663'89	490'39	508'73	452'14	308'14	680'06	287'77	113'70	216'17	270'64		253'62	352'76	546'76	2nd "	
1'57	1'02	3'66	0'94	1'11	0'67	0'36	0'26	0'89	1'03	7'62 7'03	1'24	1'16	1'07	1st half	131c
1'41	0'99	3'37	1'11	1'05	0'92	0'47	0'28	1'10	1'62		1'26	1'18	1'05	2nd "	
3'34	3'71	4'98	2'41	2'73	3'55	2'17	3'35	3'71	3'16	7'62 7'03	3'35	2'98	3'10	1st half	132c
3'57	2'95	5'22	2'84	2'54	5'01	6'13	2'24	5'45	4'32		2'97	2'93	3'94	2nd "	
1'43	0'45	0'40	0'84	0'89	0'35	0'04	0'06	0'06	9'08	7'62 7'03	0'83	0'23	0'90	1st half	133c
0'78	0'41	2'65	0'73	0'97	0'31	0'33	...	0'62	0'93		0'68	0'38	0'71	2nd "	
...	...	...	0'01	0'10	...	...	...	...	...	7'62 7'03	...	...	0'02	1st half	134c
...	...	...	0'01	0'08	...	...	...	...	...		...	...	...	...	
0'86	0'84	0'83	0'62	0'44	0'36	0'17	0'11	0'08	0'29	7'62 7'03	0'66	0'51	0'68	1st half	135c
0'59	0'58	2'00	0'53	0'34	0'46	0'26	0'14	0'42	0'35		0'53	0'30	0'67	2nd "	
1'21	0'38	0'14	0'74	0'36	0'50	0'28	0'07	0'20	0'34	7'62 7'03	0'32	0'10	0'43	1st half	136c
1'21	0'57	0'35	0'81	0'28	0'57	0'92	0'11	0'50	0'29		0'43	0'53	0'28	2nd "	
8'41	6'40	10'01	5'56	5'63	5'43	3'02	3'85	4'94	4'00	7'62 7'03	6'40	4'78	6'20	1st half	137c
7'56	3'50	13'62	6'03	5'25	7'27	8'11	2'67	8'09	7'51		7'03	5'87	4'26	6'65	
0'34	0'33	0'99	0'30	0'42	0'18	0'11	0'11	0'25	0'38	2'66 2'75	0'41	0'45	0'35	1st half	131d
0'32	0'41	0'98	0'40	0'41	0'24	0'16	0'13	0'42	0'64		0'45	0'45	0'38	2nd "	
0'72	1'15	1'34	0'77	1'01	0'91	0'68	1'44	1'05	1'15	2'66 2'75	1'10	1'14	1'02	1st half	132d
0'81	1'18	1'52	1'04	0'99	1'31	2'08	1'08	1'63	1'69		1'06	1'12	1'41	2nd "	
0'31	0'14	0'11	0'27	0'33	0'09	0'01	0'02	0'02	0'03	2'66 2'75	0'27	0'08	0'30	1st half	133d
0'18	0'16	0'78	0'27	0'38	0'08	0'11	...	0'19	0'36		0'24	0'14	0'26	2nd "	
...	...	...	0'04	0'04	...	...	...	...	...	2'66 2'75	...	...	0'01	1st half	134d
...	...	...	0'01	0'03	...	...	...	...	...		...	...	...	...	
0'19	0'25	0'23	0'19	0'16	0'08	0'05	0'05	0'02	0'10	2'66 2'75	0'21	0'20	0'22	1st half	135d
0'13	0'23	0'58	0'19	0'13	0'12	0'09	0'07	0'12	0'14		0'19	0'12	0'24	2nd "	
0'26	0'11	0'03	0'23	0'13	0'13	0'09	0'03	0'05	0'12	2'66 2'75	0'11	0'04	0'14	1st half	136d
0'27	0'23	0'10	0'29	0'11	0'15	0'31	0'01	0'15	0'11		0'15	0'20	0'10	2nd "	
1'82	1'98	2'70	1'76	2'09	1'39	0'94	1'65	1'39	1'78	2'66 2'75	2'10	1'83	2'04	1st half	137d
1'71	8'21	3'96	2'20	2'05	1'90	2'75	1'29	2'51	2'94		2'09	1'63	2'39	2nd "	

Note.—These Statistics are no

Serial number.	PARTICULARS.	GAUGE. Class No. Calendar year 1900 by half-years.	5' 6".										
			1	2 (a)	3	4	5	7	8	9 (a) to (e).	9 (f) to (j).	10 (a) to (e).	11 (a) & (b).
			East Indian.	Eastern Bengal.	Rengal Central.	Bengal Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
<b>TABLE B.—LOCOMOTIVE</b>													
	Average price of fuel per ton in terms of												
	coal <sup>o</sup> .	1st half 2'02 2nd ,, 1'90	6 03 7'24	6'27 6'04	3 85 4'22	8 87 7'22	10'19 8'91	15'68 16'30	10'95 12 05	8'56 8'73	17'90 17'50	4'60 4'10	
	wood.	1st half 2nd ,,	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	
<b>PER TOTAL TRAIN-MILE</b>													
138a	General superintendence (including office expenses) Annas	1st half 0'55 2nd ,, 0'37	0 60 0 54	0'55 0'48	0'65 1'01	0'90 0 78	0'61 0'66	0'38 0'90	0'56 0'66	0'65 0'76	0 60 0 80	0'67 0'81	
139a	Running expenses . . . . .	1st half 2'02 2nd ,, 2'08	2'07 1'82	1'05 1'09	1'06 2'28	1'04 1'88	0'89 0'93	2'01 1'97	2'08 3'09	1'99 2'02	2'45 2 81	1'71 1'71	
140a	Fuel . . . . .	1st half 0'92 2nd ,, 0'88	2'38 2'77	2'06 2'51	1'69 1'75	3'43 3'08	3'55 3'23	5'73 5 45	3'74 4'13	3'71 3 74	7'65 6'71	2'21 2'15	
141a	Water . . . . .	1st half 0'10 2nd ,, 0 10	0'16 0'17	0'12 0'14	0'19 0'24	0'19 0'17	0'10 0'11	0'25 0'26	0'40 0'40	0'37 0'35	0'75 0'69	0'29 0'30	
142a	Oil, tallow and other stores . . . . .	1st half 0'30 2nd ,, 0'37	0'29 0'28	0'29 0'32	0'32 0 30	0'38 0'36	0'26 0'26	0'33 0'37	0'34 0'40	0'41 0'48	0'71 0'74	0'31 0'37	
143a	Maintenance and renewal of locomotives . . . . .	1st half 2'15 2nd ,, 2'07	2'42 1'59	1'32 0'54	1'11 0'47	1'86 2'04	4'71 0'80	3'23 2'80	3'03 4'20	1'78 2'66	4'38 4'31	1'77 1'76	
143A (a)	Maintenance and renewal of machinery, tools and plant . . . . .	1st half 0'17 2nd ,, 0'21	0'36 0'34	0'12 0'04	0'08 0'09	0'14 0'22	0'11 0 13	0'27 0'26	0'15 0'21	0'12 0'17	0'27 0'40	0'22 0'11	
144a	Other charges (net) . . . . .	1st half 1'06 2nd ,, 0'98	0'33 0 15	0'18 0 29	1'42 1'70	1'20 0'78	0'08 0'93	1'01 1'05	1'81 0'93	1'04 2'04	0'56 1'42	0'78 0'74	
145a	Total locomotive expenses . . . . .	1st half 7'27 2nd ,, 7'26	8'61 7'66	5'69 5'41	7'42 8'84	10'04 8'81	11'21 7'05	13'72 13'06	13'00 14 02	10'99 12 22	17'37 17 88	8'01 7'95	
	Fuel consumed in terms of												
	coal <sup>o</sup> . lbs.	1st half 61'56 2nd ,, 63'03	48'00 53'46	36'72 43'76	61'42 57'93	54'12 59'73	47'50 47'84	51'19 46'74	47'17 47'09	60'77 60 02	59 84 53'70	67'40 72'89	
	wood . . . . .	1st half 2nd ,,	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	
<b>PER ENGINE-MILE.</b>													
138b	General superintendence (including office expenses) Annas	1st half 0'45 2nd ,, 0'46	0'43 0'38	0'48 0'39	0'59 0'91	0'81 0'73	0'52 0'55	0'77 0'79	0'49 0'58	0'56 0'65	0'31 0'69	0'59 0'70	
139b	Running expenses . . . . .	1st half 1'64 2nd ,, 1'07	1'47 1'29	0'93 0'89	1'79 2'03	1'75 1'74	0'76 0'78	1'76 1'73	2'61 2 71	1'70 1'72	2'03 2'41	1'51 1'49	
140b	Fuel . . . . .	1st half 0'75 2nd ,, 0'71	1'69 1'95	1'81 2'03	1'54 1'55	3'10 2'83	3'01 2'70	5'00 4'78	3'28 3'62	3'18 3'18	6'48 5'77	1'93 1'85	
141b	Water . . . . .	1st half 0'08 2nd ,, 0'08	0'12 0'12	0'11 0'11	0'18 0 21	0'17 0'16	0'09 0'09	0'22 0'23	0'35 0'35	0'32 0'29	0'64 0'59	0'25 0'26	
142b	Oil, tallow and other stores . . . . .	1st half 0'25 2nd ,, 0 30	0'21 0'20	0'25 0'26	0'29 0'26	0'34 0'33	0'22 0 22	0'28 0'32	0'30 0 35	0'36 0 41	0'60 0'64	0'29 0'31	
143b	Maintenance and renewal of locomotives . . . . .	1st half 1'74 2nd ,, 1'66	1'73 1 12	1'16 0'41	1'01 1'31	1'69 1'88	4'00 0 67	2'82 2'46	2'65 3'68	1'53 2'25	3'71 3'70	1'55 1'53	
143B (b)	Maintenance and renewal of machinery, tools and plant . . . . .	1st half 0'14 2nd ,, 0'17	0'25 0'24	0'10 0 03	0'07 0'08	0'12 0'20	0'09 0'11	0'23 0'22	0'13 0'18	0'10 0'15	0'23 0'34	0'19 0'10	
144b	Other charges (net) . . . . .	1st half 0'86 2nd ,, 0'79	0'22 0'11	0'16 0'23	1'29 1'52	1'09 0'24	0'83 0'78	0'89 0'93	1'59 0'81	1'66 1'74	0'47 1'22	0'68 0'64	
145b	Total locomotive expenses . . . . .	1st half 5'91 2nd ,, 5'84	6'12 5'41	5'00 4'38	6'76 7'87	9'07 8 11	9'32 5'50	11'97 11'46	11'40 12 29	9'41 10 38	14'72 15'37	6'00 6'89	
	Fuel consumed in terms of												
	coal <sup>o</sup> . lbs.	1st half 52'51 2nd ,, 50'71	34'14 37'78	32'31 35 49	55 95 51 37	48'90 54'93	46'13 40'06	44 65 41'02	41'86 42'07	52'00 51'01	50'71 46'15	58'87 63'20	
	wood . . . . .	1st half 2nd ,,	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	

\* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.

DIX 46—contd.  
(by systems) during each half-year of 1900—contd.  
repared by the railways not shown.

Appendix 46.  
Analysis.

13	3' 3 3/4"												GAUGE	Serial number.
	14	15	17	18	10 1/2 (i)	19		20	21	11 (c)	22	24		
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon	Rajputana-Malwa.	Jodhpur-Bikaner.		Udaipur Chitor.	Bhavnagar-Gondal-Junagad-Forbandar	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.
						Jodhpur section.	Bikaner section.							
15'00	7'81	↑	7'10	...	19'51	20'33	20'32	25'03	19'95	12'58	9'80	15'63	13'15	1st half
14'53	8'37	9'15	6'26	...	16'08	19'57	19'41	25'88	20'15	9'79	9'79	15'98	13'18	2nd "
...	...	...	...	3'17	...	...	...	...	...	...	...	...	...	1st half
...	...	...	...	3'21	...	...	...	...	...	...	...	...	...	2nd "
0'87	0'58	0'98	0'41	0'62	0'62	0'41	0'23	1'00	0'67	1'04	0'84	0'65	0'43	1st half
0'74	0'54	0'98	0'45	0'72	0'78	0'62	0'31	1'44	0'90	0'84	0'87	0'65	0'76	2nd "
2'17	1'11	1'25	0'88	0'79	1'81	0'66	0'38	0'64	1'22	1'26	1'58	1'55	2'24	1st half
2'00	1'04	1'29	0'84	0'86	2'02	0'82	0'45	0'61	1'45	1'39	1'58	1'56	2'48	2nd "
5'53	1'64	2'42	1'94	1'46	4'96	5'94	3'28	7'03	4'21	3'97	2'47	3'24	4'13	1st half
5'37	1'74	2'53	1'50	1'41	4'51	4'89	2'45	7'92	4'48	3'07	2'43	3'43	4'41	2nd "
0'26	0'12	0'25	0'17	0'13	0'29	0'40	0'39	0'43	0'21	0'57	0'23	0'15	0'29	1st half
0'24	0'10	0'28	0'16	0'13	0'24	0'26	0'39	0'33	0'26	0'40	0'24	0'18	0'37	2nd "
0'34	0'21	0'25	0'17	0'18	0'18	0'58	0'32	0'25	0'28	0'28	0'13	0'27	0'34	1st half
0'35	0'20	0'26	0'19	0'21	0'28	0'56	0'28	0'32	0'32	0'30	0'16	0'28	0'29	2nd "
3'64	0'94	0'85	0'85	0'80	1'44	1'27	0'73	3'18	1'08	0'50	1'55	1'84	2'31	1st half
2'64	0'72	1'59	0'73	0'90	1'44	2'24	1'17	0'45	1'85	0'77	1'71	1'87	2'03	2nd "
0'09	0'12	0'03	0'05	0'06	0'08	0'07	0'04	0'07	0'21	0'05	0'27	0'12	0'19	1st half
0'09	0'15	0'03	0'04	0'11	0'12	0'10	0'05	0'16	0'09	0'18	0'22	0'16	0'21	2nd "
1'22	0'88	0'36	0'67	0'43	0'82	0'50	0'27	...	0'12	0'26	1'12	0'08	0'36	1st half
0'63	0'93	0'27	0'36	8'36	0'97	0'97	0'51	0'01	0'80	0'63	1'50	0'13	0'45	2nd "
14'12	5'60	6'39	5'14	4'47	10'20	9'83	5'64	12'60	8'00	7'93	8'19	7'90	10'29	1st half
13'06	5'42	7'23	4'27	4'69	10'38	10'40	5'61	11'23	10'15	7'58	9'11	8'26	11'00	2nd "
51'60	29'37	...	38'17	...	35'62	40'93	22'57	39'35	29'56	44'16	35'31	29'05	43'85	1st half
51'75	29'18	38'61	33'47	...	33'97	33'33	§	42'86	31'10	42'94	34'78	30'06	46'86	2nd "
...	...	...	...	64'67	...	...	...	...	...	...	...	...	...	1st half
...	...	...	...	61'52	...	...	...	...	...	...	...	...	...	2nd "
0'72	0'46	0'85	0'35	0'49	0'56	0'39	0'22	0'91	0'62	0'96	0'74	0'58	0'36	1st half
0'62	0'44	0'85	0'38	0'60	0'69	0'59	0'31	1'32	0'82	0'76	0'78	0'59	0'63	2nd "
1'78	0'88	1'08	0'76	0'65	1'61	0'63	0'37	0'58	1'12	1'18	1'41	1'39	1'85	1st half
1'16	0'84	1'10	0'72	0'71	1'78	0'78	0'44	0'57	1'33	1'27	1'41	1'40	2'04	2nd "
4'35	1'31	2'10	1'66	1'18	4'43	5'64	3'18	6'39	3'87	3'69	2'20	2'90	3'41	1st half
4'45	1'40	2'16	1'28	1'16	4'02	4'64	2'38	7'31	4'11	2'90	2'17	3'09	3'64	2nd "
0'22	0'09	0'21	0'15	0'11	0'26	0'38	0'37	0'39	0'19	0'53	0'21	0'14	0'24	1st half
0'20	0'09	0'24	0'14	0'11	0'22	0'25	0'38	0'31	0'23	0'36	0'21	0'16	0'30	2nd "
0'28	0'16	0'22	0'15	0'15	0'16	0'55	0'31	0'23	0'25	0'26	0'12	0'25	0'28	1st half
0'29	0'10	0'22	0'16	0'17	0'15	0'53	0'27	0'29	0'29	0'28	0'13	0'25	0'24	2nd "
3'00	0'75	0'73	0'72	0'64	1'28	1'20	0'71	2'89	0'99	0'47	1'38	1'64	1'91	1st half
2'19	0'58	1'35	0'63	0'74	1'28	2'13	1'14	0'42	1'70	0'70	1'33	1'69	1'68	2nd "
0'07	0'09	0'02	0'05	0'04	0'08	0'07	0'04	0'07	0'19	0'05	0'24	0'11	0'16	1st half
0'03	0'12	0'02	0'04	0'09	0'10	0'09	0'04	0'15	0'09	0'17	0'20	0'15	0'17	2nd "
1'00	0'71	0'31	0'56	0'35	0'73	0'47	0'27	...	0'11	0'24	1'01	0'06	0'30	1st half
0'52	0'75	0'24	0'31	0'29	0'86	0'92	0'50	...	0'74	0'57	1'70	0'11	0'37	2nd "
11'62	4'45	5'52	4'40	3'61	9'11	9'33	5'47	11'46	7'34	7'38	7'31	7'07	8'51	1st half
10'01	4'37	6'18	3'66	3'86	9'20	9'93	5'46	10'38	9'31	6'91	8'13	7'44	9'07	2nd "
42'45	23'44	...	32'68	...	31'81	32'85	21'89	35'76	27'11	41'11	31'50	26'01	35'23	1st half
44'95	23'53	33'02	28'68	...	30'09	29'89	§	39'54	28'53	39'13	31'03	27'08	38'63	2nd "
...	...	...	...	52'21	...	...	...	...	...	...	...	...	...	1st half
...	...	...	...	50'69	...	...	...	...	...	...	...	...	...	2nd "

† Information not furnished. | ‡ Includes Bikaner section. | § Included with Jodhpur section.

Appendix 46.  
Analysis.

APPEN  
Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE Class: No.  Calendar year 1900 by half- years.	5'6".										
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (i)	10 (a) to (e)	11 (a) to (b)
			East Indian.	Eastern Bengal.	Bengal- Central.	Bengal- Nagpur.	East Coast.	Oudh and Ruhil- khand.	North Western.	Great Indian Peninsula.	Indian Midland	Bombay, Baroda and Central India.	The Nizam's Guaran- teed State.
<b>TABLE B.—LOCOMOTIVE</b>													
138.	PER 1,000 GROSS TON- MILES. General superintendence (including office expen- ses) . . . . .	1st half 2nd "	0'09 0'10	0'12 0'09	0'14 0'10	0'10 0'10	0'16 0'15	0'13 0'15	0'17 0'19	0'11 0'13	0'10 0'14	0'09 0'13	0'11 0'13
139.	Running expenses . . . . .	1st half 2nd "	0'33 0'36	0'42 0'3	0'28 0'23	0'31 0'42	0'35 0'34	0'19 0'22	0'40 0'41	0'58 0'02	0'33 0'37	0'36 0'47	0'28 0'17
140.	Fuel . . . . .	1st half 2nd "	0'15 0'15	0'48 0'47	0'54 0'54	0'27 0'32	0'63 0'57	0'76 0'75	1'12 1'13	0'72 0'81	0'61 0'60	1'12 1'12	0'33 0'14
141.	Water . . . . .	1st half 2nd "	0'02 0'02	0'03 0'03	0'03 0'03	0'03 0'04	0'04 0'03	0'02 0'02	0'05 0'05	0'08 0'08	0'06 0'06	0'11 0'11	0'04 0'05
142.	Oil, tallow and other stores . . . . .	1st half 2nd "	0'05 0'07	0'06 0'05	0'05 0'07	0'05 0'06	0'07 0'07	0'06 0'06	0'06 0'07	0'07 0'08	0'07 0'09	0'10 0'12	0'05 0'06
143.	Maintenance and re- newal of locomotives . . . . .	1st half 2nd "	0'36 0'30	0'45 0'27	0'35 0'32	0'17 0'27	0'35 0'33	1'01 0'19	0'69 0'58	0'58 0'64	0'29 0'49	0'65 0'72	0'26 0'3
144.	Maintenance and re- newal of machinery, tools and plant . . . . .	1st half 2nd "	0'03 0'04	0'07 0'06	0'03 0'01	0'01 0'02	0'02 0'04	0'02 0'03	0'05 0'05	0'03 0'04	0'02 0'03	0'04 0'07	0'04 0'01
144.	Other charges (net) . . . . .	1st half 2nd "	0'17 0'17	0'07 0'03	0'05 0'06	0'22 0'31	0'22 0'05	0'21 0'22	0'20 0'22	0'35 0'19	0'32 0'37	0'08 0'24	0'12 0'13
145.	Total locomotive ex- penses . . . . .	1st half 2nd "	1'20 1'27	1'74 1'31	1'50 1'16	1'16 1'63	1'84 1'63	2'40 1'64	2'68 2'70	2'51 2'82	1'80 2'24	2'56 2'98	1'21 1'26
	Fuel con- sumed in terms of	1st half 2nd "	170'59 176'15	155'37 144'39	155'32 149'03	154'07 170'04	158'73 177'00	162'63 178'11	160'16 154'04	147'78 154'50	150'23 170'52	141'33 143'05	161'09 184'41
	coal <sup>b</sup> lbs. wood . . . . .	1st half 2nd "	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...
<b>TABLE C.—CARRIAGE</b>													
146.	PER TOTAL TRAIN-MILE General superintendence (including office expen- ses) . . . . .	1st half 2nd "	0'13 0'15	0'35 0'31	0'27 0'24	0'13 0'22	0'22 0'21	0'13 0'14	0'18 0'17	0'17 0'19	0'24 0'28	0'27 0'37	0'15 0'11
147.	Repairs and renewals of coaching vehicles . . . . .	1st half 2nd "	0'52 0'54	1'36 0'82	0'22 1'70	0'25 0'35	0'63 0'74	0'54 0'53	1'01 0'93	1'15 1'20	0'74 0'97	1'06 1'46	0'46 0'74
148.	Repairs and renewals of goods vehicles . . . . .	1st half 2nd "	1'22 1'2	1'40 2'14	—0'57 0'38	0'65 0'33	0'35 0'28	1'01 2'42	1'12 0'81	0'93 1'13	0'72 0'92	5'58 4'36	0'61 0'92
148.	Repairs and renewals of machinery, tools and plant . . . . .	1st half 2nd "	0'07 ...	0'04 0'05	0'03 0'02	0'02 0'04	0'01 0'02	0'02 0'03	0'04 0'05	0'06 0'08	0'03 0'07	0'27 0'33	0'08 0'04
149.	Cleaning and oiling . . . . .	1st half 2nd "	0'15 0'15	0'39 0'15	0'20 0'39	0'42 0'64	0'35 0'27	0'32 0'31	0'45 0'42	0'40 0'48	0'31 0'42	0'44 0'63	0'24 0'31
150.	Other charges (net) . . . . .	1st half 2nd "	0'02 0'01	0'04 0'01	... ...	0'01 ...	0'12 0'01	0'01 0'02	0'04 0'05	0'30 0'01	0'02 0'01	0'03 0'04	... ...
151.	Total carriage and wagon expenses . . . . .	1st half 2nd "	2'11 2'12	3'58 3'08	0'43 1'04	1'48 2'08	1'68 1'49	2'93 3'45	2'84 2'43	3'01 3'02	2'06 2'07	8'55 7'19	1'51 2'16
146.	PER 1,000 VEHICLE- MILES RUN BY HOME VEHICLES. General superintendence (including office expenses) . . . . .	1st half 2nd "	0'32 0'40	1'05 0'71	1'01 0'69	0'34 0'51	0'60 0'59	0'30 0'38	0'52 0'51	0'59 0'64	0'73 0'84	0'57 0'83	0'51 0'9
147.	Repairs and renewals of coaching vehicles † . . . . .	1st half 2nd "	5'44 5'31	9'93 6'82	0'92 6'52	3'03 0'05	5'16 6'41	4'25 3'80	7'63 6'45	13'19 10'77	8'94 9'66	18'52 10'95	6'96 9'95
148.	Repairs and renewals of goods vehicles † . . . . .	1st half 2nd "	4'02 4'83	7'13 6'86	—1'69 0'97	2'09 2'74	1'33 1'28	6'02 10'42	5'33 4'40	4'50 6'09	2'91 3'94	15'31 14'38	2'74 2'46
148.	Repairs and renewals of machinery, tools and plant . . . . .	1st half 2nd "	0'18 0'01	0'10 0'12	0'10 ...	0'04 0'08	0'03 0'06	0'04 0'07	0'13 0'16	0'19 0'28	0'12 0'20	0'57 0'75	0'11 0'11
149.	Cleaning and oiling . . . . .	1st half 2nd "	0'38 0'40	1'20 0'81	0'75 1'16	1'05 1'51	0'93 0'79	0'71 0'81	1'30 1'28	1'34 1'61	0'94 1'25	0'94 1'43	0'79 1'77
150.	Other charges (net) . . . . .	1st half 2nd "	0'06 0'03	0'12 0'03	... ...	0'03 0'01	0'31 0'04	0'03 0'04	0'11 0'17	1'01 0'04	0'04 0'03	0'07 0'13	... ...
151.	Total carriage and wagon expenses . . . . .	1st half 2nd "	5'30 5'82	10'76 8'32	1'63 4'82	3'76 4'93	4'46 4'44	6'60 9'25	8'27 7'41	10'20 10'42	6'27 7'98	18'18 16'49	5'08 5'35

\* The standard used is Kurhurbaree coal, except in the case of  
† These two items are calculated respectively upon the coaching and goods vehicle-mileage.  
‡ Includes Bikaner  
§ Included with

IX 46—contd.

by systems) during each half-year of 1900—contd.

pared by the railways not shown.

3' 31"														GAUGE.	
12	13 (b) to (d)	15	17	18	19 (f) to (i).	19		20	21	11 (c).	22	24	25	Class: No.	Serial number.
12	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Jodhpur section.	Bikaner section.	Udaipur Chitor.	Bhavnagar-Gondal-Junagad-Forbandar.	Hyderabad Godavari.	Southern Mahratta.	South Indian.	Burma.	
<b>EXPENSES—contd.</b>															
0'19	0'18	0'26	0'13	0'23	0'15	0'13	0'10	0'28	0'24	0'36	0'27	0'25	0'15	1st half	138e
0'17	0'22	0'29	0'10	0'28	0'20	0'21	0'15	0'43	0'35	0'33	0'31	0'25	0'27	2nd "	
0'47	0'34	0'34	0'28	0'30	0'46	0'20	0'16	0'18	0'45	0'44	0'52	0'50	0'73	1st half	139e
0'45	0'41	0'38	0'31	0'33	0'53	0'28	0'22	0'18	0'57	0'55	0'56	0'60	0'89	2nd "	
1'20	0'51	0'05	0'01	0'54	1'27	1'86	1'40	1'98	1'54	1'38	0'81	1'24	1'36	1st half	140e
1'22	0'70	0'73	0'55	1'18	1'66	1'66	1'18	2'38	1'75	1'20	0'86	1'31	1'58	2nd "	
0'06	0'04	0'07	0'05	0'05	0'07	0'13	0'16	0'12	0'08	0'20	0'08	0'06	0'10	1st half	141e
0'05	0'04	0'08	0'06	0'05	0'06	0'09	1'19	0'10	0'10	0'16	0'08	0'07	0'13	2nd "	
0'07	0'06	0'07	0'05	0'07	0'05	0'18	0'14	0'07	0'10	0'10	0'04	0'11	0'11	1st half	142e
0'08	0'08	0'08	0'07	0'08	0'07	0'19	0'14	0'09	0'13	0'12	0'06	0'10	0'11	2nd "	
0'79	0'29	0'23	0'27	0'29	0'37	0'40	0'31	0'90	0'39	0'18	0'51	0'71	0'76	1st half	143e
0'00	0'29	0'46	0'26	0'35	0'37	0'76	0'56	0'13	0'73	0'30	0'61	0'72	0'73	2nd "	
0'02	0'04	0'01	0'02	0'02	0'02	0'02	0'02	0'01	0'08	0'02	0'09	0'04	0'06	1st half	144 A(c)
0'02	0'06	...	0'01	0'05	0'04	0'03	0'02	0'05	0'03	0'07	0'08	0'06	0'08	2nd "	
0'26	0'27	0'10	0'21	0'16	0'21	0'16	0'12	...	0'04	0'09	0'36	0'03	0'12	1st half	144
0'14	0'37	0'08	0'13	0'14	0'25	0'33	0'25	...	0'31	0'24	0'63	0'05	0'16	2nd "	
3'06	1'73	1'73	1'62	1'66	2'60	3'08	2'41	3'54	2'92	2'77	2'68	3'03	3'39	1st half	145e
2'73	2'17	2'10	1'56	1'83	2'70	3'55	2'71	3'36	3'97	2'97	3'24	3'16	3'95	2nd "	
178'69	145'63	...	192'50	...	145'35	205'10	154'69	177'90	172'37	246'66	185'11	178'51	230'83	1st half	145e
187'59	187'15	179'71	195'51	...	141'56	181'53	...	205'85	194'87	269'08	197'52	183'82	269'06	2nd "	
...	...	...	...	383'77	...	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	384'32	...	...	...	...	...	...	...	...	...	2nd "	
<b>AND WAGON EXPENSES.</b>															
0'22	0'28	0'33	0'15	0'27	0'17	0'10	0'06	0'19	0'21	0'05	0'25	0'22	0'09	1st half	146e
0'19	0'27	0'33	0'16	0'33	0'24	0'18	0'09	0'29	0'29	0'06	0'27	0'22	0'25	2nd "	
1'14	0'66	0'60	0'36	0'41	1'16	0'33	0'18	0'06	0'52	0'01	0'87	0'81	0'72	1st half	147e
0'10	0'07	0'80	0'28	0'3-	1'16	0'68	0'35	0'48	0'72	0'11	0'82	1'14	0'79	2nd "	
0'97	0'63	0'26	0'60	0'82	1'04	0'32	0'17	0'40	0'47	0'04	1'02	1'10	1'38	1st half	148e
0'77	0'90	0'41	0'47	0'76	1'02	0'46	0'22	0'10	0'74	0'11	1'17	1'02	1'10	2nd "	
0'06	0'05	...	0'01	0'04	0'01	0'02	0'01	0'03	0'10	0'01	0'05	0'04	0'04	1st half	148 (A)
0'06	0'05	...	0'04	0'05	...	0'03	0'02	0'10	0'05	0'02	0'04	0'26	0'05	2nd "	
0'44	0'22	0'23	0'26	0'25	0'24	0'20	0'11	0'18	0'16	0'33	0'17	0'26	0'29	1st half	149e
0'38	0'22	0'25	0'31	0'30	0'39	0'24	0'12	0'17	0'23	0'26	0'19	0'02	0'30	2nd "	
0'17	0'03	0'01	0'04	0'01	0'05	0'01	...	...	...	...	0'02	0'02	0'03	1st half	150e
0'15	0'08	...	0'01	0'04	0'03	0'01	...	...	...	...	0'01	0'02	0'02	2nd "	
3'00	1'87	0'43	1'42	1'80	2'67	0'98	0'53	0'86	1'46	0'44	2'34	2'41	2'55	1st half	151e
2'65	2'19	1'85	1'27	1'80	2'84	1'60	0'80	1'14	2'03	0'56	2'50	2'67	2'51	2nd "	
0'64	0'69	0'71	0'33	0'64	0'35	0'51	0'27	0'80	0'52	0'18	0'68	0'71	0'22	1st half	146b
0'59	0'79	0'82	0'43	0'83	0'52	0'69	0'49	0'67	0'82	0'20	0'78	0'70	0'65	2nd "	
3'34	4'55	1'30	2'70	3'44	12'76	3'51	3'22	0'42	1'32	0'23	9'22	4'79	4'61	1st half	147b
3'50	5'05	2'14	1'77	2'28	9'21	5'50	6'12	2'55	2'02	1'42	7'48	6'72	5'08	2nd "	
2'86	2'53	0'56	1'97	2'76	2'70	3'27	1'31	4'78	1'20	0'16	3'73	8'17	5'28	1st half	148b
2'43	4'26	1'02	2'22	2'95	3'01	3'42	1'75	0'44	2'10	0'55	5'08	7'20	4'86	2nd "	
0'17	0'12	...	0'01	0'12	0'02	0'11	0'07	0'15	0'26	0'02	0'14	0'13	0'10	1st half	148A (b)
0'19	0'14	...	0'12	0'12	...	0'14	0'09	0'24	0'13	0'06	0'12	0'85	0'12	2nd "	
1'30	0'56	0'49	0'59	0'60	0'51	1'06	0'50	0'76	0'41	1'00	0'45	0'86	0'71	1st half	149b
1'23	0'65	0'63	0'83	0'74	0'63	0'91	0'67	0'39	0'63	1'04	0'55	0'06	0'78	2nd "	
0'50	0'08	0'01	0'09	0'02	0'11	0'03	...	...	...	...	0'04	0'05	0'08	1st half	150b
0'49	0'23	...	0'04	0'10	0'05	0'04	0'01	...	0'01	...	0'04	0'05	0'05	2nd "	
8'81	4'73	3'07	3'20	4'34	5'61	5'10	2'81	6'91	3'71	1'37	6'37	7'93	6'13	1st half	151b
8'43	11'12	4'01	3'44	4'51	6'09	6'20	4'34	4'29	5'71	2'13	7'35	8'60	6'55	2nd "	

The Nizam's Guaranteed State railway, which uses Singareni coal.  
All other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.  
Jodhpur section.

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE											
		Class: No.	5'6"										
		Calendar year 1900 by half years.	1	2 (a).	3	4	5	7	8	9 (a) to (e).	9 (f) to (i).	10 (a) to (e).	11 (a) and (b).
	East Indian.	Eastern Bengal	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.		
<b>PER TOTAL TRAIN-MILE.</b>												<b>TABLE D.—TRAFFIC</b>	
152a	General superintendence (including office expenses) <i>Annas</i>	1st half 2nd "	0'53 0'30	1'12 1'03	0'82 0'78	0'63 0'67	0'04 0'88	0'64 0'70	0'70 0'71	0'50 0'51	0'57 0'68	0'44 0'61	0'58 0'61
153a	Station staff	1st half 2nd "	2'28 2'20	4'86 5'83	2'92 2'99	1'59 2'04	2'17 1'76	1'22 2'35	2'62 2'67	2'34 2'05	1'44 1'60	2'93 3'44	1'42 1'60
154a	Train staff	1st half 2nd "	0'04 0'07	0'07 0'77	0'60 0'53	0'54 0'67	0'65 0'59	0'69 0'75	0'83 0'87	1'32 1'43	0'54 0'59	0'96 0'64	0'67 0'78
155a	Fuel, lighting, water and general stores	1st half 2nd "	0'43 0'47	0'82 0'80	0'35 0'39	0'41 3'58	0'49 0'34	0'51 0'61	0'51 0'63	0'57 0'69	0'47 0'56	0'72 1'06	0'38 0'48
156a	Clothing	1st half 2nd "	0'06 0'05	0'08 9'07	0'05 0'01	0'01 0'09	0'12 -0'07	0'05 0'09	0'05 0'13	0'08 0'10	0'04 0'04	0'06 0'05	0'02 0'05
157a	Printing, stationery and tickets	1st half 2nd "	0'16 0'17	0'32 0'31	0'66 0'43	0'20 0'40	0'51 0'27	0'22 0'26	0'18 0'20	0'20 0'15	0'19 0'30	0'56 0'47	0'12 0'24
158a	Charges for delivery and collection of goods, etc.	1st half 2nd "	0'01 0'01	0'18 0'03	— —	0'01 0'03	0'01 0'02	0'01 0'01	— —	0'01 0'02	— —	— —	— —
159a	Miscellaneous expenses	1st half 2nd "	0'03 0'02	0'05 0'03	0'02 0'03	— —	— —	— —	— —	0'02 0'02	0'04 0'03	0'01 0'02	0'02 0'02
160a	Payments to other lines	1st half 2nd "	0'06 0'05	0'04 0'04	0'23 0'16	0'30 0'41	0'38 0'21	0'15 0'16	0'07 0'02	0'05 0'07	0'33 0'43	0'36 0'17	0'26 0'44
161a	Other charges (net)	1st half 2nd "	0'01 —	0'01 —	— —	0'01 -0'01	0'03 0'03	0'01 0'02	0'04 0'04	0'08 0'01	— —	— —	— 0'01
162a	Total traffic expenses	1st half 2nd "	4'51 4'50	8'45 8'91	5'85 5'52	3'70 5'18	5'32 4'01	4'50 4'97	5'00 5'27	5'18 5'75	3'62 4'23	5'44 6'46	3'47 4'21
<b>PER CENT. ON TRAFFIC EARNINGS.</b>													
<i>(Abstracts H and I of Revenue Accounts.)</i>													
152b	General superintendence (including office expenses) <i>Per cent.</i>	1st half 2nd "	0'74 0'85	1'85 1'28	1'90 1'56	0'97 1'81	1'91 1'96	1'20 1'60	1'25 1'34	0'86 0'90	0'82 1'23	0'47 0'70	0'77 0'90
153b	Station staff	1st half 2nd "	3'17 3'35	8'02 7'23	6'79 5'96	2'42 3'81	4'44 3'89	4'21 5'36	4'66 4'99	4'00 4'74	2'06 2'91	3'06 3'92	1'91 2'30
154b	Train staff	1st half 2nd "	1'31 1'48	1'63 0'95	1'41 1'05	0'82 1'25	1'34 1'31	1'30 1'71	1'48 1'62	2'25 2'56	0'77 1'08	0'58 0'75	0'91 1'16
155b	Fuel, lighting, water and general stores	1st half 2nd "	0'61 0'72	0'35 1'00	1'29 1'18	0'62 1'09	1'00 0'71	0'97 1'41	0'91 1'18	0'97 1'24	0'67 1'02	0'75 1'21	0'51 0'71
156b	Clothing	1st half 2nd "	0'08 0'07	0'13 0'09	0'11 0'02	0'01 0'17	0'25 -0'16	0'08 0'21	0'08 0'24	0'14 0'19	0'06 0'07	0'06 0'02	0'03 0'02
157b	Printing, stationery and tickets	1st half 2nd "	0'23 0'26	0'53 0'38	1'54 0'86	0'31 0'75	1'03 0'60	0'42 0'64	0'32 0'38	0'34 0'44	0'28 0'56	0'37 0'53	0'17 0'37
158b	Charges for delivery and collection of goods, etc.	1st half 2nd "	0'01 0'01	0'29 0'04	— —	0'01 0'04	0'05 0'04	0'01 0'03	— —	0'03 0'03	— 0'01	— —	— —
159b	Miscellaneous expenses	1st half 2nd "	0'04 0'04	0'07 0'04	0'05 0'05	— —	0'01 0'01	— —	-0'01 0'01	0'03 0'03	0'05 0'05	0'01 0'02	0'03 0'04
160b	Payments to other lines	1st half 2nd "	0'09 0'08	0'06 0'05	0'51 0'32	0'46 0'76	0'77 0'46	0'29 0'37	0'13 0'03	0'09 0'11	0'48 0'78	0'38 0'19	0'36 0'60
161b	Other charges (net)	1st half 2nd "	0'01 —	0'01 —	— —	0'01 -0'02	0'06 0'07	0'02 0'04	0'07 0'07	0'14 0'01	0'01 0'01	— —	— —
162b	Total traffic expenses	1st half 2nd "	6'20 6'86	13'94 11'17	13'62 11'00	5'63 9'00	10'88 8'89	8'50 11'37	8'80 9'87	8'85 10'26	5'20 7'72	5'68 7'36	4'70 6'31
	General superintendence per cent. on traffic earnings (including steam-boat) <i>Per cent.</i>	1st half 2nd "	0'74 0'85	1'71 1'23	1'90 1'56	0'97 1'81	1'88 1'95	1'20 1'60	1'25 1'34	0'86 0'90	0'82 1'23	0'47 0'70	0'77 0'90

DIX 46—contd.  
(by systems) during each half-year of 1900—contd.  
prepared by the railways not shown.

Appendix 46.  
Analysis,

3'38"													GAUGE.		
12	(b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class : No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.		Udairpur-Chitor.	Bhavnagar-Gondal-Junagadh-Forbandar.	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half years.	
EXPENSES.															
0'96	0'83	1'18	0'56	0'85	0'51	0'47	0'26	1'05	0'78	0'56	0'72	0'61	0'68	1st half	152a
0'79	0'71	1'22	0'65	0'81	0'64	0'68	1'35	1'29	1'22	0'41	0'75	0'59	0'72	2nd "	
2'42	2'58	3'09	1'38	1'40	1'72	1'18	1'10	2'79	2'39	1'80	1'61	1'85	2'52	1st half	153a
2'21	2'07	3'29	1'57	1'62	1'92	1'16	0'90	2'38	2'61	1'71	1'76	1'82	2'40	2nd "	
0'73	0'60	0'62	0'44	0'36	0'53	0'17	0'09	0'23	0'34	0'50	0'67	0'44	0'63	1st half	154a
0'66	0'56	0'63	0'45	0'40	0'65	0'21	0'10	0'29	0'42	0'44	0'70	0'42	0'64	2nd "	
0'47	0'46	0'61	0'40	0'45	0'33	0'36	0'21	0'41	0'84	0'28	0'47	0'41	0'47	1st half	155a
0'47	0'38	0'69	0'42	0'52	0'51	0'45	0'26	0'88	0'67	0'23	0'46	0'37	0'49	2nd "	
0'07	0'03	0'16	0'05	0'02	0'07	...	...	0'08	0'02	...	0'18	0'06	0'13	1st half	156a
0'07	0'03	0'02	0'05	0'04	0'06	0'03	0'02	...	...	...	0'09	...	0'11	2nd "	
0'48	0'25	0'44	0'24	0'28	0'20	0'27	0'22	0'52	4'41	0'71	0'24	0'46	0'30	1st half	157a
0'43	0'21	0'43	0'20	0'32	0'34	0'41	0'31	0'47	0'39	0'30	0'32	0'47	0'40	2nd "	
0'03	...	...	0'09	...	...	...	...	...	...	...	...	...	...	1st half	158a
0'02	...	...	0'13	...	...	...	...	...	...	...	...	...	...	2nd "	
0'04	0'02	0'01	0'02	0'03	0'02	...	...	...	0'01	0'01	0'03	0'01	0'02	1st half	159a
0'03	0'01	...	0'05	0'04	0'02	...	...	...	0'01	0'01	0'03	0'02	0'04	2nd "	
0'08	...	...	0'11	0'21	0'13	0'05	...	...	0'22	0'66	0'19	0'08	...	1st half	160a
0'06	...	...	0'07	0'02	0'17	0'06	...	0'04	0'25	0'36	0'18	0'08	...	2nd "	
0'05	0'17	0'01	0'09	0'01	...	...	...	...	0'01	...	0'02	0'01	0'02	1st half	161a
0'06	0'24	...	0'10	...	...	...	...	...	0'01	...	0'04	0'09	0'01	2nd "	
5'33	4'94	6'12	3'38	3'61	3'51	2'50	1'88	5'08	5'02	4'52	4'13	3'91	4'77	1st half	162a
4'80	4'01	6'28	3'09	3'76	4'31	3'00	1'94	5'35	5'58	3'46	4'31	3'81	4'81	2nd "	
1'45	1'67	2'69	1'32	1'07	0'84	0'84	0'77	1'19	1'41	1'51	1'74	1'36	1'22	1st half	152b
1'31	1'30	2'77	2'08	2'14	1'10	1'02	1'82	2'04	2'38	1'14	2'07	1'34	1'56	2nd "	
3'65	5'22	6'99	3'21	3'21	2'82	2'12	3'32	3'17	4'30	4'85	3'89	4'09	4'53	1st half	153b
3'66	4'86	7'50	4'99	4'23	3'28	2'79	4'72	3'76	5'11	4'86	4'85	4'18	5'24	2nd "	
1'10	1'22	1'41	1'04	0'83	0'86	0'30	0'28	0'26	0'60	1'35	1'61	0'97	1'12	1st half	154b
1'10	1'02	1'45	1'44	1'04	1'11	0'50	0'56	0'47	0'81	1'27	1'93	0'95	1'40	2nd "	
0'71	0'93	1'39	0'92	1'03	0'54	0'64	0'63	0'47	1'51	0'76	1'14	0'91	0'84	1st half	155b
0'77	0'09	1'53	1'35	1'36	0'87	1'08	1'34	1'39	1'31	0'66	1'26	0'85	1'08	2nd "	
0'10	0'06	0'38	0'11	0'04	0'12	...	...	0'09	0'03	...	0'43	0'14	0'23	1st half	156b
0'11	0'06	0'04	0'16	0'10	0'10	0'08	0'08	0'01	...	...	0'25	...	0'24	2nd "	
0'72	0'51	0'99	0'57	0'64	0'33	0'49	0'68	0'59	0'73	1'91	0'58	1'02	0'54	1st half	157b
0'70	0'38	0'98	0'64	0'85	0'57	0'97	1'61	0'74	0'77	0'85	0'89	1'07	0'86	2nd "	
0'04	...	...	0'21	...	...	...	...	...	...	...	...	...	...	1st half	158b
0'03	...	...	0'41	...	...	...	...	...	...	...	...	...	...	2nd "	
0'07	0'03	0'01	0'04	0'08	0'02	...	0'01	...	0'02	0'04	0'08	0'03	0'04	1st half	159b
0'06	0'02	...	0'17	0'10	0'03	0'01	0'02	...	0'02	0'04	0'09	0'04	0'07	2nd "	
0'13	...	...	0'26	0'49	0'21	0'09	...	...	0'41	1'76	0'46	0'17	...	1st half	160b
0'09	...	...	0'22	0'05	0'28	0'14	...	0'07	0'50	1'03	0'51	0'19	...	2nd "	
0'08	0'33	...	0'21	...	0'01	...	...	...	0'01	0'01	0'04	0'03	0'04	1st half	161b
0'11	0'44	...	0'31	0'01	0'01	...	...	...	0'02	0'01	0'05	0'10	0'03	2nd "	
8'05	9'97	13'86	7'89	8'29	5'75	4'48	5'69	5'77	9'02	12'19	9'97	8'66	8'56	1st half	162b
7'94	8'77	14'27	11'77	9'86	7'35	7'19	10'15	8'48	10'92	9'86	11'90	8'72	10'48	2nd "	
1'45	1'49	2'68	1'22	1'07	0'84	0'84	0'77	1'19	1'41	1'51	1'74	1'36	1'24	1st half	152c
1'31	1'18	2'76	1'03	2'14	1'10	1'62	1'82	2'04	2'38	1'14	2'07	1'34	1'56	2nd "	

NOTE—These statistics are on

Serial number.	PARTICULARS.	GAUGE.	5' 6"										
		Class: No.	1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (i)	10 (a) to (e)	11 (a) and (b)
		Calendar year 1900 by half year.	Fast Indian.	Eastern Bengal.	Rengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guarantee State.
PER TOTAL TRAIN-MILE.			TABLE GENERAL										
163a	Home expenditure. <i>Annas</i>	1st half	0'35	0'22	1'56	0'82	...	0'15	0'10	0'17	0'70	0'32	0'45
		2nd "	0'38	...	1'35	1'11	...	...	...	0'47	0'82	0'30	0'73
164a	Agent's office—salaries and expenses . . . . .	1st half	0'10	0'37	1'05	0'30	0'40	0'28	0'19	0'37	0'31	0'04	0'28
		2nd "	0'18	0'30	0'90	0'30	0'35	0'26	0'23	0'18	0'35	0'26	0'32
165a	Audit, accounts, and pay office . . . . .	1st half	0'44	...	1'27	0'65	1'09	0'71	0'63	0'55	0'60	0'17	0'97
		2nd "	0'40	0'67	1'13	0'96	1'06	0'72	0'66	0'63	0'51	0'89	1'11
166a	Stores department . . . . .	1st half	0'15	0'10	0'12	0'15	0'38	0'15	0'17	0'17	0'24	0'07	0'11
		2nd "	0'17	0'05	0'13	0'23	0'30	0'17	0'18	0'19	0'26	0'40	0'15
167a	Medical . . . . .	1st half	0'12	0'20	0'10	0'18	0'17	0'11	0'13	0'10	0'10	0'15	0'17
		2nd "	0'13	0'18	0'09	0'22	0'17	0'12	0'16	0'12	0'12	0'19	0'17
168a	Rents and miscellaneous . . . . .	1st half	0'19	...	0'71	0'25	0'22	0'16	0'16	0'12	0'23	0'27	0'39
		2nd "	0'19	0'24	0'55	0'28	0'15	0'16	0'17	0'18	0'24	0'27	0'37
169a	Police . . . . .	1st half	0'20	0'16	0'34	0'15	0'14	0'15	0'22	0'24	0'23	0'39	0'42
		2nd "	0'20	0'14	0'34	0'26	0'13	0'17	0'24	0'28	0'29	0'44	0'41
170a	Advertising . . . . .	1st half	0'01	0'02	0'06	0'02	0'03	0'01	0'01	0'01	...	0'01	...
		2nd "	0'01	0'05	0'08	0'02	0'03	0'01	0'01	0'01	0'01	0'01	0'01
171a	Electric telegraph . . . . .	1st half	0'51	...	0'76	0'75	1'05	0'66	0'86	0'50	0'58	0'60	0'46
		2nd "	0'57	0'83	0'69	1'19	0'96	0'76	0'90	0'59	0'67	0'81	0'55
172a	Other charges (net) . . . . .	1st half	0'01	...	...	...	0'01	0'01	0'01	0'08	...	0'03	...
		2nd "	...	...	...	0'03	0'02	0'01	...	0'01	...	0'02	...
173a	Total general charges . . . . .	1st half	2'09	3'00	5'97	3'27	3'49	2'33	2'50	2'22	3'08	2'05	3'25
		2nd "	2'30	2'46	5'26	4'74	3'18	2'38	2'55	2'63	3'57	3'59	3'83
PER CENT. ON TOTAL EARNINGS.			TABLE SPECIAL AND										
163b	Home expenditure <i>Per cent.</i>	1st half	0'49	0'37	3'18	1'23	...	0'26	0'17	0'28	0'99	0'34	0'60
		2nd "	0'57	...	2'64	1'97	...	...	...	0'83	0'46	0'33	1'07
164b	Agent's office—salaries and expenses . . . . .	1st half	0'14	0'62	2'14	0'45	0'78	0'37	0'34	0'46	0'43	0'04	0'38
		2nd "	0'23	0'42	1'76	0'88	0'79	0'53	0'42	0'32	0'62	0'29	0'47
165b	Audit, accounts, and pay office . . . . .	1st half	0'60	...	2'58	0'98	2'12	1'21	1'08	0'92	0'97	0'18	1'99
		2nd "	0'69	0'94	2'20	1'70	2'29	1'45	1'19	1'11	1'43	0'99	1'63
166b	Stores department . . . . .	1st half	0'20	0'16	0'24	0'22	0'74	0'26	0'39	0'29	0'35	0'07	0'15
		2nd "	0'25	0'07	0'24	0'40	0'05	0'34	0'33	0'34	0'47	0'45	0'21
167b	Medical . . . . .	1st half	0'17	0'33	0'21	0'28	0'33	0'19	0'26	0'17	0'14	0'16	0'22
		2nd "	0'20	0'25	0'18	0'39	0'36	0'24	0'30	0'21	0'21	0'21	0'25
168b	Rents and miscellaneous . . . . .	1st half	0'26	...	1'45	0'37	0'43	0'27	0'27	0'20	0'33	0'28	0'51
		2nd "	0'29	0'34	1'08	0'49	0'33	0'32	0'31	0'24	0'44	0'30	0'53
169b	Police . . . . .	1st half	0'28	0'27	0'68	0'23	0'27	0'26	0'29	0'40	0'32	0'41	0'55
		2nd "	0'29	0'20	0'67	0'45	0'28	0'34	0'43	0'50	0'52	0'49	0'60
170b	Advertising . . . . .	1st half	0'01	0'03	0'12	0'03	0'06	0'02	0'01	0'02	0'01	0'01	...
		2nd "	0'02	0'07	0'15	0'04	0'06	0'02	0'02	0'02	0'02	0'01	0'01
171b	Electric telegraph . . . . .	1st half	0'71	...	1'55	1'12	2'02	1'11	1'49	0'83	0'83	0'63	0'60
		2nd "	0'85	1'14	1'34	2'11	2'08	1'53	1'63	1'04	1'26	0'90	0'81
172b	Other charges (net) . . . . .	1st half	0'01	...	...	...	0'03	0'01	0'01	0'14	...	0'03	...
		2nd "	...	...	...	0'04	0'05	0'02	0'01	0'02	...	0'03	...
173b	Total general charges . . . . .	1st half	2'87	4'98	12'15	4'91	6'78	3'96	4'31	3'72	4'37	2'15	4'33
		2nd "	3'45	3'43	10'20	8'39	6'89	4'79	4'64	4'62	6'37	4'00	5'00
PER CENT. ON GROSS EARNINGS.			TABLE SPECIAL AND										
174	Law charges <i>Per cent.</i>	1st half	0'01	0'04	0'37	0'01	0'00	...	...	0'11	...	0'01	0'03
		2nd "	0'03	0'03	0'19	0'01	0'03	...	...	0'02	0'04	0'01	0'02
175	Compensation . . . . .	1st half	0'04	0'60	0'27	0'08	0'01	0'03	0'09	0'12	0'20	0'10	0'02
		2nd "	0'07	0'35	0'02	0'32	0'11	0'09	0'08	0'12	0'53	0'33	0'01
176	Rates and taxes . . . . .	1st half	0'13	0'24	0'26	0'05	0'09	0'08	0'11	0'18	0'01	0'22	...
		2nd "	0'14	0'17	0'11	0'05	0'20	0'04	0'16	0'21	0'01	0'30	0'01
177	Payments to other lines . . . . .	1st half	1'34	...	5'92	0'58	0'71	0'87	0'41	0'66	3'08	0'91	2'87
		2nd "	1'35	0'79	8'86	0'98	0'44	0'85	0'34	0'41	2'43	0'31	0'45
178	Other charges (net) . . . . .	1st half	0'19	1'42	0'47	1'56	1'00	0'81	1'08	0'96	0'83	1'87	0'58
		2nd "	0'21	...	1'10	1'57	1'02	0'87	1'06	1'08	1'95	0'14	0'78
179	Total special and miscellaneous expenses . . . . .	1st half	1'71	2'30	7'29	2'28	1'81	1'74	1'69	2'04	4'12	3'11	3'50
		2nd "	1'81	1'91	10'28	2'93	1'77	1'85	1'64	1'84	4'97	1'09	1'88

\* Including cost of Government controlling establishment.



DIX 46—contd.  
(by systems) during each half-year of 1900—contd.  
prepared by the railways not shown.

3' 3 1/2"														GAUGE.	
13	2 (b) to (d).	15	17	18	10 (f) to (i).	19		20	21	11 (c).	22	24	25	Class: No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western	Rohilkund and Kumaon	Rajputana Malwa.	Jodhpur-Bikaner.		Udai-pur-Chitor.	Bhāv-nagar-Gondal-Junāgad-Forbandar.	Hyderabad Gōdkāvri Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half year.	
<b>CHARGES.</b>															
0'44		1'95	0'48	0'60	0'43	...	...	...	0'14	0'23	0'80	0'48	0'84	1st half	163a
0'42		1'65	0'54	0'74	0'17	...	...	...	0'30	0'39	0'86	0'43	0'72	2nd "	
0'40		0'97	0'15	0'37	0'03	...	...	1'23	0'50	0'14	0'24	0'22	0'27	1st half	164a
0'41		0'90	0'20	0'40	0'15	...	...	1'50	0'68	0'16	0'23	0'24	0'24	2nd "	
0'90		2'28	0'74	0'87	0'10	0'86	0'52	1'61	1'12	0'55	0'72	0'74	0'57	1st half	165a
0'84		2'14	0'74	1'12	0'58	0'64	0'31	1'07	1'40	0'61	0'77	0'73	0'54	2nd "	
0'16		0'74	0'07	0'24	0'04	0'10	0'06	0'09	0'24	0'08	0'18	0'22	0'18	1st half	166a
0'14		0'64	0'08	0'29	0'22	0'13	0'06	0'10	0'34	0'09	0'21	0'22	0'18	2nd "	
0'19		0'48	0'07	0'08	0'11	0'05	0'02	0'15	0'27	...	0'15	0'15	0'13	1st half	167a
0'16		0'47	0'09	0'10	0'13	0'07	0'02	0'27	0'41	0'13	0'15	0'17	0'15	2nd "	
0'15		0'27	0'14	0'20	0'16	0'03	0'06	0'15	0'28	...	0'17	0'18	0'18	1st half	168a
0'13		0'26	0'14	0'33	0'21	0'04	0'08	0'58	0'42	0'25	0'19	0'18	0'15	2nd "	
0'20		0'41	0'24	0'35	0'28	0'02	0'03	...	0'74	0'87	0'35	0'37	0'44	1st half	169a
0'27		0'41	0'25	0'39	0'36	0'02	...	...	0'98	0'65	0'42	0'20	0'35	2nd "	
0'04		0'02	0'01	0'01	...	...	...	...	0'01	0'04	0'02	0'02	0'01	1st half	170a
0'03		0'03	...	0'03	...	...	...	...	0'01	0'02	0'01	0'01	0'01	2nd "	
0'88		1'47	0'60	0'69	0'67	0'52	0'28	0'83	0'84	...	0'88	0'58	0'72	1st half	171a
0'82		1'46	0'70	0'80	0'88	0'89	0'28	0'94	1'18	0'81	0'97	0'57	0'73	2nd "	
0'23		...	0'01	...	...	...	...	...	...	...	...	0'01	0'01	1st half	172a
0'19		0'01	0'04	4'54	...	...	...	...	...	...	0'01	0'02	0'01	2nd "	
3'68		8'50	2'51	3'70	1'82	1'58	0'97	4'06	4'14	2'78	3'51	3'39	3'35	1st half	173a
3'41		7'97	2'78	4'53	2'70	1'79	0'75	4'46	5'62	3'11	3'82	3'18	3'08	2nd "	
<b>Included with the 5' 0" gauge.</b>															
0'65		4'28	0'01	0'25	0'69	...	...	...	0'25	0'60	1'87	1'05	1'49	1st half	163b
0'68		3'62	0'51	0'66	0'28	...	...	...	0'38	1'07	2'31	0'97	1'54	2nd "	
0'50		2'12	0'32	0'76	0'05	...	...	1'39	0'89	0'37	0'56	0'47	0'48	1st half	164b
0'67		1'97	0'55	0'89	0'16	...	...	2'36	1'30	0'45	0'62	0'55	0'52	2nd "	
1'33		4'08	1'55	1'80	0'15	1'51	1'50	1'82	1'98	1'43	1'70	1'60	1'02	1st half	165b
1'37		4'68	2'08	2'48	0'98	1'50	1'47	1'67	2'67	1'66	2'07	1'64	1'14	2nd "	
0'23		1'63	0'14	0'50	0'07	0'18	0'15	0'10	0'43	0'22	0'43	0'48	0'31	1st half	166b
0'23		1'40	0'23	0'65	0'37	0'31	0'31	0'17	0'64	0'26	0'58	0'49	0'39	2nd "	
0'27		1'04	0'15	0'17	0'18	0'09	0'05	0'17	0'47	...	0'36	0'33	0'23	1st half	167b
0'27		1'03	0'24	0'22	0'22	0'16	0'08	0'43	0'78	0'35	0'41	0'37	0'31	2nd "	
0'21		0'61	0'30	0'41	0'25	0'05	0'17	0'17	0'49	...	0'39	0'39	0'32	1st half	168b
0'20		0'57	0'39	0'74	0'34	0'10	0'36	0'92	0'79	0'66	0'52	0'40	0'33	2nd "	
0'43		0'89	0'50	0'72	0'45	0'04	0'08	...	1'32	2'25	0'83	0'79	0'79	1st half	169b
0'43		0'98	0'70	0'87	0'60	0'04	...	...	1'88	1'78	1'14	0'46	0'74	2nd "	
0'06		0'04	0'01	0'01	...	...	...	...	0'02	0'10	0'05	0'04	0'02	1st half	170b
0'05		0'06	0'02	0'06	0'01	...	...	...	0'03	0'06	0'03	0'03	0'01	2nd "	
1'31		3'22	1'26	1'44	1'00	0'91	0'81	0'94	1'48	...	2'09	1'27	1'27	1st half	171b
1'34		3'19	1'95	1'80	1'48	2'07	1'33	1'47	2'26	2'22	2'62	1'29	1'56	2nd "	
0'34		0'01	0'01	...	...	...	...	...	...	...	0'01	0'02	0'02	1st half	172b
0'30		0'03	0'12	10'13	...	...	...	...	...	...	0'01	0'04	0'01	2nd "	
5'44		18'82	5'24	7'67	2'93	2'78	2'76	4'59	7'33	7'22	8'29	7'35	5'95	1st half	173b
5'54		17'44	7'79	10'11	4'54	4'18	3'55	7'02	10'73	8'51	10'31	7'15	6'55	2nd "	
<b>MISCELLANEOUS EXPENSES.</b>															
0'02		0'02	0'03	0'07	...	...	...	...	0'05	0'03	0'02	0'03	0'02	1st half	174
...		0'07	0'03	0'01	0'01	...	...	...	...	0'02	...	0'01	0'01	2nd "	
0'05		0'02	0'31	0'05	0'06	0'05	0'02	0'02	0'05	...	0'04	0'01	...	1st half	175
0'11		0'05	0'27	0'07	0'18	0'13	0'12	0'07	0'20	0'02	0'14	0'03	0'03	2nd "	
0'18		0'31	0'03	0'01	0'02	...	...	...	0'01	0'01	0'06	0'33	0'21	1st half	176
0'23		0'06	0'11	0'02	...	...	...	...	...	0'01	0'15	0'19	0'38	2nd "	
...		...	0'16	0'10	0'40	2'98	0'82	3'06	0'12	...	0'09	0'12	...	1st half	177
0'52		...	0'07	...	0'47	1'56	0'38	2'38	0'16	0'23	0'09	0'09	...	2nd "	
1'20		1'58	1'68	5'50	0'54	0'16	0'12	1'19	1'08	0'06	0'97	0'65	1'01	1st half	178
1'30		0'57	3'13	5'79	0'15	0'31	0'35	1'44	1'02	0'35	2'08	0'65	0'98	2nd "	
1'35		1'93	2'21	5'73	1'02	3'10	0'96	4'27	1'26	0'48	1'18	1'14	1'24	1st half	179
2'16		1'68	3'61	5'88	0'81	2'00	0'75	3'89	1'43	0'63	2'46	0'97	1'40	2nd "	

Appendix 46.  
Analysis.

APPEN  
Analysis of working of each railway  
EXTRACT FROM TABLES PRINTED  
NOTE.—These statistics are for

Serial number.	PARTICULARS.	GAUGE. Class No. Calendar year 1900 by half-years.	5' 6".										
			1	2(a)	3	4	5	7(a) & (b)	8	9(a) to (e)	9(f) to (i)	10(a) to (e)	11(a)&(b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
<b>FROM APPENDIX I.</b>													
180	Average number of locomotives on the line . No.	1st-half 2nd "	794 799	114 114	22 27	140 149	73 75	162 193	602 390	605 595	142 142	183 180	51 51
181	Average miles run per locomotive per diem . Miles	1st-half 2nd "	69'79 67'80	64'34 76'37	36'50 133'60	84'87 55'74	79'02 79'55	69'72 87'79	31'94 30'30	53'61 49'03	68'54 38'08	69'38 52'32	76'10 65'51
182	lbs. coal per engine-mile (coal-burning engines)—	1st-half 2nd "											
183	Coaching . lbs.	1st-half 2nd "	52'51 50'71	45'91 50'65	32'31 33'49	55'95 54'09	48'90 40'77	40'33 40'06	44'69 41'02	42'00 42'00	52'00 51'01	49'87 43'01	38'55 45'12
184	Goods . . "	1st-half 2nd "											
184	Mixed . . "	1st-half 2nd "											
185	lbs. wood per engine-mile wood-burning engines)—	1st-half 2nd "											
186	Coaching . lbs.	1st-half 2nd "											
186	Goods . . "	1st-half 2nd "											
187	Mixed . . "	1st-half 2nd "											
<b>Average gross weight of trains—</b>													
188	Coaching . Tons	1st-half 2nd "	178'17 180'30	160'00 162'49	164'64 174'34	183'83 170'98	163'80 200'61	190'38 175'83	208'07 201'70	159'05 165'02	117'27 112'27	168'32 162'31	124'33 118'26
189	Goods . . "	1st-half 2nd "	420'85 349'86	379'91 461'77	226'38 174'34	369'17 301'62	294'75 271'27	298'37 259'13	299'61 275'04	325'92 319'75	456'15 424'29	485'93 473'14	360'81 410'25
190	Mixed . . "	1st-half 2nd "	218'18 268'73	196'26 259'99	174'93 340'67	330'74 261'00	285'07 195'37	214'30 195'78	250'12 240'93	...	237'83 224'99	217'43 209'18	368'98 282'37
<b>Average through speed of trains—</b>													
191	Coaching . Miles per hour.	1st-half 2nd "	18'80 20'40	19'07 19'07	16'00 16'00	24'18 22'78	17'43 17'54	20'38 29'38	20'63 21'15	22'87 22'87	26'64 27'22	20'84 20'84	22'16 20'16
192	Goods . . "	1st-half 2nd "	12'70 12'70	15'00 15'00	12'00 12'00	10'95 11'05	10'70 10'45	9'13 9'13	11'60 11'56	10'68 10'08	11'04 10'31	10'11 10'11	10'25 10'26
193	Mixed . . "	1st-half 2nd "	18'00 18'00	14'30 14'30	14'00 14'00	13'14 13'14	13'87 13'05	16'09 16'09	15'03 14'96	15'12 15'12	16'76 16'66	14'98 14'58	13'57 13'57
<b>FROM APPENDIX II.</b>													
194	Average mileage per diem of coaching vehicles, including brakes . Miles	1st-half 2nd "	243,713 243,786	44,579 44,813	10,037 9,192	55,926 54,334	40,602 39,190	75,953 78,815	221,238 229,451	155,022 157,026	46,206 46,228	71,311 69,605	14,663 14,102
195	Goods ditto ditto . "	1st-half 2nd "	875,613 780,328	64,169 117,165	7,778 16,932	233,411 119,967	66,824 72,010	124,658 92,653	340,522 291,684	450,811 328,968	159,935 110,461	270,719 152,276	80,334 65,299
<b>Average lead of passengers—</b>													
<b>Miles</b>													
1st-half	58'89	30'39	22'38	74'87	38'72	44'67	45'95	29'68	67'17	20'08	49'57	21'21	49'57
2nd "	61'24	29'94	23'28	66'93	40'95	42'86	47'60	33'97	65'78	21'21	48'98	21'21	48'98
<b>Average lead of goods—</b>													
<b>Miles</b>													
1st-half	206'27	112'95	65'42	244'73	129'03	107'01	136'42	236'72	255'61	139'88	168'09	143'97	168'09
2nd "	197'52	119'21	85'46	135'35	140'64	105'51	140'63	245'21	173'53	143'97	124'07	143'97	124'07
<b>Total tonnage of goods lifted . Tons</b>													
1st-half	5,159,853	532,579	83,241	1,070,873	611,920	1,048,431	2,817,171	1,707,810	607,708	1,613,869	505,530	1,019,801	505,530
2nd "	4,755,011	716,722	122,550	898,256	590,714	733,095	2,217,365	1,189,446	593,361	1,019,801	505,530	1,019,801	505,530
<b>FROM APPENDIX V.</b>													
<b>Average age of sleepers—</b>													
<b>Years</b>													
196	Wood . . "	1st-half 2nd "	10'64 10'59	8'50 8'50	12'31 12'41	4'75 5'19	4'14 4'23	8'01 9'35	7'42 7'81	¶ ¶	¶ ¶	¶ ¶	¶ ¶
197	Iron . . "	1st-half 2nd "	10'00 10'13	17'00 17'50	...	17'50 18'03	16'43 16'43	16'64 16'72	12'81 13'21	¶ ¶	¶ ¶	¶ ¶	¶ ¶
<b>Percentage of removals—</b>													
<b>Per cent.</b>													
198	Wood . . "	1st-half 2nd "	4'40 3'94	8'98 3'93	4'07 3'16	1'65 0'04	0'94 1'33	0'24 0'09	4'44 0'90	7'09 2'10	¶ ¶	¶ ¶	¶ ¶
199	Iron . . "	1st-half 2nd "	1'84 2'54	1'24 1'21	...	1'18 1'05	0'62 0'60	1'24 2'18	1'68 2'095	0'57 0'50	¶ ¶	¶ ¶	¶ ¶

¶ The through speed of express goods trains is 17'00 miles per hour.  
 † The through speed of express goods trains is 16'90 miles per hour.  
 ‡ Total iron and steel sleepers.  
 § Steel sleepers.  
 ¶ Information not furnished.  
 ¶ Indian Midland railway only.  
 †† Bombay, Baroda and Central India railway only.

IX 46—concl'd.

y systems) during each half-year of 1900—concl'd.

Appendix 46.  
Analysis.

APPENDICES TO THE ANALYSES.

pared by the railways not shown.

3' 3 1/2"														GAUGE.	
2 (a) nd (b)	2 (b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class: No.	Serial number.
Indra-	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- kund and Kumaon.	Rajpu- tana- Majwa.	Jodhpur-Bikaner.		Udaipur- Chitor.	Bháva- gar-Gon- dal-Jun- gad-Por- bandar	Hydera- bad Góddá- vari.	Southern Mahratta.	South Indian.	Burma.	Calen- dar year 1900 by half- years.	
168	97	43	149	26	428	30		2	33	17	197	202	159	1st-half	180
168	101	41	148	26	428	32		2	31	29	195	201	167	2nd "	
53'55	69'51	44'28	67'95	82'16	60'93	63'78		106'95	71'98	55'33	50'52	48'95	71'56	1st-half	181
57'33	76'02	46'71	64'19	67'87	46'05	50'91		89'96	54'57	60'83	52'93	49'58	67'62	2nd "	
42'45	29'59	26'82	32'68	...	33'63	38'85	21'89	35'76	28'33	...	...	29'94	36'81	1st-half	182
48'95	20'39	29'72	28'68	...	33'57	25'89	...	39'54	28'53	30'20	31'84	31'50	28'74	2nd "	
...	...	...	...	...	...	...	...	...	...	...	...	...	29'94	36'81	183
...	...	...	...	...	...	...	...	...	...	...	...	...	28'74	39'25	
...	...	...	...	...	...	...	...	...	...	...	...	...	32'37	31'22	184
...	...	...	...	...	...	...	...	...	...	...	...	...	31'89	33'29	
...	...	...	...	...	...	...	...	...	...	...	...	...	27'36	30'78	185
...	...	...	...	...	...	...	...	...	...	...	...	...	25'78	41'92	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	186
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	187
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
135'56	104'48	116'54	140'04	55	106'70	73'82	56'37	...	68'69	...	105'23	69'21	117'33	1st-half	188
129'49	115'62	103'68	131'60	55	107'59	116'52	56'08	...	67'73	109'10	98'50	71'23	115'61	2nd "	
326'86	206'84	147'49	170'91	55	234'87	185'77	134'83	123'32	160'60	124'93	283'02	91'97	181'25	1st-half	189
321'18	160'00	131'46	184'25	55	243'35	148'40	137'87	141'80	156'11	116'54	286'99	91'70	143'61	2nd "	
286'32	153'62	198'33	161'81	55	136'87	121'83	81'90	208'46	126'06	155'46	204'47	194'42	176'44	1st-half	190
269'62	139'83	170'70	113'38	55	137'96	109'96	71'50	174'23	125'00	128'98	194'96	196'36	161'95	2nd "	
19'91	19'28	...	15'40	...	19'22	...	...	...	20'25	...	16'31	18'00	18'32	1st-half	191
18'71	19'28	...	15'40	...	19'27	...	...	...	20'25	...	16'31	18'00	18'32	2nd "	
12'26	12'00	...	9'50	10'45	9'65	10'59	10'55	12'00	10'93	9'65	8'30	9'50	11'28	1st-half	192
12'43	12'00	...	9'50	10'49	9'60	10'30	11'62	12'00	10'93	9'65	8'30	9'50	11'28	2nd "	
11'17	12'50	12'58	13'40	11'84	14'73	12'34	13'47	14'76	12'29	12'12	12'81	12'00	13'36	1st-half	193
10'16	12'50	12'58	13'40	13'45	14'73	13'41	12'89	14'76	12'29	13'72	12'81	12'00	13'36	2nd "	
48,215	48,020	16,295	73,008	12,983	135,117	9,576	1,042	...	20,520	3,505	58,490	94,092	91,094	1st-half	194
47,802	50,655	15,513	79,979	12,699	140,385	9,504	1,104	...	17,846	7,942	63,260	94,776	90,470	2nd "	
108,302	82,572	31,616	134,276	24,786	581,474	28,474	3,420	...	34,509	14,393	170,339	73,733	153,713	1st-half	195
112,689	80,075	25,642	101,906	18,078	378,009	15,734	3,083	...	16,817	18,441	1,33,200	78,881	132,224	2nd "	
31'67	31'06	36'39	34'58	34'97	47'92	56'94	37'95	42'96	33'55	42'74	42'84	34'08	29'16	1st-half	196
32'34	34'32	36'42	33'49	34'27	47'45	55'00	36'90	44'57	32'52	51'75	40'67	33'37	25'30	2nd "	
108'45	90'16	83'61	124'15	67'32	250'91	94'06	46'25	50'58	59'21	65'91	182'50	50'35	125'03	1st-half	197
102'71	113'62	76'71	101'64	72'60	257'83	113'90	43'69	55'79	57'79	42'24	157'97	56'23	121'42	2nd "	
711,047	474,020	180,814	767,164	215,572	1,533,190	183,267	30,740	34,140	230,543	95,572	531,011	842,732	670,654	1st-half	198
788,306	422,523	203,136	480,020	138,710	1,011,775	100,397	51,427	20,981	126,080	204,872	464,094	790,611	584,457	2nd "	
9'03	12'50	...	11 15'83	9'36	9'50	11 8'00	11 6'00	4'00	9'09	...	12'00	12 2'39	10'40	1st-half	196
9'25	12'50	...	11 13'70	9'08	9'50	11 7'00	11 5'50	4'50	10'41	...	12'00	12 12'30	10'77	2nd "	
28'15	14'00	...	11 16'89	...	213'50	...	...	...	5 10'21	...	12'50	14 14'20	...	1st-half	197
28'58	14'50	...	11 17'38	...	14'00	...	...	...	5 10'71	...	13'00	14 14'66	...	2nd "	
3'19	3'71	0'75	11 3'41	2'16	6'33	11 12'84	...	0'02	1'00	...	0'37	14 3'60	1'48	1st-half	198
3'15	3'37	0'06	11 3'10	1'82	5'77	11 0'10	11 1'28	...	0'83	...	2'51	14 0'88	0'94	2nd "	
0'17	3'19	...	11 0'22	...	1'18	...	...	...	5 0'06	...	0'23	14 0'20	...	1st-half	199
0'16	12'64	...	11 14'23	...	0'17	...	...	...	5 0'01	...	0'70	...	...	2nd "	

†† Tirhoot section only. The figures for the Company's section are—Item 196 { 1st-half 8'22. 2nd-half 8'52. Item 198 { 1st-half 1'16. 2nd-half 2'40.

§§ Information not furnished.  
¶¶ Wood and steel sleepers.  
¶¶ Excluding the Pondicherry and Kárnikkal-Peralam railways.  
\*\*\* South Indian railway only.

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**APPENDICES**  
of  
**IMPORTANT DOCUMENTS.**

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## APPENDIX A.

Memorandum, dated the 20th March 1901, by the Honourable Sir Arthur Trevor, K.C.S.I., on the anticipated capital expenditure on railways for the three years 1901-1902 to 1903-1904.

It was explained in the memorandum appended to the Financial Statement this time last year that in consequence of certain changes, of which a summary was given, in the procedure for the consideration of railway projects, the memorandum would then and for the future be confined mainly to the presentment of such details in connection with the railway programme for the ensuing and two following years as do not find a place in the Financial Statement.

For any information which may be wanted in regard to proposals not in the programme, reference is invited to the History of Railway Projects revised and brought up to date which was issued in October last.

2. In connection with the form of the present programme which is printed as Statement A to this memorandum, there are two points which call for notice.

The first is that for the grouping according to the source from which the expenditure is to be met, and the agency to be employed, which has hitherto been adopted, a new grouping has been substituted which is designed to illustrate the principle on which the resources available have been distributed.

That principle is that, in framing the railway programme, the amount required to meet the needs of open lines, so far as they can be foreseen, should be regarded as a first charge upon the money available for railway purposes, and that every effort should be made to provide in full or all demands arising out of the development of existing traffic—that next in order provision should be made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State, and, lastly, for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

In the abstract at the end the totals are given according to the old as well as according to the new grouping for facility of comparison.

3. The other point is that in order to admit of the continuous application of the principle above stated, the minimum of 6½ crores, which was adopted last year as the basis of the programme for the years following that actually dealt with in the budget, has been abandoned. The forecast for 1902-1903 and 1903-1904 has been based on the aggregate of the actual demands so far as they can be at present foreseen by the railway administrations concerned, for open lines and lines under construction, which alone come to 10½ crores for 1901-1902 and nearly 7 crores for 1902-1903. The obligation to find this amount if possible being accepted, it will remain to consider in connection with the preparation of the estimates for each successive year whether the amount can be found or not; if not, in what directions reduction can be effected with the least mischief, and if, on the other hand, the financial position is as easy as may be hoped for, how far it is possible to go in undertaking new lines from among those shown in Statement B, in addition to the comparatively obligatory provision for lines open and in progress.

4. As has been explained on former occasions it must be clearly understood that except in so far as it embodies the actual budget provisions for the year next ensuing, the whole programme is provisional only, that the order of priority given to the new projects which it is proposed to include in it, as funds permit, is always liable to reconsideration, and that the actual inception of any particular project depends on its final acceptance by the Government of India and the Secretary of State, on the financial situation when the time comes, and in some cases on the possibility that offers may be received for its construction by a company which may admit of its being carried out independently of the programme.

5. Turning to details it will be observed that, whereas the total of the sums shown in the programme presented last March for the year now ending amounted to Rs. 7,70,84,000 only and included no provision for any new railway, the Government of India have been able during the course of the year to make supplementary grants

## Appendix A—contd.

Appendix A.  
Important  
documents.

for different lines, raising the total to Rs. 8,30,75,000, and that out of these grants it has been possible to commence work on the Gondia-Jubbulpur line, one of the three projects mentioned in paragraph 5 of last year's memorandum as having been struck out owing to the pressure of famine demands, and also on a second line, the Midnapur-Jherriah, which was shown last year as for commencement in 1901-1902 only.

Of the other two lines struck out last year the Dhulia-Amalner line is for the present in abeyance owing to the transfer of the Great Indian Peninsula Railway to the State and the Godhra-Baroda Chord still awaits the possibility of providing funds.

The commencement of the 4th line, that from Sakri to Jainagar, to which reference was made in the same paragraph, has unfortunately been delayed by the inability of the Bengal and North-Western Railway Company to raise the necessary funds on debentures the currency of which they were obliged to limit to the short unexpired term of their contract for the working of the Tirhoot State Railway, of which the Sakri-Jainagar line will form a part. This difficulty has lately been got over, it is understood, by the Secretary of State's acceptance of liability for debentures of a suitable term after the determination of the Tirhoot Contract, and it is hoped the line may now soon be put in hand.

6. For 1901-1902 the allotments amount to Rs. 10,32,44,000 against the minimum of 6½ crores shown in the programme last year. So far as can at present be foreseen the whole of this amount will be required to meet the pressing needs of open lines and for the energetic prosecution of lines under construction, including the three lines recently commenced, namely, the Khushalgarh-Kohat, Gondia-Jubbulpur and Midnapur-Jherriah, but it is hoped that later in the year it may be possible to find a place for the commencement of the section of the Godhra-Baroda Chord in British territory. For the length in Baroda territory funds will be found by the Durbar.

In 1902-1903 we may hope, if the present financial position is maintained, to commence the first ten or twelve of the lines entered in Statement B and most of the remainder in 1903-1904.

7. The usual summary of railway progress giving the lengths of the lines is entered as a Statement E to this memorandum.

8. The capital expenditure on railways falling within the categories now included in the programme for the ten years from 1892-93 to 1901-1902 is shown below:—

[Lakhs of rupees].

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	Revised Estimate, 1900-1901.	Budget Estimate, 1901-1902.
Capital expenditure on open lines .	108	120	184	167	240	179	221	335	405	460
On construction of new lines .	472	392	390	421	654	691	661	562	426	572
<b>TOTAL</b>	<b>580</b>	<b>512</b>	<b>574</b>	<b>588</b>	<b>894</b>	<b>870</b>	<b>882</b>	<b>897</b>	<b>831</b>	<b>1,032</b>

9. The subjoined table shows the progress made in the development of railway communication, including lines financed by Native States or Companies outside the programme, during the 5½ years of my officiating and substantive tenure of the office of Public Works Member:—

YEAR.	AT COMMENCEMENT OF YEAR.			DURING THE YEAR.		REMARKS.
	Opened.	Commenced but not open.	Sanctioned but not commenced	Opened.	Sanctioned.	
1895-96 . . . . .	18,855	2,195	22	821	2,415	* Of which 1,300 miles will probably be ready for opening in 1902-1903.
1896-97 . . . . .	19,677	3,741	48	713	1,054	
1897-98 . . . . .	20,390	4,008	129	743	917	
1898-99 . . . . .	21,156	3,948	349	1,339	631	
1899-1900 . . . . .	22,401	2,454	286	1,266	732	
1900-1901 . . . . .	23,763	2,597*	430	1,386	392	
<b>TOTAL</b>	...	...	...	6,268	6,141	

Appendix A—*contd.*

10. The exceptionally favourable character of the earnings from railways during the years 1899-1900 was noticed in last year's memorandum, and it was anticipated that according to the revised estimates then available the customary loss on the direct railway account, that is, "the amount by which the net earnings fall short of the interest charges which have to be met, including strategic railways and loss arising from the special exchange provisions of the old railway contracts," would be reduced to about 1½ lakhs. It is satisfactory to be able to announce that this anticipation has been more than fulfilled, and that the actuals show, for the first time in the history of railways in India, an absolute surplus, which amounts to over 11½ lakhs.

It was stated at the same time that with the cessation of the exceptional traffic due to the famine and the despatch of troops to South Africa a falling off was to be looked for, and in the estimates for the year now ending the probable deficit was put down at 73 lakhs, but according to the most recent estimates, it appears that there will once more be an actual gain, this time of about 23½ lakhs, on the direct account of the year. This result is no doubt partly due to the unfortunate continuance of famine conditions during earlier months of the year and to the movement of an unusually heavy crop of rice in Burma and of cotton in Bombay, but it is again distinctly encouraging.

The estimates for 1901-1902 allow for a deficit of about 24½ lakhs.

11. Statement C is a list of Branch lines for the construction of which by private enterprise, outside the programme, arrangements have been made or are under consideration; and Statement D corresponds in a revised and amplified shape with Statement C, appended to last year's memorandum, which included a good many lines on which famine relief work, though sanctioned, was not actually undertaken. In connection with this Statement attention is invited to paragraph 6, page 2 of the last issue of the History of Railway Projects, where it is stated that Government will be prepared to receive proposals for the completion of some, if not all, of these lines on the understanding that the work already done will be given free of cost together with the land and the surveys already made.

APPENDIX A—*contd.*  
STATEMENT A.

Appendix A.  
Important  
documents.

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STATEMENT

OF

Anticipated Capital Expenditure on Railways, Open or under Construction, for which Government have accepted any direct financial responsibility for the three years 1901-1902 to 1903-1904, including all Open Lines.

Branch lines under Rebate terms are excluded.

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## Appendix A—contd.

## Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904.

(OMITTING 000.)

No.	RAILWAY.	Grants allotted for 1900-1901.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
			1901-1902.	1902-1903	1903-1904.	
	<b>OPEN LINES.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	
	<b>BY STATE AGENCY.</b>					
1	Eastern Bengal . . . . .	26,56	32,08	32,98	10,23	
2	Oudh and Rohilkhand . . . . .	9,76	15,30	13,10	8,10	
3	North Western . . . . .	51,78	48,47	27,26	25,25	
4	Warora Colliery . . . . .	—52	—10	25,00	25,00	
5	Store and Reserve . . . . .	—2,48	29,70			
6	Hyderabad-Shadipalli Conn. . . . .	...	1,53			
7	Other Minor Railways . . . . .	—2,09	...			
	<b>Total Open Lines by State Agency . . . . .</b>	<b>83,01</b>	<b>1,26,98</b>	<b>98,34</b>	<b>68,58</b>	
	<b>BY THE AGENCY OF MAIN LINE COMPANIES.</b>					
8	East Indian . . . . .	1,43,77	1,57,50	1,39,56	1,57,99	
9	Rajputana-Malwa . . . . .	27,44	21,24	32,00	17,80	
10	Tirhoot . . . . .	20,00	5,00	20,70	20,86	
11	South Indian . . . . .	3,75	12,00	8,18	6,89	
12	Great Indian Peninsula . . . . .	40,21	10,58	10,00	10,00	
13	East Coast . . . . .	7,40	3,69	1,85	1,15	Section south of Viragapatam.
14	Bezvada Extension . . . . .	...	12			
15	Guntakal-Mysore Frontier . . . . .	6	...			
16	Bhopal . . . . .	50	2,50			
17	Dhond and Manmad . . . . .	33	2,00			
18	Wardha Coal . . . . .	...	5			
19	Palanpur Deesa . . . . .	...	4			
	<b>Total Open Lines by Agency of Main Line Cos. . . . .</b>	<b>2,43,46</b>	<b>2,14,72</b>	<b>2,12,29</b>	<b>2,14,69</b>	
	<b>Carried over . . . . .</b>	<b>3,26,47</b>	<b>3,41,70</b>	<b>3,10,63</b>	<b>2,83,27</b>	

## Appendix A—contd.

## Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904—contd.

(OMITTING 000.)

No.	RAILWAY.	Grants allotted for 1900-1901.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
			1901-1902.	1902-1903.	1903-1904.	
	<b>OPEN LINES—contd.</b>	Rs.	Rs.	Rs.	Rs.	
	Brought forward	3,26,47	3,41,70	3,10,63	2,83,27	
	<b>AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES.</b>					
20	Great Indian Peninsula Railway	5,04	...	...	...	
21	Madras . . . . .	9,88	15,31	60,60	52,77	
22	Bombay, Baroda and Central India . . . . .	13,98	28,00	28,35	27,00	
	Total Open Lines old Guaranteed Com- panies.	28,90	43,31	88,95	79,77	
	<b>AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.</b>					
23	Bengal Central . . . . .	2,50	1,50	2,00	2,00	
24	Bengal-Nagpur . . . . .	10,17	9,51	6,50	9,70	Including north- ern Section of East Coast Rail- way.
25	Burma . . . . .	9,50	24,00	7,00	7,00	
26	Indian Midland and G. I. P. . . . .	17,29	31,00	28,45	15,87	
27	Lucknow-Bareilly . . . . .	3,74	2,95	7,00	3,46	
28	Southern Mahratta (including Mysore) . . . . .	6,00	6,00	8,25	7,75	
	Total Open Lines other Railway Com- panies.	49,20	74,96	59,20	45,78	
	<b>TOTAL OPEN LINES—carried over</b>	<b>4,04,57</b>	<b>4,59,97</b>	<b>4,58,78</b>	<b>4,08,82</b>	

(OMIT)

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1899-1900.
		Miles.	Rs.	Rs.
	<b>TOTAL OPEN LINES—brought forward</b>	...	...	...
	<b>LINES UNDER CONSTRUCTION.</b>			
	<b>BY AGENCY OF MAIN LINE COMPANIES.</b>			
29	Tirhoot, Hajeeapore-Begum Sarai-Katihar extension	158	1,22,31	1,07,69
30	Assam-Bengal { (i) Construction chargeable to Part II (ii) Land chargeable to Part I (iii) Chittagong jetties	736	*11,16,17	*8,99,74
		...	6,90	6,65
31	East Indian, Dehree-Daltonganj	78	72,18	36,35
32	Madura-Pamban	91	68,91	2,83
33	Tinnevely-Quilon, British section	49	24,28	3,28
34	Ditto Native state section	58	...	...
	<b>Total</b>	<b>1,170</b>	<b>14,10,75</b>	<b>10,56,54</b>
	<b>AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES.</b>			
35	{ Amalner-Jalgaon branch, G. I. P. R. Chalisgaon-Dhulia branch, G. I. P. R.	69	78,24	53,57
36	Calicut-Cannanore branch, Madras railway	64	76,73	15,99
	<b>Total</b>	<b>133</b>	<b>1,54,97</b>	<b>69,51</b>
	<b>AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.</b>			
37	Bengal-Nagpur { Sini-Midnapur-Cuttack-Calcutta Raipur-Dhamtar Midnapur-Jherria extension Jubbulpore Gondia	345	8,14,22	7,06,07
		56	11,41	
		114	1,07,81	
		253	85,11	
38	Burma { Mandalay-Kunlon Meiktila-Myingyan Sagaing-Monywa-Alon Thonze-Henzada-Bassein extension	477	4,79,90	2,12,26
	<b>Total</b>	<b>1,245</b>	<b>14,98,45</b>	<b>9,18,33</b>
	<b>Total Lines under Construction by Companies—carried over</b>	<b>2,548</b>	<b>30,64,17</b>	<b>20,44,38</b>
	<b>TOTAL OPEN LINES—carried over</b>	<b>...</b>	<b>...</b>	<b>...</b>

\* Includes Rs. 3,65,60,000 from Company's funds.

A—contd.

Railways—1901-1902 to 1903-1904—contd.

TING 000.)

Grants allotted during 1900-1901.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
	1901-1902.	1902-1903.	1903-1904.	
Rs. 4,04.57	Rs. 4,59.97	Rs. 4,58.78	Rs. 4,08.82	
30.88	20.46	...	..	To be completed in 1902
91.60	83.45	50.38	42.13	" " 1904.
25.93	30.00	...	...	" " 1902.
15.72	35.00	...	...	" " 1902.
7.70	20.00	4.80	2.36	" " 1902.
15.95	49.44	...	...	
1,87.78	2,38.35	55.18	44.49	
—15.77	...	...	...	" " 1901.
29.51	28.00	65	1.00	" " 1902.
13.74	28.00	65	1.00	
70.87	1,65.00	64.58	...	" " 1903.
88.35	72.74	97.24	74.00	Construction of Mandalay-Kunlon beyond Lashio uncertain.
1,59.22	2,37.74	1,61.82	74.00	
3,60.74	5,04.09	2,17.65	1,19.49	
4,04.57	4,59.97	4,58.78	4,08.82	

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1899-1900.
		Miles.	Rs.	Rs.
	Total open Lines—brought forward . . . . .	...	...	...
	Total Lines under Construction—brought forward . . . . .	2,548	30,64,17	20,44,38
	<b>LINES UNDER CONSTRUCTION.—contd.</b>			
	<b>BY BRANCH LINE COMPANIES.</b>			
39	Hardwar-Dehra . . . . .	32	26,05	25,12
40	Brahmaputra-Sultanpur . . . . .	60	26,44	21,31
	Total against the Capital Account of Branch Line Companies . . . . .	92	52,49	46,43
	<b>BY THE STATE.</b>			
41	Nowshera-Dargai . . . . .	40	14,87	7,64
42	Eastern Bengal—Rungpore-Dhubri, etc. . . . .	51	45,44	17,79
43	Hyderabad-Balotra . . . . .	75	37,51	19,39
44	Khusalgarh-Kohat and Kohat-Thal . . . . .	105	34,48	...
45	Ghaziabad-Moradabad . . . . .	87	82,71	57,41
46	Indus Bridge . . . . .	...	31,01	28,49
47	Agra-Delhi Chord . . . . .	121	90,76	94
48	Godavari Bridge . . . . .	...	59,70	52,54
	Total—Lines under Construction by the State . . . . .	479	3,90,48	1,84,20
	Total—Lines under Construction . . . . .	3,119	35,07,14	22,75,01
	<b>GRAND TOTAL—Open Lines and Lines under Construction . . . . .</b>	...	...	...

A—contd.

Railways—1901-1902 to 1903-1904—contd.

TING 000).

Grants allotted during 1900-1901.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
	1901-1902.	1902-1903.	1903-1904.	
Rs. 4,04,57	Rs. 4,59,97	Rs. 4,58,78	Rs. 4,08,82	
3,60,74	5,04,09	2,17,65	1,19,49	
75	1,57	...	...	} Opened for traffic.
3,80	2,70	...	...	
4,55	4,27	...	...	
2,69	16	...	...	Opened for traffic.
21,59	42,22	6,70	...	To be completed 1902.
3,98	18	...	...	" " 1901.
4,60	20,00	...	...	
29,16	1,44	...	...	
—25	11	...	...	
12	...	...	...	
4,00	...	...	...	
60,89	64,11	6,70	...	
4,26,18	5,72,47	2,24,35	1,19,49	
8,30,75	10,32,44	6,83,13	5,28,31	

**Statement of Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904—concl'd.**  
(OMITTING 000).

No.	RAILWAY.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
		1901-02.	1902-03.	1903-04.	
	<b>ABSTRACT BY OPEN LINES AND CONSTRUCTION.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	
	<b>I.—CAPITAL FOR OPEN LINES.</b>				
	i. By State Agency . . . . .	1,26,98	98,34	68,58	
	ii. By agency of Main Line Companies . . . . .	2,14,72	2,12,29	2,14,69	
	iii. By " " old Guaranteed Companies . . . . .	43,31	88,95	79,77	
	iv. By " " other Railway Companies . . . . .	74,96	59,20	45,78	
	v. By " " Branch Companies . . . . .	...	...	...	
	<b>TOTAL OPEN LINES</b> . . . . .	<b>4,59,97</b>	<b>4,58,78</b>	<b>4,08,82</b>	
	<b>II.—CAPITAL FOR LINES UNDER CONSTRUCTION BY COMPANIES.</b>				
	i. By agency of Main Line Companies . . . . .	2,38,35	55,18	44,49	
	ii. By " " old Guaranteed Railway Companies . . . . .	28,00	65	1,00	
	iii. By " " other Railway Companies . . . . .	2,37,74	1,61,82	74,00	
	iv. By " " Branch Line Companies . . . . .	4,27	...	...	
	<b>TOTAL LINES UNDER CONSTRUCTION BY COMPANIES</b> . . . . .	<b>5,08,36</b>	<b>2,17,65</b>	<b>1,19,49</b>	
	<b>III.—CAPITAL FOR LINES UNDER CONSTRUCTION BY THE STATE</b> . . . . .	<b>64,11</b>	<b>6,70</b>	<b>...</b>	
	<b>GRAND TOTAL</b> . . . . .	<b>10,32,44</b>	<b>6,83,13</b>	<b>5,28,31</b>	
	<b>ABSTRACT SHOWING DISTRIBUTION BY FUNDS.</b>				
	I.—From Imperial Funds.	(i) By State Agency. { (a) Open Lines	1,26,98	98,34	68,58
(b) Construction			64,11	6,70	...
		<b>Total</b> . . . . .	<b>1,91,09</b>	<b>1,05,04</b>	<b>68,58</b>
(ii) By the Agency of Main Line Companies. { (a) Open Lines		2,14,72	2,12,29	2,14,69	
		(b) Construction	2,38,35	55,18	44,49
<b>Total</b> . . . . .		<b>4,53,07</b>	<b>2,67,47</b>	<b>2,59,18</b>	
<b>TOTAL I</b> . . . . .		<b>6,44,16</b>	<b>3,72,51</b>	<b>3,27,76</b>	
II.—Against the Capital Accounts of the old Guaranteed Railway Companies. { (a) Open Lines		43,31	88,95	79,77	
		(a) Construction	28,00	65	1,00
<b>TOTAL II</b> . . . . .		<b>71,31</b>	<b>89,00</b>	<b>80,77</b>	
III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies. { (a) Open Lines	74,96	59,20	45,78		
	(b) Construction	2,37,74	1,61,82	74,00	
<b>TOTAL III</b> . . . . .	<b>3,12,70</b>	<b>2,21,02</b>	<b>1,19,78</b>		
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee. { (a) Open Lines	...	...	...		
	(b) Construction	4,27	...	...	
<b>TOTAL IV</b> . . . . .	<b>4,27</b>	<b>...</b>	<b>...</b>		
<b>TOTAL I to VI</b> . . . . . { (a) Open Lines	<b>4,59,97</b>	<b>4,58,78</b>	<b>4,08,82</b>		
(b) Construction	<b>5,72,47</b>	<b>2,24,35</b>	<b>1,19,49</b>		
<b>GRAND TOTAL</b> . . . . .	<b>10,32,44</b>	<b>6,83,13</b>	<b>5,28,31</b>		

## Appendix A—contd.

## STATEMENT B.

*List of new lines to be taken up as funds permit with the estimated yearly provision required to ensure an economical rate of progress when once started.*

(OMITTING 000.)

No.	RAILWAY.	Length.	Esti- mated cost.	APPROXIMATE AMOUNT TO BE SPENT EACH YEAR FROM COM- MENCEMENT OF WORK.				REMARKS.
				First year.	Second year.	Third year.	Future years.	
		Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	
<b>CAPITAL FOR PROPOSED NEW LINES IN ORDER OF URGENCY.</b>								
1	Coonoor-Ootacamund . .	12	18,62	9,00	9,62	...	...	
2	Godhra-Baroda Chord . .	44	34,12	14,00	20,12	...	...	
3	Quadrupling Eastern Bengal State Railway.	26	50,36	25,00	25,36	...	...	
4	Allahabad-Fyzabad . .	97	1,23,69	31,00	31,00	30,00	31,69	
5	Agra-Dehli Chord . .	121	90,76	30,00	30,00	30,76	...	
6	Bara-Ajmer Marwar . .	200	90,00	30,00	30,00	30,00	...	
7	Azhikhal-Mangalore . .	78	1,08,62	36,00	36,00	36,62	...	
8	Burdwan-Howrah Chord . .	42	56,33	30,00	26,33	...	...	
9	Raipur-Vizianagram . .	310	2,50,40	60,00	60,00	60,00	70,40	
10	Gya Katrasgarh . .	108	1,26,29	50,00	50,00	26,29	...	
11	Bareilly-Soron . .	63	53,60	30,00	23,60	...	...	
12	Trichinopoly-Tirukoilur . .	97	74,43	32,00	42,43	...	...	
13	Nagda-Bara Muttra . .	355	3,50,69	90,00	90,00	90,00	80,69	
14	Madras Famine Branches . .	186	40,00	10,00	10,00	10,00	10,00	
15	Nanjangode-Erode . .	120	1,23,03	50,00	50,00	23,03	...	
16	Dhubri-Gauhati extension . .	151	1,65,41	40,00	40,00	45,41	40,00	
17	Bombay-Sind Connection . .	360	3,24,00	90,00	90,00	90,00	54,00	

The amounts shown are liable to modification in cases where it may be found advisable to make a small grant in the first year to cover the cost of preparations for rapid progress in the next.



Appendix A—contd.  
STATEMENT C.

Statement showing the Branch lines proposed or which are the subject of negotiations for construction under rebate terms.

No.	Name of railway.	Length.	Cost.	REMARKS.
		Miles.	Rs.	
1	Bhagulpur-Bausi-Baidyanath . . . . .	69	65,31,000	} Negotiations concluded,
2	Kurnool Road-Kurnool . . . . .	32	9,88,000	
3	Bezwada-Masulipatam . . . . .	50	53,50,000	
4	Amritsar-Tarn-Taran Patti . . . . .	30	17,24,300	
5	Sabarmati-Dholka . . . . .	33	13,08,000	
6	Raichur-Wondalli . . . . .	43	12,53,800	
7	Tilagaon-Sylhet . . . . .	39	38,00,000	} Negotiations in progress.
8	Akhaura-Bhairab Bazar . . . . .	19	16,18,000	
9	Fatehpur-Markundi . . . . .	61	42,70,000	
10	Chandipur-Taki . . . . .	38	20,00,000	
11	Laksam-Noakhalli-Ichakhali . . . . .	39	23,40,000	

Branch lines without a guarantee or rebate.

12	Hooghly-Cutwa . . . . .	65	63,11,900	} Negotiations in progress.
13	Burdwan-Cutwa . . . . .	34	8,11,300	
14	Ranaghat-Ganges-Kathihar . . . . .	290	4,70,00,000	Concession granted.

## Appendix A—contd.

## STATEMENT D.

## New Railway Projects started as Famine Relief Works.

Railway.	Length.	Estimated cost.	WORK DONE.					
			EARTH-WORK.			BALLAST.		
			Quantity.	Rate per 1,000 c. ft.	Value.	Quantity.	Rate per 1,000 c. ft.	Value.
Miles.	Rs.	C. ft.	Rs. A.	Rs.	C. ft.	Rs. A. P.	Rs.	
<b>BOMBAY—</b>								
Sabarmati-Dholka (metre gauge).	33'00	13,07,966	13,222,509	3 8	46,278	...	...	...
Baroda-Godhra Chord (5'6" gauge)	45'00	34,12,000	17,418,373	3 8	60,965	2,320	2 0 0	46
Barsi-Tadwala extension, Barsi Light railway (2'6" gauge)	28'00	11,09,350	16,273,049	3 8	56,955	...	...	...
Deesa-Tharad (metre gauge)	62'00	17,36,000	10,980,330	3 8	38,431	1,169,900	2 0 0	23,398
Miyagaum Sinor (2'6" gauge)	18'00	5,76,032	4,124,314	3 8	14,435	...	...	...
Vijapur-Kalol-Kadi (metre gauge)	41'80	13,07,622	24,633,090	3 8	86,215	...	...	...
Dhrangadra-Mallia (metre gauge)	49'56	16,63,800	27,100,000	3 8	94,850	200,000	2 0 0	4,000
Manund Road Bechraji (metre gauge).	24'92	10,19,601	3,525,000	4 0	14,100	...	...	...
Bahadurpur-Songhir (2'6" gauge)	9'45	4,57,505	125,000	5 0	625	...	...	...
Padra Ranu extension, Vishva-mitra-Padra railway (2'6" gauge)	4'25	1,11,660	300,000	3 8	1,050	...	...	...
<b>PANJAB—</b>								
Agra-Delhi chord (5'6" gauge)	121'16	90,76,346	17,650,000	3 8	61,775	120,200	1 2 9	1,413
Rewari-Phulera (metre gauge)	133'00	36,36,700	82,000,000	2 7	2,02,000	735,135	1 8 0	11,037
<b>RAJPUTANA (AJMER-MARWAR)—</b>								
Bara-Ajmer-Marwar (metre gauge).	200'71	89,96,247	92,803,355	4 7	4,12,832	985,631	1 5 0	13,025
Nasirabad-Kekri Sawar (metre gauge).	49'00	21,95,278	12,975,150	3 4	50,388	190,092	1 8 0	2,851
Tonk-Jeharpur (metre gauge)	70'85	31,62,877	5,217,723	3 4	17,226	51,596	1 5 0	678
<b>CENTRAL PROVINCES—</b>								
Satpura (2'6" gauge)	252'67	85,10,901	29,570,506	4 0	1,18,282	2,096,732	1 2 9	35,264
Raipur-Vizianagram (5'6" gauge)	310'62	2,50,42,336	3,300,000	4 0	13,200	140,927	2 0 0	2,818
Bilaspur-Mungeli (5'6" gauge)	32'00	22,40,000	13,199,319	4 0	52,797	590,975	2 0 0	11,819
<b>HYDERABAD (BERARS)—</b>								
Khandwa-Akola-Basim (metre gauge).	171'96	1,16,12,749	31,847,442	3 8	1,11,466	738,273	1 2 9	14,082
Kamgaon-Jaina (2'6" gauge)	93'55	26,41,601	21,341,574	3 8	74,694	832,115	2 0 0	16,642
					15,28,564			1,37,073

\* Work done on 53'50 miles in the Punjab and nothing in the North-Western Provinces and Oudh.

NOTE.—Of the lines shown in Appendix C to the memorandum, dated 21st March 1900, famine relief work, though sanctioned was not actually undertaken on the following:—

Gaekwar's Mehsana railway, Kerala-Dhabora extension,  
Nadied-Kapadvan,  
Velachha-Kanarar-Kasomba,  
Jamnagar-Sataya,  
Gwalior-Sabalgarh.

Meerut-Gurhmuckteasar,  
Madhopur-Sikar Branch,  
Jech-Bar,  
Dholia-Vankar-Rajkot.

Appendix A.  
Important documents.

Appendix A—contd.

STATEMENT E.

Memorandum on the construction of railways.

At the commencement of 1900-01, i.e., on the 1st April 1900, the total length of railways open for traffic was 23,763·78 miles, made up as follows:—

	Miles.	Miles.	Miles.	Miles.			
(i) East Indian	1,850 15	4,312 78	Standard gauge—				
Bengal Central (a)	125 01						
Bengal-Nagpur	1,100 16						
Indian Midland	706 25						
Bhopal-Itarsi (British section)	(b) 12 11						
Godhra-Rutlam-Nagda	(c) 141 14						
Wardha Coal	(d) 44 28						
Dhona-Manmad	(d) 145 44						
Deiwada extension (East Coast State)	(e) 20 58						
	(f) 2,913 80						
(ii) North-Western	35 91	5,043 29	(i) State lines worked by companies . . . . .	4,312 72			
Hyderabad-Shadhpall	950 76						
Oudh and Rohilkhand	208 04						
(iii) Eastern Bengal	8 53	2,612 13	(ii) State lines worked by the State . . . . .	5,043 29			
Calcutta Fort Commissioners' East Coast, including Deiwada-Madras.	(A) 805 15						
(iii) Great Indian Peninsula	1,307 00	2,612 13	(iii) Guaranteed companies . . . . .	2,612 13			
Bombay, Baroda and Central India	450 90						
Madras	844 23						
(iv) Delhi-Umalla-Kalka	(f) 162 34	874 84	(iv) Assisted companies . . . . .	874 84			
Tarkeisar	(f) 22 25						
South Behar (Luckeesera-Gya)	(f) 98 35						
Southern Punjab (Delhi Samastha)	(g) 412 72						
Hadwar Dehra	(f) 31 05						
Tapti Valley	(e) 125 77	703 55	(v) Lines owned by native states and worked by companies . . . . .	703 55			
Khámgaon	(d) 7 55						
Amraoti	(d) 5 44						
Bina-Goonn-Báran	(b) 145 31						
Bhopal-Ujjain	(b) 113 27						
Bhopal-Itarsi (Native State section)	(b) 44 28						
The Nizam's Guaranteed State	(k) 330 13						
Nagda-Ujjain	(e) 34 32						
The Geokwar's Petlad	(e) 13 35						
Kolar Gold-fields	(j) 80 00						
(vi) Rajpura-Bhatinda	(g) 107 05	122 97	(vi) Lines owned by native states and worked by State railway agency . . . . .	122 97			
Jamma and Kashmir (Native State section)	(g) 15 92						
				<hr/> 13,669 50			
(vii) Bengal and North-Western—		2,451 88	(vii) State lines worked by companies . . . . .	7,051 88			
Tirhoot section	414 97						
Company's section (m)	243 00						
Lucknow-Ba city section (Rohilkhand and Kumaon)	231 17						
Rajpootana-Malwa	(e) 1,071 57						
Párapur-Deesa	(e) 17 28						
Southern Mahratta	1,042 04						
Central-Mysore frontier	(n) 110 50						
Mysore section (Southern Mahratta)	191 00						
South Indian	1,230 55						
Máyarám-Mutapet	(n) 54 08						
Assam-Bengal	435 45	644 63	(viii) State lines worked by the State . . . . .	644 63			
Barma	203 29						
(viii) Eastern Bengal—					644 63	(ix) Assisted companies . . . . .	347 56
Northern and Behar sections (including the Kasia-Darjiling, 2' 6" gauge, branch)	470 11						
Dacca section	85 92						
Cawnpore-Burhwal (metre gauge line)	(p) 79 60				267 58	(x) Lines owned by native states and worked by companies . . . . .	381 58
Deoghur	(e) 4 79						
Brahmaputra-Soltanpur	(e) 24 50						
Mymensingh-Jamulpur-Jagannathganj	(e) 53 37						
Rohilkhand and Kumaon (Company's section)	53 91						
Segowlie-Raxaul	(e) 18 09						
Bengal-Dooars	36 40						
Jibra-Sadiya	77 50						
Ledo and Tikak-Margherita Colliery	(f) 7 50						
Ahmedabad-Parantij	(e) 54 50						
Nilgiri	(i) 16 90	381 58	(xi) Lines owned and worked by native states . . . . .	997 98			
The Geokwar's Mehsana	(e) 92 63						
Hyderabad-Godavari Valley	(f) 154 23						
Kolhapur	(n) 29 07						
Yesvanpur-Mysore frontier	(n) 81 35						
Mysore Nanjangud	(n) 15 80						
Birar-Shimoga	38 50						
Jodhpur-Bikaner	475 50						
Udaipur-Chitor	67 30						
Bhávnagar-Gondal-Junagad-Forbandar	(m) 353 94						
Jalasar-Rajkot	(w) 47 25						
Jamnagar	(w) 54 28						
Dharagada	(w) 20 83	73 25	(xii) Foreign lines . . . . .	73 25			
West of India Portuguese	31 00						
Pondicherry	(e) 7 80						
Karakkal-Peralam	(e) 14 45						
(xiii) Jorhat (2' 0")	28 00				35 00	(xiii) State lines worked by the State . . . . .	36 00
Cherra-Companyganj (2' 0")	(z) 8 00						
(xiv) Darjeeling Himalayan (2' 0")	51 00				191 40	(xiv) Assisted companies . . . . .	192 40
Bárai Light (2' 0")	21 50						
Howrah-Amra (2' 0")	28 60						
Howrah-Sheakhalla (2' 0")	19 75						
Ranaghat-Krishnagar (2' 0")	20 25						
Tárasahwar-Magra (2' 0")	31 12						
Tespur-Balipara (2' 0")	20 00						
(xv) Gwalior Light (2' 0")	(b) 122 14	247 51	(xv) Lines owned by native states and worked by State railway agency . . . . .	33 62			
The Geokwar's Dabhol (2' 0")	(e) 78 80						
Rajpipla (2' 0")	(e) 37 37						
(xvi) Cooch Behar (2' 0")		33 68	(xvi) Lines owned and worked by native states . . . . .	93 07			
Morvi (2' 0")							
				<hr/> 597 40			
				<hr/> 23,763 78			

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.  
 (b) Worked by the Indian Midland Railway Company.  
 (c) Worked by the Bombay, Baroda and Central India Railway Company.  
 (d) Worked by the Great Indian Peninsula Railway Company.  
 (e) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railway Company.  
 (f) Including 6·13 miles of military line not used for public traffic.  
 (g) Worked by the North-Western State railway.  
 (h) Including 2·66 miles mixed-gauge and 0·33 mile metre gauge.  
 (i) Worked by the East Indian Railway Company.  
 (j) Worked by the Oudh and Rohilkhand State railway.  
 (k) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.  
 (l) Worked by the Madras Railway Company.  
 (m) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.  
 (n) Worked by the Southern Mahratta Railway Company.  
 (o) Worked by the South Indian Railway Company.  
 (p) Excluding 3·66 miles of the Lucknow-Bareilly railway between Dalganj and Aishbagh but including the length, Bara Banki to Burhwal 16·70, miles, and the length over Cawnpore bridge 0·50 mile laid on a mixed gauge.  
 (q) Worked by the Eastern Bengal State railway.  
 (r) Worked by the Bengal and North-Western Railway Company.  
 (s) Worked by the Assam Railways and Trading Company.  
 (t) Worked by His Highness the Nizam's Guaranteed State Railways Company.  
 (u) Including 4·50 miles of Bhávnagar Dock estates and Junágad quarry lines.  
 (v) Worked by the Bhávnagar-Gondal-Junágad-Forbandar railway.  
 (w) Including 3·90 miles of Bedi-Bandar Dock estate sidings.  
 (x) Closed for traffic from 25th March 1900.

Appendix A—contd.

Appendix A.  
Important documents.

2. And the mileage under construction or sanctioned for construction on the same date was 3,018·03 miles, as follows:—

	Miles.	Miles.
<b>Standard gauge—</b>		
(i) State lines worked by companies . . . . .	431·35	
(ii) State lines worked by the State . . . . .	171·90	
(iii) Guaranteed companies . . . . .	109·87	
(iv) Assisted companies . . . . .	0·79	
(v) Lines owned by native states and worked by companies . . . . .	20·75	
(vi) Lines owned by native states and worked by State railway agency . . . . .	79·61	
		<b>814·27</b>
<b> metre gauge—</b>		
(vii) State lines worked by companies . . . . .	1,009·06	
(viii) State lines worked by the State . . . . .	132·19	
(ix) Assisted companies . . . . .	151·56	
(x) Lines owned by native states and worked by companies . . . . .	382·39	
(xi) Lines owned and worked by native states . . . . .	307·85	
		<b>1,983·05</b>
<b>Special gauges—</b>		
(xii) State lines worked by companies . . . . .	55·73	
(xiii) State lines worked by the State . . . . .	41·90	
(xiv) Assisted companies . . . . .	91·16	
(xv) Lines owned by native states and worked by companies . . . . .	31·81	
(xvi) Lines owned by native states and worked by State railway agency . . . . .	0·11	
		<b>220·71</b>
<b>TOTAL</b>	<b>3,018·03</b>	

	Miles.	Miles.	Miles.
<b>East Indian—</b>			
Shikohabad to Farukhabad . . . . . (a) 65·82			
Bārun to Daltonganj . . . . . 78·32			
Sitarampore to Domohani . . . . . 6·93			
Pandra branch of Jheriah extension . . . . . 3·24			154·37
<b>Bengal Central—</b>			
Dum-Dum Cantonment to Fattipooker . . . . .		3·68	
<b>Bengal-Nāgpur—</b>			
Kola riverside to Howrah . . . . . 56·50			
Cossye to Midnapore . . . . . 2·25			
Midnapore to Bojudih . . . . . (a) 114·39			153·14
<b>Agra-Delhi chord</b> . . . . . (a) 121·16			
<b>North-Western—</b>			
Toba Tek Slogh to Khanewal . . . . . 57·00			
Kotri to Hyderabad . . . . . 5·30			
Peshawar to Jumrood . . . . . 12·00			74·30
<b>Ondh and Rohilkhand—</b>			
Ghazlebad to Moradabad . . . . .			87·05
<b>Eastern Bengal—</b>			
Panchoorla to the Ganges . . . . .			6·00
<b>East Coast—</b>			
Godavari bridge . . . . .			4·55
<b>Great Indian Peninsula—</b>			
Chalisgaon to Dhulia . . . . . 34·84			
Dharangaon to Amalner . . . . . 15·28			50·12
<b>Madras—</b>			
Calicut to Ashikal . . . . .			59·75
<b>Southern Punjab (Delhi Samasata)—</b>			
Delhi Brewery to Delhi . . . . .			0·79
<b>Petalad-Cambay</b> . . . . .			20·75
<b>Ludhlāna-Dhuri-Jakhal</b> . . . . .			79·61
<b>Bengal and North-Western—</b>			
<b>Tirhoot section—</b>			
Hajeepur to Bachhwara . . . . . 44·25			
Thana Bihpur to Katihar . . . . . 52·83			
Sakri to Jainagar . . . . . (a) 30·47			160·55
<b>Company's section—</b>			
<b>Ganges-Gogra Beah lines—</b>			
Azamgarh to Shahganj . . . . . (a) 33·00			
<b>South Indian—</b>			
Madura to Tont Talal . . . . . 94·00			
Tinnevely-Quillon (Travancore) branch (British section) . . . . . 46·47			140·47
<b>Assam-Bengal—</b>			
Damchara to Makum . . . . .			300·31
<b>Burma—</b>			
Sedaw to the right bank of the Salween river . . . . . 317·72			
Sagaing to Alou . . . . . 71·00			
Bassein via Hienzada to Letpadan . . . . . 119·01			407·73
<b>Eastern Bengal—</b>			
Teesta bridge at Kaunia . . . . . 4·87			
Moghahat to Dhuri . . . . . 33·83			
Alipur-Duar to Jainti (Cooch Behar Sautrabari extension, British section, 2' 6" gauge) . . . . . 19·44			63·14
<b>Shadipalli-Balotra (British section)—</b>			
Shadipalli to Jodhpur frontier . . . . .			69·05
<b>Brahmaputra-Sultanpur—</b>			
Bogra to Kallganj . . . . .			35·00
<b>Bengal Doons—</b>			
Mal to Hantupara . . . . . 44·00			
Dam Dim to Bagrakote . . . . . 6·76			
Barnesghat to Lalmanir Hat . . . . . 65·80			116·56
<b>Hyderabad-Godavari Valley—</b>			
Sailu to Secunderabad . . . . . 230·93			
Vijapur-Kalol . . . . . 29·60			
Shoranur-Cochin . . . . . 65·00			
Tinnevely-Quillon (Travancore) branch (Native state section) . . . . . 56·66			382·39
<b>Jodhpur-Bikaner—</b>			
<b>Jodhpur section—</b>			
Barmer to Jodhpur frontier . . . . . 75·00			
<b>Bikaner section—</b>			
Dudimera to Bhatfuda . . . . . 160·00			235·00
<b>Jaipur—</b>			
Sanganer to Siwal-Madhupur . . . . .			22·85
<b>Raipur-Dhamtari branch (Bengal-Nagpur) (2' 6")—</b>			
Raipur to Dhamtari . . . . . 45·45			
Abhampur to Rajim . . . . . 10·28			55·73
<b>North-Western—</b>			
Nowshera to Dargal (2' 6") . . . . .			41·90
<b>Bārel Light (2' 6")—</b>			
Bārel Road to Pandharpur . . . . . (a) 33·16			
Kalka-Simla . . . . . 58·00			91·16
<b>Rewah—</b>			
Rewah to Sutna . . . . .			(a) 31·81
<b>Cooch Behar (2' 6")—</b>			
Torsa bridge and approaches . . . . .			0·11

There was thus a grand total of railways completed and in hand, on the 1st April 1900, of miles . . . . . 26,781·81

(a) Commencement of work not yet authorized.

Appendix A—contd.

IX A.  
Important documents.

	Miles.	Miles.	Miles.
(I) { Lucknow-Bareilly section (Rohilkhand and Kumaon) Dudwa to Mohan river . . . . . Mayavaram Mutpet— Mutpet to Arantangi . . . . .	8'96 45'38		51'34
(II) { Bengal-Nagpur— Jubbulpore to Gondia (2' 6") . . . . . Nainpur to Mandia . . . . . Nainpur to Seoni . . . . . Seoni to Chinwara . . . . .	243'43 31'75 47'13 40'36	252'67	
(III) North Western— Khusiagarh-Kohat-Thal (2' 6") . . . . .			88'12
(IV) { East India— Pandra branch of the Jheriah extension . . . . . Bengal-Nagpur— Kola riverside to Howrah . . . . .	8'24 35'30	38'74	
(V) { North Western— Toba Tek Singh to Khanawal . . . . . Kotri to Hyderabad . . . . . Peshawar to Jumrood . . . . . Oudh and Rohilkhand— Moradabad to Ghaziabad . . . . . Eastern Bengal— Panchooria to the Ganges . . . . . East Coast— Godavari bridge at Rajahmundry and approaches . . . . .	57'00 5'30 12'00 87'05 0'00 4'55	74'30 171'90	
(VI) Great Indian Peninsula— Darrangaon to Amalner . . . . . Chalisgaon to Dhulia . . . . .	15'28 34'44	50'12	
(VII) Ludhiana-Dhuri-Jakhal . . . . .			79'61
(VIII) { Bengal and North-Western— Tilhoor section— Hajepore to Bachwara . . . . . Thana Bihpur to Katihar . . . . . Assam-Bengal— Lumding to Nazira . . . . . Burma— Sedaw to Nawngkio . . . . . Sagaling to Aion . . . . . Shadipalli-Salotra (British section) Shadipalli to Jodhpur frontier . . . . .	44'13 52'25 143'00 60'00 71'00 69'05	79'08 143'00 131'00 69'05	430'13
(IX) { Eastern Bengal— Teesta bridge at Kaunia and approaches Cooh Behar-Santrabari extension (British section) (2' 6")— Alipur Duar to Jainti . . . . .	4'87 18'22		23'09
(X) { Brahmaputra-Sultapur— Bogra to Fakhari . . . . . Bengal Dooms— Dam Dim to Bagakote . . . . . Barnee Junction to Lalmanir Hat . . . . .	35'00 0'76 65'20	72'58	107'56
(XI) Hyderabad-Godavari Valley— Salle to Purbhani . . . . . Secunderabad to Purbhani . . . . .	25'00 204'93		230'93
(XII) { Jodhpur-Bikaner— Jodhpur section— Barmer to Jodhpur frontier . . . . . Bikaner section— Dulmera to Suratgarh . . . . .	75'00 72'00	147'00	
(XIII) Ralpur-Dhamtari branch (Bengal-Nagpur) (2' 6")— Ralpur to Dhamtari . . . . . Abhanpur to Rajim . . . . .	45'45 10'38	55'73	
(XIV) North Western— Nowshera to Dargal . . . . .			41'00
(XV) Cooh Behar— Teesta bridge and approaches . . . . .			0'11

3. During 1900-1901, i.e., from 1st April 1900 to 31st March 1901, 392'13 miles of new railway have been authorized as follows:—

	Miles.	Miles.
<i>Metre gauge—</i>		
(i) State lines worked by companies . . . . .	51'34	51'34
<i>Special gauges—</i>		
(ii) State lines worked by companies . . . . .	252'67	
(iii) State lines worked by the State . . . . .	88'12	
		340'7
TOTAL . . . . .		392'13

And 1,386'82 miles have been or are likely to be opened to public traffic as follows:—

	Miles.	Miles.
<i>Standard gauge.—</i>		
(iv) State lines worked by companies . . . . .	39'74	
(v) State lines worked by the State . . . . .	171'90	
(vi) Guaranteed companies . . . . .	50'12	
(vii) Lines owned by native states and worked by State railway agency . . . . .	79'61	341'3
<i>Metre gauge—</i>		
(viii) State lines worked by companies . . . . .	439'13	
(ix) State lines worked by the State . . . . .	23'09	
(x) Assisted companies . . . . .	107'56	
(xi) Lines owned by native states and worked by companies . . . . .	230'93	
(xii) Lines owned and worked by native states . . . . .	147'00	947'7

	Miles.	Miles.
<i>Special gauges—</i>		
(xiii) State lines worked by companies . . . . .	55'73	
(xiv) State lines worked by the State . . . . .	41'90	
(xv) Lines owned by native states and worked by State railway agency . . . . .	0'11	97'4
TOTAL . . . . .		1,386'82

\* Correction of mileage.  
† Worked by the administration of the Jodhpur Bikaner railway.

4. The total length of open line at the commencement of 1901-1902, i.e., on the 1st April 1901, will, therefore, be 25,155.70 miles, comprising—

	Miles.	Miles.
<b>Standard gauge—</b>		
(i) State lines worked by companies . . . . .	6,517.38	
(ii) State lines worked by the State . . . . .	4,435.47	
(iii) Guaranteed companies . . . . .	1,305.13	
(iv) Assisted companies . . . . .	874.84	
(v) Lines owned by native states and worked by companies . . . . .	703.55	
(vi) Lines owned by native states and worked by state railway agency . . . . .	202.58	
		<u>14,038.95</u>

	Miles.	Miles.
<b>Metre gauge—</b>		
(vii) State lines worked by companies . . . . .	7,466.03	
(viii) State lines worked by the state . . . . .	667.72	
(ix) Assisted companies . . . . .	455.12	
(x) Lines owned by native states and worked by companies . . . . .	612.51	
(xi) Lines owned and worked by native states . . . . .	1,144.98	
(xii) Foreign lines . . . . .	73.25	
		<u>10,419.61</u>

	Miles.	Miles.
<b>Special gauges—</b>		
(xiii) State lines worked by companies . . . . .	55.73	
(xiv) State lines worked by the State . . . . .	79.90	
(xv) Assisted companies . . . . .	192.40	
(xvi) Lines owned by native states and worked by companies . . . . .	242.31	
(xvii) Lines owned by native states and worked by State railway agency . . . . .	33.73	
(xviii) Lines owned and worked by native states . . . . .	93.07	
		<u>697.14</u>
<b>TOTAL</b> . . . . .		<u>25,155.70</u>

	Miles.	Miles.
(i) East Indian	1,830.39	
Bengal Central (a)	125.01	
Bengal-Nágpur including Barang-Waltair section of the East Coast State	(b) 1,530.46	
Indian Midland	(c) 736.28	
Great Indian Peninsula	(d) 1,357.12	
Bhopal-Itarsi (British section)	(e) 13.11	6,517.38
Godhra-Ratlam-Nágdá	(f) 141.74	
Wardha Coal	(g) 44.88	
Dhond-Maumad	(h) 145.44	
Bezwa extension (East Coast State)	(i) 20.58	
Washermenpet-Vizagapatam section, East Coast State	(j) 495.00	
(ii) North-Western, including Ferozepore Kot-Kapura section	(k) 3,056.18	
Hyderabad-Shadipalli	(l) 58.91	4,435.47
Jodh and Rohilkhand	1,037.81	
Eastern Bengal	274.04	
Calcutta Port Commissioners	8.53	
(iii) Bombay, Baroda and Central India	460.90	1,305.13
Madras	844.23	
Delhi-Umballa-Kalka	(m) 162.24	
Tarkepur	(n) 22.23	
South Behar (Lucknow-Gya)	(o) 78.52	874.84
Southern Punjab (Delhi Samatara)	(p) 433.72	
Hardwar-Dehra	(q) 21.05	
Tapti Valley	(r) 155.77	
Khamgaon	(s) 7.55	
Amraoti	(t) 5.44	
Bina-Gooná-Baran	(u) 145.21	
Bhopal-Ujjain	(v) 113.77	
(iv) Bhopal-Itarsi (Native state section)	(w) 44.28	703.55
The Nizam's Guaranteed State	(x) 330.13	
Nágdá-Ujjain	(y) 34.32	
The Gaekwar's Petlad	(z) 13.35	
Kolar Gold-fields	(aa) 10.00	
Rajpura Bhatinda	(ab) 107.05	
(v) Jammu and Kashmir (Native state section)	(ac) 15.92	202.58
Ludhiana-Dhuri Jakhai	(ad) 79.61	
(vi) Bengal and North-Western—		
Tirhoot section	512.05	
Company's section (ae)	743.00	
Locknow-Bareilly section (Rohilkhand and Kumaon)	231.17	
Rajputana-Malwa	(af)(ag) 1,646.40	
Palanpur-Deesa	(ah) 17.28	
Southern Mahratta	1,043.04	
Guntakal-Mysore frontier	(ai) 119.50	7,466.03
Mysore section (Southern Mahratta)	296.00	
South Indian	2,033.63	
Mayaram-Mutpet	(aj) 54.08	
Assam-Bengal	577.45	
Burma	1,124.29	
Shadipalli-Balotra (British section)—		
Shadipalli to Jodhpur frontier	(ak) 69.05	
(vii) Eastern Bengal—		
Northern and Behar sections including the Kaunia-Dharila 2' 6" gauge branch and British section, Cooch Behar-Santirabari extension 2' 6" gauge	502.70	
Dacca section	85.93	667.72
Cawnpore-Burhwal (Metre gauge link)	(al) 79.60	
Deoghur	4.79	
Brahmaputra-Sultanpur	(am) 59.50	
Mymensingh-Jamalpur-Jaggannathganj	(an) 53.32	
Rohilkhand and Kumaon (Company's sections)	108.96	
Bengal Dooars	53.92	455.12
Dibra-Sadiya	77.50	
Ledo and Tikak-Margherita Colliery	(ao) 7.50	
Ahmedabad-Parantli	(ap) 54.59	
Segowile-Raxaul	(aq) 18.09	
Nilgiri	(ar) 16.90	
The Gaekwar's Mehsana	(as) 92.63	
Hyderabad-Godavari Valley	(at) 385.16	
Kolhapur	(au) 29.07	612.51
Yesvantpur-Mysore frontier	(av) 51.35	
Mysore-Nanjangud	(aw) 15.80	
Birur-Shimoga	(ax) 38.50	
Jodhpur-Bikaner	622.50	
Udaipur-Chitor	67.20	
(viii) Bhavnagar Gondal-Junagad-Porbandar	(ay) 333.84	1,144.98
Jetalsar-Rajkot	(az) 46.23	
Jamnagar	(ba) 54.28	
Dhrangadra	(bb) 20.83	
West of India Portuguese	51.00	
(ix) Pondicherry	(bc) 7.80	73.25
Karaikkal-Peralam	(bd) 14.45	
(x) Bengal Nágpur—		
Raipura Dhamtari branch (2' 6")	30.00	55.73
Jorhat (2' 6")	25.73	
(xi) Cherra-Companyganj (2' 6")	(be) 8.00	79.90
(xii) North Western—		
Nowshera to Dargal (2' 6")	41.90	
Darjeeling-Himalayan (2' 6")	51.00	
Barsi Light (2' 6")	21.59	
Howrah-Amra (2' 6")	28.6	
Howrah Sheakhalla (2' 6")	19.75	192.40
Ranaghat Krishnagar (2' 6")	20.25	
Tarakeshwar-Magra (2' 6")	31.12	
Tespur-Balipara (2' 6")	30.00	
(xiii) The Gaekwar's Dabhol (2' 6")	(bf) 78.80	
(xiv) Rajpipla (2' 6")	(bg) 37.37	242.31
(xv) Gwalior Light (2' 6")	(bh) 126.14	
(xvi) Cooch Behar (2' 6")		(i) 53.73
(xvii) Morvi (2' 6")		93.07

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.  
 (b) The working of the Barang-Waltair Section of the East Coast State railway was transferred to the Bengal-Nágpur Railway Company from 1st January 1901.  
 (c) Being worked by the Great Indian Peninsula Railway Company from 1st January 1901.  
 (d) Purchased by the State from 1st July 1900 and worked by the Great Indian Peninsula Railway Company.  
 (e) Worked by the Bombay, Baroda and Central India Railway Company.  
 (f) Worked by the Great Indian Peninsula Railway Company.  
 (g) Worked by H. H. the Nizam's Guaranteed State Railways Company.  
 (h) Worked by the Madras Railway Company.  
 (i) Including 6.12 miles of military line not used for public traffic, and also 28.08 miles of line between Ferozepore and Kot Kapura transferred from Rajputana-Malwa railway.  
 (j) Worked by the North Western State railway.  
 (k) Worked by the East Indian Railway Company.  
 (l) Worked by the Oudh and Rohilkhand State Railway.  
 (m) Correction of mileage.  
 † Made up as follows:—  
 Open at the commencement of 1900-1901 . . . . . 23,763.78  
 Add—Opened during 1900-1901 . . . . . 1,386.82  
 Increase due to correction of mileage . . . . . 5.10  
 25,155.70

(n) Including 2.19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.  
 (o) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.  
 (p) Including 26.51 miles of both standard and metre gauges between Kot Kapura and Bhatinda, worked over by the North-Western State railway.  
 (q) Worked by the Southern Mahratta Railway Company.  
 (r) Worked by the South Indian Railway Company.  
 (s) Excluding 3.66 miles of the Lucknow-Bareilly railway between Dalliganj and Aishbagh but including the length, Bara Banki to Burhwal, 16.70 miles and the length over Cawnpore bridge, 0.59 mile, laid on a mixed gauge.  
 (t) Worked by the Jodhpur-Bikaner railway.  
 (u) Worked by the Eastern Bengal State railway.  
 (v) Worked by the Assam Railways and Trading Company.  
 (w) Worked by the Bengal and North-Western Railway Company.  
 (x) Including 4.50 miles of Bhavnagar Dock estates and Junagad quarry lines.  
 (y) Worked by the Bhavnagar-Gondal-Junagad-Portbandar railway.  
 (z) Including 3.90 miles of Bedi Bandar Dock estate siding.  
 (aa) Closed for traffic from 25th March 1900.

Appr  
Imnts.  
of

5. And the mileage under construction or sanctioned for construction on the 31st March 1901 will be 2,019'45 miles made up as follows:—

	Miles.	Miles.	Miles.
<b>East Indian—</b>			
Shikohabad to Farukhabad	(a) 65'82	137'12	391'81
Barun to Daltonganj	78'32		
Sitarampore to Domehani	699		
(i) Bengal Central—			
Dum Dum Cantonment to Paltipooker		2'68	
Bengal-Nagpur—			
Cowee to Midnapur	2'23	216'64	
Midnapur to Bujudih	(a) 114'39		
Agra-Delhi chord	(a) 121'16		
(ii) Madras—			
Calcutt to Azhikal			89'75
(iii) Southern Punjab (Delhi-Sumrasia) & Delhi B. A. Serv. to Delhi			8'79
(iv) Petlad-Cambay			20'75
<b>472'90</b>			
<b>Bengal and North Western—</b>			
Tirhoot section—			
Sakri to Jalmagar	(a) 20'47	65'47	
Company's section—	(a) 33'00		
Ganges-Gogra Doab lines—			
Azangarah to Shahganj		8'96	
Locknow-Bareilly section (Rohilkund and Kumaon)—Dudwa to Mohan river			
South Indian			
Madara to Tool Toria	(a) 91'13	137'80	687'83
Tinnevely-Quilon (Travancore) branch (British section)	46'67		
Mayavaram-Mutpet—			
Mutpet to Arantangi		45'38	
Assam-Bengal—			
Damohara to Junction with Ganhati branch.	85'82	138'31	
Naxtra to Makum	52'49		
Burma—			
Nawrightie to the right bank of the Salween river	157'72	276'73	
Basson via Hensada to Letpadaea	119'01		
(vi) Eastern Bengal—			
Moghalhat to Dhubri			(b) 38'81
(vii) Bengal Dooms—			
Mai to Hantapara			84'00
(viii) { Shoranur-Cochin Japur Kalol Tinnevely-Quilon (Travancore) branch (native state section)	65'00 20'50 90'85	151'45	
(ix) { Jodhpur-Bikaner— Bikaner section— Saraigarh to Bhatinda Jalpur— Saanganer to Siwal-Madhapur.	88'00 72'85	160'85	
(x) Bengal-Nagpur—			
Jubbulpore-Gondia and branches			251'67
(xi) North Western—			
Khusalgarh-Kohat-Thal (a' 6")			88'55
(xii) { Barsal Light (a' 6")— Barsal Road to Pandharpur Kalka-Simla	(a) 38'16 58'00	91'16	
(xiii) Rewah—			
Rewah to Butna	(a) 21'81		
<b>TOTAL</b>			
<b>2,019'45</b>			
<b>1,032'79</b>			
<b>463'76</b>			
<b>27,175'15</b>			
<b>393'34</b>			

Standard gauge—

- (i) State lines worked by companies . . . . . 391'61
- (ii) Guaranteed companies . . . . . 59'75
- (iii) Assisted companies . . . . . 0'79
- (iv) Lines owned by native states and worked by companies . . . . . 20'75

Metre gauge—

- (v) State lines worked by companies . . . . . 687'65
- (vi) State lines worked by the State . . . . . 38'83
- (vii) Assisted companies . . . . . 44'00
- (viii) Lines owned by native states and worked by companies 151'46
- (ix) Lines owned and worked by native states . . . . . 160'85

Special gauges—

- (x) State lines worked by companies . . . . . 252'67
- (xi) State lines worked by the States . . . . . 88'12
- (xii) Assisted companies . . . . . 91'16
- (xiii) Lines owned by native states and worked by companies 31'81

Making a grand total of railways completed and in hand at the commencement of 1901-1902 of miles . . . . . 27,175'15

And showing, after allowing for corrections of mileage and advance on the previous year of miles . . . . . 393'34

(a) Commencement of work not yet authorised.  
(b) Excluding 12'23 miles of the Kaulia-Moghalhat section, 2' 6" gauge, to be converted to the metre gauge.  
(c) Correction of mileage.  
Made up as follows:  
Completed and in hand at the beginning of 1900-1901 . . . . . Miles.  
26,781'81  
Sanctioned during 1900-1901 . . . . . 393'13

Add—  
Increase due to correction of mileage . . . . .

Miles.
26,781'81
393'13
27,175'94
1'81
27,175'15

## Appendix A—concl'd.

Appendix A.  
Important documents.

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1901-1902:

	Miles.	Miles.
<i>Standard gauge—</i>		
(i) State lines worked by companies	87'99	
(ii) Guaranteed companies	43'00	
(iii) Assisted companies	0'79	
(iv) Lines owned by native states and worked by companies	20'75	
		152'35
<i>Metre gauge—</i>		
(v) State lines worked by companies	165'00	
(vi) State lines worked by the State	38'83	
(vii) Lines owned and worked by native states	165'85	
		364'68
<i>Special gauges—</i>		
(viii) State lines worked by the State	88'12	
		TOTAL . 605'33

Leaving the undermentioned lines for completion in 1902-1903 or later:

	Miles.	Miles.
<i>Standard gauge—</i>		
(ix) State lines worked by companies	308'62	
(x) Guaranteed companies	16'75	
		320'37
<i>Metre gauge—</i>		
(xi) State lines worked by companies	516'69	
(xii) Assisted companies	44'00	
(xiii) Lines owned by native states and worked by companies	151'46	
		712'15
<i>Special gauges—</i>		
(xiv) State lines worked by companies	252'67	
(xv) Assisted companies	91'16	
(xvi) Lines owned by native states and worked by companies	31'81	
		375'64
		TOTAL . 1,408'16

	Miles.	Miles.	Miles.
(I) East Indian— Baru to Daltongaj Sitarampore to Domohant Bengal Central— Dam Dam Cantonment to Pattipooker .	78'32 0'99	85'32 2'58	87'99
(II) Madras— Calicut to Tellicherry . . . . .			43'00
(III) Southern Punjab (Delhi Samarata)— Delhi Brewery to Delhi . . . . .			0'79
(IV) Pallad-Cambay . . . . .			20'75
(V) South Indian— Madra to TonlTorai Burma— Nawchitio to Thibaw Leipadao to Tharrawa . . . . .		90'33 51'00 22'67	165'00
(VI) Eastern Bengal— Moghalbat to Dhubet . . . . .			38'83
(VII) Jodhpur-Bikaner— Bikaner section— Suratgarh to Bhatinda Jaipur— Sanganer to Siwal-Madhoper . . . . .		83'00 72'85	160'85
(VIII) North Western— Khushagarh-Kohat-Thal (2' 6") . . . . .			88'12
(IX) East Indian— Shikohabad to Farukhabad Bengal-Nagpur— Cosyae to Midnapore Midnapore to Bujudih Agra-Delhi chord . . . . .		(a) 65'82 2'25 (a) 114'39 (a) 121'16	303'62
(X) Madras— Tellicherry to Ashikal . . . . .			16'75
(XI) Bengal and North-Western— Tirhoot section— Sakri to Jaiuagar Company's section— Azamgarh to Shahganj . . . . .		(a) 30'47 (a) 33'00	63'47
(XII) South Indian— Tinnevely-Qullon (Travancore) branch (British section) Mayavaram-Mintopet— Mutupet to Arantangi Assam-Bengal— Dumchara to Junction with Gauhati branch Nazira to Makum . . . . .		45'47 45'38 95'81 62'48	516'69
(XIII) Burma— Thibaw to the right bank of the Salween river Bassein to Tharrawa . . . . .		106'72 96'34	203'06
(XIV) Bengal Dooms— Mal to Hantupara . . . . .			44'00
(XV) Shoranur-Coehle Vijapur-Kolol Tinnevely-Qullon (Travancore) branch (native state section) . . . . .		65'00 29'60 56'86	151'41
(XVI) Bengal-Nagpur— Jubbulpore-Gondia and branches (2' 6") . . . . .			351'69
(XVII) Baral-Light— Baral Road to Paudharpur Kalka-Simla— Kalka to Simla . . . . .		(a) 33'26 58'00	91'26
(XVIII) Rewah— Rewah to Sutna . . . . .			(a) 31'81

(a) Commencement of work not yet authorized.



## APPENDIX B.

Letter No. 20 R. T., dated the 7th January 1901.

From—The Government of India, Public Works Department,  
To—The Secretary, Railway Conference.

*Taxation of railway administrations by municipalities.*

The question of taxing of railway administrations by municipalities having been referred to a sub-committee by the Railway Traffic Conference of 1899, a memorandum, which is embodied in Appendix Q to the proceedings of the Conference, was drawn up on the subject and the following recommendations made:—

- (a) That the taxes, if any, imposed by municipal authorities upon railway administrations or communities should be in proportion to and for services rendered, and that, where no services are rendered, it should not be competent for municipal authorities to enforce taxation.
- (b) That municipal authorities should not be empowered to so extend their boundaries as to include railway premises against the expressed views of the railway administration; and that a self-contained railway colony with a Municipal Committee and sanitary arrangements of its own, should not be brought within the boundaries of the local municipality without the consent of the railway administration.
- (c) That, in cases of dispute between railway administrations and municipal bodies, the power of issuing a final decision should not be vested in any member of the Local Government which controls the finances of the municipality concerned, and which is more closely connected with the administration of such local bodies than with the affairs of a through railway system.
- (d) That, in view of the fact that all works carried out within railway limits are subject to the approval of Government and to the inspection of the Consulting Engineer to Government, the powers of municipalities to interfere with the construction of such works within railway land, and to scrutinise and approve of them, should be clearly defined and made subject to certain regulations.

2. In paragraph 5 of letter No. 49, dated the 9th November 1899, from the President of the Railway Traffic Conference, the attention of the Government of India is invited to Resolution No. 60 of the Conference, which is in the following terms:—

“ That the recommendations of the sub-committee be adopted, and that the views expressed in the memorandum be submitted to Government for favourable consideration.”

3. In connection with the questions thus brought forward for the consideration of the Government of India, I am directed to briefly refer to the laws and rules which govern the taxation of railway administrations by municipalities and other local authorities and to explain the principles on which they are based.

4. Under section 135, clause (1), of the Indian Railways Act, 1850 (IX of 1890), a railway administration is not liable to pay any tax in aid of the funds of any local authority unless the Governor General in Council has, by notification in the official Gazette, declared the railway administration to be liable to pay the tax.

5. In making this provision the object of the Legislature was not to relieve railway administrations altogether from liability to local taxation, but to obtain control over the demands on railway administrations by municipalities and other local authorities. It is necessary to see that railway administrations are not unfairly exploited for the benefit of local authorities. But there is no reason why they should not pay for such specific services in the shape of water-supply, scavenging, etc., as may be actually rendered, nor why they should not, like other holders of property within the areas administered by the various local authorities, bear their fair share of the general taxation imposed for purposes by which they directly or indirectly benefit.

6. Pending the collection of complete information as to the nature and amount of taxes paid by railway administrations, the Government of India in the Public

Appendix B—*contd.*Appendix B.  
Important  
documents.

Works Department notification No. 270, dated the 12th June 1890, declared every railway administration to be liable from and after the 1st May 1890—the date on which the Indian Railways Act, 1890 (IX of 1890), came into force—to continue to pay every tax which it was lawfully required by or on behalf of any local authority to pay in aid of the funds of such authority during the year ended on the 30th April 1890.

7. In continuation of the notification of the 12th June 1890, a further notification No. 136, dated the 5th April 1893, was issued declaring what taxes railway administrations should pay in respect of railways opened or buildings or lands constructed or acquired since the 30th April 1890.

8. On receipt of the report of Major Temple—the officer deputed to enquire into the subject of local taxation of railways—a resolution No. 434 R. T., dated the 17th August 1894, was issued, with the general concurrence of the railway administrations affected, in which it was observed that the taxes which were then being levied under the authority of the notifications above referred to, were in their nature generally fair and reasonable : that in the majority of cases the assessment of the taxes was moderate : and that no general revision of the existing system of local taxation in regard to railways was necessary. In the second paragraph of that resolution the procedure to be followed for the revision of taxes which any railway administration considered unreasonable or disproportionate to the services rendered is laid down, and the third paragraph indicates the procedure to be followed when it is sought to impose any new tax on a railway administration.

9. I am to take this opportunity of pointing out an error which exists in the clause parenthetically printed in paragraph 3 of the resolution referred to. The words “legally in force” should, in accordance with notification No. 270, dated the 12th June 1890, be read as “which it was lawfully required to pay.”

10. Returning to the points specified by the sub-committee, two recommendations are made under (a), *vis.*—

(i) that the taxes, if any, imposed by municipal authorities upon railway administrations or communities should be in proportion to and for services rendered, and

(ii) that where no services are rendered, it should not be competent for municipal authorities to enforce taxation.

As regards (i), if a railway administration considers any tax disproportionate to the services rendered, the procedure laid down in paragraph 2 of Public Works Department resolution No. 434 R. T., dated the 17th August 1894, should be followed.

As regards (ii), the case of Mhow station on the Rajputana-Malwa railway, quoted in paragraph 4 of the memorandum by the sub-committee, shows that if a specific tax is imposed without any service being rendered, and there are no general reasons for the imposition of the tax, exemption can be obtained as in the case referred to.

11. The recommendation under (b) would do for railways and railway colonies what is not done for Government buildings or communities of Government servants in the European quarter of a civil station. It is to be observed, however, that no new area can be included in a municipality without prior publication of a notice, and that on the publication of any notice indicating an intention to include railway premises within a municipality, it is open to the railway administration concerned to lodge an objection with the Local Government, the due consideration of which is provided for in the local laws.

12. In connection with this question, I am to refer to two cases, *vis.*, that of Samastipur on the Tirhoot State railway and of Chandpur on the Assam-Bengal railway, in which proposals to include the railway premises within municipal areas were withdrawn in favour of an alternative arrangement by which the railway administrations undertook to pay certain annual subsidies to the municipalities.

13. With reference to the recommendation made under (c), I am to state that the declaration of the liability or otherwise of railway administrations to local taxation is, under section 135, clause (1), of the Indian Railways Act 1890 (IX of 1890), reserved to the Governor General in Council. In the event of a railway administration considering a tax it has been declared liable to pay by the Governor General in Council to be unreasonable, or its assessment to be disproportionate to the services rendered.

application for the revision of such tax or its assessment should be made direct to the officer appointed, under paragraph 2 of resolution No. 434 R. T., dated the 17th August 1894, to specially enquire into all the circumstances of the case and to determine the sum, if any, which should be paid. These high officers, I am to point out, are not connected with municipalities, and there is no obstacle to a railway administration moving the Government of India, if it is dissatisfied with the award of a Commissioner, but it should first move the Local Government.

14. With reference to recommendation (d), the law as regards Government buildings is contained in the Government Buildings Act, 1899 (IV of 1899), which exempts from municipal laws and enactments—regulating the erection, re-erection, construction, alteration or maintenance of buildings—all buildings used or required for the public service or for any public purpose, which are the property or in the occupation of the Government or which are to be erected on land which is the property or in the occupation of Government, provided that where the erection, re-erection, construction or material structural alteration of any such building other than a building connected with Imperial defence or a building the plan or construction of which ought, in the opinion of the Government, to be treated as confidential or secret, is contemplated, reasonable notice of such proposed work is perviously given to the municipal authority. The municipal authority or any person authorized by it in this behalf may, then, with the permission of the Local Government previously obtained, and subject to any restrictions or conditions which may, by general or special order, be imposed by the Local Government, inspect the lands and buildings and plans and submit objections or suggestions. Such objections and suggestions have to be considered, and any order passed by the Local Government in respect of them is subject to revision by the Governor General in Council.

The Government Buildings Act, 1899 (IV of 1899), applies to State railways, whether administered by the Government or by Companies, and to railways generally when the land has been provided, free of charge, for the use of the Companies, but remains the property of the Government.

15. Under the circumstances explained above, the Government of India consider that no case has been made out by the Railway Traffic Conference for any general alteration of the laws and rules which govern local railway taxation.

16. If railway administrations have any grievance, it arises rather out of the manner in which the laws and rules are worked than because the laws and rules are themselves defective or unfair, and the proper course to follow is that in any case in which a railway administration considers itself aggrieved it should, after exhausting all means of redress provided by the law or the rules referred to in the foregoing paragraphs, appeal to the Government of India furnishing full particulars.

*Documents accompanying.*

Nil.

No. 21 R. T., dated the 7th January 1901.

Copy forwarded to the Local Governments and Administrations and to the Officers noted in the margin,

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, the Punjab, and Burma.  
The Honourables the Chief Commissioners of the Central Provinces, and Assam.  
The Honourables the Residents at Hyderabad, and in Mysore.  
The Honourables the Agents to the Governor General for Central India, Rajputana, and Baluchistan.  
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.  
The Managers, North Western, Oudh and Rohilkhand, and Eastern Bengal (State) railways.

also to the Home and Legislative Departments of the Government of India, and the Accountant General, Public Works Department, for information.

## APPENDIX C.

Indian Railway Conference Regulations (as Revised by the Railway  
Conference of 1900 having effect from 1st January 1901).

## CONTENTS.

## REGULATIONS FOR THROUGH TRAFFIC AND INTERCHANGE OF STOCK.

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REGULATIONS FOR THROUGH TRAFFIC AND INTERCHANGE OF  
STOCK AS REVISED AT THE RAILWAY CONFERENCE OF 1900.

Note.—The letter "A" printed under the marginal reference of a Conference Regulation means that the Regulation is binding in terms of Resolution 51 of the Railway Conference of 1899 and Resolution 3 of the Railway Conference of 1900.

The letter "B" printed under the marginal reference of a Conference Regulation means that the Regulation relates to rates and fares in terms of the same Resolutions.

Below these letters is recorded the number of the Resolution in which the Regulation was adopted. For brevity, the entry is shown thus, "Reso. 81 of 1899" or "Reso. 81 and ap. Y of 1899."

## CHAPTER I.—GENERAL.

Definitions. [A.]  
[Reso. 62 and ap. R of 1899.]

1. In these Regulations, unless there is something repugnant in the subject or context,—

(a) "*Traffic Manager*" means the head of the Traffic Department of the railway concerned.

(b) "*Parent line*" means the line to which a vehicle belongs.

(c) "*Hiring line*" means any line, other than the parent line, on which a vehicle may be for the time being.

(d) "*Forwarding line*" means and includes—

(1) When applied to through traffic—

(a) The booking railway.

(b) Each railway lying between the booking and terminal railways passing on traffic booked to the terminal railway.

(2) When applied to rolling stock—

(a) The parent line on the outward journey.

(b) Each hiring line passing on a hired vehicle to another line whether on the outward or homeward journey.

(e) "*Receiving line*" means—

(1) When applied to through traffic—

(a) The terminal railway.

(b) Each railway lying between the terminal and booking railways taking over traffic booked to the terminal railway.

(2) When applied to rolling stock—

(a) The parent line on the homeward journey.

(b) Each hiring line receiving a hired vehicle from another line whether on the outward or homeward journey.

(f) "*Ferry*" shall include a floating or temporary bridge, passed for daylight running only.

(g) "*Station*" includes junction and transhipping stations.

NOTE.—Catchwords and marginal notes shall not be taken as interpreting rules. Examples to rules shall be held as interpreting the intention of the rules.

2. (a) The day shall be reckoned as twenty-four hours, commencing at midnight, Madras time being adopted in all cases. The week to end at midnight on Saturday.

Standards. [A.]  
[Reso. 62 and ap. R of 1899.]

(b) The maund of 82.29 lbs., divided into 40 seers, shall be the standard Indian weight on all railways.

(c) Fractions of a mile shall be charged as one mile.

Appendix C—*contd.*Appendix C.  
Important  
documents.

## CHAPTER II.—INTERCHANGE OF STOCK.

SECTION I.—*General.*Calculations. [A.]  
[Reso. 62 and ap. R of 1899.]

3. For the purposes of the rules in this chapter,—

(a) The ton shall in all cases be reckoned as equivalent to 27 maunds.

(b) In all calculations for charge, fractions of half a ton and over of carrying capacity or in loads shall be reckoned as one ton, and fractions of less than half a ton shall be dropped.

(c) Sundays, Christmas Day and Good Friday shall be considered as "*Dies non*" in respect of demurrage only. No other "*Dies non*" shall be allowed.

4. Passenger carriages, horse-boxes, carriage trucks, brakevans, and passenger road or luggage vans shall, irrespective of contents, be in all cases reckoned as coaching vehicles whether they run upon passenger or goods trains. Postal vehicles are coaching stock, but are subject to special arrangements. All other kinds of vehicles shall be reckoned as goods vehicles, irrespective of contents and of the train on which they run.

Definition of coaching and goods  
stock. [A.]  
[Reso. 62 and ap. R of 1899.]

5. The interchange of coaching stock shall be subject to mutual arrangement between the respective railways.

Interchange of coaching stock. [A.]  
[Reso. 62 and ap. R of 1899.]

6. (a) The interchange of goods stock shall be unrestricted, and shall extend to all connected lines and branches.

Interchange of goods stock and  
transhipments. [A.]  
[Reso. 62 and ap. R of 1899.]

(b) Except as provided in clause (c) of this Regulation, it shall be optional with the receiving railway to tranship, at the junction, the contents of any wagon containing a load for one station of less than half its carrying capacity. The cost of transshipment shall be charged against joint station expenses where the load is less than five tons on the standard gauge and three tons on the metre gauge; but when the load is five tons or more on the standard gauge and three tons or more on the metre gauge, the charge for transshipment shall be at the cost of the receiving railway. Unless otherwise arranged, consignments for more than one station loaded in any one wagon shall be transhipped at the junction at the expense of the joint station.

*N.B.*—In the event of such transshipment at a junction, wagons shall remain at the charge of the forwarding railway for a period of 12 hours, and thereafter at the expense of the receiving railway.

(c) Traffic Managers shall be at liberty to make exceptions by mutual agreement as to transshipment in cases of consignments which, from their bulk or weight, fully occupy or need a wagon, or which require exceptional care, such as furniture, glass-ware, stationery, millinery, pictures, musical instruments, etc., etc.

(d) It shall be optional with a railway to tranship, at its own expense, the contents of a wagon at any point short of destination but beyond the junction.

7. (a) For hiring purposes, all stock shall, subject to (b), 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, or at such time and in such ways as may be arranged between the railways forming the junction.

Delivery of stock. [A.]  
[Reso. 19 of 1900.]

(b) Stock shall not be considered as accepted by the railway on to which it is going at any junction station until it and the load it may contain are in a condition to be taken on by the railway on to which it is going; and hire and other charges, if any, shall be paid by the railway bringing it to the junction until it is put into that condition.

(c) Except as otherwise provided for in these Regulations, all vehicles, of whatever railway, handed to any railway at a junction on the outward journey shall be accepted and dealt with only as vehicles of the railway which brings them to the junction; and vehicles which are returned to a junction on the homeward journey shall be treated as vehicles of the railway to which they are so returned.

## Appendix C—contd.

8. (a) Passenger carriages shall be returned to the parent line by the route by which they were received loaded, except under mutual arrangement.

Return of stock to parent line. [A.] [Reso. 62 and ap. R. of 1899.]

(b) Subject to the provisions of clause (c) of this Regulation, empty horse-boxes, carriage trucks, and wagons shall be returned to the parent line by the route by which they were received loaded, except when by consent of the parent line, it is arranged that they may be returned by any other agreed route.

(c) Horse-boxes, carriage trucks, and wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond, the parent line by the route by which they were received.

(d) Subject to the proviso that the parent line may require that its wagons, horse-boxes, or carriage trucks be returned in accordance with clauses (b) and (c) by the route by which they were received, wagons, horse-boxes, or carriage trucks may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond, but *via* the parent line, and may be sent by the most direct route to that place, whether it be the route by which they were received on the outward journey or not.

(e) Wagons, horse-boxes, and carriage trucks may on or before the return journey be diverted or may be sent beyond original destination without missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches, in order to secure a load in the direction in which they are returning. Provided that any railway shall have the right on giving one week's notice to suspend this Regulation and require the direct return of its stock to the parent line.

(f) When a railway consists of two or more sections unconnected with each other, each section shall, for the purposes of this Regulation, be considered as a separate railway.

9. (a) Any railway which deals with a vehicle in contravention of Regulation 8 shall pay to the parent railway ten rupees in the case of a standard gauge vehicle and seven rupees in the case of a metre gauge vehicle per day or part of a day from the time such vehicle was misused until it returns to a station on the route by which it should have been sent; or until it is returned to a junction of the parent railway.

Missending in contravention of Regulation. [A.] [Reso. 62 and ap. R. of 1899.]

(b) Missent vehicles shall be subject, in addition to the charges in this Regulation, to charges for hire and demurrage.

(c) Missent vehicles under clause (a) of this Regulation, which have been loaded to a foreign line by the missending railway, shall be returned by the foreign railway to the parent line by the shortest route, unless reloaded to or beyond the parent line, in which case they may be sent by the most direct route to destination. When passing over foreign lines such lines shall be paid haulage by the missending railway at the rate of one pie per mile per ton of carrying capacity of the vehicle for any distance in excess of that for which they may be entitled to freight.

(d) A missending railway dealing with vehicles in contravention of Regulation 8 shall be responsible to the parent line for hire and other charges thereby entailed, and also to all foreign lines for any haulage charges thereby incurred. But the foreign railway shall pay to the missending railway any demurrage which may be incurred on the foreign railway.

10. If goods are required to be sent to a station beyond the original destination, the consignment may be sent on in the original wagon without incurring a charge for missending, but they will be subject to hire and demurrage. Luggage vans, horse-boxes, and carriage trucks may be rebooked under the same conditions.

Exemption from missending charges when vehicles are sent on. [A.] [Reso. 62 and ap. R. of 1899.]

11. (a) In the event of a loaded or empty wagon which is properly booked in accordance with regulations being missent, the railway so missending shall pay to the other railways over whose lines the vehicle runs owing to the missending a haulage rate of one pie per ton of carrying capacity. The missending railway shall also pay to the parent line hire due to the missending; also demurrage for any time in excess of the time which would have been allowed free

Missending without contravention of Regulation. [A.] [Reso. 62 and ap. R. of 1899 and Reso. 20 of 1900.]

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had it been despatched by the correct route. The freight earned in the case of loaded wagons will be dealt with under Regulation 29.

(b) Provided that, when a line has received freight, it shall not receive haulage, except for the distance in excess of the distance for which freight has been earned.

(c) Provided also that vehicle hire charges which would have been due if the correct route had been followed shall be paid by the railways forming the correct route, and credited to the missending line. The hire charge shall be calculated by taking one hour for every 6 miles of the correct route.

(d) Wagons missent on the outward journey should, when there is no break of gauge, be returned by the correct route, which, having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey.

12. (a) So soon as the rolling stock of any railway passes into the custody or possession of any other railway, such other railway shall be responsible for all and every contingency that may arise from the use of such stock while it remains in its 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, shall be at the expense of the parent railway.

(b) The cost of repairs arising from ordinary wear and tear shall always be borne by the parent railway, but in 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 in all cases of accident or collision, the cost of repairs shall, except as provided in clause (d) of this Regulation, be borne by the railway in whose custody or possession the stock may be at the time the damage occurs.

(c) No claim for the cost of repairs shall be valid unless made within three months of the date at which the repairs are completed.

(d) The cost of repairs to any vehicle damaged, which does not exceed ten rupees, shall be paid by the railway which carries out the repairs.

(e) No charge shall be made for the freight of material sent for repair of damaged stock, or for the haulage and hire of wagons carrying damaged stock back to the parent railway. But such wagons shall be subject to demurrage charges.

SECTION II.—*Hire.*

## COACHING.

13. (a) Subject to the exceptions in clause (b), payment for the use of coaching vehicles shall be made at the rate of four annas per hour per standard gauge vehicle, and at the rate of two annas per hour per metre gauge vehicle, and such payment shall be called "hire."

Fractions of an hour of 30 minutes and over shall be taken as an hour, and fractions less than 30 minutes shall be dropped.

(b) Half hire shall be paid on horse-boxes, carriage trucks, prison and hospital carriages, and on private carriages, troop-extra trains, private special trains, and special passenger trains put on for fairs, etc.

(c) When the lead over a receiving railway is less than 100 miles, charges under (a) and (b) above shall not accrue for the first 12 hours during which the vehicle is on the receiving line.

(d) Bogie carriages having 4 or more axles shall be reckoned as two ordinary carriages.

## GOODS.

14. (a) The ordinary rate of payment for the use of goods stock shall be one pie per hour per ton of carrying capacity: and such payment shall be called "hire."

Goods vehicles. [A.]  
[Reso. 62 and ap. R of 1899 and  
Reso. 13 of 1900.]



Fractions of an hour of 30 minutes and over shall be taken as one hour, and fractions under 30 minutes shall be dropped.

(b) Where the load in a wagon in the outward direction is less than six tons on the standard gauge and four tons on the metre gauge, the hire shall be paid on three tons in the former case and two tons in the latter, provided that when a wagon rate is collected from consignor or consignee, hire shall be paid on the full carrying capacity of the wagon.

(c) Where the lead over a receiving railway is less than 100 miles, charges under (a) and (b) shall not accrue for the first 48 hours during which the vehicle is on the receiving line; but this concession is subject to a minimum hire of 4 annas per vehicle on the standard gauge and of three annas on the metre gauge for each 10 miles or part of 10 miles of distance travelled in the outward direction.

NOTE.—Clause (c) of Regulation 14 does not authorize the imposition of a special rate for the first 48 hours for every 10 miles or fraction thereof and does not require that no charge should be levied for the first 48 hours, provided the total hire payable is not less than that prescribed for every 10 miles or fraction thereof. The following example illustrates the rule:

A fully loaded 16-ton wagon booked to a station, 28 miles from junction, is returned empty and is absent 62 hours in all.

Deduct 48 hours from total absence and upon remainder charge hire and demurrage or minimum, whichever is greater.

*Example—*

(1) Wagon absent	. . . . .	62 hours.
(2) Deduct 48 hours free	. . . . .	48 "
		—
(3) Leaving for hire purposes	. . . . .	14 "
(4) The free allowances under next rule are—		
Running	. . . . .	10 "
Unloading	. . . . .	36 "
		—
	Total	46 "
		—

There is consequently no demurrage due upon 14 hours' absence.

(5) The minimum charges for 30 miles at 4 annas=Re. 0-12-0.

(6) The hire charge for 14 hours=Rs. 1-3-0.

(7) Minimum is exceeded and therefore hire is payable.

(d) Goods vehicles carrying passengers or live-stock of any kind booked through shall be considered as of a carrying capacity of 6 tons for the standard gauge and 4 tons for the metre gauge and charged for on that tonnage as per clause (a) of this Regulation.

[Reso. 11 of 1900.]

SECTION III.—*Demurrage.*

Coaching vehicles. [A.]  
[Reso. 62 and sp. R of 1899.]

15. There shall be no demurrage charges for coaching vehicles.

15A. When coaching stock is detained under load by passengers and demurrage is charged to the passengers under the tariff rules of the using line, the parent line shall be paid half the difference between the amount collected from the passengers and the hire charge under Conference Regulation 13 (a) in addition to the latter charge.

Demurrage on coaching stock realized from passengers. [A.]

[Reso. 39 of 1900.]

Goods vehicles. [A.]

Reso. 62 and sp. R of 1899.

16. (a) Subject to (1) the free allowance for short leads provided for in Regulation 14 (c) and (2) the observance of "dies non" provided for in Regulation 3 (c), the time during which a wagon may be absent from the parent line on payment of hire shall be arrived at by allowing one hour for every six miles for standard gauge and one hour for every five miles for metre gauge vehicles which would be run in both directions were the wagon returned by the correct route, and thirty-six hours for unloading and twenty-four hours for reloading at destination; also twenty-four hours at any

intermediate station or stations for one or both of these operations, and twelve hours each way in case of a ferry by which goods vehicles are crossed.

(b) Goods vehicles received from one railway by another for back loading under Regulation 22, shall be allowed thirty-six hours for loading at the station from which returned to the parent line.

(c) When the time specified in clauses (a) and (b) is exceeded, payment for such excess time shall be made at four times the hire specified in Regulation 14 (a) and such augmented payment shall be called "demurrage."

In the case of wagons received for back loading with coal, demurrage shall be calculated at twice the hire specified in Regulation 14 (a).

[Reso. 9 of 1900.]

Method of calculation. [A.]

[Reso. 62 and ap. R of 1899.]

17. Demurrage shall be calculated separately on the time occupied in the passage of vehicles over each line in succession, and, when incurred, shall be paid by the line on which it was incurred to the parent line:

Provided that in the case of any demurrage occurring on missent vehicles, it shall be paid to the missending railway which is responsible to the parent line for such charges:

Provided further that when through oversight or otherwise any demurrage occurring on a line not being the missending line shall have been paid to the parent line by the line on which it was incurred, such payment shall absolve the missending line from its responsibility in respect to the same.

18. (a) At junction stations of railways of different gauges, the rates of demurrage as fixed in this section shall be payable for the stock of either railway detained under load beyond the usual free time, but only in accordance with rules mutually agreed upon by the railways working into the junction station.

Demurrage on wagons at junctions of different gauges. [A.]

[Reso. 62 and ap. R of 1899.]

(b) But in the event of any railway being unable to supply a sufficient number of wagons to cope with the traffic offered at junctions of lines of different gauges, as contemplated in clause (a) of this Regulation, such railway may suspend or limit through-booking from midnight of the date of receipt of advice.

#### SECTION IV.—*Detention of traffic and stock owing to accidents, congestion, etc.*

19.\* (a) In the event of interruption of through communication from any cause whatever for 12 hours or over, hire and demurrage shall not be charged under the provisions of Regulations 13 to 17 for the period during which the interruption lasts on stock delayed in consequence, either short of or beyond the point of interruption.

Interruption of through communication. [A.]

(b) In order to obtain the benefit of Regulation 19 (a) above, the railway on which the interruption occurs must, within 48 hours of the occurrence, despatch telegraphic advice of the fact to all railways whose stock is thus detained, failing which hire and demurrage will be chargeable at the option of the parent railway until the despatch of such advice.

Notice of interruption to be sent and penalty for failure to do so. [A.]

(c) If required by the parent line, the railway on which an interruption occurs shall, as far as practicable, send an equal number of vehicles of its own to be used without charge upon the railway to which the stock so detained belongs, for the time that such stock is detained.

Call for wagons in exchange by parent line. [A.]

(d) In the case of wagons detained beyond the point of interruption, no charge is leviable from a railway unable to comply with a call under this Regulation. On wagons detained between the parent line and the point of interruption, demurrage shall be chargeable at the option of the parent line on the failure of the railway on which the interruption occurs, to meet a call for wagons in exchange for them. Demurrage to commence 24 hours from the time that the call is made.

Payment for failure to comply with call in respect of wagons detained short of point of interruption. [A.]

\* *Vide* Resolution No 62 and appendix R to the Proceedings of the Railway Conference of 1899.

(e) When owing to an interruption of through communication it is necessary to stop the booking of traffic by any route, traffic which may have been booked before receipt of notice of closing shall, when necessary, be diverted by the shortest open route, fares and freight being collected from the public by the route originally booked and divided in mileage proportion over the whole route actually travelled from original starting station to destination.

(f) After notice of closing, traffic shall be booked by the cheapest open route and freight charged by the route booked.

(g) On the occurrence of a block of traffic, when a railway, owing to the large amount of traffic arriving, finds itself unable to return foreign wagons within the free time allowed, it shall send notice by telegram to despatching railways, advising them either to stop booking or to restrict traffic, as the case may be, or naming the conditions upon which traffic will be received.

In the event of booking being stopped or restricted, home line bookings must be stopped at the same time or proportionately restricted, advice being given to foreign railways that this has been done. Such notices shall have effect from midnight of the date of receipt of the advice, traffic booked before this hour being received without restriction.

20. (a) In cases in which the stock of any railway is damaged upon the line of another railway, a period of not more than ten days shall be allowed free of hire and demurrage to the railway on which the damage occurred for the repair of the stock. But if the repairs cannot be completed in ten days, the vehicles shall be despatched to the parent railway within that time.

(b) In addition to the free allowance as prescribed in clause (a) of this Regulation, the time which elapses until material required for repairs from the parent line is received (provided that an indent for such material is despatched to the parent line within 48 hours of the time at which damage occurs) shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway.

(c) If the damaged stock be not returned either repaired or not repaired within the period allowed, hire and demurrage shall be charged after the expiry of such period, unless specially exempted by the Traffic Manager of the parent railway.

NOTE.—The words "period allowed" in clause (c) of Regulation 20 mean the 10 days referred to in clause (a) plus the time occupied in the conveyance of material for repairs referred to in clause (b).

(d) Notice in general terms stating how and when the damage took place and the nature of it shall in all cases be sent within one month by the Traffic Manager of the railway on which the damage occurred to the Traffic Manager of the parent railway, and also to the Traffic Manager of each intermediate railway between the line on which the damage occurred and the parent railway. Failure to give this notice will involve forfeiture of the free time allowed by clause (a) of this Regulation.

#### SECTION V.—*Equalization of stock interchanged.*

21. (a) The railway on which through traffic originates shall provide wagons for such traffic. But when the sending railway has absent on the receiving railway an excess of not less than 10 per cent. of its total wagon stock, or 350 wagons, whichever is less, the sending railway may call on the receiving railway to make over such number of empty wagons daily for the purpose of traffic to and *via* the receiving railway as it may deem necessary towards the equalization of tonnage: provided that such daily number shall not be less than fifteen, and shall not exceed one-seventh of the total excess which the sending railway has on the receiving railway at the time the call is made. If the number of wagons called for is not supplied during the week commencing on the fourth day after the call has been received, a charge shall be paid by the receiving railway to the sending railway on the net balance received short at

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the end of the week at the rate of one and a half rupees per ton of carrying capacity of the wagons short supplied. This charge to be in addition to ordinary hire, demurrage, and missending charge which may accrue under the rules on the stock of the sending railway actually running with through traffic upon the receiving railway; but no missending charge shall be payable by the sending railway for the empty running of the wagons sent in response to a call to obtain a load for the receiving railway. The receiving railway shall be at liberty to supply on any day throughout the week in response to a call a maximum of not more than 50 per cent. beyond the daily number called for, provided the total number called for is not exceeded in the week.

(b) In the case of a sending railway having more than one junction with a receiving railway, the number on which the call shall be made shall include the wagons exchanged at all junctions, but the receiving railway is not bound to supply, nor the sending railway to accept, more wagons at any one junction than is proportionate to the excess exchanged at that junction.

(c) This equalization shall, when called for by the sending railway, be made in the following manner, namely:—

If, for example, on the 3rd of a month the sending railway has 750 wagons on the receiving railway and the receiving railway has 129 of its wagons on the sending railway, then the sending railway may on the 4th, or within seven days after the 3rd, call upon the receiving railway, either by wire or letter, to equalize the balance of excess—that is, 621 wagons—by handing over to the sending railway that number of empty wagons for back loading to the receiving railway during the seven days subsequent to the third day from the date of the call—that is, if the call is received on the 4th of a month, during the next seven days commencing on the 8th of the month.

The receiving railway must, upon receipt of such a notice on the 4th of the month, hand over on the fourth day afterwards, *i.e.*, the 8th of the month, and on the subsequent six days, an average of 88 wagons a day (fractions being dropped), *i.e.*, for seven days from and inclusive of that day, the 8th of the month.

Fresh notice of call must similarly be given by the sending railway on the 11th of the month or subsequently within the seven days commencing on that day in regard to the excess balance that may exist on the 10th of the month, and this fresh call must be responded to by the receiving railway in the same way as in the case of the original call mentioned above, and so on, from time to time, the intention being that the excess at any time shall be equalized within the following ten days.

(d) (1) Wagons of the sending railway forwarded under load to the receiving railway, if returned loaded or empty by the receiving railway to the sending railway during the continuance of such call, shall not be reckoned as forming part of the wagons supplied in response to the call referred to in this Regulation.

(2) Empties handed over for back loading in response to a call under this Regulation, and still on the receiving line are to be reckoned as wagons forwarded by the receiving railway in the calculation towards the equalization for following week.

(3) The excess of not less than 10 per cent. of its total wagon stock or 350 wagons in clause (a) of this Regulation shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway, unless the number belonging to any one railway shall have exceeded 350 wagons.

But when a foreign line has called upon an intermediate line, the intermediate line may pass on a fair proportion of the call to an adjoining line beyond, such proportion being based on the total number of the calling line's wagons received by the intermediate line from the calling line and the number of such wagons sent forward by the intermediate line to the line beyond.

(e) Open wagons shall be accepted if supplied with proper sheets and ropes.

(f) The sending railway may countermand the call at any time whenever altered circumstances make it desirable.

*Example No. 1.—*

A (the sending railway) has at midnight on the 3rd of a month 750 10-ton wagons on B (the receiving railway) sent *via* junction X.

B has at midnight on the same day 129 of its 10-ton wagons on A, also sent *via* junction X. Excess 621 10-ton wagons of A upon B.

*A* may on the 4th of the month call upon *B* to hand over at junction X on the 8th of the month and on the six following days an average of 88 10-ton wagons on each of those days to equalize the balance of excess of 621 10-ton wagons of *A* on *B* on the 3rd of the month, or an equivalent in wagons of other capacities.

*B* cannot send more than the equivalent of 132 10-ton wagons on any one day, being 50 per cent. more than are called for.

*B* on the 8th, 9th and 10th sends the equivalent of 88 10-ton wagons to *A*, and on the 11th, *B* sends only the equivalent of 53 10-ton wagons; on the 12th *B* sends only 27 10-ton wagons; on the 13th *B* sends 132 10-ton wagons (being 50 per cent. more than the 88, the daily supply called for), and on the 14th *B* sends 25 10-ton wagons. *B* will thus have supplied equal to 115 10-ton wagons less than the call in the seven days, and has to pay Rs 1-8 per ton on that short supply, that is, Rs. 1,725, and the equalization is held to be completed, there being no further claim by *A* upon *B* for excess wagons for the call which was made on the 4th of the month.

*Example No. 2.—*

If on the 10th *A* has equal to 647 10-ton wagons on *B* sent *vid* junction X, and *B* has the equivalent of 245 10-ton wagons on *A*, also sent *vid* junction X, then *A* may call on the 11th for the equivalent of 402 10-ton wagons, that is, an equivalent of 57 10-ton wagons (the fraction being dropped) per day which should be handed over by *B* on the 15th and six subsequent days. The 57 10-ton wagons a day are equal to 3,990 tons of carrying capacity in that seven days. *B* on the 15th sends 57 10-ton wagons, on the 16th 20 14-ton wagons, on the 17th 20 14-ton wagons, on the 18th 20 14-ton wagons, on the 19th 30 10-ton wagons, on the 20th 25 10-ton wagons, and on the 21st 61 14-ton wagons. Thus *B* will have supplied 1,176 tons of carrying capacity short of what was called for, and will pay Rs. 1,764 for that deficiency; and the equalization contemplated having been completed will have no further claim upon *B* for excess wagons for the call which was made on the 11th of the month.

22. (a) When the aggregate excess number of wagons absent from any one railway upon any other railway shall exceed three hundred and fifty at the end of any week, the receiving railway may call upon the forwarding railway to take over a sufficient number of wagons to bring this excess within three hundred and fifty. This excess number of 350 wagons absent from any one railway upon any other railway shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway unless the number belonging to any one railway shall have exceeded 350 wagons. In the event of the forwarding railway not intimating within forty-eight hours after notice of tender by the receiving railway its intention to accept such wagons, a charge of two rupees per standard gauge wagon and one rupee per metre gauge wagon per day shall thereafter be paid as a rebate on hire by the forwarding railway upon the daily balance in excess of three hundred and fifty absent.

(b) No notice shall be valid unless given by wire, or in any other way that may be mutually agreed upon, within three days after the close of a week, by the receiving railway of its intention to offer wagons; and the rebate shall not be charged until the expiry of forty-eight hours after the despatch of the notice by the receiving railway.

(c) Except as provided in Regulation 8 (f), when any two railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this Regulation as one junction only.

But the receiving railway shall tender at each junction only such number of the wagons in excess of three hundred and fifty as is in proportion to the total number of wagons received in excess at such junction.

*Example—*

Railway *A* receives in excess from railway *B* in one week at junction X 279 wagons, at junction Y 352 wagons, at junction Z 164 wagons, being a total received in excess of 795, or 445 more than the limit of 350, which is fixed for all the exchanges in one week between the two railways. Railway *A* can offer to send to railway *B* the following number of wagons at each of those junctions respectively for that week, *vis.*, at—

Junction X,  $\frac{279}{795} \times 445 = 156$  wagons; at junction Y,  $\frac{352}{795} \times 445 = 197$  wagons; and at junction Z,  $\frac{164}{795} \times 445 = 92$  wagons.

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(d) No railway shall be required to take over under this Regulation on any one day more than 50 per cent. over one-seventh of the total excess of the previous week, provided the total number offered in the week is not more than the excess over three hundred and fifty during the week, nor more than 50 per cent. over one-seventh of that excess on any one day.

23. Wagons taken over under the provisions of Regulations 21 and 22 shall be subject to hire and demurrage rules, the hire charge being based on the return load, but there shall be no charge for missending. In the event of a load not being available, the hire shall be as per clause (b) of Regulation 14.

Hire on wagons called for. [A]  
[Reso. 62 and ap. R of 1899.]

## SECTION VI.—Returns and Accounts.

24. (a) In case a wagon, horse-box, or carriage truck is loaded on the homeward journey to any station short of the parent line, or in case of any alteration in the destination or route of a vehicle of any description caused by transshipment of the load or otherwise, the audit offices of the respective railways shall make full explanatory remarks in the interchange statements against the entry of such vehicle, and credit the hire and demurrage that may be due.

Junction returns. [A]  
Reso. 62 and ap. R of 1899.]

(b) Each railway shall accept the statements of other railways with respect to the loads and vehicles, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition shall be ascertained and recorded by an authorised representative of each of the railways forming the junction.

(c) The accounts referring to any charges under the Regulations in this chapter in which any railway is concerned shall be open to the inspection of such railway.

25. No claim of any description for charges under the rules in this chapter shall be entertained if preferred after a lapse of six months from the date on which a vehicle returns to the parent line.

Limitation of claims [A]  
[Reso. 62 and ap. R of 1895.]

26. Whatever charge is paid for hire, demurrage, and missending by any railway for the use of vehicles of other railways shall in all cases belong, and be paid over, to the parent line.

Settlement of accounts. [A]  
[Reso. 62 and ap. R of 1899.]

## CHAPTER III.—THROUGH TRAFFIC REGULATIONS.

## SECTION I.—General.

27. In the absence of mutual agreement between particular railways as to the routing of traffic or of specific instructions in writing from the sender or his authorised agent—

Routes and junctions. [A]  
[Reso. 67 of 1899.]

- (i) all traffic shall be booked and carried by the cheapest route;
- (ii) where the rates by two or more routes are equal, traffic may be booked and carried by the route most favourable to the railway on which it originates.

(The Madras railway dissented from this Regulation.)

28. Cancelled at the Railway Conference of 1900,—  
vide Resolution No. 51.

Minimum rates between junctions.

29. (a) In all cases of through goods traffic, also of carriages and live-stock booked as coaching traffic, in through vehicles being booked, or despatched to destination contrary to Regulation 27, or despatched by other than the booked route when that is the correct route, freight by the correct route shall be collected and divided between the lines forming that route according to their proper proportions. For the portion of the distance carried which is not in the correct route, the missending line shall pay the haulage, hire and demurrage charges which may be due under Regulation 11.

Freight on wagon of goods misdespatched. [A]  
[Reso. 64 and ap. R of 1895.]

(b) In all cases of through goods traffic being despatched to wrong destination, it shall, forthwith, on the error being discovered, be despatched by the most direct route to destination.

(c) When goods not carried to destination in the wagons in which despatched by the forwarding railway are dealt with contrary to Regulation 27, freight by the correct route shall be collected and divided between the lines forming the correct route according to their proper proportions, and the missending railway shall pay for the missent distance a charge to the carrying line of three pies per ton per mile, subject to the proviso that such payment shall not be made on the distance for which freight is earned. The charge under this rule to be exclusive of handling charges at ferries and conveyance charges to and from out-agencies which are to be paid separately.

(d) Small consignments of less than 54 maunds over-carried or carried by the wrong route through the fault of the staff shall be returned to destination free of charge; this to apply to cases of both over-carriages and misdespatches under this Regulation.

30. Any one railway having entire command of a route between the despatching and receiving stations may fix the rate between these stations and may carry the traffic by its own route.

Fixing of rate by railway having entire command of route. [A]

[Reso. 67 of 1899.]

*(The Great Indian Peninsula and Assam-Bengal railways dissented from this Regulation.)*

31. (a) Each railway shall publish tables of rates and fares and rebates from each of its junctions with foreign lines to every station on its own system. Terminals when charged shall be included in the rates quoted. Each railway shall supply free twelve copies of such rate and fare lists as may be needed to each railway with which through-booking arrangements exist, and further copies shall be supplied, if required, on payment.

Advices of rates and fares. [A]

[Reso. 64 and sp. R of 1899 and Reso. 26 of 1900.]

(b) Rates shall be quoted in all rate lists at "per maund" or "per wagon." The quotations to be in rupees, annas and pies.

When wagon rates are quoted, it should be clearly stated whether the rates apply on the full marked carrying capacity of the wagon used or not, *i.e.*, up to what weight the wagon rate applies and what rates are applicable for quantities loaded in excess of that weight.

(c) The rates quoted for freight shall, except where otherwise specified by public notice, include all such services as marking, weighing, making out receipts, and loading and unloading.

32. (a) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued bi-monthly and shall be despatched not later than the first day of the following months in each year, namely, the 1st of February, the 1st of April, the 1st of June, the 1st of August, the 1st of October and the 1st of December.

Changes of rates, fares, etc. [A]

[Reso. 31 & 22 of 1900.]

(b) The receiving railway or railways may despatch one advice of consequent alterations before the first day of the month following the first advice of alteration. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (a) and (b) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once bi-monthly to all railways with which there is through-booking, a *nil* form being sent when no alteration is proposed.

(c) The railway originally notifying cannot give notice of a further change till the expiry of two months after that in which the first advice is required to be given.

(d) The rates, etc., so advised shall become operative from the first day of the second month following that in which they are required to be notified under clauses (a) and (b).

*Example—*

Railway A may give notice to Railway B not later than the 1st of April. The rates, etc., contained in such notice will come into force on the 1st of June.

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Railway *B* may give notice not later than the 30th of April of consequent alterations. Such consequent alterations will also come into force on the 1st of June.

No further alteration can be brought into force on the 1st of June, but must form the subject of fresh notice under clause (a) of this Regulation.

(e) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (a) and (b) of this Regulation.

(f) Any rates notified in contravention of these Regulations shall be inoperative.

(g) In the event of any railway, under Conference Resolution No. 51 of 1899, withdrawing from Conference Regulation 32, the railways, parties to the Conference, are not bound to accept the changes in rates notified by the withdrawing railway.

NOTE.—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction.

33. (a) Freight on goods and parcels lost or damaged shall be debited to Freight on articles lost, damaged or unclaimed. [A] compensation account in addition to the amount of the claim.

(b) Freight on goods and parcels left on hand unclaimed shall be charged against [Reso. 78 and 81 and ap. Y of 1899.] the goods or parcels, as the case may be, the railway on which they were left taking the articles and keeping the value thereof; and if the value is less than the amount of the freight, the balance shall be charged against the compensation account of the railway on which the goods or parcels were left.

(c) In such cases unrecovered wharfage or demurrage when not covered by the sale value of the package or packages should be written off by the railways on which it was incurred.

Claims on through consignments. [A]. [Reso. 67 and 81 and ap. Y of 1899.] 34. (a) Claims should, after verification, be at once paid by the railway on whom the claim has been made.

(b) Failing settlement of liability promptly between the railways concerned, the claims shall be referred to arbitration.

(c) Pending result of arbitration, the amount for which a claim has been settled should be temporarily adjusted in mileage division over the railways over which the consignment has been carried. Upon final settlement, the amounts overpaid or underpaid shall be adjusted between the railways concerned.

Apportionment of claims on through goods traffic. [A]. [Reso. 57 of 1899.] 35. The following rules shall be observed in the apportionment of compensation claims on through goods traffic:—

(a) When a wagon in which damage, deficiency or loss is discovered, arrives at a station with the sending station's seals intact, the sending station shall be held responsible unless the damage, etc., can be proved to have occurred elsewhere.

Station is held to include junctions and transhipping stations; sending station is held to mean the station, junction, transhipping station or other point at which a wagon was last sealed.

(b) When a joint station is held responsible under these rules for any damage, deficiency, loss, etc., the amount of the claim shall be debited to joint station expenses.

(c) When a seal is not intact and damage, etc., is discovered, the amount of the claim shall be borne by the railway on which the discovery is made, unless it can be proved to have occurred elsewhere.

(d) The above rules do not apply to damages caused by wet. In the case of [Reso. 57 of 1899.] goods carried in through wagons, claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked.



In the case of transshipment at junctions—

- (i) For damage by wet which occurs prior to arrival at a transshipment station, and is detected there on unloading, the line or lines over which the consignment has passed since despatch, or since last transshipment, shall be responsible.
- (ii) For damage by wet which occurs at a transshipment station, the joint station (if the staff is joint) shall be responsible; but, where the two lines are separately represented at a transshipment station, the line in whose possession the goods are found wet shall be liable.
- (iii) For damage by wet which occurs after loading up at a transshipment station, the line or lines over which the goods are transported up to destination or next transshipment station shall be responsible.
- (e) Any damage, deficiency, or loss must be notified to the consigning and transshipping stations by telegram tendered for despatch within six hours of the time at which the wagon is opened.

[Reso. 30 of 1900.]

#### SECTION II.—*Coaching.*

36. All coaching traffic shall be booked through between all stations of all railways which have through-booking arrangements with each other, provided the stations are open for such traffic.

Through booking of coaching traffic.

[A].

[Reso. 81 and ap. Y of 1899.]

36-A. Fares and all charges due by passengers which have not been recovered in the first instance at the starting station, owing to errors by station staff, shall be demanded only at destination, where endeavours shall be made to recover any amounts due. Such demands shall not be made at intermediate stations.

\* Recovery of excess fares, etc. [A]  
[Reso. 27 of 1900.]

Failure to recover at destination will not relieve the forwarding station of responsibility under the existing rules.

*(The Bengal-Nagpur railway dissented from this Regulation.)*

37. (a) Except as provided in clause (b), when passengers are found on a route by which they are not booked, they shall be sent to destination by the shortest or quickest route, whichever they prefer, the fares, etc., being divided in accordance with the original booking, provided also that the railways carrying the passengers by these routes shall receive their fares, etc., recoverable from the railway or railways owning or jointly working the junction which allowed the mistake to occur.

Passengers travelling by other than booked routes. [A].  
[Reso. 58 of 1899.]

*Example—*

A third class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai; fare over the Oudh and Rohilkhand railway being Rs. 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.

The fare from Moghal Sarai to Cawnpore is Rs. 2-13-0 (East Indian railway); the fare from Cawnpore to Lucknow is Re. 0-10-0 (Oudh and Rohilkhand railway).

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs. 2-9-0, and the fare from Cawnpore to Lucknow, Re. 0-10-0, the latter being debited to joint station expenses at Moghal Sarai; and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai.

(b) Passengers desirous of adopting an alternative route from any junction may travel by that route on paying the difference, if any, between the booked and diverted route for themselves, servants and luggage. In such cases, the railways carrying the passengers shall share the fares, etc., in proportion to each railway's fare by the route actually travelled.

[Reso. 58 of 1899]

38. At principal stations, passengers or their servants shall be allowed to purchase tickets and book luggage at any time during the day.

Opening of booking offices. [A].  
[Reso. 81 and ap. Y of 1899.]

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Reserved accommodation to return  
ticket-holders. [A].  
[Reso. 81 and ap. Y of 1899.]  
and accommodation.

39. When reserved accommodation is required by  
return ticket-holders, each half return ticket shall be ac-  
cepted as one of the tickets needed to reserve the requir-

Free allowance of passengers' lug-  
gage. [B].  
[Reso. 81 and ap. Y of 1899.]

40. (a) The free allowance of passengers' luggage  
shall be as follows :—

For a first class passenger	...	...	...	1½ maunds,
„ second class passenger	...	...	...	30 seers,
„ intermediate class passenger	...	...	...	20 „
„ third class passenger	...	...	...	15 „

and half these quantities for each child's half ticket.

(b) In through-booking in the case of 1st and 2nd class passengers, the bundle of rugs, tiffin basket, and small hand-bags, walking-sticks or umbrellas, and in the case of intermediate and 3rd class passengers, the razai or blanket, which passengers usually take into the carriage with them for their requirements on the journey, shall not be weighed.

(c) Holders of return tickets shall be entitled to the free allowance of luggage on both the outward and the return journey.

Return tickets for race horses. [B].  
[Reso. 81 and ap. Y of 1899.]

41. Return tickets shall be issued for horses for  
racing purposes at a fare and a tenth under the following  
conditions :—

- (i) That the horses be carried at owner's risk.
- (ii) That three or more horses travel in the same box booked by the same sender.
- (iii) That the outward and return journey be completed within six months.
- (iv) That before the horses are carried on the return journey, a certificate be produced from the Secretary to the Race Meeting to which the horse was booked that the horse was actually entered.
- (v) That horses attending more than one meeting may break journey either on the outward or the homeward route for the purpose of attending other race meetings, always provided that the horses do not travel over the line more than once in the same direction.

*(The Rohilkund and Kumaon, Nilgiri and Darjeeling-Himalayan railways dissent-  
ed from this Regulation.)*

SECTION III.—*Goods.*

42. (a) In calculating rates per maund, fractions of a pie under one-half shall be omitted, all others being reckoned as one pie.

(b) In calculating charges, if the total for each consignment gives a fraction of an anna of six pies or more, such fraction shall be charged as one anna; if the fraction be less than six pies, such fraction shall be dropped.

Method of calculating goods rates.  
[A].  
[Reso. 81 and ap. Y of 1899.]

- (c) Only one minimum charge shall be made, and this minimum charge shall be divided according to mileage.
- (d) The minimum weight to be despatched by goods train shall be fourteen seers.
- (e) The minimum distance charged shall be ten miles, subject to a minimum charge of eight annas.
- (f) Subject to the minimum charge, fractions of a quarter of a maund shall be charged as a quarter of a maund, thus :—

121 seers shall be reckoned as 3½ maunds.

26 „ „ „ ¾ maund.

14 „ „ „ ½ „

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(g) The rules for fractions and minimum charges contained in this Regulation apply to each class of goods in each consignment.

Penalty charges leviable under section 58 of the Indian Railways Act, 1890. [A].  
[Reso. 81 and sp. Y of 1899.]

43. (a) The penalties when levied under clauses (1) and (3) of section 58 of the Indian Railways Act, 1890, shall be calculated on the entire distance over which the consignment will be or has been carried.

(b) The penalties calculated in accordance with clause (a) shall either be entered in the invoice at sending station or, in case of misdeclaration detected after despatch, shall be entered on the invoice at destination, so as to show the amount due to each railway concerned.

(c) Any charges incurred under clause (6) of section 58 of the Act shall be defrayed by the railway which detains and examines the goods, such charges, when incurred at a station worked by a joint staff, being debited to joint station expenses.

44. There shall not be more than one invoice for each consignment. Invoices shall be sent forward by the train which will arrive first at the destination of the goods.

Invoices. [A]  
[Reso. 81 and sp. Y of 1899.]

44A. (a) The remark "at railway risk" or "at owner's risk" shall be stamped on all invoices.

Stamping invoices with the remark "at railway risk" or "at owner's risk." [A].  
[Reso. 52 and 53 of 1900.]

(b) In case of failure to enter the remark "at railway risk" or "at owner's risk" on invoices, the receiving station shall wire to the forwarding station enquiring whether the consignment is booked "at owner's risk" or "at railway risk," and the receiving station shall be held responsible for the collection of the correct charges.

44B. When undercharges are irrecoverable, in the absence of special agreement

Responsibility in regard to "to pay" invoices. [A].  
[Reso. 23 of 1900.]

the following rules shall apply:—

In the case of goods invoiced "To pay," the forwarding station shall be responsible that the correct charges are entered on the invoice for the proportion due to the forwarding railway; the receiving station shall be responsible for the proportion due to the receiving railway.

For the charges due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the railway which effects the delivery shall be responsible for the charge due to intermediate railways in equal division: in all other cases the railway which effects the delivery and collects the charges shall be responsible.

45. In the appointments of freight, the limit to which errors in calculation of freight in each railway's proportion shown on invoices for goods booked through shall be disregarded in the receiving railway's audit office, and in checking division sheets, shall be Re. 1 in respect to both overcharges and undercharges. This does not apply to errors in rate, weight, or classification.

Errors in invoices. [A]  
[Reso. 81 and sp. Y of 1899.]

## CHAPTER IV.—FARES AND RATES.

SECTION I.—*Coaching traffic.*

46. (a) Treasure including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc., shall be carried at the following rates, viz.:—

Specie. [B].  
[Reso. 50 of 1900.]

	Pies per maund per mile.
Up to 27 maunds . . . . .	2½
Above 27 and up to 81 maunds . . . . .	2
" 81 " " 270 " . . . . .	1½
Over 270 maunds . . . . .	1 pie

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

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documents.

## Escort—

- (i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 54 and under 135 maunds.
- (ii) Two men when consignments are from 135 to under 270 maunds.
- (iii) Four men with consignments of 270 maunds and over.

(b) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows:—

Under 10 seers as 10 seers.

Exceeding 10 seers, but not exceeding 20 seers as 20 seers.

„ 20 „ „ „ 30 „ 30 „

„ 30 „ „ „ 40 „ 40 „

(c) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rates of two pies per maund per mile on actual weight subject to the minimum, for luggage, of 10 seers; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for 10 maunds.

Horses. [B].  
[Reso. 81 and ap. Y of 1899.]

47. The rates for the conveyance of horses shall be as follows:—

Two annas per mile for the first horse, and for every additional horse one anna, subject to a minimum of five rupees for each horse-box: this minimum charge being respective of the gauge, and number of railways to be passed over.

*(The Madras railway dissented from this Regulation.)*

Garriges. [B].  
[Reso. 81 and ap. Y of 1899.]

48. Carriages shall be carried at the following rates:—

- (a) A single carriage or palanquin, three annas per mile.
- (b) When two or more vehicles are sent together by the same consignor to the same station on one truck, the charge shall be four and a half annas per mile.
- (c) The minimum charge shall be five rupees for each truck, irrespective of the gauge and number of railways to be passed over.

*(The Madras railway dissented from the whole of this Regulation.)*

Dogs. [B].  
[Reso. 81 and ap. Y of 1899.]

49. (a) The charge for dogs shall be four annas for every fifty miles or fraction thereof divided in mileage proportion between the railways concerned.

(b) Return tickets shall be issued for dogs at double the sum of the single fares, and be available for the same periods as return tickets issued to passengers.

Small animals and poultry. [B].  
[Reso. 81 and ap. Y of 1899.]

50. The following shall be charged at dog rates:—

- (a) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, and other small animals not in cages, separately for each animal.
- (b) Live turkeys, geese, ducks, and other poultry, if not in baskets, hampers, or coops, separately for each bird.

Larger animals. [B].  
[Reso. 81 and ap. Y of 1899.]

51. The following shall be charged at double the dog rates when carried in passenger trains, not more than three animals being sent by each train:—

- (a) Calves, goats, sheep, pigs and other small animals for breeding, agricultural, or sporting purposes, separately for each animal. Young kids, lambs, alone or with parent animals, shall be charged as goats or sheep.
- (b) Small deer, bears, and cubs of wild animals, separately for each animal.

52. Corpses shall be carried at eight annas a mile for each, subject to a minimum of five rupees for each corpse.

Corpses. [B].  
[Reso. 81 and ap. Y of 1899.]

**Appendix C.**  
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documents.

**Appendix C—contd.**

Parcels and passengers' luggage.  
[A].

53.\* The rates for parcels and luggage shall be as follows:—

(a) Parcels shall be charged by either weight or measurement, whichever gives the greater charge, two cubic feet being considered equal to ten seers in weight.

[A].

(b) Each parcel shall be charged for separately.

[B].

(c) Parcels not exceeding one cubic foot by measurement, or five seers in weight—

(i) When the weight does not exceed two and a half seers, four annas per 500 miles or fraction of 500 miles, subject to a maximum charge of one rupee.

(ii) When the weight does not exceed five seers, four annas per 250 miles or fraction of 250 miles, subject to a maximum charge of two rupees.

(d) Parcels exceeding one cubic foot in contents or five seers in weight shall be charged at the rates shown in the following table, provided that when lower rates than those shown in the table can be secured by re-booking at any station, it shall be optional with any railway to charge the sum of the rates from the despatching station to such re-booking station, and from such re-booking station to destination.

[B].  
[Reso. 68 and sp. T of 1899.]

*Rate list for luggage and parcels.*

Distance in miles.	WEIGHT.				Additional charge for fractions in excess of even maunds.				
	Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.					
	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	
Not exceeding . . . 25	0	4	0	4	0	4	0	4	The amounts entered in the respective columns.
Exceeding 25 but not exceeding 50	0	4	0	4	0	8	0	8	
" 50 " " 75	0	4	0	8	0	12	0	12	
" 75 " " 100	0	4	0	8	0	12	1	0	
" 100 " " 125	0	8	0	12	1	0	1	4	
" 125 " " 150	0	8	0	12	1	0	1	8	
" 150 " " 175	0	8	1	0	1	4	1	12	
" 175 " " 300	0	8	1	0	1	8	2	0	
" 300 " " 325	0	12	1	4	1	12	2	4	
" 325 " " 350	0	12	1	4	2	0	2	8	
" 350 " " 450	0	12	1	8	2	4	3	0	
" 450 " " 475	1	0	1	12	2	8	3	4	
" 475 " " 500	1	0	1	12	2	12	3	8	
" 500 " " 600	1	0	2	0	3	0	4	0	
" 600 " " 625	1	4	2	4	3	4	4	4	
" 625 " " 650	1	4	2	4	3	8	4	8	
" 650 " " 750	1	4	2	8	3	12	5	0	
" 750 " " 775	1	6	2	12	4	0	5	4	
" 775 " " 900	1	6	2	12	4	2	5	8	
" 900 " " 925	1	9	3	0	4	6	5	12	
" 925 " " 950	1	9	3	0	4	10	6	0	

\* *Vide* Resolution No. 81 and appendix Y to the Proceedings of the Railway Conference of 1899, except where otherwise specified.

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## Rate list for luggage and parcels—contd.

Distance in miles.		WEIGHT.								Additional charge for fractions in excess of even maunds.
		Not exceeding 10 seers.		Exceeding 10 seers, but not exceeding 20 seers.		Exceeding 20 seers, but not exceeding 30 seers.		Exceeding 30 seers, but not exceeding 40 seers.		
		Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	
Exceeding	950 but not exceeding 1,050	1	9	3	2	4	12	6	4	
"	1,050 " " 1,075	1	12	3	6	5	0	6	8	
"	1,075 " " 1,100	1	12	3	6	5	4	6	12	
"	1,100 " " 1,200	1	12	3	8	5	6	7	2	
"	1,200 " " 1,225	2	0	3	12	5	10	7	6	
"	1,225 " " 1,250	2	0	3	12	5	14	7	10	
"	1,250 " " 1,333	2	0	4	0	6	0	8	0	
"	1,333 " " 1,358	2	4	4	4	6	4	8	4	
"	1,358 " " 1,383	2	4	4	4	6	8	8	8	
"	1,383 " " 1,500	2	4	4	8	6	12	9	0	
"	1,500 " " 1,525	2	8	4	12	7	0	9	4	
"	1,525 " " 1,550	2	8	4	12	7	4	9	8	
"	1,550 " " 1,666	2	8	5	0	7	8	10	0	
"	1,666 " " 1,691	2	12	5	4	7	12	10	4	
"	1,691 " " 1,716	2	12	5	4	8	0	10	8	
"	1,716 " " 1,833	2	12	5	8	8	4	11	0	
"	1,833 " " 1,858	3	0	5	12	8	8	11	4	
"	1,858 " " 1,883	3	0	5	12	8	12	11	8	
"	1,883 " " 2,000	3	0	6	0	9	0	12	0	
"	2,000 " " 2,025	3	4	6	4	9	4	12	4	
"	2,025 " " 2,050	3	4	6	4	9	8	12	8	
"	2,050 " " 2,166	3	4	6	8	9	12	13	0	
"	2,166 " " 2,191	3	8	6	12	10	0	13	4	
"	2,191 " " 2,216	3	8	6	12	10	4	13	8	
"	2,216 " " 2,333	3	8	7	0	10	8	14	0	
"	2,333 " " 2,358	3	12	7	4	10	12	14	4	
"	2,358 " " 2,383	3	12	7	4	11	0	14	8	
"	2,383 " " 2,500	3	12	7	8	11	4	15	0	
"	2,500 " " 2,525	4	0	7	12	11	8	15	4	
"	2,525 " " 2,550	4	0	7	12	11	12	15	8	
"	2,550 " " 2,666	4	0	8	0	12	0	16	0	
"	2,666 " " 2,691	4	4	8	4	12	4	16	4	
"	2,691 " " 2,716	4	4	8	4	12	8	16	8	
"	2,716 " " 2,833	4	4	8	8	12	12	17	0	
"	2,833 " " 2,858	4	8	8	12	13	0	17	4	
"	2,858 " " 2,883	4	8	8	12	13	4	17	8	
"	2,883 " " 3,000	4	8	9	0	13	8	18	0	

The amounts entered in the respective column.

## Appendix C—contd.

(e) Passengers' luggage, whether booked for conveyance by the same train in which the owner travels or not, shall be charged at the rates given in clause (d) by weight only; and when booked by sender to self, shall be charged upon the gross weight of the total number of packages.

(f) Excess luggage and parcels containing perishable or dangerous goods or human ashes shall be prepaid. The prepayment of parcels not containing perishable or dangerous goods or human ashes shall be optional.

Prepayment of freight on luggage and parcels. [A].  
[Reso. 81 and sp. Y of 1899 and Reso. 64 of 1900.]

(g) Parcels exceeding forty seers in weight or eight cubic feet in measurement shall be booked only if accommodation will allow.

Heavy or bulky parcels. [A].

(h) The charges for parcels and luggage shall be reckoned on the through distance as if it were one railway, with one minimum only, and shall be divided in mileage proportion.

[A].

(i) No charge shall be made to the public for the distance parcels are missent through the fault of another railway.

Missending of parcels. [A].

(j) When parcels or luggage are booked by one route and sent in error over another, the charges actually collected shall be divided upon the mileage over which the consignment is actually conveyed, provided that the railway which makes the error shall not receive in division more than the amount of its charge by the proper route—that is, that if in consequence of the error the consignment is carried a longer distance over the line which makes the error than it would have been if it had been sent by the proper route, the line which makes the error shall receive only its freight by the proper route, the balance collected being in that case divided between the other railways in mileage proportion.

Division of freight of parcels, luggage, etc., booked by one route and sent in error over another. [A].

*[The East Indian and Madras railways dissented from clause (h) of this Regulation.]*

Miscellaneous articles at parcel rates. [B]. 54.\* Unless under special arrangements between railways, the following shall be charged at parcel rates:—

(a) Plants and shrubs.

(b) Sporting ammunition and fog-signals, each package not exceeding twenty seers in weight, and loaded cartridges and percussion caps, without restriction as to weight. Not more than three packages shall be despatched in the same train.

(c) Perambulators, and jinrickshaws.

*Exception.*—The charge for an unpacked perambulator shall be as for two maunds, and that for an unpacked jinrickshaw with shaft detached shall be as for four maunds. If accompanying the owner as luggage at these weights, subject to the ordinary free allowance.

(d) Unpacked bicycles and tricycles shall be charged as for one maund and two maunds, respectively, and shall be carried at the sole risk of the owner. When accompanying the owner as luggage, they shall not be subject to the free allowance. They shall be carried at railway risk, packed, at parcel rates on actual weight, subject to a minimum as for one maund for bicycles and two maunds for tricycles.

[Reso. 13 of 1899 and Reso. 60 of 1900.]

(e) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, birds, and other small animals when in cages.

(f) Turkeys, geese, ducks, or other poultry, alive or dead, in hampers, baskets, or coops.

(g) Birds in hand.

(h) Dead poultry and small game, and when accompanying the owner as luggage.

\* *Vide* Resolution No. 81 and appendix Y to the Proceedings of Railway Conference of 1899, except where otherwise specified.

## Appendix C—contd.

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documents.

(i) Dead wild animals.

[Reso. 64 of 1900]

(j) Human ashes, which shall be packed in air-tight cases.

55. Unless under special arrangements between railways, the following shall be carried at half parcel rates, subject to a minimum charge of two annas :—

Articles at half parcel rates, [B].  
[Reso. No. 81 and sp. Y of 1899.]

- (a) Fish, fruit, vegetables, bazar baskets, meat, and ice.
- (b) Betel and pan leaves, if carried by passenger train.
- (c) Commercial traveller's luggage, including packages of samples, by passenger train, no free allowance being given.
- (d) Cut flowers.
- (e) Newspapers.

56. Unless under special arrangements between railways, the following shall be carried at quarter parcel rates, subject to a minimum charge of two annas :—

Articles at quarter parcel rates.  
[B].  
[Reso. 81 and sp. Y of 1899.]

Ice blankets, numdahs, boxes, and other packages returned empty in which articles have been carried, at either parcel or half parcel rates.

## SECTION II.—Goods traffic.

57. (a) The rate for low-priced horses, ponies, mules, donkeys, horned cattle, or other animals, except pigs, sheep, goats, wild animals, camels, or elephants, carried in vehicles other than horse-boxes, by goods or mixed trains, shall be as follows :—

Horses, etc. [B].  
[Reso. 81 and sp. Y of 1899.]

	RAILWAY RISK. Per truck per mile.	OWNER'S RISK. Per truck per mile.
Four animals and less . . . . .	4 annas.	3 annas.
More than four animals in one truck . . . . .	{ 8 pies for each additional animal.	{ 6 pies for each additional animal.

One attendant with each truck load shall be carried free.

(b) If the animals are sent at railway risk, the sender shall be required either to insure or to execute a risk note (Form F) limiting the railway liability to fifty rupees for each animal; if sent at owner's risk, the sender must execute a risk note on Form B.

## SECTION III.—Insurance.

Goods and parcels, [B].  
[Reso. 81 and sp. Y of 1899]

58. (a) The rates for insurance of goods, parcels, etc., shall be as follows :—

Articles.	Rate of insurance per cent. in rupees on declared value.
On art pottery and all articles made of glass, china, or marble.	Four annas per 100 miles or fraction of 100 miles.
Gold, silver, and all other excepted articles .	Two annas per 100 miles or fraction of 100 miles.

subject to a maximum of one per cent.

(b) The insurance shall, in no case, be less than two rupees for the whole distance.



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documents.

Animals [B.]  
[Reso. 81 and ap. Y of 1899]

**Appendix C—contd.**

59. The rates for insurance of animals shall be as follows:—

Description of animals.	Rate for insurance per 100 miles or part of 100 miles.
Horses . . . . .	One per cent. on the excess value over Rs. 500 as declared.
Low-priced horses, ponies, donkeys, mules, cattle and camels.	One per cent. on the excess value over Rs. 50 as declared.
Dogs, sheep, pigs and goats . . . . .	One per cent. on the excess value over Rs. 10 as declared.

In no case shall the insurance charge be less than two rupees.

Method of calculating insurance charges. [A.]  
[Reso. 81 and ap. Y of 1899.]

60. The charges for insurance prescribed in Regulations 58 and 59 shall be calculated on the total distance, shall be subject to one minimum, and shall be divided in mileage proportion.

## Appendix C—contd.

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documents.

*Resolutions passed by the Railway Conference of 1900, which are not embodied in the Conference Regulations.*

That the scale of voting powers printed in appendix L of the Conference Proceedings of 1899, be adopted with the following revisions, on the basis of the traffic of 1899:—

Resolution No. 2.

From	250 to	400 million freight ton-miles	7 votes.
Above	400 to	600 " " "	8 "
"	600 to	800 " " "	9 "
"	800 to	1,000 " " "	10 "
"	1,000 to	1,500 " " "	11 "
"	1,500	" " "	12 "

Where under the scale adopted, an increased voting power is due to any railway on the current or a subsequent year's traffic or mileage open, the increased voting power may be claimed by that line to have immediate effect.

The number of votes on mileage and freight ton-mileage to be in each case divided by two. In grand total all fractions to be reckoned as one.

That Resolution No. 51 as passed at the Conference of 1899 be now confirmed.

Resolution No. 3.

It reads as follows:—

- (a) That subject to the reservation in clause (b) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote, shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.
- (b) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice.
- (c) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.
- (d) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.
- (e) That in case of the majority being less than as provided for in clause (d), the question as between the railways concerned shall, unless those railways by mutual consent accept the opinion of the majority of the Conference, be decided by arbitration.
- (f) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, subject to revision from time to time on account of alterations in mileage, etc.

Resolved that the statement\* showing the votes possessed by each delegate calculated on the basis agreed to in Resolution No. 2 be read and recorded.

Resolution No. 5.  
\*Vide below.

## Scale for votes on mileage basis.

Not exceeding 250 miles . . . . .	1 vote.	Above 1,500 to 2,000 miles . . . . .	6 votes.
Above 250 to 500 " . . . . .	2 votes.	" 2,000 to 2,500 " . . . . .	7 "
" 500 to 750 " . . . . .	3 "	" 2,500 to 3,000 " . . . . .	8 "
" 750 to 1,000 " . . . . .	4 "	" 3,000 miles . . . . .	9 "
" 1,000 to 1,500 " . . . . .	5 "		

## Appendix C—contd.

## Scale for votes on freight ton-mileage basis.

Not exceeding 10 million freight ton-miles . . . . .	1 vote.	Above 250 million to 400 million freight ton-miles . . . . .	7 votes.
Above 10 million to 50 million freight ton-miles . . . . .	2 votes.	Above 400 million to 600 million freight ton-miles . . . . .	8 "
Above 50 million to 100 million freight ton miles . . . . .	3 "	Above 600 million to 800 million freight ton-miles . . . . .	9 "
Above 100 million to 150 million freight ton-miles . . . . .	4 "	Above 800 million to 1,000 million freight ton-miles . . . . .	10 "
Above 150 million to 200 million freight ton-miles . . . . .	5 "	Above 1,000 million to 1,500 million freight ton-miles . . . . .	11 "
Above 200 million to 250 million freight ton-miles . . . . .	6 "	Above 1,500 million freight ton-miles . . . . .	12 "

Railway.	Mileage, open and under construction, on the 31st December 1899.	Half number of votes on mileage basis.	Actual freight ton-mileage for 1899.	Half number of votes on freight ton-mileage basis.	Total number of votes for each delegate.
East Indian . . . . .	2,253½	3½	1,941,958,431	6	10
North-Western . . . . .	3,762½	4½	942,182,580	5	10
Bombay, Baroda and Central India . . . . .	2,883½	4	915,825,308	5	9
Bengal and North-Western . . . . .	1,336½	2½	165,120,535	2½	} 8
Rohilkund and Kumaon . . . . .	285	1	28,377,217	1	
Bengal Dooars . . . . .	153	½	1,032,780	½	
Great Indian Peninsula . . . . .	1,560½	3	790,200,469	4½	8
Eastern Bengal . . . . .	1,048½	2½	237,724,111	3	} 7
Calcutta Port Commissioners' . . . . .	8½	½	1,006,686	½	
Southern Mahratta . . . . .	1,592½	3	177,254,853	2½	6
Bengal-Nagpur . . . . .	1,399	2½	240,417,180	3	6
Oudh and Rohilkhand . . . . .	1,149½	2½	222,274,119	3	6
Indian Midland . . . . .	1,238½	2½	169,174,112	2½	5
Madras . . . . .	996	2	177,597,604	2½	5
South Indian . . . . .	1,313	2½	116,545,035	2	5
His Highness the Nizam's Guaranteed State . . . . .	735½	1½	125,594,486	2	4
East Coast . . . . .	807½	2	102,637,439	2	4
Assam-Bengal . . . . .	735½	1½	37,427,040	1	3

That rule 4\* stand as it is for the following reasons:—

- (i) The existing rule appears to the Conference to provide sufficient precautions for the working of the train following system and no apparent necessity has been shown to exist for the proposed alteration.

- (ii) It would be difficult for the first clause of the new rule to be complied with as the staff at a station or signal box cannot always assure the driver of a train that the line on which he is to travel is "absolutely clear of trains and all other known impediments," and such an assurance, if given, might cause misapprehension. Riding and material trolleys can at any time be placed on the line between stations.

\*Of the General Rules for open lines.

## Appendix C—contd.

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- (iii) With regard to the proposed new rule (ii) (a), the alteration, if made, would have to be adopted by all railways to which the General Rules have been applied, including some branch or light railways worked on the "train staff and ticket system," where telegraph lines have not been constructed and no communication exists that would enable one station to ascertain that there is a clear line in the station yard ahead for the reception of the *preceding* train.
- (iv) Rule (ii) (b) would preclude a *following* train being started, although the necessity may only arise after one train has actually left the station and before it has reached the next; while such a rule would have a tendency to cause the train staff with the first train to neglect to carry out the rules for the protection of trains stopped between stations, if according to their time they supposed a *following* train was not due at that spot, which might cause an accident.

Resolution No. 7. That clause (b) of rule 102 read as follows :—

Main signal at "danger." 102. When a main signal is at "danger" or "on," then—

- (a) if it is placed at a junction, no driver of a train to which such signal applies, shall take the train past the signal, and
- (b) in any other case, no driver of a train shall take the train past the signal or allow the train to foul the points to which the signal applies, unless the train is brought to a stand and then signalled past by hand by a railway servant appointed in this behalf by an authorized officer.

That the proposed new rule 180 be rejected, and the amalgamation of rules 181 and 182 be not carried into effect, for the following reasons :—

Resolution No. 8.

- (i) The general application of the use of lighted fusees as signals is considered to be somewhat premature in this country, but if any railway administration can be induced to try what is at present an experimental procedure, there is nothing in the General Rules to prevent such railway issuing the instructions to its staff as a subsidiary rule, and when its value under the varying conditions prevailing in India has been proved on several railways the rule might be introduced generally.
- (ii) In a dry part of India the lighted fusee might set fire to valuable jungle and timber. In other parts where jungle fires all along the line are constantly burning, a driver might omit to see the fusee or he might take the lighted jungle to be a fusee light and stop his train thereby causing loss of time and detention. In a wet district or during the monsoon, the fusee would be very likely to be extinguished by falling into water or by heavy rain.

That demurrage is leviable on wagons sent by special arrangement for back loading a particular class of traffic; but the Conference recognises the difficulty which exists in the coal traffic,

Resolution No. 9.

and therefore in the case of this traffic only, considers the payment specified in 16 (c) should be calculated at twice instead of four times the hire specified in Regulation 14 (a).

Resolution No. 10.

That Rules 13 and 14 of Conference Regulations remain unaltered in regard to vehicles not fitted with vacuum brake.

That the consideration of Question No. 16 of the present Conference, so far as standard gauge goods stock is concerned, be not further proceeded with at present, it being impossible owing to

Resolution No. 12.

the abnormal nature of the past season's traffic, to say, so far, what has been the result of the working of the new rule; and that the matter be reconsidered a year hence, either in full Conference or by the Standing Committee.

The object being to ascertain what the return was on wagons sent to a foreign line under the old rules as compared with that under the new; also whether the time wagons were absent was

Resolution No. 14.

greater under the old or new rules, it is proposed that actual statistics be taken out

for the months of April 1899 and 1901 (1) under the old rules, (2) under the new rules, and be submitted by all railways parties to the Conference to the Secretary, Railway Conference, not later than 1st August 1901, short and long distance traffic, that is, under and over 100 miles being separately dealt with, and that a Sub-Committee composed of Messrs. Lightfoot, Dunsterville and Dwane be appointed and requested to draw up a form for the approval of the Conference, in which the required information can be recorded.

That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage is a matter for mutual arrangements between railways, but in the opinion of the Conference not more than two annas per standard gauge vehicle and  $1\frac{1}{2}$  annas per metre gauge vehicle per mile should be charged.

Resolution No. 15.

Resolution No. 16.

That the rates proposed in paragraph 3 of the note by the Secretary of the Railway Conference, Question No. 32, as accepted by the East Indian Railway, *vis* :—

- I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 3 per mile with a minimum total charge of Rs. 200;
- II.—That a bogie carriage shall be reckoned as two ordinary vehicles;
- III.—That an additional charge shall be made of 6 annas per mile for each ordinary vehicle and 8 annas per mile for each bogie carriage in excess of nine;
- IV.—That for an additional engine, there shall be further charge of Rs. 2-8-0 per mile;

be recommended for adoption for the standard gauge in the case of the officials\* referred to in paragraphs 2 and 7 of the same note (but not Native Chiefs) and the following rates be adopted for the metre gauge :—

\*High officials of Government.

- I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 2 per mile with a minimum total charge of Rs. 150;
- II.—That a bogie carriage shall be reckoned as two ordinary vehicles;
- III.—That an additional charge shall be made of 4 annas per mile for each ordinary vehicle and 6 annas per mile for each bogie carriage in excess of nine;
- IV.—That for an additional engine there shall be further charge of Rs. 2-0-0 per mile;

and that the existing demurrage charges for detentions and stoppages *en route* and empty haulage charges as laid down in paragraph 1 of Government of India Circular No. 7 Railway of 5th September 1894, be adhered to.

That the attention of the Government of India be invited to the following proposal by Mr. A. Muirhead, recorded as No. XXII of the proceedings of Committee No. 1 of 17th September 1900.

Resolution No. 17.

That the Committee venture to hope, as such low rates have been recommended for the officials concerned, that they will further the public and the railway convenience by travelling by special train whenever practicable.

Resolution No. 18.

That the *N.B.* paragraph to Regulation 7 does apply to both coaching and goods stock.

## Appendix C—contd.

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Resolution No. 19.

That the existing Regulation No. 7 stand as it is with the omission of the *N. B.* paragraph.

That it is unnecessary to fix any limit of time within which audit adjustments of through traffic accounts may be made.

Resolution No. 21.

That under Regulation 37 it may happen that the railways owning the booked route may be entitled to a larger share of a fare than they would have earned if they had actually carried the passenger by the booked route.

Resolution No. 23.

That the rule, as it stands, is perfectly clear, and no modification would make it clearer.

The following example illustrating the working of the regulation should, however, be added:—

A 3rd class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai; fare over the Oudh and Rohilkhand railway being Rs. 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.

The fare from Moghal Sarai to Cawnpore is Rs. 2-13-0 (E. I. Ry.); the fare from Cawnpore to Lucknow is Rs. 0-10-0 (O. & R. Ry.)

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs. 2-9-0, and the fare from Cawnpore to Lucknow, Rs. 0-10-0, the latter being debited to joint station expenses at Moghal Sarai; and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai.

That the remission of wharfage charges on goods and parcels traffic at joint stations shall be made entirely at the discretion of the railway working the junction, the railway or railways working into the junction having equally the right to remit wharfage on its or their own consignments.

Resolution No. 24.

Resolution No. 25.

That the following be added as clause (c) to Resolution No. 44 of the Railway Conference of 1899:—

(c) That in the case of three or more railways working into a junction, the net amount after deduction of the suitable proportion (as agreed upon by the railways concerned) of the working expenses to meet the passing traffic, be divided in the proportion of weight of the interchanged and local traffic of each railway using the junction.

Resolution No. 23.

That no action be taken on the following issue as set forth on the papers on this Question\* :—

(1) Whether the Government of India should be moved to empower railways to prefer claims for the recovery of under charges on consignments, delivery of which has been taken on payment of the freight demanded, within such a period as is merely sufficient for the audit office to check charges.

Resolution No. 36.

That Regulation 3 (b) remain as it is.

\* Question No. 26 (Power of railway administrations to recover undercharges).

## Appendix C—contd.

That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

Resolution No. 37.

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs. 260 per vote per annum.

Resolution No. 38.

That this Conference is of opinion that the recommendations contained in Resolution No. 30 of the last Conference should be carried out in their entirety before the practicability of establishing a Central Clearing House or District Clearing Houses can be demonstrated, and that it is most important that the officer deputed should be able to visit the principal railways in India to investigate the various questions and confer with the officers of each railway before forming his conclusions.

Resolution No. 40.

That Conference Regulation 19 (e) stand as it is.

Resolution No. 41.

That Regulation 21 (a) stand as it is without addition.

Resolution No. 42.

That the Government of India be moved to suggest to Inspecting Officers that in most cases it would suffice to hold one formal annual inspection at which they should be accompanied by representatives of the railway, it being open to an Inspecting Officer to hold other inspections at his discretion and convenience.

Resolution No. 43.

That issue (a), which runs as follows—

Resolution No. 44.

(a) If a railway refuse to accept a claim made under a binding Conference Regulation, should the case be referred to the Standing Committee? and if not, what procedure should be adopted?

is governed by Resolution 51 (c) and (d) of the Conference Proceedings of 1899; and that in regard to issue (b), which reads as under—

(b) May a railway refuse to settle a claim which, it admits is just *under a binding Conference Regulation* by attempting to set off against it a disputed claim *not made under a Conference Rule*?

The reply is *no*.

That paragraph 8 (a) of schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, should be modified so as to read as follows:—

Resolution No. 45.

The loading of the wagons should actually be done by the sender, but that the forwarding railway should, except in cases when the loading is done at a private siding at a distance from the railway goods shed, supervise the loading and should be held responsible that only one wagon of a consignment is lightly loaded, and that this wagon as containing the balance of a consignment should not be charged on the carrying capacity of the wagon but on the minimum agreed to. Also that when a consignment is deputed on which a minimum charge per wagon is made, the sender's acceptance of this charge should be taken on the forwarding note; further that the minimum weight for charge for a standard gauge wagon be 150 maunds and for a metre gauge wagon 100 maunds.

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documents.

That, in the opinion of the Conference, schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, does not empower any Railway company that has adopted that schedule to levy a short distance charge in the case of railway materials and stores, excluding coal, carried for foreign railways, and that no modification of paragraph 7 of the schedule is necessary or desirable in this respect.

Resolution No. 46.

That the Government of India be moved to declare that the rates laid down in schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, are at "owner's risk."

Resolution No. 47.

That Government be moved to reconsider schedules B and C of Circular No. 8 Ry., dated 4th May 1895, with a view to modification.

Resolution No. 48.

That no further action be taken regarding this question.\*

Resolution No. 49.

That Regulation 28 be cancelled.

Resolution No. 51.

That the following procedure be followed in the case of overcharges claimed and unclaimed :—

Resolution No. 54.

## (i) Unclaimed overcharges.

- (a) Overcharges, either coaching or goods, amounting to not less than Rs. 5, shall be refunded, if discovered not later than six months after the money has been collected, provided the identity of the party to whom the money is due can be established.

Such refunds shall only be made by the railway which collects the money to the person who paid the money, or his order, and the procedure described in paragraph (ii) shall be followed in making the refund. Claimants to these refunds shall be required to establish their claims.

- (b) To meet the cases of large and well known firms, it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered ; the limit of time being six months in either case.

## (ii) Refunds claimed by the public.

- (a) When a claim for refund, either coaching or goods, is established, the railway which made the collection shall check the claim, and, if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit office on behalf of all railways connected with the transaction, the refund shall be at once made to the party concerned, the overcharge sheet being subsequently sent, if necessary, to the several audit and traffic offices concerned for post audit.

- (b) The railway which collected the money shall be the only railway competent to make a refund under these circumstances. Applications for refunds, if received by the other railway or railways parties to the transaction, shall be forwarded to the railway which is entitled to make the refund for disposal and the claimant advised. If by an error, more is refunded, in any case, in the proportion of any railway or railways, than is actually due, the loss shall be shared in mileage proportion between all the railways concerned.

- (c) All items not disbursed after the expiry of a period of six months from the date of discovery shall be credited to the railway or railways in whose proportion the overcharge occurred.

\* Question No. 5 (Reweighment of coal at junctions, etc.).



Appendix C—*contd.***(iii) Legalising transactions.**

In recommending these proposals for the consideration of Government and the Boards of the several railways, the Government of India should be moved to empower railways to prefer and recover claims for under-charges due to them within a period of six months: also to legalise the railways being released from all liability in respect to any amount they refund to the best of their knowledge.

That the Conference recommend to Government the desirability of adopting on all railways the forms\* A and B as printed.

Resolution No. 55.

That the consideration of Question No. 2 relating to the introduction of a cooly class on Indian railways be deferred.

Resolution No. 56.

That paragraph 1 against item 4 of appendix P to the Proceedings of the Railway Conference of 1899 should read as follows:—

Resolution No. 57.

When in parties of not less than 4, which number may, in the case of children, include attendants in charge (one person for each party), shall be allowed to travel in the next higher class to that for which they pay fares, and 3rd class for half the third class fare, on production of a certificate signed by the Head Master or Mistress or Principal of the school or college to which they belong. Children under 12 and above 3 years of age to be charged half the concession fares. Return tickets are not granted. Each party must travel together in the same train, but not necessarily in the same class of carriage. The number of the party may be increased or decreased *en route*, provided the number does not at any time fall short of the minimum of 4.

Resolution No. 58. That the answer to issue No. (i) which runs as follows—

(i) Is the Great Indian Peninsula railway bound by the Conference Regulations in regard to the notifying of rates while the other route is not so bound? is that the Great Indian Peninsula railway is not bound by Conference Regulations.

(1) That Conference Rule 32 does not prohibit immediate replies being made to competitive rates quoted by railways or combined steamer and railway routes which are not parties to the Conference, and railways parties to the Conference through-booking with such outside routes shall, for the information of all railway parties to the Conference, immediately furnish sufficient information to all railways interested to enable replies to be furnished.

(2) Also that railways so booking with outside routes should, as far as possible, endeavour to make them conform with Rule 32, but nothing in the Railway Conference Rules is intended to make a railway surrender its natural advantages connected with a sea or river route.

That the question as to the charges for the carriage of Circus troupes is one for special arrangement as traffic offers, and that item 1 of appendix P to the Conference Proceedings of 1899 be amended accordingly.

Resolution No. 61.

That item 13 of appendix P to the Conference Proceedings of 1899 be amended to read as follows:—

Resolution No. 62.

That ministers and missionaries, if not less than four in number, shall be allowed to travel first class on payment of second class fare and second class on payment of the next lower class fare, when travelling on business connected with the order or society to which they belong, if provided with a certificate to that effect from the Secretary or other recognized managing official of the society.

\* Forms of warrant for special trains and accommodation by ordinary trains for high officials. Not printed, vide pages xix—li of appendix K to the Proceedings of the Railway Conference of 1900.

## Appendix C—concl'd.

That the Government of India be asked to require the Postal Department to declare the contents of mail bags carried under the weightment system when containing treasure, and to pay freight on them at the special rates quoted for Government treasure.

Resolution No. 63.

That the rules as printed at pages lxxxii and lxxxiii of the Proceedings of the Railway Conference of 1899 may apply to open line employes temporarily employed on construction, but not to additional staff specially engaged for construction purposes.

Resolution No. 65.

That, subject to the exception made in favour of open line men temporarily employed, privilege tickets cannot be granted to employes on construction; the police, postal, telegraph or any department other than employes actually engaged on a railway and paid in full by the railway administration.

That the railways, while recognizing the defects complained of, would beg to be allowed to state that the matter is constantly under enquiry and will continue to receive attention; also that all practical precautions possible have, as far as the railways are aware, been adopted. They will, however, welcome any practical suggestion which will tend to improvement, and further suggest that Government be asked to refer the question to the Committee of Locomotive and Carriage Superintendents, which, it is understood, will shortly assemble, for special report; also to appoint a special Committee of experts to consider the question and to offer a suitable reward for the best means of preventing thefts from wagons.

Resolution No. 66.

That in lieu of the coupon suggested in paragraph 8 of appendix U of Conference

Resolution No. 67.

000	Bombay POONA.	SECOND CLASS Rs. 7-8-0.	Returns coupon. (Not transferable. To be exchanged for a second class ticket within six months.	Poona to Bombay. No. 000
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Proceedings of 1899, *vide* Resolution 70, a ticket, as per specimen on the margin, might be adopted.

That Messrs. Thomas Cook & Son be asked to draw up a list of tours they would propose for adoption, and to submit them to the Secretary of the Railway Conference for circulation to the Standing Committee, this Conference being of opinion that they may be able to agree to Messrs. Thomas Cook & Son's terms\* as regards such tours as may be acceptable, provided that it can be shewn that the proposals will not interfere with existing traffic, and that it is clearly understood that the object of the proposal is to develop a new traffic.

Resolution No. 68.

That the draft† of a uniform set of leave rules, the whole or any portion of which may be adopted by Indian railways, as formulated by Sub-Committee and approved of by Committee No. 2, be approved of by this Conference and submitted for the favourable consideration of the Government of India and the Boards of Directors of the different railways.

Resolution No. 69.

That the form‡ be adopted subject to such modifications as may be agreed upon subsequently by the members of the Sub-Committee after any reference found necessary by the auditors of the several railways concerned and made direct to either Messrs. Dwane, Dunsterville or Lightfoot at their respective head-quarters. Any railway not communicating with the Sub-Committee before January 1st will be considered as having no objection, and in case of any railway disagreeing with Sub-Committee the form will be referred by them to the standing Committee, who must reply within two months.

Resolution No. 70.

That the rules as passed by this Conference be given effect to from 1st January 1901.

Resolution No. 71.

\* Not printed, *vide* appendix L to the Proceedings of the Railway Conference of 1900.  
† Not printed, *vide* annexure, No. 1, appendix K to the Proceedings of the Railway Conference of 1900.  
‡ Referred to in Resolution No. 14. Not printed, *vide* annexure No. 2 appendix K to the Proceedings of the Railway Conference of 1900.

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APPENDICES  
of  
CONTRACTS.

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## APPENDIX D.

This Indenture, made the 21st day of December 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the GREAT INDIAN PENINSULA RAILWAY COMPANY (hereinafter called "the company"), incorporated by an Act of Parliament passed in the session of the 12th and 13th years of the reign of Her present Majesty, intituled "An Act for incorporating the Great Indian Peninsula Railway Company and for other purposes connected therewith," of the other part.

WHEREAS it has been agreed between the parties hereto that the Company shall maintain, manage, and work the Great Indian Peninsula Railway system (as herein-after defined) and the Indian Midland Railway system (as hereinafter defined) during the period and on the terms hereinafter mentioned.

AND WHEREAS it has been further agreed that the receipts and expenditure of the undertaking (as hereinafter defined) on and after the 1st July 1900, and the accounts relating thereto, shall as from that date be dealt with and kept in manner hereinafter appearing as though the Company had been in possession of and working the undertaking on and from that date.

AND WHEREAS by a contract dated the 2nd day of October 1885, and made between the Secretary of State of the one part and the Indian Midland Railway Company, Limited, of the other part, the Secretary of State agreed during the continuance of that contract to pay to the Indian Midland Railway Company, Limited, out of the revenues of India, interest at the rate of 4 per cent. per annum on a sum of 3,000,000*l.*, which has been raised by the issue by such last-mentioned Company of a share capital for the nominal amount of 3,000,000*l.*

AND WHEREAS in exercise of the powers in that behalf conferred upon the Company by the Great Indian Peninsula Railway Purchase Act, 1900, hereinafter called the Act of 1900, and for the purposes of this Contract, the Company are about to issue a new share or stock capital for the nominal amount of 2,575,000*l.*, and of such new capital a total nominal value of 1,750,000*l.* is to be issued as fully paid up in exchange for 67,047*l.* 17*s.* 9*d.*, part of the annuity payable by the Secretary of State out of the revenues of India, as mentioned in the said Act of 1900, and a total nominal value of 825,000*l.*, being the remainder of such new capital, is to be issued as fully paid up in exchange for stock of the Indian Midland Railway Company, Limited, of the total nominal value of 7,50,000*l.*, such exchange being at the rate of 110*l.* of the new capital of the Company for every 100*l.* of the stock of the Indian Midland Railway Company, Limited.

AND WHEREAS the Secretary of State may require the Company hereafter to issue the further share or stock capital as fully paid up in exchange for all or part of the remainder of the said stock of the Indian Midland Railway Company, Limited.

AND WHEREAS it has been agreed that, as part of the consideration for the covenants by the Secretary of State hereinafter contained, the Company shall surrender or transfer or cause to be surrendered or transferred to the Secretary of State, or as he may direct, all such part of the said annuity and all such stock of the Indian Midland Railway Company, Limited, as shall be exchanged for shares or stock in the new share capital of the Company as aforesaid.

NOW THIS INDENTURE WITNESSETH, that in pursuance of the powers in this behalf conferred upon the Company by the said Act of 1900, and of every other power in this behalf thereinunto enabling, it is hereby agreed and declared as follows :—

*Interpretation of Terms.*

## 1. In this Contract—

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

The expression "the Company" means the Great Indian Peninsula Railway Company.

The expression "the Great Indian Peninsula Railway system" means the railways and works of whatever description forming the undertaking

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known as the Great Indian Peninsula Railway on the 30th day of June 1900, together with all State railways then or since worked by the Company, except the branch line in Berar, and the works of whatever description thereto belonging, and (without in any way limiting the generality of the preceding definition) shall include the main line of the Great Indian Peninsula Railway and all branches and extensions forming an integral part of that railway.

The expression "the Indian Midland Railway system" means the railways and works of whatever description forming the undertaking of the Indian Midland Railway Company, Limited, on the 30th day of June 1900, and all other railways, including subsidiary lines (with the works belonging thereto), then or since worked by the Indian Midland Railway Company, Limited, as part of their undertaking or in connection therewith, and (without in any way limiting the generality of the preceding definition) shall include the main line of the Indian Midland Railway and all branches and extensions forming an integral part thereof, and worked under the said contract of the 2nd of October 1885, and the subsidiary lines mentioned in the Schedule hereto.

The expression "the undertaking" means the Great Indian Peninsula Railway system and the Indian Midland Railway system, or such part thereof respectively as shall be handed over to the Company for the purposes of this Contract, together with any improvements, alterations, or additions of whatever description that may from time to time be made therein or thereto by or with the sanction of the Secretary of State.

*Duration of Contract.*

2. This Contract shall continue in force for the period of 25 years from the 1st day of July 1900.

*As to the new Capital of the Company and interest thereon.*

3.—(1) The Company shall forthwith create and issue a new share or stock capital of 2,575,000*l.* and of such new capital a total nominal value of 1,750,000*l.* shall be issued by the Company as fully paid up in exchange for 67,047*l.* 17*s.* 9*d.*, part of the annuity payable by the Secretary of State as mentioned in the said Act of 1900, and the remainder of such new capital, being of the total nominal value of 825,000*l.*, shall be issued by the Company as fully paid up in exchange for stock of Indian Midland Railway Company, Limited, of the total nominal value of 750,000*l.* such exchange being at the rate of 110*l.* of the Company's new capital for every 100*l.* of the stock of the said Indian Midland Railway Company, Limited.

(2) The Company shall not, during the continuance of this Contract, without the sanction of the Secretary of State, create and issue any further share or stock capital.

(3) The Company shall from time to time, if and when required so to do by the Secretary of State, increase its new capital by the creation of such further number of shares or amount of stock of such value as the Secretary of State may from time to time prescribe, and shall issue such shares or stock as fully paid up in exchange (at a rate to be agreed upon between the Secretary of State and the shareholders of the Indian Midland Railway Company, Limited) for all or any of the new existing stock of the Indian Midland Railway Company, Limited, which shall not have been previously exchanged for shares in the Company's new capital.

(4) The Company shall, on or forthwith after the issue of any shares or stock in their new capital, at their own cost surrender or transfer or cause to be surrendered or transferred to the Secretary of State, or as he shall direct, all such part or parts of the said annuity payable under the said Act of 1900, and all such stock of the Indian Midland Railway Company, Limited, as shall be exchanged for the shares or stock in the Company's new capital as aforesaid. For the purpose of contribution to the pensions mentioned in sections 56 and 57 of the Act of 1900, but not otherwise such part or parts of the said annuity as shall be so surrendered or transferred shall be deemed to be unclaimed annuities within the meaning of section 65 of the said Act.

4. During the continuance of this Contract the Secretary of State shall, out of the revenues of India, pay to the Company in London half-yearly, on the 1st day of

January and the 1st day of July, interest at the rate of 3 per cent. per annum, calculated to the 31st day of December and the 30th day of June respectively, on the amount for the time being paid up or credited as paid up on the shares or stock in the new capital of the Company which shall for the time being have been issued in pursuance or for the purposes of this Contract with the sanction of the Secretary of State, and the first of such payments shall be made on the 1st day of January 1901.

*As to the Undertaking to be transferred to the Company and matters connected therewith.*

5. The Secretary of State shall subject to the proviso hereinafter contained as soon hereafter as may be reasonably possible, hand over to the Company, for the purposes of this Contract, the Great Indian Peninsula Railway system and the Indian Midland Railway system, together with the rolling-stock, plant, and machinery belonging thereto, and all telegraphic machinery, works, instruments, and appliances (other than and except telegraph wires) then used by the Company or the Indian Midland Railway Company, Limited, for the purpose of their respective systems. Provided always, that the Secretary of State shall be under no obligation to hand over to the Company any subsidiary line forming part of either of the said systems, which belongs to or passes through any native State, or the rolling-stock, plant, or machinery belonging thereto, or the telegraphic machinery, works, instruments, or appliances appropriated thereto, unless and until all such arrangements (if any) have been made with the native State to whom such line belongs or through whose territory it passes, as in the opinion of the Secretary of State may be necessary or desirable to enable him to hand over to and authorise the Company to work such line. The Secretary of State shall endeavour and use his best interest with all such native States as aforesaid to make with them all such arrangements as in his opinion may be necessary or desirable for the purposes aforesaid.

6. So soon hereafter as may be reasonably possible, the Secretary of State shall deliver to the Company, and the Company shall accept for the purposes of the undertaking, all stores belonging to the Great Indian Peninsula Railway system and to the Indian Midland Railway system that may be in hand or in course of delivery, except such as on the representation of the Company, to be made in writing on or before the 30th day of April 1901, the Secretary of State may adjudge to be unserviceable or surplus stores, and except such (if any) as may belong to any subsidiary line belonging to or passing through a native State which the Secretary of State shall not then hand over to the Company, and such last-mentioned stores (if any) shall be handed over to and accepted by the Company when the subsidiary line to which they belong is handed over to the Company.

7. During the continuance of this Contract the Secretary of State shall provide and allow the Company to use such telegraph wires as the Company shall, with the sanction of the Secretary of State, from time to time require for the purposes of the undertaking, shall maintain the said wires in good repair and good working condition; and the Company shall maintain all such telegraphic machinery, works, instruments, and appliances as shall be handed over to them as aforesaid in good repair and good working condition, and shall provide and maintain in the like repair and condition all such additional telegraphic machinery, works, instruments, and appliances (other than wires) as the Company shall with the sanction of the Secretary of State from time to time require for the purposes of the undertaking. The working of the said telegraphs shall be exclusively in the hands of the Company, but the Company, if so directed by the Secretary of State, shall 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 for their observance, and the Company shall furnish the Secretary of State with such free passes as he may require for persons employed by him in or about the erection, maintenance, or inspection of the said telegraphic wires and telegraph works, machinery, instruments and appliances, or otherwise in connection therewith.

8. If the section of the Great Indian Peninsula Railway between Wadi and Raichur shall be part of the undertaking handed over to the Company, the Secretary of State may at any time require the Company to retransfer such section to him, and the Company shall not claim any compensation in respect of such retransfer. From and after such retransfer the said section shall cease for the purposes of this Contract to be part of the undertaking or of the Great Indian Peninsula Railway system.

9. As soon hereafter as may be reasonably possible, an inventory of the undertaking, and an inventory and valuation of the rolling-stock, plant, and machinery belonging thereto, as on the 1st of July 1900, shall be made and signed by or on behalf of the Secretary of State and the Company, the valuation, being based on the sums outstanding on that day in the respective capital accounts of the Company and of the Indian Midland Railway Company, Limited.

*As to the Maintenance and Management of the Undertaking.*

10. The Company shall keep the undertaking in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery to the satisfaction of the Secretary of State. If the Company shall fail for the space of one calendar month to comply with any requirement in writing of the Secretary of State in regard to the matters aforesaid or any of them, the Secretary of State may enter on the undertaking and execute all such works and provide all such rolling-stock, plant, and machinery as may in his opinion be required for the purposes of the undertaking.

11. The Company shall keep the rolling-stock, plant, and machinery belonging to the undertaking in good repair and in good working condition to the satisfaction of Secretary of State.

12. The Company shall maintain a sufficient staff for the purposes of the undertaking of the satisfaction of the Secretary of State.

13. The Secretary of State may from time to time by notice in writing require the Company to carry out any alteration or improvement in the undertaking or any addition thereto that may in his opinion be necessary for the safety of passengers or for the safety of the public, or for the effectual working of the undertaking, or for the accommodation of the traffic of any railways now or hereafter having junctions with any railway forming part of the undertaking. 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 carrying out such alteration, improvement, or addition. On receiving any such notice the Company shall with all reasonable speed commence and proceed to execute the works described therein, the Secretary of State supplying the necessary funds and providing at the cost of the Company any land that may be required for the purpose. If in any case the Company shall neglect to proceed with the proposed works or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the undertaking and execute the said works.

14. The Secretary of State shall provide and maintain, for the purposes of the undertaking, such a force of police as the Company, with the approval of the Secretary of State, shall from time to time require, with this qualification, that in case of difference between the Secretary of State and the Company as to the force 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 required for the purposes of the undertaking shall be taken to be, as from time to time stated by the Secretary of State, and shall be defrayed in the following manner: that is to say, three-tenths shall be borne by the Secretary of State, and the remaining seven-tenths shall be treated as part of the working expenses of the undertaking.

*As to the use and working of the Undertaking, and the conveyance of Traffic.*

15. The Company shall 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.

16.—(1) The Secretary of State shall from time to time authorise maximum and minimum rates within which the Company shall be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers or goods on the undertaking, and shall prescribe the several clauses and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the maxima and minima so authorised, the Company may vary the said rates in respect of the distance or weight or special conditions under which such conveyance takes place or services are rendered.

(2) The Secretary of State shall give the Company not less than three months' previous notice in writing of his intention to make any change in the rates or classification so authorised and prescribed, and unless the Company shall assent to such change, it shall not be operative until the expiry of the said notice. Provided that when the Secretary of State shall declare that a change is necessary to meet a public emergency it shall suffice for him to give such shorter notice as he shall consider reasonable.

(3) In making charges to the public for services under this section, the Company shall not, without the special sanction of the Secretary of State, calculate the same otherwise than in accordance with the rates authorised in the manner herein prescribed, or make any reduction by rebate or otherwise that will have the effect of bringing any rate actually paid below the minimum authorised in the manner herein stated. The term "goods" shall, as regards this section, include everything conveyed on the undertaking, passengers only excepted.

17. The Secretary of State may from time to time require the Company to carry out any alteration or improvement in the working of the undertaking that may in his opinion be necessary for the safety of passengers, or for the safety of the public, or for the effectual working of the undertaking.

18. 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 the 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 Post Office servants when on duty, 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, and at such rates as may be approved by the Secretary of State, not being less than the rates in force for the time being for similar services on State Railways of the same gauge.

19. If and whenever during the continuance of the Contract dated the 18th March 1890, and made between the Secretary of State and the Indian Midland Railway Company, Limited, His Highness the Maharajah of Gwalior for the time being desires to travel over or upon that part of the Indian Midland Railway system known as the Sindia State Railway, or any part thereof, after the same shall have been handed over to the Company, the Company shall provide free of cost for the Maharajah and his suite all or such as shall be required of the following accommodation (that is to say), one first-class carriage, one second-class carriage, one third class carriage and one luggage van, with all necessary and proper attendants.

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

21. The Company shall from time to time, upon the requisition of the Secretary of State, give precedence to the demands of the Government, whether for freight or passenger accommodation, over all ordinary traffic.

22. All stores intended to be used for the purposes of the undertaking shall be conveyed by the Company at rates to be approved by the Secretary of State, not being less than the actual cost of conveyance.

#### *Capital.*

22 a. All capital moneys required for the purposes of the undertaking shall, at the option of the Secretary of State, either be provided by him, in which case they shall bear interest at the rate of 3½ per cent. per annum, or at such other rate as shall from time to time be agreed upon, or be raised by the Company by the issue of debentures or debenture stock, in such manner and on such terms as to interest or otherwise as the Secretary of State shall determine.

#### *As to Receipts, Payments, and Expenditure.*

23. All moneys which shall be received by or on account of the Company in India in respect of the undertaking, or from the use and working of the telegraph



wires and telegraphic machinery, works, instruments, or appliances provided for or by, or handed over to the Company under this Contract, shall at such times and in such manner as the Secretary of State may from time to time direct be paid without deduction into the Treasury of the Government of Bombay, or into such other Treasury or Treasuries as the Secretary of State may direct, to a separate account, and all moneys which shall be so received elsewhere than in India shall be paid into the Bank of England to the account of the Secretary of State.

24. All moneys required by the Company for the purposes of the undertaking 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.

25. All moneys expended by the Company on account of the undertaking, and all other expenses of the Company in connection therewith, shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

*As to Accounts.*

26.—(1) The Company shall keep all such accounts relating to the undertaking and to the two systems of which it is composed, and to the subsidiary lines included therein, and all such accounts as between the Company and the Secretary of State as the Secretary of State shall from time to time require. Such 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 of Bombay, and there incorporated in the accounts of the Company in India, each account for the purpose of such incorporation being converted into rupees at the prescribed rate of exchange.

(2) The prescribed rate of exchange shall be as follows; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year shall be made at the then average rate obtained during that half year 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.

27. Unless and until otherwise directed, the Company shall keep the following accounts as on and from the 1st day of July 1900:—

A general working expenses account.

A separate revenue account for each of the two systems of which the undertaking is composed.

A separate capital advance account for each of the said systems.

A separate capital account for each of the said systems.

And (as a temporary arrangement until the stores of both systems shall have been verified and accepted) a separate stores account for each of the said systems.

Appendix D—*contd.*

Such accounts with relation to any subsidiary lines of either system as may be required by the contracts or agreements for the time being relating thereto.

28.—(1) The general working expenses account shall contain an account of the working expenses of the whole undertaking incurred on and after the 1st of July 1900.

(2) The said account shall be made up half-yearly to the 31st of December and the 30th of June in each year, or to such other days as the Secretary of State shall 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 any error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every such 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 or in any subsequent general working expenses account or accounts as the Secretary of State may determine.

(3) As soon as the general working expenses account for any half year shall have been settled the working expenses in such account shall be divided between and attributed to the two systems of which the undertaking is composed in proportion so the amounts of the gross receipts of the said systems respectively for such half year; the branch lines in Berar being for the purposes of this sub-clause treated as parts of the Great Indian Peninsula Railway system. Provided that the working expenses of the Indian Midland Railway system for the half year ending on the 31st day of December 1900 shall be ascertained as heretofore.

(4) The share of such working expenses so attributed in respect of any half year to each of the said systems shall for the purposes of this Contract and all subsidiary contracts relating to any part of the undertaking be deemed to be and dealt with as the actual working expenses of such system during such half year.

29. The revenue account of each of the systems of which the said undertaking is composed shall commence as on the 1st of July 1900, and shall contain an account of all receipts on account of revenue (in this Contract called gross receipts) of the system to which such account relates, including therein all moneys received by the Company from the use and working of the telegraph wires, telegraphic machinery, works, instruments, and appliances provided for, or by, or handed over to the Company and used for the purposes of the said system, and the share of working expenses attributable to the said system under the provisions herein-before contained, and all other payments (if any) in respect of the said system on account of revenue, and in such account the gross receipts of each subsidiary line of the said system shall be kept separate and distinct from the gross receipts of the remainder of the said system; and there shall be attributed in the said account to each subsidiary line a share of the working expenses attributed to the said system bearing the same proportion to the whole of the working expenses attributed to the said system as the gross receipts of such subsidiary line bear to the whole gross receipts of the said system, and the share of working expenses so attributed to each subsidiary line shall for the purposes of this Contract and for the purposes of all other contracts, if any, relating to such subsidiary line, be deemed to be and dealt with as the actual working expenses of such subsidiary line. Provided always, that the provision aforesaid for ascertaining the working expenses of the subsidiary lines shall not prejudice or enlarge the rights of any third party in any subsidiary line which is worked under any contract or agreement which contains any provisions inconsistent with such provision, and cannot be altered by agreement between the Secretary of State and the Company without the consent of such third party, until such consent has been obtained. Each revenue account shall be made up half-yearly to the 31st December and the 30th of June in each year, or to such other days as the Secretary of State shall from time to time prescribe, and the provisions herein-before contained relating to the submission, audit, settlement, and correction of general working expenses account shall apply to every revenue account.

29a. For the purposes of the four last preceding clauses, but subject to the provision of clause 28 (3) with respect to the branch lines in Berar, each system shall be taken to be only so much thereof as shall for the time being be part of the undertaking.

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30. The capital account and the capital advance account relating to the Indian Midland Railway system shall, until the Secretary of State shall otherwise direct, be kept in accordance with the provisions relating thereto in the said contract of the 2nd of October 1885, or any modification thereof for the time being in force, and such account shall be made up and stated afresh as often as occasion shall require.

31. All moneys advanced by the Secretary of State for the purpose of carrying out works chargeable to capital, or for the purchase of stores, which ought not to be included in the capital advance account relating to the Indian Midland Railway system, shall be entered in the capital advance account relating to the Great Indian Peninsula Railway system.

32. All moneys which shall be actually expended by the Company, or by the Secretary of State, upon works, rolling stock, plants, or machinery, the cost of which is chargeable to capital, and the value of all land provided by the Secretary of State after the 30th of June 1900, for the purposes of the undertaking shall, unless under the provisions of this Contract, or any other contract for the time being in force, they should be included in the capital account of the Indian Midland Railway system or some other capital account, be entered in the capital account relating to the Great Indian Peninsula Railway system, which shall be made up and stated afresh as often as occasion shall require.

33. The Company shall so soon hereafter as may be reasonably possible make up and deliver to the Secretary of State separate accounts of all stores in the hands of the Company or of the Indian Midland Railway Company, Limited, respectively, or in course of delivery to such companies respectively on the 1st of July 1900, except such portions (if any) of such stores as come within the exceptions contained in the sixth section of this Contract or either of them, and of the value of all stores included in such accounts. For the purposes of such accounts the stores shall be valued as on the 1st of July 1900, and in such valuation regard shall be had to the prescribed rate of exchange, the half-year to be taken into account for the purpose of ascertaining such rate being the half-year ending on the 30th of June 1900. As soon as possible after the 31st December and the 30th June in each year, or such other half-yearly days as the Secretary of State may from time to time prescribe for the making up of the revenue accounts, the Company shall make up and deliver to the Secretary of State separate accounts in respect of the two systems respectively of all stores in hand on the half-yearly day immediately preceding the making up of the accounts, and of all stores used for the purposes of the undertaking since the 30th of June 1900, or since the date to which such stores accounts were last made up, as the case may be, showing the purposes for which stores have been used. As often as any of the stores in hand shall be used for the purposes of the undertaking, the value of the stores so used as entered in the books of the Company shall be charged to the general working expenses account or to the capital account relating to the system for which such stores were used, as the case may require, in accordance with the provisions in that behalf herein contained.

34. The stores in hand shall from time to time be revalued 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 revaluation. Any deterioration or loss that may be ascertained or discovered upon any revaluation shall be charged to the general working expenses account.

35. The question whether any expenditure incurred for the purposes of the undertaking is to be treated in the whole or in part as a charge incurred on capital account, or how the same is to be dealt with, 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 substantial 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, or substitutions is to be borne by revenue and charged to the general working expenses account. Provided nevertheless that any item of expenditure properly chargeable to capital in accordance with this principle, but not exceeding 2,000 rupees, may at the discretion of the Secretary of State be charged to revenue, but so that the aggregate expenditure charged to revenue on account of such items shall not

exceed 25,000 rupees in any half-year, and provided also that except with the sanction of the Secretary of State no portion of the salaries or allowances of any of the Company's permanent supervising staff shall be chargeable to capital, although for the time being employed partly or wholly in directing or superintending work so chargeable, and that no expenses connected with the engagement or passage from or to England of any person in the Company's service shall be chargeable to capital unless such person shall have been specially engaged to carry out work chargeable to capital, and actually employed upon such work.

36. If any difference shall arise between the Secretary of State and the Company as to the incidence of expenditure between capital and revenue in any particular case the matter in difference shall 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 in case of their being unable to agree, to a referee to be named by them. The costs of any such reference shall, unless the Secretary of State shall otherwise direct, be treated as part of the working expenses of the undertaking.

*As to the Working Expenses, and the Application of the Receipts of the Undertaking.*

37. The working expenses attributable, under the provisions herein-before contained, to each of the systems of which the undertaking is composed shall be paid out of the gross receipts of that system, and shall so far as possible be borne by the gross receipts of the half-year to which such working expenses are properly attributable.

38. Working expenses shall include all costs and expenses incurred by the Company, with the sanction of the Secretary of State, in or about the maintenance, management, and working of the undertaking, and all other sums, if any, proper to be allowed out of revenue in connection with the maintenance, management, or working of the undertaking, or in connection with the conduct of the affairs of the Company, and which shall be sanctioned by the Secretary of State.

In the working expenses of the undertaking there shall be reckoned:—

- (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.
- (2) So much of the cost of providing and maintaining a police force for the purposes of the undertaking as is not hereby agreed to be borne by the Secretary of State.
- (3) All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State in keeping the undertaking in good repair and in good working condition, and fully supplied with rolling stock, plant, and machinery, except such part, if any, of such expenditure as may be charged to capital.
- (4) All expenditure incurred by the Company with the sanction of the Secretary of State in keeping the rolling stock, plant, and machinery belonging to the undertaking in good repair and in good working condition.
- (5) 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 chargeable to revenue.
- (6) In respect of every half-year after that ending on the 30th June 1900, a sum in rupees equal to the product of 40 multiplied by the mean mileage of railways worked by the Company under this Contract during such half-year, to cover the costs and charges of and incidental to the supervision and control of the Company by the Secretary of State.
- (7) The charges of the Government Telegraph Department for rent and maintenance of the telegraph wires provided for the use of the Company, and the inspection of such telegraph wires, and of the telegraphic machinery, works, instruments, and appliances used by the Company for the purpose of the undertaking.

- (8) All expenditure incurred by the Company, with the sanction of the Secretary of State, in providing and maintaining the telegraphic machinery, works, instruments, and appliances used by the Company for the purposes of the undertaking in good repair and good working condition.
- (9) All moneys from time to time contributed by the Company, with the sanction of the Secretary of State, for the purposes of such Provident Fund as hereinafter mentioned, which the Secretary of State shall from time to time allow to be included amongst working expenses.
- (10) All other payments and expenses (if any) which form part of the working expenses of the Indian Midland railway system under the provisions of the said Contract of the 2nd of October 1885.
- (11) All such reasonable legal expenses incurred by the Secretary of State or the Company as the Secretary of State shall require or allow to be charged to account of revenue.
- (12) All such other expenses as the Secretary of State and the Company agree to treat as part of the working expenses of the undertaking.
39. The receipts of the undertaking in each half-year, after deducting working expenses and all other charges to revenue account properly attributable to that half-year, shall be applied in the following manner and in the following order:—
- (1) In payment to the Secretary of State of the sum of Rs. 1,00,00,000.
  - (2) In repayment to the Secretary of State in rupee currency (calculated at the prescribed rate of exchange which, under the 26th section would apply at the date of such repayment to the conversion of sterling money into rupees) of all interest payable in respect of such half-year on all moneys raised after the 30th of June 1900 for the purposes of the undertaking by the Company or with their consent by the Indian Midland Railway Company, Limited, with the sanction of the Secretary of State otherwise than by the issue of shares or capital stock, or provided for such purposes by the Secretary of State after that date.
  - (3) If the receipts attributable to either half-year in any year commencing on a 1st day of July and ending on a 30th day of June, and applicable in the manner mentioned in the preceding sub-sections of this section shall exceed the amount of payments chargeable thereon under the same sub-sections, the surplus arising from such excess of receipts over payments shall be applied if and so far as such surplus shall extend in making good the deficiency (if any) of the receipts attributable to the other half of such year and applicable in the manner mentioned in the preceding sub-sections of this section as compared to the payments chargeable on such receipts under the same sub-sections.
  - (4) If the aggregate of the receipts attributable to the two half-years in any year commencing on a 1st day of July and ending on a 30th day of June, and applicable in the manner mentioned in sub-sections (1) and (2) of this section, shall exceed the aggregate amount of the payments chargeable thereon under the same sub-sections, the surplus arising from such excess of receipts over payments shall, subject to the proviso herein-after contained, belong as to nineteen equal twentieth parts thereof to the Secretary of State, and as to one equal twentieth part thereof to the Company. Provided that if the Company shall with the sanction of the Secretary of State increase its new capital and issue further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, Limited, and shall transfer or cause to be transferred such last mentioned stock into the name of the Secretary of State in the books of the Indian Midland Railway Company, Limited, the Company's share in such surplus as aforesaid shall thenceforth be increased by an additional fractional share bearing the same proportion to the original fractional share of  $\frac{1}{10}$  as the additional capital of the Company so exchanged as aforesaid shall bear to the now authorised capital of £2,575,000, but so that the total fractional share of the Company in such surplus shall in no event exceed a one-tenth share.
  - (5) Any moneys which the Company shall be entitled to receive from the Secretary of State under the last preceding sub-section shall be receivable by the Company in India and not elsewhere.

## Appendix D—contd.

*As to Running Powers and other facilities and Accommodations for other Railway Companies and State Railways, and the Secretary of State.*

40. The Secretary of State may from time to time require the Company to execute work in their 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.

41. The Secretary of State may from time to time, when he shall be of opinion that it is desirable so to do for the public convenience, require the Company to enter into, and on the request of the Company will assist them in entering into agreements, upon reasonable terms and to payments and under reasonable conditions and restrictions, with the administrations of any other railway or railways having junction with the undertaking for the following purposes or any of them:—

- (a) For allowing the use of the railways or any parts of the railways respectively worked by them, such railways being of the same gauge for the passage of one another's engines and trains.
- (b) For the supply to one another of any rolling stock which shall not be required for their own purposes respectively.
- (c) For the interchange of traffic and rolling stock and the settlement and apportionment of through rates and charges for interchanged traffic.
- (d) For additions or alterations to or for the redistribution of existing accommodation in junctions or other stations and their appliances in view to their convenient use for the accommodation of one another's traffic, rolling stock, or working staff.

42. If the chairman of the Board of Directors of the Company shall certify to the Secretary of State by writing under his hand that he considers any requirement by the Secretary of State purporting to be made under this part of the Contract not to be reasonable upon any ground to be stated by him in writing, and if there shall then be a difference of opinion between the Secretary of State and the Company as to the reasonableness of the requirement in question or as to the propriety of any modification or alteration therein, the matter in difference shall be referred for decision to an officer of the Government to be named by the Secretary of State and to an officer of the Company to be named by them, or if such officers are unable to agree, then to some person to be appointed by them.

All costs of the reference shall be treated as part of the working expenses of the undertaking.

*As to the Construction and Working of Auxiliary or Branch Railways.*

43. The Secretary of State may require the Company to construct any auxiliary or branch railway of any gauge in connection with any railway forming part of the undertaking, and to work any auxiliary or branch railway of any gauge in connection with any railway forming part of the undertaking, whether constructed by the Company or not, either as agents of the Secretary of State or as part of the undertaking, as the Secretary of State may determine, upon such terms and conditions as may in each case be agreed upon between the Secretary of State and the Company.

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

44. 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 this Contract.

*As to the Supervision and Control of the Secretary of State and the appointment of a Government Director.*

45. In all matters relating to the undertaking, and not herein specially provided for, the Company shall be subject to the supervision and control of the Secretary of State.

46. For the purpose of inspecting the undertaking and 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.

47. The Company shall record and keep in proper books full and particular accounts of all their transactions and proceedings, including full and true minutes of all their meetings, meetings of directors, communications with India, and correspondence, so as at all times to exhibit fully and truly the state of their 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 relating to the undertaking (except communications between the Company and their legal advisers), with power to call for or make copies of or extracts from the same.

48. 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 an ex-officio member of all committees appointed by the Board of Directors of the Company or by the Company in relation to the undertaking, or any matter connected therewith, and he may, moreover, exercise at his discretion an absolute right of veto in all proceedings whatever at the Board of Directors. The Government director shall not be removable, 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, 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.*

49. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State, borrow or raise any moneys, but this stipulation shall not necessitate the sanction of the Secretary of State to the borrowing of money by the Company at a reasonable rate of interest for *bond fide* temporary purposes.

50. 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 which is the subject of this Contract.

51. 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 clause 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 for such property shall be paid to the Company during the continuance of this Contract the expenditure shall be carried to the capital account of the system in connection with which such property was purchased.

52. If in the opinion of the Secretary of State any land in the possession of the Company is not required for the purposes of the undertaking, 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 they acquiesce in the opinion of the Secretary of State, or whether they object thereto, and if so the grounds of their objection. If no objection is stated by the Company, or if the grounds of their objection, if any, are not in the opinion of the Secretary of State sufficient, the land in question shall upon the requisition of the Secretary of State be restored to him, and thereupon the value of such land, if entered in any capital account shall be written off such account.

53. 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 costs of preparing such returns and statistics and incidental thereto shall be treated as part of the working expenses of the undertaking.

54. 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.

55. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or any part thereof, or the profits thereof, of any Act of the Indian Legislature for the time being in force, and the undertaking and its equipment shall be subject to the provisions of every such Act.

56. The Company shall maintain and manage a new Provident Fund for the benefit of the servants of the Company in accordance with the rules for the time being authorised by the Government of India. The balances standing to the credit of any members of the former Provident Fund of the Company on the 30th of June 1900 who shall be retained by the Company in their present employment shall be credited to their respective accounts in the new Provident Fund.

57. The Company may, if they think it expedient, and shall, if required by the Secretary of State, maintain and manage 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.

58. Any notice, direction, requisition, appointment, certificate of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of this Contract shall be sufficient and binding if in writing, signed by the Secretary of State or one of his under secretaries, or his assistant under secretary, or by a Secretary of Government at Bombay, or by any other officer or servant duly authorised 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 any respect of the matters aforesaid, unless by some writing signed in the manner before mentioned.

59. The Company shall at all times during the continuance of this Contract keep an office established at Bombay, and shall keep at the said office an authorised agent or committee of agency, with whom the Secretary of State and the Government in India, or other officer or officers deputed in that behalf, may, communicate on affairs concerning the undertaking, 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 concerning the undertaking and the affairs thereof shall be binding on the Company, and every notice to be given to the Company 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 determination of the Contract.*

60. On the 30th day of June 1925 the Company shall give the Secretary of State possession of the undertaking, together with the rolling stock, plant, and machinery belonging thereto, 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 the undertaking, and all telegraphic machinery, works, instruments, and appliances, and other property, if any, belonging or appertaining thereto, and the Secretary of State shall thereupon pay to the Company the amounts paid up or credited as paid up on all shares or stock then in existence in the Company's new capital which the Company shall have issued in pursuance or for the purposes of its Contract with the sanction of the Secretary of State, and shall be bound to indemnify the Company, their property and effects, against all such debts and liabilities, if any, as they may have incurred with the sanction of the Secretary of State and which shall be then subsisting, and thereupon this Contract shall determine without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

*Arbitration.*

61. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if



Appendix D—*concl'd.*Appendix D.  
Contracts.

In any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents, or any clause or thing herein contained, or the construction hereof, or any matter connected with these presents, or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be, referred to two arbitrators (one to be appointed by each party), pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the Indian Arbitration Act, 1899, or other the law in force in British India for the time being relating to arbitration.

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 SCHEDULE.
 

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1. His Highness the Maharajah's Bina-Guna Railway, worked under a Contract, dated the 15th July 1896, and made between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

2. His Highness the Maharajah's Railway from near Parbati Station to Ujjain, worked under a Contract dated the 4th August 1896, between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

3. Her Highness the Begum's Railway from Bhopal Station to the Bhopal-Ujjain Railway east of Parbati Station, worked under a Contract dated the 4th August 1896, and made between the Government of Her Highness the Begum of Bhopal of the first part, and the Indian Midland Railway Company, Limited, of the other part.

4. The Guna-Baran Railway, worked under Contracts dated the 12th May 1899, the 20th February 1899, and 27th February 1899, and made between the Government of His Highness the Maharajah Scindia of Gwalior, the Government of His Highness the Maharao of Kotah, and the Government of His Highness the Nawab of Tonk respectively, and the Indian Midland Railway Company, Limited.

5. The Gwalior-Sipri and Gwalior-Bhind Light Railways, worked by the Indian Midland Railway Company under an arrangement between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company, Limited.

6. The line of railway known as the Bhopal State Railway, and the line of railway connecting it with the other railways of the Great Indian Peninsula Railway system.

## APPENDIX E.

This Indenture, made the 31st day of December 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called "the Company"), of the other part.

WHEREAS these presents are supplemental to an Indenture dated the 2nd of October 1885, and made between the Secretary of State of the one part and the Company of the other part, which Indenture is hereinafter called the principal Contract.

AND WHEREAS the several projected railways mentioned in the principal Contract have been constructed in accordance with the provisions of the said Contract and the branch line therein mentioned to Saugor has been extended in accordance with such provisions to Katni, and the Scindia Railway therein mentioned has also been transferred to the Company in accordance with the provisions, which said railways, together with the works of whatever description thereto belonging, are hereinafter called the Indian Midland Railway.

AND WHEREAS the Company are working in connection with the Indian Midland Railway certain subsidiary lines which are mentioned in the First Schedule hereto, under the agreements respectively relating thereto, which are also mentioned in the said Schedule.

AND WHEREAS it is intended that the Company shall hand over to the Secretary of State the Indian Midland Railway and the said subsidiary lines and all other lines (if any) forming part of the Company's undertaking on the 30th June 1900, or then or since worked by the Company as part thereof or in connection therewith, together with all the works of whatever description thereto belonging (which said railway and lines with the said works are hereinafter referred to as the Company's railway system), in manner hereinafter appearing, in order that the same may be maintained, managed, and worked by the Great Indian Peninsula Railway Company in connection with the Great Indian Peninsula Railway and other railways worked in connection therewith, upon the terms and subject to the conditions contained in an agreement already prepared and approved by the Company, and about to be entered into between the Secretary of State and the Great Indian Peninsula Railway Company, of which a copy is set out in the Second Schedule hereto, and which is hereinafter referred to as the scheduled Contract.

AND WHEREAS for the purposes of enabling the scheduled Contract to be entered into and carried into effect the parties hereto have agreed to enter into the agreement herein contained.

Now THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows :

1. The Company shall forthwith after the execution of the scheduled Contract but subject to the proviso hereinafter contained, hand over to the Secretary of State or to the Great Indian Peninsula Railway Company, if he shall so direct, for the purposes of the scheduled Contract, the Company's railway system, together with the rolling stock, plant, and machinery thereto belonging, and the telegraphs and telegraphic machinery, works, instruments, and appliances, and all plants, surveys, sections, and specifications used by the Company in connection therewith, and all stores in hand or in course of delivery except such as the Secretary of State may on or before the 30th day of April 1901 adjudge to be unserviceable stores.

Provided always, that the Company shall be under no obligation to hand over to the Secretary of State or to the Great Indian Peninsula Railway Company any subsidiary line which belongs to or passes through any native State, or the works of any description, rolling stock, plant, or machinery belonging thereto, or the telegraphs, telegraphic machinery, works, instruments, or appliances, or stores belonging or appropriated thereto, unless and until all such arrangements, if any, have been made with the native State to whom such line belongs, or through whose territory it passes, and with any party whose consent may be necessary to such handing over, as in the opinion of the Secretary of State may be necessary or desirable to enable the Company to hand over such line to the Secretary of State or the Great Indian Peninsula Railway Company, and authorise the Secretary of State or the Great Indian Peninsula Railway Company to work the same.

Appendix E—*contd.*Appendix E.  
Contract.

The Secretary of State shall endeavour and use his best interest with all such native States as aforesaid to make with them all such arrangements as in his opinion may be necessary or desirable for the purposes aforesaid.

During the continuance of this Contract the Secretary of State will perform and discharge all the duties and liabilities imposed upon the Company by any contract with any native State or Government in respect of or in relation to any railway passing through the dominions of such native State or Government, and will indemnify the Company against all costs, damages, claims, demands, and liability under any such contract, whether such railway shall have been handed over or not.

During the continuance of this Contract the Secretary of State shall indemnify the Company against all liabilities to third parties incurred with the sanction of the Secretary of State other than claims in respect of debentures or debenture stock.

The Company shall transfer their existing Provident Fund to the Secretary of State, or, if he shall so direct, to the Great Indian Peninsula Railway Company, and the Secretary of State shall indemnify the Company against all costs, damages, claims, demands, and liability which the Company may incur by reason or in consequence of such transfer. The rules applicable to the said Provident Fund shall not be altered without the consent of the Company.

2. As soon as the Company's railway system or any part thereof shall have been handed over, under the provisions in that behalf herein before contained, the Secretary of State will, during the continuance of this Contract, work, manage, and maintain all or such part of the Company's railway system as shall have been so handed over as aforesaid, through the agency of the Great Indian Peninsula Railway Company, in accordance with the provisions of the scheduled Contract, with such modifications (if any) as may hereafter be agreed upon between the Secretary of State and the Great Indian Peninsula Railway Company and approved by the Company.

3. The Company shall at all reasonable times, during the continuance of this Contract, give the Secretary of State, and on his request the Great Indian Peninsula Railway Company, and any person or persons nominated by him or them, free access to all books of account, specifications, plans, and other documents in their possession or under their control, to which in the opinion of the Secretary of State it is necessary or desirable that he or the Great Indian Peninsula Railway Company should have access for the purposes of the scheduled Contract, and shall allow all or any of such persons as aforesaid to take copies of or extracts from all or any of such books of account, specifications, plans, and other documents for the purposes of the scheduled Contract.

4. As from the 31st of December 1900 the working expenses for each half-year of the whole of the Company's railway system, and of the Indian Midland Railway, and of each subsidiary line shall be ascertained in the manner mentioned in the scheduled Contract, and the working expenses for each half-year so ascertained shall be deemed to be the working expenses for such half-year of the Company's railway system, and of the Indian Midland Railway, and of the subsidiary lines respectively, for the purposes of the principal contract, and every other contract or agreement for the time being relating to the Company's railway system or any part thereof. Provided always, that the provision herein referred to for ascertaining the working expenses of the subsidiary lines shall not prejudice or enlarge the rights of any third party in any subsidiary line which is worked under any contract or agreement which contains any provisions inconsistent with such provision and cannot be altered by agreement between the Secretary of State and the Company without the consent of such third party, until such consent has been obtained.

5. All moneys supplied by the Secretary of State during the continuance of this Contract to the Great Indian Peninsula Railway Company to defray expenditure sanctioned by the Secretary of State for the purposes of the Company's railway system, which in the said scheduled Contract is referred to as the Indian Midland Railway system, or of the telegraphs thereto belonging, and all land supplied during the continuance of this Contract by the Secretary of State to that Company for the purposes aforesaid, and (subject to the provisions herein before contained relating to working expenses) all moneys expended during the continuance of this Contract with the sanction of the Secretary of State by the Company upon or in respect of the said system or the said telegraphs; and all money received during the continuance of this Contract

by that Company from the said system, or from the use and working of the said telegraphs, and all land provided for or used for the purposes of the said system or the said telegraphs which shall during the continuance of this Contract be relinquished by the Company to the Secretary of State, and all other acts and things done during the continuance of this Contract by or for that Company, or otherwise for the purposes or in respect of the said system or the said telegraphs, under and in accordance with the provisions of the scheduled Contract, or of any other contract or agreement for the time being in force relating to any part of the said system, shall for the purposes of account between the Secretary of State and the Company party hereto, and the application of the Company's receipts as between the Secretary of State and the Company, be deemed to be and be dealt with as having been supplied, expended, received, relinquished, or done to, by, or for the Company, or otherwise under or in accordance with such of the provisions of the principal Contract or of such other contract or agreement (if any) as would have been applicable thereto if the Company had continued to work the said system; and for the purposes aforesaid all moneys (if any) which shall have become payable during the continuance of this Contract by the Great Indian Peninsula Railway Company into any such treasury as is mentioned in the 23rd clause of the scheduled Contract and shall be attributable to the account of capital of the Indian Midland Railway system, or any part thereof, shall be included in the moneys referred to in sub-clause 2 of clause 36 of the principal Contract.

6. From and after the time when the Company shall have handed over their railway system, or any part thereof, as herein-before provided, and thenceforth during the continuance of this Contract, the Secretary of State shall accept the covenants contained in the scheduled Contract (when executed) by the Great Indian Peninsula Railway Company relating to the maintenance, working, and management of all or such part of the Company's railway system as shall for the time being have been handed over in substitution for the covenants or agreements by the Company in that behalf contained in the principal Contract, or any other contract or agreement relating to the whole or such part of the said system as aforesaid, as the case may be.

7. If the Great Indian Peninsula Railway Company, with the sanction of the Secretary of State and with the Consent of the Company, shall issue debentures or debenture stock under the guarantee of the Secretary of State for the purposes of the Company's railway system, the amount paid by the Secretary of State for interest in any half year in respect of such debentures or debenture stock shall be deemed to be interest paid by the Secretary of State within the meaning of clause 45 (5) of the principal Contract.

8. Subject as aforesaid, and so far as is compatible with the handing over of the Company's railway system to the Secretary of State or the Great Indian Peninsula Railway Company, and the maintenance, working, and management thereof by such last mentioned Company under the provisions of the scheduled Contract, the principal contract, and all other contracts or agreements relating to the said system, or any part thereof, including the Company's right to a four per cent. guarantee and one-fourth share of surplus profits, shall remain and be in as full force as they were in immediately before the execution of these presents.

9. This Contract shall continue in force until the scheduled Contract or the principal Contract shall be determined, and shall terminate upon the termination of whichever of such contracts shall first be determined.

10. 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 therein contained, or the construction thereof, or any matter connected therewith or the operation thereof, or the rights, duties, or liabilities of either party in relation thereto, then and in every such case the matter in difference shall, unless the Contract otherwise provides, be referred to two arbitrators (one to be appointed by each party) pursuant to and so as with regard to the mode and consequences of the reference, and in all respects to conform to the Indian Arbitration Act, 1899, or other the law in force in British India for the time being relating to arbitration.

#### The FIRST SCHEDULE above referred to.

1. His Highness the Maharajah's Bina-Guna Railway, worked under a Contract dated the 15th July 1896, and made between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

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2. His Highness the Maharajah's Railway from near Parbati Station to Ujjain, worked under a Contract dated the 4th August 1896, between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

3. Her Highness the Begum's Railway from Bhopal Station to the Bhopal-Ujjain Railway east of Parbati Station, worked under a Contract dated the 4th August 1896, and made between the Government of Her Highness the Begum of Bhopal of the first part, and the Indian Midland Railway Company, Limited, of the other part.

4. The Guna-Baran Railway, worked under Contracts dated the 12th May 1899, the 20th February 1899, and the 27th February 1899, and made between the Government of His Highness the Maharajah Scindia of Gwalior, the Government of His Highness the Maharao of Kotah, and the Government of His Highness the Nawab of Tonk, respectively, and the Indian Midland Railway Company, Limited.

5. The Gwalior-Sipri and Gwalior-Bhind Light Railways, worked by the Indian Midland Railway Company under an arrangement between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company, Limited.

6. The line of railway known as the Bhopal State Railway, and the line of railway connecting it with the other railways of the Great Indian Peninsula Railway system.

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The SECOND SCHEDULE above referred to.

(Contract between the Secretary of State and the Great Indian Peninsula Railway Company, dated the 21st December 1900.)

## APPENDIX F.

This Indenture, made the 29th day of June 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE GREAT INDIAN PENINSULA RAILWAY COMPANY (hereinafter called "the Company") of the other part.

WHEREAS these presents are supplemental to three Indentures made between the East India Company of the one part and the Company of the other part, and respectively dated the 17th day of August 1847, the 2nd day of August 1853, and the 15th day of November 1854, and to an Indenture dated the 30th day of November 1870, and made between the Secretary of State of the one part and the Company of the other part, whereby the Company entered into and concluded contracts for making, maintaining and working certain railways in India upon the terms and conditions in such Indentures respectively appearing.

AND WHEREAS by an Indenture dated the 2nd day of August 1890, and made between the Secretary of State of the one part and the Company of the other part, certain terms and provisions therein contained applicable to certain debentures therein mentioned; already issued by the Company, and also to any debentures thereafter to be issued by the Company with the sanction of the Secretary of State, were agreed upon by and between the parties thereto.

AND WHEREAS it is proposed to construct the two branch lines of railway hereafter mentioned to be connected with the existing line of the Company, the one at or near their station at Chalisgaon and to proceed thence to Dhulia, and the other at or near their station at Jalgaon and to proceed thence to Amalner, together with all necessary and proper works and equipments incidental thereto, and the Company have agreed with the Secretary of State to construct, work, and maintain the said proposed branch railways as part of their undertaking on the terms and conditions hereinafter contained.

AND WHEREAS it has been agreed between the parties hereto that the Company shall raise the moneys which shall in the opinion of the Secretary of State be required to meet the cost of the construction and equipment of the said proposed branch railways, or otherwise in respect of the matters to be included in the capital account relating thereto as hereinafter provided, by the issue of debentures upon the terms and subject to the provisions in the said Indenture dated the 2nd day of August 1890 contained.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows; that is to say:—

1. That this Contract shall be construed and have effect as if it had been entered into on and dated the 17th day of June 1897.

*Selection of Branch Lines.*

2. That it shall be lawful for the Secretary of State to determine, fix upon, and select the route of the two branch lines of railway on the 5' 6" gauge hereinafter mentioned; that is to say—

(a) The Chalisgaon-Dhulia branch line to be connected with the existing line of the Company at or near their station at Chalisgaon and to proceed thence to Dhulia.

(b) The Jalgaon-Amalner branch line to be connected with the existing line of the Company at or near their station at Jalgaon and to proceed thence to Amalner, and there to be connected with the line of the Tapti Valley Railway Company.

*Notice of Branch Lines.*

3. That the Secretary of State shall give notice to the Company of the branch lines when so selected as aforesaid, or of any part or parts thereof, as such part or parts thereof shall from time to time be fixed upon, and it shall be lawful for the Secretary of State from time to time to alter the route or direction of both or either of the said branch lines, or to extend or limit the same as he shall think fit after such notice as aforesaid. Provided always, that if any such alteration shall be made in

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either of the said branch lines after such branch line shall have been commenced in a previously selected route or direction the expense of the said branch line theretofore properly incurred, or in any way incident to such alteration, shall be considered as properly incurred by the Company.

*Land.*

4. That the Secretary of State shall after the selection of the route and direction of the said branch lines of railway or of any part or parts thereof, and from time to time as may be necessary, provided the land which shall be required for the said branch lines or for the part or parts thereof so selected, and the works connected therewith, and for proper stations, offices, warehouses, and other conveniences for the same, and shall give to the Company possession thereof, and that all land of which possession shall be so given to the Company, which shall not be permanently required for the purposes of the Company, shall as soon as practicable be restored to the Secretary of State.

*Construction and Equipment of Branch Lines.*

5. That the Company shall, on receiving possession of the land required for the said branch lines or any part thereof, forthwith commence and proceed with diligence in the construction of the said branch railways, with all necessary or proper stations, buildings, works, and conveniences, and with all practicable speed complete and fully equip the same with plant and machinery, other than rolling stock, in all respects to the satisfaction of the Secretary of State. So soon as the said branch railways or either of them shall be completed for such a distance as shall in the opinion of the Secretary of State render it desirable that such completed portion be opened for traffic, the Company shall, upon being authorised so to do by the Secretary of State, forthwith open the same for the conveyance of passengers and goods.

6. That during the continuance of this Contract the Company shall keep the said branch railways and works, or such part thereof as shall for the time being be open for public traffic, supplied with rolling stock and its consequent plant and machinery (other than fixed machinery), as if they were part of the Great Indian Peninsula Railway, and shall manage, use, and work the said branch railways and works or part thereof as aforesaid, and convey traffic thereon, upon, under, and subject to (save as is by this Contract otherwise expressly provided) the like terms, conditions, and restrictions as are by the principal Indentures prescribed in respect of the management, use, and working of the railway therein mentioned, and the conveyance of traffic thereon by the Company, and in respect of the supervision and control of the Company by the Secretary of State.

*Tolls.*

7. That the Company shall be at liberty to charge tolls according to tariffs to be settled by the Secretary of State on traffic over any roadways or bridges for foot passengers, cattle, or carts or other vehicles.

*Telegraphs and Telegraphic Appliances.*

8. That the Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the said branch railways or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the electric telegraphs to be established as aforesaid 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 at 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 said branch railways, or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, 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. 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 clause on the said branch railways, 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 said branch railways 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 mentioned in this clause, or any buildings, machinery, works, or appliances appertaining thereto.

9. That 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 said branch railways or any part or parts thereof respectively. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use.

10. The Secretary of State shall retain out of the receipts of the said branch railways paid into the revenue account of the Company in accordance with clause 16, the amount of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time, under the provisions of the last preceding clause, have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

11. That the Company, if so directed by the Secretary of State, shall, in relation to any electric telegraphs or telegraphic appliances of which under the provisions of these presents it shall for the time being be allowed to have the use, observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe to be observed by the Company, and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

*Use of Station at Amalner by the Tapti Valley Railway Company.*

12. That the Company shall allow the Tapti Valley Railway Company to use the station to be built by the Company at Amalner upon such terms as may be agreed upon, with the sanction of the Secretary of State, between the Company and the Tapti Valley Railway Company, or in case of the Company and the Tapti Valley Railway Company failing to agree upon the terms of such user, upon terms to be settled by the Secretary of State.

*Police during Construction.*

13. That the Secretary of State shall provide and maintain at the cost exclusively of the Company such a force of police as, with the approval of the Secretary of State, the Company shall require for the protection of so much of the said branch lines of railway as shall for the time being be in course of construction, and the cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid on demand from time to time to the Secretary of State by the Company out of moneys to be raised for the construction of the said branch railways, and carried to the capital account mentioned in clause 14 hereof, and shall be deemed to be part of the cost of construction chargeable to capital under clause 14 hereof.

*Capital Account.*

14. That a separate capital account relating to the said branch railways shall be kept by the Company and that all moneys raised by the Company, with the sanction of the Secretary of State, for the purposes of the said branch railways, and paid to his credit at the Bank of England, in accordance with these presents and the provisions incorporated herein by reference of the said Indenture of 2nd day of August 1890, shall be carried to one side of the said capital account, and that all moneys from time to time paid by the Company, with the sanction of the Secretary of State, for the construction of the said branch railways, or any section thereof, and the works and conveniences thereto belonging, and for the original cost of the plant and machinery provided for the purpose of the said branch railways, and the cost of providing and maintaining during construction such a force of police as aforesaid, shall be carried to the other side of the said capital account, and that when and so soon as the said branch railways and works shall have been completed and equipped with the



necessary plant, the capital account relating to such branch railways shall be made up and a copy shall be furnished to the Secretary of State, and such account shall be audited and certified by the Secretary of State. Upon any additions, alterations, and improvements such as shall be properly chargeable to the capital account being thereafter made with the sanction and approval of the Secretary of State to, of, or in the said branch railways, or either of them, or the works, conveniences, and other plant and machinery belonging thereto, the cost necessarily incurred in executing such additions, alterations, or improvements shall be added to the capital account relating to the said branch railways, and the said capital account shall from time to time be made up and started afresh as occasion shall require, and be audited and certified accordingly, and none of the moneys to be carried to the said account shall be carried to or included in the capital account kept by the Company under the provisions of the principal Indentures to which these presents are expressed to be supplemental, or any of them.

*Account of Receipts.*

15. That the Company shall in such forms and under such heads or divisions as shall be prescribed by the Secretary of State keep a separate account of all receipts whatsoever in respect of the said branch railways and the telegraphs connected herewith (except such receipts as properly belong to the capital account hereinbefore agreed to be kept), and such account shall be made up half yearly to the 30th day of June and the 31st day of December in every year, or to such other days in the year as the Secretary of State may appoint, and shall be regularly transmitted to the Secretary of State, who shall be at liberty at all times in auditing the same account to make any corrections therein which may be necessary.

*Deposit of Receipts.*

16. That all receipts of the said branch railways and of the telegraphs received by or on account of the Company in India shall be paid into the revenue account of the Great Indian Peninsula Railway Company as prescribed by clause 15 of the principal Indenture of the 17th day of August 1849.

*Application of Profits.*

17. (1) That the fourth clause of the principal Indenture of the 30th day of November 1870 shall not apply to the net receipts of the said branch railways.

(2) That for purposes of this clause the net receipt realised during any half year on the said branch railways, including the telegraphs connected therewith, shall be the gross receipts of the said branch railways during such half year, less the working expenses thereof during such half year (which said working expenses shall be calculated at the average rate prevailing in such half year over the entire system for the time being of the Company) and the amount retained by the Secretary of State under clause 9 in respect of the telegraphs and telegraphic appliances.

(3) That, subject to the proviso hereinafter contained, the whole of the net receipts realised during any half year on both of the said branch railways shall belong to the Secretary of State as part of the revenues of India. Provided always, that in case in any half year the total net receipts of both of the said branch railways shall exceed the equivalent in rupee currency, converted at the prescribed rate of exchange, of the aggregate amount of interest payable for such half year by the Secretary of State in respect of the debentures issued for the purposes of this Contract, one-fifth of such excess shall belong and be paid to the Company in rupees in India for their own use and benefit.

(4) That in case in any half year, whether before, during, or after the construction of the said branch railways, there be no receipts or no net receipts realised during such half year on the said branch railways, or the total net receipts (if any) on both of the said branch railways, be less than the aggregate amount of such interest as aforesaid payable for such half year, the Secretary of State shall be entitled to retain the amount of such interest, or of so much thereof as such net receipts (if any) are insufficient to meet out of the net receipts realised during such half year and (if there be still a deficiency) during the next succeeding half year, on every line of railway for the time being belonging to the Company, the receipts of which are subject to the provisions of the principal Indenture of the 13th day of November 1870,

and the moneys so retained shall in every such half year, in estimating whether there be any residuary or surplus net receipts for that half year to be divided under the provisions of the said principal Indenture of the 30th day of November 1870 between the Secretary of State and the Company, be first taken into account and paid out of the net receipts of the Company, in the same manner as the amount paid by the Secretary of State for the interest mentioned in the fourth clause of the said principal Indenture is so taken into account and paid out of such receipts, except that the rate of exchange applicable to any moneys so retained as aforesaid shall be the prescribed rate of exchange hereinafter mentioned.

*Conversion of Capital.*

18. That all moneys drawn by the Company in India, in respect of or in anticipation of debenture capital issued for the purposes of this Contract, shall be set off at the prescribed rate of exchange against the moneys raised by the issue of such debenture capital and paid into the Bank of England.

*Prescribed Rate of Exchange.*

19. That the prescribed rate of exchange for the purposes of this Contract shall be as follows ; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees, or rupees into sterling money which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year, shall be made at the average rate obtained during that half year 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.

*New Railway to form part of Company's Undertaking, and former Contracts to apply accordingly.*

20. That the said branch railways shall form part of the undertaking of the Company, and shall revert to the Secretary of State or be surrendered to or purchased by the Secretary of State (if at all) at the same time as and together with the railways subject to the provisions of the principal Indentures to which these presents are expressed to be supplemental or of any of such Indentures, and that subject to the provisions herein-before contained, such of the covenants and provisions of the said principal Indentures as are still subsisting and capable of taking effect shall henceforth extend and be applied to the said branch railways and to their appurtenances as hereinafter mentioned ; that is to say, to all land, stations, offices, warehouses, buildings, works, engines, carriages, stock, fixed and other machinery, plant, plans, surveys, sections, books, printings, writings, documents, and conveniences whatsoever relating thereto or connected therewith (other than and except such electric telegraphs and telegraphic appliances as aforesaid), and to the tenure of the land provided therefor, and to the construction, repair, maintenance, protection, working, supervision, and control thereof, and to the sanction of the expenditure thereon, and to the running of trains and the conveyance of goods, passengers, mails, troops, and Government stores thereover, and to the fares and tolls to be charged thereon, and to the ultimate rights of property therein, and the surrender purchase, and taking possession thereof ; and the Secretary of State and the Company shall respectively perform and observe such of the covenants and provisions aforesaid as are by them respectively to be performed and observed, and in the event of the Company committing any breach of or failing to perform or observe any of such covenants or provisions, or any covenant or provision herein contained, and on their part to be performed and observed, the Secretary of State shall have, exercise, and enjoy the powers and remedies conferred upon or enjoyed by him by or under the said principal Indentures, or any of them, in the event of any breach of or failure to perform the cove-

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nants or provisions therein contained, and such powers and remedies shall extend to and be applicable to the said branch railways and all such lands, stations, offices, warehouses, buildings, works, stock, machinery, plant, conveniences, plans, survey, sections, books, printings, writings, and documents as aforesaid.

21. That the notices of purchase dated the 18th day of August 1899, and given by or on behalf of the Secretary of State to the Company, shall be treated as relating to the said branch railway, as well as to the other railways of the Company, and any capital money or stores in the possession of the Company on the 30th day of June 1900, for the purposes of the said branch railways, shall together with the said branch railways as then constructed, be handed over to the Secretary of State.

22. That, subject to the provisions herein-before contained, the covenants and provisions of the said several principal indentures shall, so far as the same were subsisting immediately before the execution hereof, be and remain in full force and effect as if these presents had not been made and executed.

In witness whereof Sir Dennis Fitzpatrick, K.C.S.I., and Sir John James Hood Gordon, K.C.B., being two members of the Council of India, have hereunto set their hands and seals, and the Great Indian Peninsula Railway Company have hereunto caused their common seal to be affixed, the day and year first above written.

## APPENDIX G.

**This Indenture** made the first day of February 1901 BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called the Secretary of State) of the one part and THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY (hereinafter called the Company) of the other part.

WHEREAS by three Indentures dated respectively the 21st day of November 1855, the 2nd day of February 1859, and the 17th day of November 1871, of which the first-mentioned was made between the East India Company of the one part and the Company of the other part, and the two last-mentioned were made between the Secretary of State of the one part and the Company of the other part, the Company agreed to construct, and for a term of 99 years determinable as therein mentioned to work, manage, and maintain, on the terms and under the provisions in the said Indentures contained, as one undertaking, lines of railway from Bombay to Surat, thence to Baroda to Ahmedabad, and thence across the Suburmattee River to Verumgaum and Wadwan, which said lines of railway together with all branches, extensions, improvements, and additions thereto and all other lines of railway, if any, for the time being forming part of the said undertaking, are hereinafter called the Bombay and Baroda Railway.

AND WHEREAS by four Indentures, dated respectively the 24th day of September 1884, the 16th day of March 1883, the 8th day of November 1889, and the 5th day of October 1893, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work, manage, and maintain, on the terms and under the provisions in the said Indentures contained, for a term to expire by effluxion of time on the 30th June 1900, but determinable as therein mentioned, as one undertaking, the State Railways hereinafter mentioned, that is to say, the Rajputana-Malwa Railway (as described in the said Indenture of the 24th day of September 1884), the Cawnpore-Achnera Railway, together with the Bindraban branch as part thereof (as described in the said indentures of the 16th day of March 1888, and the 8th day of November 1889), and the Godhra-Rutlam Railway (as described in the said Indenture of the 5th day of October 1893), which said railways together with all branches, extensions, improvements, and additions thereto and all other State Railways (if any) for the time being worked and maintained as part of the undertaking described in the said Indenture of the 24th day of September 1884, are herein-after called "the State Railways" except that if any part or parts of the said railways shall be retransferred to the Secretary of State under the provisions of any of the said indentures or of these presents, then as from the date of any such retransfer the expression "the State Railways" shall not include any part or parts so retransferred.

AND WHEREAS by an Indenture dated the 4th day of June 1896, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work manage, and maintain on the terms and under the provisions in the said Indenture contained, and until the termination of the Contract contained in the said Indenture of the 24th day of September 1884, a railway then proposed and since constructed from Ahmedabad to Prantej, with an extension to Ahmednagar, and with a further extension in certain events which have not yet happened to Udaipore, which said railway together with all branches, extensions, improvements, and additions thereto for the time being worked and maintained under and subject to the provisions of the said Indenture of the 4th day of June 1896 or any modification thereof, are hereinafter called "the Ahmedabad-Prantej Railway."

AND WHEREAS by an Indenture dated the 30th day of October 1896, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work, manage, and maintain, on the terms and under the provisions in the said Indenture contained and until the termination of the Contract contained in the said Indentures of the 21st day of November 1855 and the 2nd day of February 1859, a railway then proposed and since constructed from Surat to Nundarbar, and thence to Amalner, which said railway, together with all branches, extensions, improvements, and additions thereto, for the time being worked and maintained, under and subject to the provisions of the said Indenture of the 30th day of October 1896 or any modification thereof, are hereinafter called the "Tapti Valley Railway."

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AND WHEREAS a Company has been or is about to be formed for the construction of a railway from outside the western fence of the said Rajputana-Malwa Railway Station at Sabarmati to Dholka in Guzerat, and it is proposed that the Secretary of State should enter into agreements with the Company as aforesaid and with the Company party hereto, under which the Company party hereto shall undertake to work, manage, and maintain the said proposed railway during the continuance of this Contract on terms substantially similar to those contained in the said Indenture of the 4th day of June 1896, as modified by these presents; and it has been agreed that, if such Contracts as aforesaid are entered into, these presents shall apply to the said railway, which said railway together with all improvements thereto for the time being worked and maintained under and subject to provisions of the said proposed Contract or any modifications thereof, are hereinafter called the "Sabarmati-Dholka Railway."

AND WHEREAS the Company has requested the Secretary of State to extend the duration of the said Contract contained in the said Indenture of the 24th day of September 1884 until the 31st day of December 1905, and the Secretary of State has agreed so to do upon the terms and with the modifications hereinafter contained.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed as follows :

*Interpretation of Terms.*

1. The expression "the Company's railway system" means and includes the railways hereinafter mentioned, and consists or shall consist of the following component sections, that is to say :—

- (a) The Bombay and Baroda Railway.
- (b) The State railways.
- (c) The Ahmedabad-Prantelj Railway.
- (d) The Tapti Valley Railway.
- (e) The Sabarmati-Dholka Railway, if and when the Company shall have entered into a contract with the Secretary of State for the working, maintenance, and management thereof.
- (f) Any other line or lines of railway which shall, for the time being, during the continuance of this Contract be worked and maintained by the Company as a component section of the Company's railway system.

The expression "gross earnings" means and includes, in reference to any component section which is worked under a Contract or Contracts containing a definition of that expression, the gross earnings as defined by such Contract or Contracts, and, in reference to any other component section, the gross earnings derived from the working of the railway or railways included in such section and from all other sources of income which are treated as revenue of such component section under the provisions of the Contract or Contracts relating thereto.

*Extension of the Contract relating to the Rajputana-Malwa Railway and Contracts co-terminous therewith.*

2. The Contract contained in the said Indenture of the 24th day of September 1884, and every other existing Contract terminating at the same time as that Contract, shall be extended and continue in force subject to the modifications hereinafter contained until the 31st day of December 1905, unless the same respectively be previously determined under any provisions therein contained.

*Duration of Contract.*

3. The provisions of this Contract hereinafter contained shall come into force as on and from the 1st day of July 1900, and this Contract shall continue in force until the 31st day of December 1905, unless the said Contract of the 24th day of September 1884 be previously determined, in which event this Contract shall terminate with that Contract.

*Accounts.*

4. In the accounts kept by the Company of the gross earnings of each component section of the Company's railway system in accordance with the provisions of the

Contract relating to such component section, the gross earnings of any line or lines of a different gauge from that of the main line of the component section of the said system to which such line or lines belong shall be distinguished from the other gross earnings of such component section.

5.—(1) The Company shall keep a General Working Expenses Account for the whole of the Company's Railway system.

(2) Such account shall contain an account of the working expenses of the Company's Railway system, except the working expenses of any line or lines of a different gauge from that of the main line of the component sections of such system to which such line or lines belong, and except the charge which the Secretary of State is entitled to make for the supervision, audit, and control of the Company, in respect of the undertaking mentioned in the said Indenture of the 24th day of September 1884 under Clause 38 (10) and 52 of that Contract.

(3) The expenses to be entered in the said Account as working expenses shall be all such sums, charges, and expenses (with the exceptions aforesaid) as under the provisions of the Contracts for the time being in force regulating the working, management, and maintenance by the Company of the Company's Railway system are treated as working expenses.

(4) The said Account shall be made up half-yearly to the 30th June and the 31st December in each year or to such other days as the Secretary of State shall 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 any error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every such 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 or in any subsequent General Working Expenses Account or Accounts as the Secretary of State may determine.

(5) As soon as the General Working Expenses Account for any half-year shall have been settled the working expenses in such Account shall be divided between and attributed to the component sections of the Company's Railway system in proportion to the amounts of the gross earnings of such sections respectively for such half-year other than and except the gross earnings of any line or lines of a different gauge from that of the main line of the section to which such line or lines belong.

(6) The share of all working expenses so attributed in respect of any half-year to any component section and the working expenses for such half-year of all lines (if any) belonging to such section of a gauge different from that of the main line of such section shall be deemed to be and dealt with as the actual working expenses during such half-year of such component section.

(7) The Company shall in respect of each component section keep a separate account of the working expenses of any line or lines of a different gauge from that of the main line of the component section to which such line or lines belong, and such accounts shall be kept in accordance with and subject to the provisions of the Contracts relating to the component section to which such accounts refer.

*Net receipts of the Bombay and Baroda Railway.*

6. The moneys to be applied under the provisions of Clause 18 of the said Indenture of the 2nd day of February 1859, or of any modification thereof for the time being in force as net receipts of the Bombay and Baroda Railway for any half-year during the continuance of this contract shall be the net receipts therein mentioned or referred to, and all other receipts (if any) which for the time being are, or but for this clause would have been applicable as therein mentioned after deducting therefrom the working expenses for such half-year of the Bombay and Baroda Railway to be ascertained as herein-before mentioned, and the whole or that portion of the working expenses for such half-year of any other line or lines for the time being worked by the Company which ought in accordance with the provisions of the Contracts relating thereto to be paid out of such receipts as aforesaid, and all other sums (if any) not being working expenses deductible therefrom in accordance with the provisions of the said clause or any modification thereof for the time being in force.

## Appendix G—contd.

Appendix G.  
Contracts.*Application of the Receipts of the State Railways.*

7. The receipts mentioned or referred to in Clause 39 of the said Contract of the 24th day of September 1884 and all other receipts (if any) which for the time being are or but for this provision would have been applicable as therein mentioned, after deducting the working expenses for such half-year of the State Railways to be ascertained as hereinbefore mentioned and the whole or that portion of the working expenses for such half-year of any other line or lines for the time being worked by the Company which ought in accordance with the provisions of the Contracts relating thereto to be paid out of such receipts as aforesaid and all other charges (if any) to Revenue Account (not being working expenses) properly attributable to that half-year shall be applied in the following manner and in the following order:

- (1) In payment of such a sum, not exceeding in any half-year 40 rupees per mile of railway forming part of the said State Railways for the time being open for traffic, as may be required by the Secretary of State to cover the costs and charges of and incidental to the supervision, audit, and control of the Company in respect of the said State Railways by the Secretary of State;
- (2) In payment of such sums (if any) as, according to the rules for the time being in force of the State Railway Provident Institution, shall from time to time be payable with the sanction of the Secretary of State to or for the purposes of that institution, and being contingent on the amount of the receipts of the undertaking which remain after the payments which, under the provisions of this Contract and Clause 38 (8) of the said Indenture of the 24th day of September 1884, are to be included amongst the working expenses in the General Working Expenses Account for such half-year;
- (3) In payment of the percentage on the capital expenditure of the Company on the rolling stock purchased by the Company for the purposes of the Godhra-Rutlam Railway mentioned in and provided for by Clause 4 of the said Indenture of the 5th day of October 1893;
- (4) In payment to the Secretary of State of interest at 4 per cent. per annum on the money standing to the debit of the Capital Account and Stores Account kept under the provisions of the said Indenture of the 16th day of March 1888, and of interest at 5 per cent. per annum on money standing to the debit of the Capital Advance Account and Capital Account and Stores Account kept under the provisions of the said Indenture of the 24th day of September 1884.
- (5) And the surplus (if any) shall belong to the Secretary of State.

The provisions of this clause and of Clause 5 hereof shall be substituted for and supersede Clauses 33, 37, 38 and 39 of the said Indenture of the 24th day of September 1884, and Clause 6 of the said Indenture of 16th day of March 1888, except that Clauses 33 and 38 of the former Indenture shall continue in force for the purpose of ascertaining what sums are to be considered as working expenses in respect of the State Railways.

*As to the re-transfer of portions of the State Railways.*

8. In addition to the power conferred upon the Secretary of State by Clause 9 of the said Indenture of the 24th day of September 1884, the Secretary of State may from time to time or at any time during the continuance of this Contract, request the Company to re-transfer to him all or any part or parts of either or both of the railways hereinafter mentioned, that is to say, (1) the said Cawnpore-Achnera Railway with the said Bindraban branch thereof, and (2) the Bhatinda-Ferozepore section of the railway from Rewari to Ferozepore mentioned in the said 9th Clause of the said Indenture, and the Company shall re-transfer the same accordingly, and the provisions of Clause 9 of the said Indenture shall *mutatis mutandis* extend to and apply to any such re-transfer, and the provisions of Clauses 28 and 31 of the said Indenture shall apply to any re-transfer of all or any part of the Bhatinda-Ferozepore section. In the event of the re-transfer of all or any part or parts of the said Cawnpore-Achnera Railway particulars similar to those mentioned in Clause 28 of the said Indenture of the 24th day of September 1884 shall be entered in the Capital Account of that Railway with this variation that the 1st day of October 1886 shall be substituted in

## Appendix G—concl'd.

place of the 1st day of January 1835, and the value (to be agreed upon by the Secretary of State and the Company) of any stores re-transferred shall be credited to the Stores Account of that Railway.

*Application of Gross Earnings of the Ahmedabad-Prantelj Railway.*

9. The sum to be paid over to the Company by the Secretary of State in respect of the Ahmedabad-Prantelj Railway under the provisions of Clause 23 of the said Indenture of the 4th day of June 1896 for every half-year during the continuance of this Contract shall be a sum equal (subject to the provision hereinafter contained) to the working expenses for such half-year of the said Railway to be ascertained as hereinbefore mentioned less such sums (if any) as the Secretary of State is entitled to retain under Clause 25 of the said Indenture, provided always that such sum is not in any year to exceed 44 per cent. of the gross earnings of the said Railway for that year, and Clause 23 of the said Indenture shall be modified accordingly.

*Application of Gross Earnings of the Tapti Valley Railway.*

10. The sums to be paid over to the Company by the Secretary of State in respect of the Tapti Valley Railway under the provisions of Clause 23 of the said Indenture of the 30th day of October 1896 for every half-year during the continuance of this Contract shall be a sum equal (subject to the provisions hereinafter contained) to the working expenses for such half-year of the said Railway, to be ascertained as hereinbefore mentioned, less such sums, if any, as the Secretary of State is entitled to retain under Clause 25 of the said Indenture, provided always that such sums shall not in any year exceed 44 per cent. of the gross earnings of the said Railway for that year, and Clause 23 of the said Indenture shall be modified accordingly.

*Time for Commencement of Rebate to the Tapti Valley Railway.*

11. The date from which the Secretary of State shall be entitled to retain the sums mentioned in Clause 25 of the said Indenture of the 30th day of October 1896 by way of rebate shall be the 30th day of June 1900, and Clause 25 of the said Indenture shall be modified accordingly.

*Arbitration Clause.*

12. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any clause or thing herein contained, and the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, and liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to arbitration in accordance with the provisions in that behalf contained in the Contracts for the time being in force relating to the component section of the Company's railway system in respect of which such matter as aforesaid shall arise, or in the absence of any such provision in the contracts for the time being in force relating to the component section in respect of which any such matter as aforesaid shall arise, or in case any such matter as aforesaid shall arise affecting more than one of such component sections, or in case the Secretary of State and the Company shall fail to agree as to what provision for arbitration is applicable under this clause to any such matter as aforesaid, then and in every such case such matter as aforesaid shall be referred to two Arbitrators, one to be appointed by each party, 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 Arbitration Act, 1889, or any subsisting statutory modification thereof.



## APPENDIX H.

This Indenture, made the 18th day of January 1901, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE MADRAS RAILWAY COMPANY (hereinafter called "the Company") of the other part.

WHEREAS these presents are supplemental to three Indentures made between the East India Company of the one part, and the Company of the other part, and respectively dated the 22nd day of December 1852, the 19th day of December 1855, and the 13th day of August 1858, and to two Indentures made between the Secretary of State of the one part, and the Company of the other part, and respectively dated the 2nd day of January 1871 and the 13th day of March 1885, which said Indentures are hereinafter referred to as the principal Indentures.

AND WHEREAS it is proposed to construct, on a route to be determined by the Secretary of State, a line of railway to be connected with the existing line of the Company at their station at Calicut, and to proceed thence *via* Cannanore to Baliapatam and Azikhal, with all necessary and proper works and equipments incidental thereto, and the Company have agreed with the Secretary of State to construct and work the said proposed railway as part of their undertaking on the terms and conditions hereinafter contained.

AND WHEREAS it has been agreed between the parties hereto that the Company shall, in pursuance of powers in that behalf vested in them, raise the moneys required to meet the cost of the construction of and equipment of the said proposed railway by the issue of debentures upon the terms hereinafter mentioned, and that the moneys to be raised as aforesaid shall be dealt with in manner hereinafter appearing, and that the Secretary of State shall guarantee the payment of the principal moneys secured by the said debentures, and of the interest thereon, in manner hereinafter mentioned.

AND WHEREAS the expressions "the said line of railway" or "the said railway," whenever the same are hereinafter used, are intended to mean the said proposed line of railway to which this Contract relates, unless there be something in the subject or context repugnant to such construction.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows :

*Selection of Line.*

1. That it shall be lawful for the Secretary of State to determine, fix upon, and select the route and direction of a line of railway on the 5' 6" gauge to be connected with the existing line of the Company at their station at Calicut and to proceed thence *via* Cannanore to Baliapatam and Azikhal.

*Notice of Line.*

2. That the Secretary of State shall give notice to the Company of the line when so selected as aforesaid, or of any part or parts thereof, as such part or parts thereof shall from time to time be fixed upon, and it shall be lawful for the Secretary of State from time to time to alter the said route or direction, or to extend or limit the same, as he shall think fit, after such notice as aforesaid. Provided always, that if any such alteration shall be made after the railway shall have been commenced in a previously selected route or direction, the expense of the said alteration or in any way incident to such alteration, including the cost of all work rendered unnecessary by reason of such alteration, shall be considered as properly incurred by the Company.

*Land.*

3. That the Secretary of State shall after the selection of the route and direction of the said line of railway, or of any part or parts thereof, and from time to time as may be necessary, provide the land which shall be required for the said railway or for the part or parts thereof so selected, and the works connected therewith, and for proper stations, offices, warehouses, and other conveniences for the same, and shall give to the Company possession thereof, and that all land of which possession shall be so given to the Company, which shall not be permanently required for the purposes of the Company, shall as soon as practicable be restored to the Secretary of State.

Appendix H—*contd.**Construction and Equipment of Line.*

4. That the Company shall, on receiving possession of the land required for the said railway or any part thereof, forthwith commence and proceed with diligence in the construction of the said railway, with all necessary or proper stations, buildings, works, and conveniences, and with all practicable speed complete and fully equip the same with plant, machinery, and rolling stock in all respects to the satisfaction of the Secretary of State. So soon as the said railway shall be completed for such a distance as in the opinion of the Secretary of State shall be desirable, the Company shall, upon being authorised so to do by the Secretary of State, forthwith open the same for the conveyance of passengers and goods.

*Capital.*

5. That the Company shall pay into the Bank of England to the credit of the Secretary of State the amount actually received in respect of the debentures issued with the sanction of the Secretary of State under clause 11.

*Police during Construction.*

6. That the Secretary of State shall provide and maintain at the cost exclusively of the Company such a force of police as, with the approval of the Secretary of State, the Company shall require for the protection of so much of the said line of railway as shall for the time being be in course of construction, and the cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid on demand from time to time to the Secretary of State by the Company, and shall be deemed to be part of the cost of construction chargeable to capital.

*Telegraphs.*

7.—(1) That the Secretary of State may from time to time establish such electric telegraphs (which term shall throughout this Contract include telephones) as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and maintain and work the electric telegraphs to be established as aforesaid 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 at 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 said railway or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, 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. 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 clause on the said 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 said 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 mentioned in this clause, or any buildings, machinery, works, or appliances appertaining thereto.

(2) That 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 said 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 the Company shall for the time being be allowed to have the use.

(3) That the Company shall from time to time, upon demand by or on behalf of the Secretary of State, pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and

telegraphic appliances of which the Secretary of State shall from time to time under the provisions of these presents have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

(4) That the Company, if so directed by the Secretary of State, shall in relation to any electric telegraphs or telegraphic appliances of which under the provisions of these presents it shall for the time being be allowed to have the use observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe to be observed by the Company, and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

#### *Capital Account.*

8. That a separate capital account relating to the said railway shall be kept by the Company (such capital account to be called "the West Coast Extension Capital Account of the Madras Railway"), to which account all moneys raised by the Company with the sanction of the Secretary of State for the purposes of the said railway and paid to his credit at the Bank of England shall be carried on the one side, and on the other all moneys from time to time paid by the Company with the sanction of the Secretary of State for the construction of the said railway or any section thereof, and the works and conveniences (other than electric telegraphs and telegraphic appliances) thereto belonging, and for the original cost of engines, carriages, and the plant and machinery provided for the purpose of the said railway, and the cost of providing and maintaining during construction such a force of police as aforesaid, and the cost of maintaining the said line of railway, if the whole shall be open for traffic at the same time, and the cost of maintaining any section thereof, if the same shall be open for traffic in sections under clause 4, with works and conveniences and machinery and stock, in good working condition for two years after the opening thereof respectively; and when and so soon as the said railway and works shall have been completed and equipped with the necessary rolling-stock and plant, and been opened for two years, or at an earlier time or times if the Secretary of State shall require the same, the said capital account shall be made up and a copy shall be furnished to the Secretary of State, and such account shall be audited and certified by the Secretary of State. Upon any additions, alterations, and improvements, such as shall properly be chargeable to the capital account, being thereafter made with the sanction and approval of the Secretary of State to, of, or in the said railway or the works, conveniences, engines, carriages, and other plant and machinery belonging thereto, the cost necessarily incurred in executing such additions, alterations, or improvements shall be added to the said capital account, and the said capital account shall from time to time be made up and stated afresh as occasion shall require and be audited and certified accordingly; and none of the moneys to be carried to the said account shall be carried to or included in the capital account kept by the Company under the provisions of the principal Indenture of the 2nd day of January 1871.

#### *Account of Receipts.*

9. That the Company shall, in such forms and under such heads or divisions as shall be prescribed by the Secretary of State, keep an account of all receipts whatsoever in respect of the said line of railway and the telegraphs (except such receipts as properly belong to the capital account hereinbefore agreed to be kept), and such accounts shall be called "the West Coast Extension Receipts accounts of the Madras Railway Company," and shall be made up half-yearly to the 30th day of June and the 31st day of December in every year, or to such other days in the year as the Secretary of State shall appoint, and shall be regularly transmitted to the Secretary of State, who shall be at liberty at all times in auditing the same accounts to make any corrections therein which may be necessary.

#### *Deposit of Receipts.*

10. That all receipts of the said railway, and of the telegraphs, received by or on account of the Company in India shall be paid into the revenue account of the Madras

Railway Company as prescribed by clause 5 of the principal Indenture of the 2nd January 1871.

*Debentures to be issued.*

11. That for the purpose of providing the moneys which in the opinion of the Secretary of State shall be required by the Company for the construction and equipment of the said railway and works, or otherwise in respect of the matters to be included in the said West Coast Extension Capital Account of the Madras Railway Company, the Company shall, with the sanction of the Secretary of State, issue debentures (not conferring upon the holders thereof the privilege of converting the same into shares or stock of the Company) at such times, and to such amount, and subject to such regulations, and upon such terms and conditions, and in such form, and carrying interest at such rate as shall be approved by the Secretary of State.

*Guarantee by Secretary of State of payment of Principal and Interest secured by such Debentures.*

12. That the provisions contained in the 1st and 2nd clauses of the principal Indenture of the 13th day of March 1885 for the provision by the Secretary of State of the moneys required for the payment of the principal and interest due on the debentures therein mentioned, and otherwise in relation thereto, shall extend and apply, *mutatis mutandis*, to the debentures to be issued under the provisions or for the purposes of this contract and to the principal moneys and interest thereby secured.

*Moneys raised by Debentures not to be "Capital expended by the Company," and treatment of surplus Money.*

13. That no moneys at any time raised or to be raised by the Company by the issue of debentures under the provisions or for the purposes of this contract shall for the purposes of the provisions as to surrender and re-entry contained in the said principal Indenture of the 2nd day of January 1871 (being the 8th and 10th clauses respectively of that Indenture and extended and made applicable to the said line of railway in manner hereinafter appearing), or any of such provisions, be construed to be "capital expended by the Company"; capital expended by the Company having, for the purpose of those clauses and of the application thereof to the said line of railway, only the meaning assigned thereto by the 6th clause of the principal Indenture of the 13th day of March 1885, and the provisions of that clause relating to surplus moneys and interest thereon shall extend and apply to any surplus moneys at any time raised by the Company by the issue of debentures under the provisions or for the purposes of this contract and to the interest thereon.

*Application of Profits.*

14.—(1) That the 6th clause of the principal Indenture of the 2nd day of January 1871 shall not apply to the net receipts of the said line of railway, and that the 3rd clause of the principal Indenture of the 13th day of March 1885 shall not apply to the interest paid by the Secretary of State in respect of any debentures issued under the provisions or for the purposes of this contract.

(2) That for the purposes of this clause the net receipts realised during any half year on the said line of railway, including the telegraphs, shall be the gross receipts of the said line of railway during such half year, less the working expenses during such half year, which said working expenses shall be calculated at the average rate prevailing in such half year over the entire system for the time being of the Company.

(3) That subject to the proviso hereinafter contained, the whole of the net receipts realised during any half year on the said line of railway shall belong to the Secretary of State as part of the revenues of India. Provided always, that in case in any half year such net receipts shall exceed the equivalent in rupee currency, converted at the prescribed rate of exchange, of the aggregate amount of interest payable for such half year by the Secretary of State in respect of any debentures issued under the provisions or for the purposes of this contract, one-fifth of such excess shall belong and be paid to the Company in rupees in India for their own use and benefit.

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(4) That in case in any half year hereafter, whether before, during, or after the construction of the said railway, there be no receipts or no net receipts realised during such half year on the said line of railway, or such net receipts (if any) be less than the aggregate amount of such interest as aforesaid payable for such half year, the Secretary of State shall be entitled to retain the amount of such interest or of so much thereof as such net receipts (if any) are insufficient to meet out of the net receipts realised during such half year, and (if there be still a deficiency) during the next succeeding half year, on every line of railway for the time being belonging to the Company, the receipts of which are subject to the provisions of the principal Indenture of the 2nd day of January 1871, and the moneys so retained shall in every such half year, in estimating whether there be any excess of net receipts for that half year to be divided under the provisions of the said principal Indenture between the Secretary of State and the Company, be first taken into account and paid out of the receipts of the Company in the same manner as the amount paid by the Secretary of State for the interest guaranteed on the share capital of the Company is so taken into account and paid out of such receipts, except that the rate of exchange applicable to any moneys so retained as aforesaid shall be the prescribed rate of exchange hereinafter mentioned.

(5) That except so far as may be necessary for carrying out the provisions herein contained, the provisions of the 6th clause of the principal Indenture of the 2nd day of January 1871, and of the 3rd clause of the principal Indenture of the 13th day of March 1885, shall be and remain in full force and effect.

*Conversion of Capital.*

15. That all moneys drawn by the Company in India, in respect of or in anticipation of debenture capital issued for the purposes of this contract, shall be set off at the prescribed rate of exchange against the moneys raised by the issue of such debenture capital and paid into the Bank of England.

*Prescribed Rate of Exchange.*

16. That the prescribed rate of exchange for the purposes of this contract shall be as follows; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees, or rupees into sterling money, which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year, shall be made at the average rate obtained during that half year 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.

*New Railway to form part of Company's undertaking, and former Contracts to apply accordingly.*

17. That the said line of railway shall form part of the undertaking of the Company and shall be surrendered to or purchased by the Secretary of State (if at all) at the same time as and together with the railways subject to the provisions of the principal Indenture of the 2nd day of January 1871, and that, subject to the provisions hereinafter contained, such of the covenants and provisions of the principal Indentures of the 22nd day of December 1852, the 19th day of December 1855, the 13th day of August 1858, and the 2nd day of January 1871 as are still subsisting and capable of taking effect shall henceforth extend and be applied to the said railway and to its appurtenances hereinafter mentioned; that is to say, to all land, buildings, works, engines, carriages, stock, fixed and other machinery, plant, plans, surveys, sections, books, printings, writings, documents, and conveniences whatsoever belonging thereto or connected therewith (other than and except such electric telegraphs and telegraphic

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appliances as aforesaid), and to the tenure of the land provided therefor, and to the repair, maintenance, working, supervision and control thereof, and to the sanction of the expenditure thereon, and to the conveyance of goods, passengers, mails, troops, and Government stores thereover, and to the fares and tolls to be charged thereon, and to the ultimate rights of property therein, and the surrender, purchase, and taking possession thereof, and the Secretary of State and Company shall respectively perform and observe such of the covenants and provisions aforesaid as are by them respectively to be performed and observed; and in the event of the Company committing any breach of or failing to perform or observe any of such covenants or provisions or any covenant or provision herein contained and on their part to be performed and observed, the Secretary of State shall have, exercise, and enjoy the powers and remedies conferred upon or enjoyed by him by or under the said principal Indentures or any of them in the event of any breach of or failure to perform the covenants and provisions therein contained, and such powers and remedies shall extend and be applicable to the said railway and to all such lands, buildings, works, engines, carriages, stock, machinery, plant, conveniences, plans, surveys, sections, books, printings, writings, and documents as aforesaid.

18. That subject to the provisions hereinbefore contained, the covenants and provisions of the said several principal Indentures shall, so far as the same were subsisting immediately before the execution hereof, be and remain in full force and effect as if these presents had not been made and executed.

## APPENDIX I.

This Indenture made the fifth day of February 1901 BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA hereinafter called the Secretary of State of the one part and THE ROHILKUND AND KUMAON RAILWAY COMPANY LIMITED hereinafter called the Company of the other part.

WHEREAS these presents are supplemental to an Indenture dated the 12th day of October 1882 and made between the parties hereto (hereinafter called the original Contract) to an Indenture dated the 8th day of September 1890 and made between the same parties (hereinafter called the principal Contract) and to an Indenture dated the 31st day of December 1892 and made between the same parties (hereinafter called the capital advance Contract).

AND WHEREAS the Secretary of State in pursuance of powers conferred upon him by the principal Contract by notice in writing dated the 28th day of November 1899 gave the Company notice of his intention to determine the principal Contract on the 31st day of December 1900.

AND WHEREAS it has since been agreed between the Secretary of State and the Company that the said notice shall be withdrawn and that the principal Contract and capital advance Contract shall be modified in the manner hereinafter appearing.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

*Prolongation and Modification of Principal Contract.*

1.—(1) The said notice by the Secretary of State of his intention to determine the principal Contract on the 31st day of December 1900 is hereby withdrawn and subject to the provisions of these presents the respective rights and liabilities of the Secretary of State and the Company under the Contracts to which these presents are supplemental and under all other Contracts existing between them or otherwise shall continue as if the said notice had not been given or the principal Contract determined and the principal Contract shall subject to the provisions hereinafter contained be prolonged and continue in force until determined under the provisions in that behalf contained in clause 10 of these presents.

(2) The provisions hereinafter contained shall unless otherwise expressly provided come into force on the 1st day of January 1901 and the principal Contract and these presents shall be deemed to be and be construed as one Contract and the expression "this Contract" either in the principal Contract or in these presents shall unless the context or circumstances otherwise require be deemed to refer to such one Contract.

*Interpretation of Terms.*

2. The following expressions shall have the meanings hereinafter mentioned instead of the meanings attributed to them respectively by the principal Contract.

The expression "the gross earnings of Railway No. 1" means and includes all receipts from coaching and merchandise traffic over the Company's Railway No. 1 and between any station thereof and any station on the joint line and one-eighth of such receipts from exclusively local traffic on the joint line and such proportion of the receipts from traffic interchanged with the undertaking as is mentioned in Section 6 of these presents and all receipts from the use of telegraphs and the carriage of mails on the Company's Railway No. 1 and all sums received in respect thereof as rents tolls on bridges and from all other sources the receipts from which are treated as revenue on Indian Railways generally. It does not include the sums received by the Company from the system of transport established under Section 35 of the original Contract (which system the Company is to be at liberty to discontinue at any time upon giving to the Secretary of State six months' previous notice in writing of its intention to do so) nor any interest on unexpended capital of the Company.

The expression "the gross earnings of the undertaking" means and includes all receipts from coaching and merchandise traffic over such part or parts of Railways Nos. 2, 3, and 4 as is or are for the time being opened for public traffic (with the exception of such portion of the gross receipts due to the joint line as under the last preceding sub-section of this section is included in the gross earnings of Railway No. 1) and such proportion of the receipts from traffic interchanged with Railway No. 1 as is mentioned in Section 6 of these presents and all receipts from the use of the telegraphs and the carriage of mails thereon and all other sums in respect thereof

as rents tolls on bridges and from all other sources the receipts from which are treated as revenue on Indian Railways generally.

The expression "working expenses" when not qualified or limited means and includes the expenses of maintaining and working the open system of which expenses one account only is to be kept. It includes the payments in lieu of forest dues under Section 9 of the original Contract but does not include the expenses of working the system of transport established under Section 35 of the original Contract nor the payment for the improvement of the bridge over the Kitcha River under Section 17 of that Contract.

*As to Fares and Rates.*

3. The following Section shall be substituted for section 27 of the principal Contract, that is to say:—

- (1) The Secretary of State shall from time to time authorise maximum and minimum rates within which the Company shall be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers and goods on the undertaking and shall prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable as well as the extent to which within the maxima and minima so authorised the Company may vary the said rates in respect of the distance or weight or special conditions under which such conveyance takes place or services are rendered.
- (2) The Secretary of State shall give the Company not less than three months' previous notice in writing of his intention to make any change in the existing rates or in the rates or classification so authorised and prescribed and unless the Company shall assent to such change it shall not be operative until the expiry of the said notice. Provided that the Secretary of State may give notice of his intention to change the existing rates as on and from the 1st January 1901 at any time not less than three months previous to that date. Provided also that when the Secretary of State shall declare that a change is necessary to meet a public emergency it shall suffice for him to give such shorter notice as he shall consider reasonable.
- (3) In making charges to the public for services under this clause the Company shall not without the special sanction of the Secretary of State calculate the same otherwise than in accordance with the rates authorised in the manner herein prescribed or make any reduction by rebate or otherwise that will have the effect of bringing any rate actually paid below the minimum authorised in the manner herein stated.
- (4) Notwithstanding anything herein contained the Company may charge for the conveyance of passengers and goods between any station on the joint line and any station on Railway No. 1 the rates and fares in force for the time being on Railway No. 1 under the maximum tariff fixed for that Railway in Section 28 of the original Contract. \*Provided nevertheless that the Company shall carry on the open system or any part or parts thereof food grains and salt at such rates, not being less than the minimum rate for goods for the time being in force, as the Secretary of State may fix, and shall carry fuel for distances exceeding 100 miles at a rate not exceeding  $\frac{1}{8}$ th pie per maund per mile, loading and unloading of such fuel being done by consignors or consignees.
- (5) The term "goods" shall as regards this section include everything conveyed on the open system passengers only excepted.

*Apportionment of Receipts and Interchange of Traffic.*

4. All receipts arising from coaching and merchandise traffic between any station on Railway No. 1 and any station of the joint line and one-eighth of all such receipts from exclusively local traffic on the joint line shall belong to and form part of the gross earnings of Railway No. 1.

5. All receipts arising from coaching and merchandise traffic between any station on any part of the undertaking other than the joint line and any station on the joint line and seven-eighths of all such receipts from exclusively local traffic on the joint line shall belong to and form part of the gross earnings of the undertaking.



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6. All receipts arising from coaching and merchandise traffic between any station on Railway No. 1 and any station on any part of the undertaking other than the joint line or on any other line in connection with the undertaking shall be divided between Railway No. 1 and the undertaking in proportion to the number of miles of Railway No. 1 and of the undertaking respectively over which such traffic shall have been carried and for the purpose of such apportionment two miles of Railway No. 1 shall be deemed to be equivalent to three miles of the undertaking. All receipts to which Railway No. 1 and the undertaking are respectively entitled under this section shall form part of the gross earnings of Railway No. 1 and the undertaking respectively.

*Transport from Katgodam to Naini Tal Brewery.*

7.—(1) The Company shall keep a separate account of all moneys received from the transport of passengers and goods over the road from Katgodam to Naini Tal Brewery mentioned in the original Contract or any part of such road and of all expenses properly attributable to revenue incurred by them with the sanction of the Secretary of State in working and maintaining the system of transport over such road in accordance with the provisions of the original Contract, but without including therein any portion of the general expenses of the management of the Company. The said account shall be made up and balanced at the end of every half-year and all such expenses as aforesaid shall so far as possible be borne by the receipts aforesaid for the half-year to which such expenses are properly attributable.

(2) If at the end of any half-year the said account shows a balance of receipts over payments the amount of such balance shall be paid over to the Company when the "net earnings" of Railway No. 1 for such half-year are paid over to the Company and shall form part of the "net earnings" of that Railway for that half-year.

(3) If at the end of any half-year the said account shows a deficiency of receipts with respect to payments the amount of such deficiency shall be retained by the Secretary of State from the gross earnings of Railway No. 1 as if such deficiency were part of the working expenses of that railway referred to in Section 55 of the principal Contract.

(4) All such receipts as aforesaid shall for the purposes of Section 33 of the principal Contract be deemed to form part of the gross earnings of Railway No. 1.

*Secretary of State's Capital of the Undertaking.*

8. Notwithstanding the provisions of Section 49 of the principal Contract the Secretary of State's capital in the undertaking shall for the purposes of Sub-section 4 of Section 56 of the principal Contract be taken to be the aggregate amount for the time being advanced by the Secretary of State to the Company for capital purposes of the undertaking (other than and except the sum of ₹20,34,195 raised by the issue of 147,000/ debentures mentioned in the capital advance Contract) and the amount at debit of Part I of the capital account.

*Interest on Advances.*

9. All sums to be advanced by the Secretary of State after the 31st December 1900 under Section 2 of the capital advance Contract shall bear interest at the rate of  $3\frac{1}{2}$  per cent. per annum and the proviso at the end of Section 5 of that Contract shall be read as though the words " $3\frac{1}{2}$  per cent." were substituted for the words "4 per cent." in such proviso.

*As to Determination of the Contract.*

10. The following section shall be substituted for Section 78 of the principal Contract and any reference to that Section in the principal Contract shall be deemed to refer to this section—

"The Secretary of State may determine this contract on the 31st day of December 1907 or on the 31st day of December in any subsequent year upon giving to the Company in London not less than twelve calendar months' previous notice in writing of such determination and upon the expiration of such notice this Contract shall thereupon absolutely cease and determine but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken."

## APPENDIX J.

An Agreement made this second day of December 1899, BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government") of the one part and THE SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a portion of the line of railway from Yesvantpur to Guntakal *via* Hindupur and Dharmavaram—namely the portion from Yesvantpur to the frontier of the State (hereinafter referred to as the "Hindupur Railway")—has been constructed by the Government and forms part of the Mysore State Railway ;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Hindupur Railway upon the terms and conditions hereinafter contained ;

NOW THESE PRESENTS WITNESS and it is hereby mutually agreed and declared by and between the parties hereto as follows :—

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them, respectively, namely :—

## Definitions.

- (a) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.
- (b) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.
- (c) The "Hindupur Railway" means the railway from Yesvantpur to the frontier of the State forming a portion of the Yesvantpur-Guntakal Railway *via* Hindupur and Dharmavaram.
- (d) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.
- (e) "The Resident" means the British Resident in Mysore and his successors in office.
- (f) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.
- (g) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State railway.
- (h) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore contract.
- (i) "The Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Hindupur Railway.

2. This Agreement shall be taken to have commenced and come into force as from the 17th day of September 1893 and shall be and remain in force until the 31st December 1904 and shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 12 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice, on the date on which the Mysore contract may terminate.

## Duration of Agreement.

3. The Hindupur Railway (including the Stations, Station-buildings, Sidings, Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the

## Completion of Works.

Appendix J—*contd.*Appendix J.  
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railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.

4. An inventory of the Hindupur Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made signed and delivered by the Company to the Government.

Inventory.

5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 17th day of September 1893 and of the value of such stores, the value thereof (except in those cases if any in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Hindupur Railway.

Stores account.

6. During the continuance of this contract, the Company shall maintain the Hindupur Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's railway system, and shall do all in their power to develop the traffic on the Hindupur Railway and shall manage, use and work the Hindupur Railway and shall convey traffic thereon.

Responsibility of Company.

7. No new works chargeable to capital shall be commenced until the approval of the Government has been first had and obtained in writing, and the necessary funds have been supplied to the Company for their construction by the Government.

Construction of New Works.

8. The Government will provide for the Company any land that may at any time be required for the Hindupur Railway.

Land.

9. All correspondence connected with the working of the Hindupur Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.

Mode of communication between parties.

10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.

Construction of New Minor Works.

11. During the continuance of this Agreement, the whole of the Rolling Stock, including Locomotives, Carriages, Wagons, Sheets and other appliances for the proper equipment and efficient working of the Hindupur Railway shall be provided by the Company free of charge to the Government.

Rolling Stock.

12. The Company shall have the entire control of the Train and Traffic arrangements of the Hindupur Railway, and shall, during the continuance of this Agreement, cause to be run upon the Hindupur Railway, or such portion thereof as for the time being shall have been opened for public traffic so many trains, at such times, at such rates of speed, between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.

Control of Traffic.

13. The Company shall provide the whole of the staff required for the efficient working and maintenance of the Hindupur Railway, together with all materials, stores, etc., required for such purpose.

Staff.

14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite Telegraphs and Telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's railway system and the Hindupur Railway as defined in clause 1 herein; and the

Telegraphs.

necessary equipment of the Telegraph Offices at Stations, together with any additions thereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.

15. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Hindupur Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts, papers and documents of the Company relating to the Hindupur Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other officer.

16. The Company shall keep a separate Revenue Account of the Hindupur Railway containing an account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.

17. The working expenses of the Hindupur Railway shall be arrived at in the following manner:—At the end of each half year the total expenses of working and maintaining the whole of the Company's Railway system shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the railways to which the works appertain, and the balance shall be divided between the Hindupur Railway and the other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Hindupur Railway bear to the gross receipts of such other railways; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Hindupur Railway for such half year.

18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the various portions of the Hindupur Railway from the respective dates following; that is to say:—

The portion from Yesvantpur to Dodballapur from the 15th day of December 1892.

The portion from Dodballapur to the Mysore Frontier from the 17th day of September 1893.

19. From the gross receipts of the Hindupur Railway for each half year the working expenses (ascertained as provided by clause 17) shall be deducted; and the residue shall be paid by the Company to the Government.

20. (a) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the Hindupur Railway shall be subject to the general provisions of the Mysore contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.

(b) The Company may book and carry all traffic by any route at its discretion; provided that when the Hindupur Railway forms part of the shortest route, it shall be credited with the earnings as if the traffic had been carried by the shortest route of which it formed a part, at the rates and fares prescribed in sub-clause 20 (a).

(c) Subject to the provisions of sub-clauses (a) and (b), all through rates and fares shall be divided between the Hindupur Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.

(d) The same terminals shall be charged on the Hindupur Railway as shall for the time being be in force on other railways worked by the Company; but, except when specially sanctioned by the Government of India, no terminal charge shall

## Appendix J—concl'd.

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exceed 3 pies per maund, nor shall be levied elsewhere than at the station of origin or the station of destination.

21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

22. All services which on the Hindupur Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the 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 Post Office servants when on duty, 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, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore contract.

23. Upon the determination of this contract under clause 2 herein, the Company shall give to the Government possession of the Hindupur Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with the Hindupur Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Hindupur Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Hindupur Railway and which shall be then subsisting.

24. Upon the termination of this contract, the working stores appertaining to the Hindupur Railway which may have been provided by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore contract and the said provisions shall apply as far as may be to all matters not expressly provided for herein.

## APPENDIX K.

An Agreement made this Second day of December 1899 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government") of the one part and the SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a line of Railway from Birur to Shimoga (hereinafter referred to as the "Shimoga Railway") has been constructed by the Government and forms part of the Mysore State Railway;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Shimoga Railway upon the terms and conditions hereinafter contained;

NOW THESE PRESENTS WITNESS, and it is hereby mutually agreed and declared by and between the parties hereto as follows:—

1. Throughout this agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them respectively, namely:—

## Definitions.

- (a) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.
- (b) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.
- (c) The "Shimoga Railway" means the Railway from Birur to Shimoga.
- (d) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.
- (e) "The Resident" means the British Resident in Mysore and his successors in office.
- (f) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.
- (g) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State Railway.
- (h) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore contract.
- (i) "Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Shimoga Railway.

2. This agreement shall be taken to have commenced and come into force as from the 1st day of December 1899 and shall be and remain in force until the 31st day of December 1904 and

## Duration of Agreement.

shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 12 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice, on the date on which the Mysore contract may terminate.

3. The Shimoga Railway (including the Stations, Station-buildings, Sidings, Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the Railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.

## Completion of Works.

## Appendix K—contd.

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4. An inventory of the Shimoga Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made, signed and delivered by the Company to the Government.
- Inventory.*
5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 1st day of December 1899 and of the value of such stores, the value thereof (except in those cases if any in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Shimoga Railway.
- Stores account.*
6. During the continuance of this contract, the Company shall maintain the Shimoga Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's Railway system, and shall do all in their power to develop the traffic on the Shimoga Railway and shall manage, use and work the Shimoga Railway and shall convey traffic thereon.
- Responsibility of Company.*
7. No new works chargeable to capital shall be commenced until the approval of the Government has been first had and obtained in writing and the necessary funds have been supplied to the Company for their construction by the Government.
- Construction of New Works.*
8. The Government will provide for Company any land that may at any time be required for the Shimoga Railway.
- Land.*
9. All correspondence connected with the working of the Shimoga Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.
- Mode of communications between parties.*
10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.
- Construction of new Minor Works.*
11. During the continuance of this Agreement, the whole of the Rolling Stock, including Locomotives, Carriages, Wagons, Sheets and all other appliances for the proper equipment and efficient working of the Shimoga Railway, shall be provided by the Company free of charge to the Government.
- Rolling Stock.*
12. The Company shall have the entire control of the Train and Traffic arrangements of the Shimoga Railway, and shall, during the continuance of this Agreement, cause to be run upon the Shimoga Railway, or such portion thereof as for the time being shall have been opened for public traffic, so many trains, at such times, at such rates of speed between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions, from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.
- Control of Traffic.*
13. The Company shall provide the whole of the staff required for the efficient working and maintenance of the Shimoga Railway, together with all materials, stores, etc., required for such purpose.
- Staff.*
14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite Telegraphs and Telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's Railway system and the Shimoga Railway as defined in clause I herein; and the necessary equipment of the Telegraph Offices at Stations, together with any additions thereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.
- Telegraphs.*

15. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Shimoga Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts papers and documents of the Company relating to the Shimoga Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other officer.
- Accounts.**
16. The Company shall keep a separate Revenue Account of the Shimoga Railway containing an account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.
- Revenue Account.**
17. The working expenses of the Shimoga railway shall be arrived at in the following manner:—At the end of each half year the total expenses of working and maintaining the whole of the Company's Railway system shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the railways to which the works appertain, and the balance shall be divided between the Shimoga Railway and other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Shimoga Railway bear to the gross receipts of such other Railways; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Shimoga Railway for such half year.
- Working Expenses.**
18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the Shimoga Railway from 1st day of December 1899.
19. From the gross receipts of the Shimoga Railway for each half year the working expenses (ascertained as provided by clause 17) shall be deducted; and the residue shall be paid by the Company to the Government.
- Profits to Government.**
20. (a) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the Shimoga Railway shall be subject to the general provisions of the Mysore contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.
- Rates and Fares.**
- (b) Subject to the provisions of sub-clause (a) all through rates and fares shall be divided between the Shimoga Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.
- (c) The same terminals shall be charged on the Shimoga Railway as shall for the time being be in force on other railways worked by the Company; but, except when specially sanctioned by the Government of India, no terminal charge shall exceed 3 pies per maund, not shall be levied elsewhere than at the station of origin or the station of destination.
21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.
22. All services which on the Shimoga Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the 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 Post Office
- Special service.**



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servants when on duty, 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, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore contract.

23. Upon the determination of this contract under clause 2 herein, the Company shall give to the Government possession of the Shimoga Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with the Shimoga Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Shimoga Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Shimoga Railway and which shall be then subsisting.

24. Upon the termination of this contract, the working stores appertaining to the Shimoga Railway which may have been provided by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore contract, and the said provisions shall apply as far as may be to all matters not expressly provided for herein.

## APPENDIX L.

An Agreement made this 14th day of December 1899 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government") of the one and part THE SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a portion of the line of Railway from Mysore to Nanjangud (hereinafter referred to as the "Nanjangud Railway")—has been constructed by the Government and forms part of the Mysore State Railway;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Nanjangud Railway upon the terms and conditions hereinafter contained;

NOW THESE PRESENT WITNESS and it is hereby mutually agreed and declared by and between the parties hereto as follows:—

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them

## Definitions.

respectively, namely:—

- (a) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.
- (b) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.
- (c) The "Nanjangud Railway" means the Railway from Mysore to Nanjangud.
- (d) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.
- (e) "The Resident" means the British Resident in Mysore and his successors in office.
- (f) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.
- (g) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State Railway.
- (h) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore Contract.
- (i) "The Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Nanjangud Railway.

2. The Agreement shall be taken to have commenced and come into force as from the 1st day of December 1899 and shall be and remain in force until the 30th day of June 1900 and shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 6 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice on the date on which the Mysore Contract may terminate.

## Duration of Agreement.

3. The Nanjangud Railway (including the Stations, Station-buildings, Sidings Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the Railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.

## Completion of Works.

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4. An inventory of the Nanjangud Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made, signed and delivered by the Company to the Government.
- Inventory.
5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 1st day of December 1891 and of the value of such stores, the value thereof (except in those cases, if any, in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Nanjangud Railway.
- Stores Account.
6. During the continuance of this Contract, the Company shall maintain the Nanjangud Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's Railway system, and shall do all in their power to develop the traffic on the Nanjangud Railway and shall manage, use and work the Nanjangud Railway and shall convey traffic thereon.
- Responsibility of Company.
7. No new works chargeable to Capital shall be commenced until the approval of the Government has been first had and obtained in writing, and the necessary funds have been supplied to the Company for their construction by the Government.
- Construction of New Works.
8. The Government will provide for the Company any land that may at any time be required for the Nanjangud railway.
- Land.
9. All correspondence connected with the working of the Nanjangud Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.
- Mode of communication between parties.
10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.
- Construction of New Minor Works.
11. During the continuance of this Agreement, the whole of the Rolling Stock including Locomotives, Carriages, Wagons, Sheets and all other appliances for the proper equipment and efficient working of the Nanjangud Railway, shall be provided by the Company free of charge to the Government.
- Rolling Stock.
12. The Company shall have the entire control of the Train and Traffic arrangements of the Nanjangud Railway, and shall, during the continuance of this Agreement, cause to be run upon the Nanjangud Railway, or such portion thereof as for the time being shall have been opened for public traffic, so many trains at such times at such rates of speed, between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.
- Control of Traffic.
13. The Company shall provide the whole of the Staff required for the efficient working and maintenance of the Nanjangud Railway, together with all materials, stores, etc., required for such purpose.
- Staff.
14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite telegraphs and telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's Railway System, and the Nanjangud railway as defined in clause 1 herein; and the necessary equipment of the Telegraph Offices at Stations, together with any additions hereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.
- Telegraphs.

15. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Nanjangud Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts, papers and documents of the Company relating to the Nanjangud Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other Officer.

16. The Company shall keep a separate Revenue Account of the Nanjangud Railway containing account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.

17. The working expenses of the Nanjangud Railway shall be arrived at in the following manner:--At the end of each half-year the total expenses of working and maintaining the whole of the Company's Railway System shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the Railways to which the works appertain, and the balance shall be divided between the Nanjangud Railway and the other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Nanjangud Railway bear to the gross receipts of such other railways; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Nanjangud Railway for such half year.

18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the Nanjangud Railway from the 1st day of December 1891.

19. From the gross receipts of the Nanjangud Railway for each half year, the working expenses (ascertained as provided by clause 17) shall be deducted; and the residue shall be paid by the Company to the Government.

20. (a) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the Nanjangud Railway shall be subject to the general provisions of the Mysore Contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.

(b) Subject to the provisions of sub-clause (a) all through rates and fares shall be divided between the Nanjangud Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.

(c) The same terminals shall be charged on the Nanjangud Railway as shall for the time being be in force on other railways worked by the Company; but, except when specially sanctioned by the Government of India, no terminal charge shall exceed 3 pies per maund, nor shall be levied elsewhere than at the station of origin or the station of destination.

21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

22. All services which on the Nanjangud Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the 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 Post Office servants when on duty, the conveyance of troops and sailors, Military and Naval establish-

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nents, 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, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore Contract.

23. Upon the determination of this Contract under clause 2 herein, the Company shall give to the Government possession of the Nanjangud Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings and documents whatsoever in anywise connected with the Nanjangud Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Nanjangud Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Nanjangud Railway and which shall be then subsisting.

24. Upon the termination of this Contract, the working stores appertaining to the Nanjangud Railway which may have been provided by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore Contract and the said provisions shall apply as far as may be to all matters not expressly provided for herein.