

EAST INDIA (RAILWAYS).



S1756

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar Year 1907.

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



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CONTENTS.

	Page.
Mileage	1
Capital—	
Capital outlay	1
Budget allotments for capital expenditure	1
Rolling-stock and safety appliances—	
Provision for additional rolling-stock	1
Additions	2
Automatic brakes	2
Lighting by gas and electricity	2
Communication between passengers and guards and drivers in fast trains	2
Interlocking and block working	2
Statistical results of working	2
Financial results to the State—	
Financial results to the State of the working of State railways and of railways Guaranteed under the old contracts	3
Capital liability of the State in connection with railways classed as State railways and of the Madras railway Guaranteed under the old contracts, and return of net earnings thereon	4
Rates and fares	5
Important measures and events	6
Important works completed	10
Accidents—	
Accidents of all descriptions	12
Serious train accidents	12
Damages by floods and rainfall	13
Railway staff—	
Railway employes, and the number enrolled as volunteers	15
Provident Fund	15
Schools	15
Railway surveys	15

APPENDICES.

No. 1.—List of open lines of railway at the close of the year 1907, alphabetically arranged, with their lengths, letters used to denote railways, the administrations by which worked, gauge and classification	17
No. 2.—Mileage added to the railway system of India during the year 1907, and from the 1st January to the 31st March 1908	21
No. 3.—Total railway mileage opened for traffic during, and at the end of, each year from 1853 to 1907, and the total mileage opened during the Viceroyalty of each Governor General	23
No. 4.—Mileage under construction or sanctioned at the close of the year 1907, with additions to the 31st March 1908	24
No. 5.—Capital authorized to be raised and the amount raised by the several Railway Companies up to the 31st December 1907	28
No. 6.—Amount allotted to each railway administration for expenditure on capital account during each official year	Omitted.
No. 7.—Capital expenditure on each railway system during the past ten years, 1898 to 1907	32
No. 8.—Capital outlay on the different classes of railways at the close of the year 1907	36

Appendices—contd.

	Page.
No. 9.—Capital liability on account of railways classed as State railways at end of 1907	38
No. 10.—Main results of working Indian railways treated as one system from 1853 to 1907	40
No. 11.—Summary of the general results of working Indian railways treated as one system for the years 1903 to 1907	42
No. 12.—General results of working each railway system for the years 1903 to 1907	44
No. 13.—Gain or loss to the State from railway outlay	} Omitted.
No. 14.—Working expenses under different heads of each railway system	
No. 15.—Coaching traffic. Details of — of each railway system	
No. 16.—Goods traffic. Details of — of each railway system	
No. 17.—Principal commodities carried by railways and the earnings therefrom during the year 1907	48
No. 18.—Analysis of working of each railway system during each half-year of 1907	68
No. 19.—Train and engine-mileage of each railway system	} Omitted.
No. 20.—Unit-mileage of passengers and ton-mileage of coaching and goods traffic	
No. 21.—Vehicle-mileage	
No. 22.—Rolling-stock under different heads on each railway at the close of the year 1907	92
No. 23.—Rolling-stock. Number of, and outlay on, — at the close of the year 1907, and work done	96
No. 24.—Rolling-stock fitted with automatic brakes at the close of the year 1907	100
No. 25.—Rolling-stock lighted by gas and electricity at the close of the year 1907	101
No. 25-A.—Statement showing the number of trains provided with means of communication throughout between passengers and guards and drivers on the 31st December 1907	102
No. 25-B.—Statement showing the number of carriages provided with means of communication between passengers and guards and drivers on the 31st December 1907	103
No. 26.—Railways on which points and signals were interlocked, and on which block instruments were used, for train signalling at the close of the year 1907.	104
No. 27.—Coal and wood fuel consumed by each railway system, price paid per ton and consumption per train-mile, etc., during the years 1903 to 1907	105
No. 28.—Coal mined in India during the years 1885 to 1907	109
No. 29.—State collieries worked by railway companies or by the State	110
No. 30.—Accidents and casualties to trains on railways treated as one system during the years 1906 and 1907	112
No. 31.—Numerical return of servants of all races employed on each railway system (open lines only), and the amounts deposited by them in the Provident Fund, at the close of the year 1907	114
No. 32.—Number of men enrolled in Railway Volunteer Corps on the 31st December 1907	116
No. 33.—Strength and cost of the Police force on each railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged for the year 1907	117
No. 34.—Transactions of the Fine Funds for the year 1907	118
No. 35.—Railway and Railway Aided Schools at the close of the year 1907	119

Appendices—concl'd.

	Page.
No. 36.—Cost and particulars of some of the large railway bridges	} Omitted.
No. 37.—Cost and particulars of some of the important railway tunnels	
No. 38.—History of open lines, and of lines under construction or sanctioned for commencement, on the 31st December 1907	120
No. 38-A.—Statement of railway and tramway projects corrected up to 31st December 1907	234
No. 39.—Total working expenses on the 5' 6" and 3' 3½" gauge railways during the year 1907, and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage	266
No. 40.—Memorandum by the Railway Board on the results of Indian Railway working, 1907-1908, and proposals for 1908-1909	268
No. 41.—Terms on which the Government of India are prepared to consider offers for the construction of branch lines (Resolution No. 514 R. C. of 1896)	300
No. 42.—Reduction of railway freight charges for the convenience of trade	311
Diagram showing, for each year, the open mileage, capital outlay, gross earnings, and working expenses, also the percentage of working expenses on gross earnings, and the percentage of net earnings on capital outlay, from 1858 to 1907	} See in pocket attached to the cover.
Map of India showing railways open and under construction corrected up to the 31st March 1908 and lines projected up to 31st December 1907	

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FOR
THE CALENDAR YEAR 1907.

Mileage.

During the year 1907, 924 miles of line were opened to traffic, bringing the total mileage open, after allowing for abandonment and minor corrections of mileage, up to 30,010 miles of the following gauges :—

15,821	of	5' 6"	gauge	(standard).
12,613	"	3' 3½"	"	(metre).
1,234	"	2' 6"	"	} (special).
842	"	2' 0"	"	
30,010				

There were 290 miles of line sanctioned during the year, *viz.* :—

255	of	3' 3½"	gauge	(metre).
95	"	2' 6"	"	(special).
290				

Up to the end of March 1908 the mileages were—

Lines open	30,208
Lines under construction or sanctioned for construction	2,518

Capital.

2. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement, on all open lines and lines partly open, amounted at the close of the calendar year 1907 to Rs. 39,843.15 lakhs, and that on lines wholly under construction to Rs. 242.35 lakhs. In addition Rs. 84.06 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 40,169.56 lakhs, as detailed in Appendix 8.

3. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,500 lakhs (£10,000,000) has been provided for 1908-1909 divided as under :—

	Rs. Lakhs.
(a) For open lines, including Rs. 547½ lakhs for rolling-stock	1,148.88
(b) For lines already under construction—	
(i) begun prior to 1907-1908	331.12
(ii) begun during 1907-1908 . . . . .	...
(c) For lines to be begun in 1908-1909	20.00
TOTAL	1,500.00

Rolling-stock and safety appliances.

4. For the year 1907-1908 the Railway Board made a provision of Rs. 568 lakhs for rolling-stock. An additional sum of one million pounds sterling was subsequently provided by the Secretary of State and contracts for the supply of 2,900 covered and 1,450 open goods wagons were let in England during the year. These wagons as received will be distributed to the different railways, both companies' and State.

The additions made during 1907 to the rolling-stock of the railways consisted of 229 engines, 736 coaches and 6,118 wagons, the numbers under supply being 514 engines, 1,879 coaches and 15,727 wagons.

Subsequent to the 31st December 1907 the provision of 89 engines, 106 coaches and 4,821 wagons has, in addition, been authorized.

5. Two hundred and eighty-three engines, 1,260 coaches and 7,018 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 3,702 engines, 13,452 coaches and 13,276 wagons, as against 2,572 engines, 6,047 coaches and 110,463 wagons not fitted.

6. One thousand one hundred and ten vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 12,849, as compared with 6,274 not fitted. The number fitted for gas was 10,677 and for electricity 2,172.

7. Means of communication between passengers and guards and drivers are fitted to many fast trains, both State and Companies'. The Railway Board consider this matter to be one of great importance and are strongly pressing the more extended use of the appliance on all lines. Appendices 25-A and 25-B show the number and class of trains and carriages on certain railways which are so fitted.

8. Ninety-four stations were fitted during the year with apparatus for interlocking points and signals, and 111 with automatic instruments for signalling trains between stations.

Statistical results of working.

9. With a net addition of 913 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1907 amounted in round figures to Rs. 4,726·87 lakhs, compared with Rs. 4,411·73 lakhs in 1906, an increase of Rs. 315·14 lakhs. Of the increase in the gross earnings, Rs. 227·85 lakhs were absorbed in additional working expenses. The net earnings amounted to Rs. 2,298·28 lakhs, against Rs. 2,210·99 lakhs in 1906, or an increase of Rs. 87·29 lakhs. These net earnings yielded a return on the capital outlay (Rs. 39,843·15 lakhs) on open lines and lines partly open of 5·77 per cent., as compared with 5·83 in 1906.

Of the increase of Rs. 315·14 lakhs in the gross earnings, the North Western State railway earned Rs. 92·77 lakhs or 29 per cent., the Great Indian Peninsula railway Rs. 44·52 lakhs, or 14 per cent., and Bengal and North-Western railway Rs. 21·16 lakhs or 7 per cent., and the remainder was contributed principally by the Bengal-Nagpur, Eastern Bengal State, Oudh and Rohilkhand State and Southern Mahratta railways.

The development of passenger traffic, noticed in the last report, continued during the year under review, and a larger number of pilgrims, native marriage parties, visitors to fairs, etc., was carried by railway. The visit to India of His Majesty the Amir of Kabul and the holding at Calcutta of an Industrial Exhibition also contributed to this development. The scarcity in the United Provinces and Behar also led to the movement of labourers in search of employment. The total number of passengers carried was 305·89 millions against 271·06 millions, and the earnings therefrom amounted to Rs. 1,504·50 lakhs against Rs. 1,368·31 lakhs. The number of third class passengers carried was more by 31·86 millions and the earnings therefrom by Rs. 123·44 lakhs. The other classes also showed satisfactory increases. Of the increase of Rs. 136·19 lakhs in the passenger receipts, the North Western State railway earned Rs. 28·74 lakhs or 21 per cent., and the remainder was contributed principally by the East Indian, Great Indian Peninsula, Eastern Bengal State, Bengal and North-Western, South Indian, Rajputana-Malwa and Madras railways.

The average rate charged to passengers of all classes was 2·44 pies per mile, just over $\frac{1}{4}$ th of a penny, and the average distance travelled was about 39 miles. There have been no material fluctuations in these figures since 1884.

The aggregate tonnage of goods lifted during the year 1907 was 62·10 million tons and the earnings therefrom were Rs. 2,924·26 lakhs, an improvement over the previous year of 3·23 million tons and Rs. 164·57 lakhs. Of the increase in the goods receipts the North Western State railway earned Rs. 63·37 lakhs or 39 per cent., the Great Indian Peninsula railway earned Rs. 31·01 lakhs or 19 per cent., and the remainder was contributed principally by the Oudh and Rohilkhand State, Bengal-Nagpur, Bengal and North-Western and Southern Mahratta railways.

There was a decrease of Rs. 9.11 lakhs in the goods receipts of the East Indian railway, due to the reduction of coal rates and suspension of booking of goods traffic from 20th to 29th November 1907 in consequence of a strike amongst the running staff of the line.

The total weight of the traffic in "Grain and pulse", "Cotton, raw and manufactured", "Coal", "Oil-seeds", "Sugar", "Salt", and "Jute" during the year 1907 amounted to 33.71 million tons and the earnings therefrom to Rs. 1,915.48 lakhs, against 30.95 million tons and Rs. 1,777.04 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1907 to 70.73 per cent. in weight and 70.06 per cent. in earnings of the total traffic carried for the public, against 70.27 per cent. and 68.90 per cent., respectively, in the previous year.

There was a large increase of 618 thousand tons and Rs. 85.28 lakhs in the grain and pulse traffic, attributable chiefly to the larger movements of grains owing to scarcity prevailing in the United Provinces and to larger bookings of wheat for shipment. There were also increases of 620 thousand tons and Rs. 34.61 lakhs under "Oil-seeds," due to heavier exports of linseed, castor, rape, mustard and cotton seeds to Europe and of 255 thousand tons and Rs. 28.67 lakhs under "Cotton," due to larger consignments of "Cotton, raw" on account of greater demand in Europe.

Coal.—During the year 1907 the total output from the collieries in India and Burma amounted, as shown in Appendix 28, to 11.15 million tons, against 9.78 million tons in 1906. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, rose from 1.83 million tons to 1.87 million tons or by 34 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, fell from 1,394.73 thousand tons to 1,040.24 thousand tons or by 354.49 thousand tons. The imports of coal from the United Kingdom increased from 199.22 thousand tons to 227.18 thousand tons or by 27.96 thousand tons, and those from other countries from 27.15 thousand tons to 74.41 thousand tons or by 47.26 thousand tons.

The total quantity of Indian coal consumed by railways during the year 1907 increased, as shown in Appendix 27, from 2.88 million tons to 3.34 million tons or by 465 thousand tons, and the amount of foreign coal consumed from 37.28 thousand tons to 54.86 thousand tons.

The traffic in coal carried by railways increased from 11.19 million tons in 1906 to 12.19 million tons in 1907, while the earnings therefrom fell from Rs. 322.83 lakhs to Rs. 318.55 lakhs. The decrease in the earnings with an increase in the tonnage carried was due principally to the reduction in the coal rates for distances over 200 miles.

The average rate for all descriptions of goods carried per ton per mile was 5.18 pies as compared with 5.42 pies in 1906, or just under $\frac{1}{2}$ peuny, while the average distance over which a ton of goods was carried was 175 miles against 166 miles in the previous year.

The additional mileage worked, the larger traffic handled and the increase in the train-mileage run necessitated a corresponding increase in the working expenses. Large sums were also expended by the principal railways in renewing their permanent-way and rolling-stock, and in strengthening bridges; and as a consequence the railways were worked during 1907 at 51.38 per cent. of gross earnings, against 49.88 per cent. in the previous year.

Financial results to the State.

10. The financial result of the working of the State and Guaranteed railways for the year 1907 was a net gain to the State of 382.79 lakhs of rupees, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies, and also the annuity payments for railways purchased by the State, including both interest and the portion that represents redemption of capital. This is the eighth year in succession in which there has been a surplus.

In the subjoined table, which gives details of the charges against revenue for the year 1907 in comparison with the two preceding years, the ordinary interest charges are first deducted, and, on this basis, *i.e.*, after excluding the portion of the annuity payments representing redemption of capital, Rs. 105.17 lakhs, the surplus to the State for the year 1907 amounts to Rs. 487.96 lakhs. It is to be noted that even this understates the real surplus derived from the railways open to traffic, as the

interest charges include the interest on outlay on lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the capital account.

	1905.			1906.			1907.		
	State railways.	Guaranteed railways. (Madras and Bombay, Baroda and Central India.)	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	34,40,08,309	—	34,40,08,309	33,24,19,293	—	33,24,19,293	40,68,47,139	—	40,68,47,139
Gross traffic earnings.—Guaranteed railways	—	3,32,99,021	3,32,99,021	—	1,63,31,871	1,63,31,871	—	1,56,96,590	1,56,96,590
Repayment of advances of interest.—Subsidized railways	6,41,787	—	6,41,787	8,89,164	—	8,89,164	8,26,888	—	8,26,888
Total Revenue	34,46,50,096	3,32,99,021	37,79,49,117	33,33,08,457	1,63,31,871	34,96,40,328	40,76,74,005	1,56,96,590	36,53,70,595
EXPENDITURE.									
Working Expenses.—State railways	16,68,14,272	—	16,68,14,272	18,00,38,725	—	18,00,38,725	20,41,83,078	—	20,41,83,078
Working expenses.—Guaranteed railways	—	1,85,39,840	1,85,39,840	—	1,04,84,689	1,04,84,689	—	1,04,21,891	1,04,21,891
Share of surplus profits paid to Companies, etc.	40,06,003	28,03,040	75,09,052	55,71,644	9,05,248	64,76,892	61,08,341	1,29,476	62,37,817
Land and Supervision charges.—Guaranteed railways	—	5,86,468	5,86,468	—	—4,02,066	—4,02,066	—	53,588	53,588
Land and subsidy charges	4,51,931	—	4,51,931	5,82,916	—	5,82,916	3,66,713	—	3,66,713
Miscellaneous railway expenditures	—2,48,051	—	—2,48,051	7,29,781	—	7,29,781	10,84,307	—	10,84,307
Total Expenditure	17,10,30,055	1,97,29,355	19,07,59,410	19,56,23,066	1,00,87,851	20,57,10,917	21,57,43,039	1,08,04,058	22,65,47,097
Net Revenue	17,27,20,041	1,35,69,666	18,62,89,707	13,76,85,391	62,44,020	14,39,29,411	19,19,30,968	50,91,632	14,48,23,598
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State Railways	5,46,09,721	—	5,46,09,721	6,08,63,496	—	6,08,63,496	4,90,13,724	—	4,90,13,724
Interest on debt for purchase of railways	1,71,45,255	—	1,71,45,255	2,19,70,716	—	2,19,70,716	2,56,55,460	—	2,56,55,460
Interest on advances of capital to Companies	73,38,124	—	73,38,124	75,33,954	—	75,33,954	81,88,089	—	81,88,089
Interest on capital raised by Companies	1,05,36,392	—	1,05,36,392	2,06,48,584	—	2,06,48,584	2,17,68,355	—	2,17,68,355
Portion of annuities in purchase of railways representing interest on capital	3,53,61,300	—	3,53,61,300	3,50,87,916	—	3,50,87,916	3,48,14,809	—	3,48,14,809
Interest on capital of Guaranteed Companies	—	1,60,85,806	1,60,85,806	—	1,17,08,570	1,17,08,570	—	87,88,274	87,88,274
Total Interest	13,39,90,792	1,60,85,806	15,00,76,598	14,01,03,665	1,17,08,570	15,78,12,235	13,94,39,408	87,88,274	14,82,28,683
Surplus of net revenue over interest	3,87,29,249	—25,16,140	3,62,13,109	4,12,82,726	—68,64,550	3,44,18,176	5,24,92,558	—36,96,642	4,87,95,916
Portion of annuity payments representing redemption of capital also charged against revenue	99,29,235	—	99,29,235	1,01,06,475	—	1,01,06,475	1,05,16,710	—	1,05,16,710
Actual net gain +, or loss—	+3,89,00,064	—25,16,140	+3,63,83,924	+3,11,76,251	—68,64,550	+2,43,11,626	+4,19,75,848	—36,96,642	+3,82,79,200

11. As regards an account of the capital liability in connection with railways owned by the State, there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct from the original commuted capital at which the lines were taken over, the amount redeemed by

annuity payments up to date. On this basis the subjoined table shows the capital liability at the end of 1907 on account of all railways classed as State railways; the State outlay, as recorded in rupees in the accounts being converted into sterling at the rate of Rs. 15=£1. The total capital amounts to £282·50 millions (the details by railways being shown in Appendix 9); and on this the net revenues of the State railways for 1907, £12·80 millions, give a return of 4·53 per cent. The capital of the Madras (old Guaranteed) railway amounts to £13·11 millions and on this the net earnings of the railway for 1907, £339·44 thousands, give a return of 2·59 per cent.

Capital liability on account of railways classed as State railways at end of 1907.

1. Share capital of purchased railways being paid off by annuities :—

	£	£
Commuted value of stock purchased	85,010,259	
<i>Deduct—</i>		
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3)	12,741,462	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5)	1,750,000	
Capital redeemed by annuity payments	6,447,605	
	20,939,067	
Net outstanding		64,071,192
2. State outlay		105,813,923
3. Debt incurred for purchase of railways		49,893,271
4. Capital advanced by Government to Companies		16,556,278
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of capital)		46,163,678
		282,498,342

Capital liability on account of Guaranteed railways at end of 1907.

Capital raised on the Secretary of State's guarantee, including overdrafts :—

	£
Madras railway	13,106,801

Rates and fares.

COACHING.

12. The *Bengal-Nagpur railway*, with a view to facilitating the supply of cooly labour to the tea gardens in Assam, introduced special reduced 3rd class fares from its principal stations to *via* Asansol for coolies booked to *via* Goalundo.

The *Bombay, Baroda and Central India railway* made a general reduction, with effect from the 1st January 1907, in the passenger fares on its metre gauge section.

The *Bhavnagar-Gondal-Junagad-Porbandar railway administration* enhanced the charges for 1st and 2nd class return tickets from one and two-thirds to two single fares, both in local and through booking, with effect from the 1st October 1907.

The *Cutch railway* raised its passenger fares by mail trains by 25 per cent. above those charged by passenger trains.

GOODS.

13. *Famine traffic.*—Owing to grave prospects of a serious fodder famine in the United Provinces, Central India, Rajputana, the Punjab and the North-West

Frontier Province in consequence of the failure of the last monsoon, the railways, at the request of the Government of India in October 1907, agreed to quote the following special reduced rates for the carriage of grass and hay including *bhoosa*, straw and *karbi*, pressed or unpressed in bales or bundles, also oil-cake to be used as fodder, between stations within the areas affected and from stations outside those areas to stations within them :—

on standard (5' 6") gauge railways,

two annas per ordinary wagon per mile and double this rate for bogie wagons ;

on metre gauge railways,

two annas per ordinary wagon per mile for the first 50 miles, one and a half annas per mile for the next 100 miles and one anna per mile for any additional distance and double these rates for bogie wagons.

The Government of India, however, realizing that even greater assistance than that secured by these specially reduced rates was necessary in order to effect the movement of fodder in quantities sufficiently large to provide for the safety of cattle within the famine area, decided that freight on consignments of fodder (excepting fodder for the Army Department), booked to stations in the provinces mentioned above from places without them, should be recovered from the consignor or consignee at the rate of half an anna per four-wheeled wagon per mile and one anna per bogie wagon, and that the balance of freight calculated at the special reduced rates agreed to by railways, or at the ordinary tariff rates in cases where the rate had not been specially reduced, should be paid by Government.

The *Bengal-Nagpur railway*, with a view to assisting the famine-stricken people, quoted special reduced rates for grain, pulses and common seeds in wagon-loads from Shalimar to stations in the Central Provinces.

The *East Indian railway*, in order to help the movement of Rangoon rice to districts affected by the famine, considerably reduced its rates for this commodity from Calcutta to its stations above Moghal Sarai and to stations on the Oudh and Rohilkhand State railway.

On the *East Indian railway* the following scale of rates was introduced for grain traffic for consumption in the country and also for flour traffic :—

For first 50 miles	...	...	...	.33	pie per maund per mile.
„ distances above 50 up to 100 miles	...	...	...	.20	„ „ „
„ „ „ 100 up to 350 miles	...	...	...	.14	„ „ „
„ „ „ 350 „ 600 „	...	...	...	.12	„ „ „
„ „ „ 600 „ „	...	...	...	.10	„ „ „

plus terminals where leviable.

With effect from the 20th August 1907, the *North Western State railway administration* made arrangements with the Hall Line of Steamers for the through-booking of passengers' luggage, hides, wool, saltpetre and certain other commodities from stations on that line to Port Said and certain ports in Europe and America.

Important measures and events.

14. *Government control of railways.*—On the 1st January 1908, a new system of control of railways by the Government of India was introduced as a result of which the Consulting Engineer was abolished and railways were placed under the direct control of the Railway Board. Extended powers of sanction and administration were delegated to the Boards of Directors of Companies with the option to delegate these powers to their Agents in India.

Strikes and Board of Conciliation.—Several small strikes of different classes of employes occurred during the years 1906 and 1907 on certain lines. The discontent prevailing on the North Western State and the Bengal and North-Western railways was removed without inconvenience to the public; but that on the Eastern Bengal State railway culminated in an extensive strike on the part of native drivers and firemen and caused a temporary dislocation of goods traffic. On the East Indian railway the European and Eurasian drivers of Howrah-Jhaja District after submitting a lengthy list of grievances struck work in November and were joined to

a large extent by the traffic staff, the strike extending to other districts and involving a large portion of the line. This strike was the most serious in the history of railways in India, and for a time completely dislocated traffic generally and the trade of Calcutta in particular. It was only terminated by the appointment by the Government of India of a special Board of Conciliation (based on the lines of the Boards recently introduced in England) to consider the representations of the men. The Conciliation Board dealt mainly with the questions of (i) higher pay or mileage allowance; (ii) extra pay for working overtime and on holidays; and (iii) improved leave rules.

Re-arrangement of the railways in Southern India.—The contracts of the Southern Mahratta and Madras railways having approached their period of termination, it was decided to take advantage of the opportunity and to re-arrange the railway systems of Southern India. Proposals were, therefore, submitted to the Secretary of State under which the Madras railway system would be absorbed by the Southern Mahratta and the South Indian railways.

As an outcome of the negotiations the following arrangement was finally decided on and accepted by the Southern Mahratta and South Indian railways. The former railway—

- (1) absorbed the whole of the Madras railway system with the exception of the Jalarpet-Mangalore section, and branches thereof;
- (2) took over from the South Indian railway
 - (a) the Katpadi-Dharmavaram section,
 - (b) Pakala-Gudur section.

The South Indian railway acquired the Jalarpet-Mangalore section of the Madras railway and branches thereof with running powers from Jalarpet to Madras and Bangalore and certain rights regarding quotation of rates. These arrangements were carried out on the 1st January 1908, the enlarged Southern Mahratta railway changing its name to the Madras and Southern Mahratta railway.

Indian Railway Conference Association.—The Association held meetings at Simla from 23rd September to 7th October 1907, and, in addition to the ordinary questions which came before it for consideration, dealt specially with the question of the revision and simplification of the existing goods tariff and adopted the Simplification Committee's report, exhibiting in draft a portion of a simplified tariff drawn up on the lines decided upon by the Committee which met at Delhi in 1905. It was also decided that the final report of the Simplification Committee, when submitted, should be printed and circulated by the Secretary for consideration; certain questions of principle connected with the preparation of the simplified tariff were also referred to the Railway Board, who have conveyed their decision to the Association. During the year the appointment of a "whole-time" Secretary to the Association with necessary office establishment was sanctioned by the Secretary of State, who further authorized that the Association be empowered to incur expenditure connected with its working up to an annual maximum of Rs. 40,000. Mr. Ross Johnson was elected Secretary to the Conference Association and, on return from leave in England, assumed charge of his duties on the 23rd December 1907.

Revised rules for the carriage of military traffic.—The revised rules for the carriage of military traffic by rail as recommended by the Indian Railway Conference Association were accepted by the Government of India and introduced, with effect from the 1st January 1908, as a tentative measure for a period of one year.

Committee of enquiry as to the provision of funds for expenditure on Indian railways and the system of working of the Railway Board.—In May 1907 intimation was received of the appointment by the Secretary of State of a Committee to enquire into the provision of funds for expenditure on Indian railways and the system under which the Railway Board works. It was at first arranged that Sir James Mackay, Chairman of the Committee, and Sir Walter Lawrence, one of the Members, accompanied by Mr. Brereton, Government Director of Indian Railway Companies, should visit India in the winter to discuss matters with the Government of India and the Railway Board; also to receive evidence on the subject of the enquiry from officials engaged in railway management and from representatives of the mercantile community. The deputation of these gentlemen was subsequently cancelled, it being

considered sufficient for the Committee to receive by letter the views of those interested in the subject in India. The Chamber of Commerce and other public bodies were accordingly directed to send any representations on the subject which they desired to make direct to the Secretary of the Committee at the India Office, London.

Replacement of the Government Telegraph Department instruments on the Burma railways by the Company's stock.—Proposals are under consideration for the equipment of the entire Burma railways system with telegraph instruments owned by the Company in replacement of those now hired from Government.

Use of local manufactures for railway purposes.—A considerable number of wagon frames and bodies were built during the year by private firms in Calcutta from imported raw materials, the springs, wheels and axles being supplied by the railways for whom the wagons were built.

Standardization of locomotives.—Further standard designs of broad gauge mail, passenger and goods engines, prepared by the Engineering Standards Committee in England, were circulated for adoption on the various Indian railways.

Standard dimensions for 2' 6" gauges.—Considering the large extension of the use of the 2' 6" gauge, the Railway Board have thought it desirable, after consulting the 2' 6" gauge railway administrations on the various dimensions to be adopted, to introduce a schedule of dimensions for this gauge on the lines of the broad gauge and metre gauge schedules of 1905.

Electrification of railways.—Proposals for working the Kalka-Simla railway and the Nilgiri railway and its extension to Ootacamund by electricity are still under consideration.

The question of working the proposed Bhamo-Tengyueh railway with electricity is also being considered.

Abolition of bridge tolls.—In February and July 1907 Government agreed to the abolition of tolls on the East Indian Railway Company's Tonse bridge, also on that Company's bridges over the Jumna at Delhi and Allahabad, and on the Oudh and Rohilkhand State railway Dufferin bridge over the Ganges at Benares, the bridge over the Ganges on the line between Lucknow and Cawnpore and the bridge over the Ramganga at Moradabad.

Rules to regulate the transport and importation of explosives.—In July 1907 revised rules were promulgated for adoption on all railways in India.

Relaxation of Indian packing rules in favour of chemicals shipped for Government Departments through the agency of the Stores Department, London.—It having been represented that the system of packing employed by the Stores Department of the India Office, London, was suitable for chemicals and free from danger, the Indian packing rules for the carriage of chemicals by rail were relaxed in favour of chemicals shipped for Government Departments in India through the agency of the Stores Department of the India Office, provided they were packed in accordance with the regulations of that Department.

Steamer service between the Assam-Bengal railway terminus at Shaheb Ghatta and the islands of Sandip and Hatiya.—In November 1907 sanction was accorded to the concession, given to Messrs. Turner, Morrison & Co. in connection with a steamer service to be established by them between the Assam-Bengal railway terminus at Shaheb Ghatta and the islands of Sandip and Hatiya, being transferred for a period of one year, in the following modified form, to the India General Navigation and Railway and Rivers Steam Navigation Companies, *viz.*, the grant of a rebate of 10 per cent. from the earnings derived from the through traffic interchanged between the Assam-Bengal railway and the Steamer Companies, subject to a maximum limit of Rs. 500 per mensem, but not subject to any minimum.

Through-booking of traffic between the Eastern Bengal State railway and the India General Navigation and Railway Company.—With effect from the 15th July 1907, the Eastern Bengal State railway introduced the through-booking of coaching and goods traffic to and from the India General Navigation and Railway Company's Ganges Steamer Service *via* Lalgola Ghat.

Rate of interest on railway debt.—It has been decided that, with effect from the accounts for 1906-1907, the average rate of interest paid each year on the mean non-specific debt of India shall be applied for purposes of the calculation of interest on the railway debt in lieu of the fixed rates of 4 per cent. and $3\frac{3}{4}$ per cent. hitherto employed, and that the transfer from ordinary debt to railway debt shall be made partly in the English and partly in the Indian portion of the accounts.

Chittagong Jetties, Assam-Bengal railway.—Considerable loss of property was caused by fires, which occurred in October and December 1907, at the jetties at the double moorings at Chittagong.

Improvement of the Vizagapatam Port.—The question of improving this port so as to render it suitable for ocean-going steamers is under consideration.

Railway Police Committee.—The Indian Railway Conference Association having represented that in existing circumstances the arrangement under which the total cost of railway police is distributed between Government and the Railway Companies in the proportion of $\frac{3}{10}$ ths and $\frac{7}{10}$ ths, respectively, imposes an unfair burden on the Companies and should therefore be revised, the Government of India appointed a Committee in April 1907 to report on the incidence of police charges on railways. The Committee have submitted their report, which is now under consideration.

Contracts and agreements for the construction and working of railways.—In connection with the agreement, dated the 11th September 1906, for the working of the Jaipur railway from Sanganer to Siwai Madhopur by the administration of the Bombay, Baroda and Central India railway, the Government of India agreed to the payment to the Jaipur Durbar, outside the terms of the agreement, of an annual rebate not exceeding 10 per cent. of the Government share of the net earnings of the main line from the traffic interchanged with the Jaipur railway, to make up an amount sufficient to give a return of $3\frac{1}{2}$ per cent. per annum on the actual capital expenditure incurred on the latter.

On the 16th January 1907 an indenture was entered into between the Secretary of State for India and the East Indian Railway Company for working the South Behar railway as part of the undertaking of the East Indian Railway Company, with effect from 1st January 1906 until the termination of the Company's contract of 1879.

On the 22nd February 1907 an indenture was entered into between the Secretary of State for India and the Burma Railways Company for the construction and working of the Pegu-Moulmein and Henzada-Kyangin railways and the Daga loop line.

An indenture was executed with the Burma Railways Company on the 23rd February 1907 for advances by the Secretary of State for capital expenditure on the undertaking to the extent of Rs. 85 lakhs during the years 1903 to 1906.

An indenture was made on 21st March 1907 between the Secretary of State for India in Council and the Burma Railways Company for the provision of further debenture stock.

An indenture was entered into on the 8th April 1907 between the Secretary of State for India and the Bombay, Baroda and Central India Railway Company for the maintenance, management and working of the Bombay, Baroda and Central India railway, the Rajputana-Malwa and certain subsidiary railways by the Bombay, Baroda and Central India Railway Company. The terms of the contract on which the undertaking is to be worked and managed by the Company came into force from the 1st January 1906, and are in substitution of the temporary arrangements in that behalf contained in the contract of the 27th December 1905. The contract is terminable by either party on the 31st day of December 1930, or on the 31st day of December in any succeeding fifth year reckoning from that date, by giving twelve months' notice.

An agreement, dated 7th June 1907, for a period of three years and subject to six months' notice at the end of that period, was entered into by the Southern Mahratta Railway Company and the Sangli State for the working, by the former, of the Sangli railway.

A memorandum of agreement was also drawn up and accepted by the Company and the Durbar for the construction, by the Southern Mahratta Railway Company, of the metre gauge railway from Miraj to Sangli town.

On the 26th June 1907 an indenture was entered into between the Secretary of State for India and the Southern Mahratta Railway Company postponing the termination of the existing contracts with that Company until the 30th June 1908.

An indenture was executed with the East Indian Railway Company on the 10th July 1907 for the creation of further debenture stock carrying interest at the rate of $3\frac{1}{2}$ per cent. per annum.

In July 1907 sanction was accorded by Government to an agreement, dated the ^{25th} ~~20th~~ February 1907, as supplemented by an agreement of the 4th June 1907, between His Highness the Maharajah of Cooch Behar and the Administration of the Eastern Bengal State railway for the working by the latter of the Cooch Behar railway with effect from the 1st January 1907. This agreement is subject to revision from time to time and may be terminated on six months' notice by either party.

In July 1907 sanction was accorded under clause 40 of the contract, dated the 9th March 1897, between the Secretary of State for India and the Burma Railways Company, to the continuance, up to 31st March 1908, of an agreement, dated the 20th July 1898, between the Burma Railways Company and the Irrawaddy Flotilla Company, for working the Katha-Bhamo traffic. Sanction was also accorded to an agreement between the Burma Railways Company and the British India Steam Navigation Company for the through-booking of goods and parcels between stations on the Burma railways and Calcutta during the year 1906-07.

In July 1907 the Bombay, Baroda and Central India Railway Company undertook the working of the Nagda-Morak section of the Nagda-Muttra railway. An agreement for the temporary working of this section, and of the remaining sections of the line as they are opened from time to time until the entire line is opened, is under consideration.

On the 26th August 1907 an indenture was entered into between the Secretary of State for India and the Tapti Valley Railway Company, supplemental to, and prolonging the operation of, the contract of the 28th August 1896 for the construction of the Tapti Valley railway, as modified by the contract of the 16th January 1902.

On the 17th September 1907 an indenture was entered into between the Secretary of State for India and the Ahmedabad-Parantij Railway Company supplemental to, and prolonging the operation of, the contract of the 13th March 1896 for the construction of the Ahmedabad-Parantij railway, as modified by the contract of the 29th January 1902.

The Rohilkund and Kumaon Railway Company took over the management of the Powayan Light railway on the 11th October 1907, in terms of the indenture of the 13th July 1906.

In December 1907 the Secretary of State agreed to a modification of the Bengal-Nagpur railway contract of 1902, in respect of the further extensions now in course of construction or likely to be undertaken in the near future by the Company, which is practically equivalent to allowing the Company to charge interest during construction to capital under the usual conditions.

Postal accommodation at railway stations.—In April 1907 the Secretary of State decided, on the recommendation of the Government of India, that in future contracts for the construction of railways in India by Companies provision should be made in all possible cases for the construction, at the cost of capital, of accommodation at railway stations for post offices and quarters for the postal staff, at a rental not exceeding $7\frac{1}{2}$ per cent. per annum. Local Governments and Administrations have been advised that it is considered desirable that similar provision should be made in the case of lines constructed under the Tramways Act.

Important works completed.

15. *Bengal-Nagpur railway.*—Additions and alterations to the goods shed and sidings at Shalimar, and the construction of a branch line to serve the Aldih Coal Company's property in the Sanctoria coal-field.

Bombay, Baroda and Central India railway system.—Strengthening of cross girders and certain diagonals of the Nerbudda bridge and pitching round piers 16 to 23 of that bridge; the restoration of the General offices in Bombay which were damaged by fire in 1905; the conversion of Fatehgarh into an engine-changing station; the improvement in the alignment of the line near, and the entry into, Sabarmati station, with a view to rendering it less liable to damage by floods; the improvement and enlargement of Mhow station; the construction, owing to the heavy traffic at that point, of the Martindale over-bridge at the Lal Phatak level-crossing north of Ajmer station; and the work of fitting Tyer's Tablet Block Instruments to stations on the Phulera-Sojat Road section.

Eastern Bengal State railway.—The construction of a ghat at Durgapur, 4.51 miles from Rajbari station, for the combined service traffic; the relaying, with 90-lb flat-footed rails, of the main line between Naihati and Ranaghat and between Dum Dum Junction and Baraset to permit of the running of a heavier class of engines; the renewals of 28 spans of 31' girders between Aranghata and Munshiganj and of the old girders of the Kakra and Ghoghat bridges with others of a stronger type; and the construction of the major bridges over the Gourang and Putimari on the Gauhati extension and over the Kunkur, Mahananda, and Purnabhaha on the Katihar-Godagari extension.

East Indian railway.—The doubling of the line between Dhanbaid and Barakar; the interlocking of all single line stations between Allahabad and Delhi with the exception of Rasulabad; the construction of the new bridge over the Jumna at Agra, the viaduct through the Agra City, the second down line between Raneegunge and Asansol, and the northern block of the new joint passenger station and the river-side goods warehouse at Howrah.

Great Indian Peninsula railway system.—The reconstruction of the Godavari and Kara Nala bridges; the strengthening of 80' span girders of certain bridges; the doubling of the Lonavla-Karla section with the remodelling of the Lonavla station yard; and the interlocking of twenty road-side stations on the Great Indian Peninsula section.

Madras railway system.—The construction of the loop line connecting Washermanpet with a new station at Basin Bridge, of a chord line from Korukuppetai to the latter station to afford the North-East line a direct access to the central station, Madras, of the bridge over the Netravati river on the Azhikal-Mangalore railway; and the completion of the junction arrangements at Tirupattur and Morappur, excepting the signalling arrangements.

Nizam's Guaranteed State railways.—The renewal, with new girders of the standard type, of the girders of 83 bridges with spans of four, six and twelve metres on the Wadi-Secunderabad section.

North Western State railway system.—The doubling of the line from Samasata to Rohri, 208 miles, and the renewal and doubling of weak plate girders on this length; the conversion from the 2' 6" to the 5' 6" gauge of the Khushalgarh-Kohat section of the Khushalgarh-Kohat-Thal railway, 30.25 miles; and the construction of the second wing of the new Central offices at Lahore, of the new engine-erecting shops at Lahore, and of the new bridge over the Indus at Khushalgarh.

Oudh and Rohilkhand State railway.—The relaying of forty miles of the main line from Lucknow towards Saharanpur with 90-lb flat-footed rails on wooden sleepers in substitution of 75-lb rails on pots, and the construction of the bridge over the river Sai on the Allahabad-Jaunpur section.

Bengal and North-Western railway.—The erection of the new Boor Gunduk bridge at Samastipur in replacement of the previously existing pin girder-bridge which was found weak for heavy engines; the restoration of bridges, etc., on the Samastipur-Darbhanga and Samastipur-Muzaffarpur sections which were damaged by the floods of 1906; and the provision of 1,162 lineal feet of additional waterway as a protection against floods.

Burma railways.—The relaying of 26 miles, on the main line, and of 6 miles, on the Rangoon-Prome section, of 41½-lb steel track with 60-lb steel rails and of 1½ miles of similar track on the latter section with 50-lb rails; the doubling of

the line between Togyauungale and Dabein, 15 miles, on the main line and between Hlawga and Wanetchaung, 12.25 miles, on the Rangoon-Prome section, with the exception of the arrangements at the stations; the remodelling of the Letpadan station; the interlocking, on the "Simplex" system, of the points and signals of the Kyedaw and the Thadugan stations; and the construction of the large goods yard at Malagon, of the Pegu, Sittang and Belin bridges on the Pegu-Moulmein extension and of the north shore siding to the river bank at Henzada, including the completion of the ferry arrangements there and at Tharawaw shore.

South Indian railway.—The renewal of certain spans of weak girders with metre gauge standard requirements on the Madura-Tuticorin and Maniyachi-Tinnevely sections.

Accidents.

16. The following is a statement of accidents of all descriptions to persons, which have occurred during the last five years:—

		Passengers.				Servants.				Other persons.																	
		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.		Total all classes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
		50	116	93	331	143	447	15	95	275	390	290	435	12	7	16	3	510	172	138	5	35	22	711	209	1,144	1,141
		11	83	105	321	116	404	23	103	250	364	273	467	6	15	23	1	577	186	120	2	41	14	767	218	1,156	1,089
		3	140	115	356	118	496	15	115	308	462	323	577	5	15	25	4	661	173	134	5	39	23	861	220	1,805	1,293
		9	194	155	368	164	562	39	143	341	451	380	599	11	22	41	6	823	259	154	9	41	37	1,070	333	1,614	1,494
		45	150	150	459	195	609	40	120	405	543	445	666	16	41	35	3	919	308	189	7	35	36	1,194	390	1,894	1,665

There was an increase of 220 and 171 in the total number of persons killed and injured from all descriptions of accidents during 1907, as compared with the previous year.

The total number of persons of all classes killed from causes beyond their control was 101 against 59, and the number injured 311 against 364. Out of a total of 305.89 millions against 271.06 millions of passengers travelling, and of 11,840.65 millions of miles against 10,688.09 millions of miles travelled, 45 passengers were killed and 150 injured against 9 killed and 194 injured. This gives an average of one fatal casualty in 6.80 millions against one in 30.12 millions of persons travelling, and an average of one in 263.13 millions against one in 1,187.57 millions of miles travelled in 1907 and 1906, respectively.

17. The following are particulars of the more serious train accidents:—

A special train collided with a shunting engine at the Dhanbaid station, *East Indian railway*, on the 12th March 1907, due to the disregard of rules by the station staff. Twenty-two passengers in the special were more or less seriously injured, one of whom subsequently died. Three men of the engine staff also received injuries of a slight nature. The rolling-stock was considerably damaged.

The engine of 27 up mail train was derailed and the tender and leading bogie composite third class and brake-van capsized at Rewari station, *Rajputana-Malwa railway*, on the 21st May 1907, due to the sharp angle of the crossing and to the speed of the train at the time of the accident being in excess of the prescribed limit.

One third class passenger was slightly hurt and the engine Khallasi injured. The rolling-stock and permanent-way were damaged.

No. 12 down passenger train and an up special goods train collided at Sarai Banjara station, *North Western State railway*, on the 25th May 1907, due to the driver of the latter train backing his train without having received instructions to do so, and also to the disregard of rules by the assistant station master and the driver and guard of the former train. Three passengers were slightly, and the guard of the up special was severely, injured. The rolling-stock was considerably damaged.

Nos. 601 down Great Indian Peninsula railway mail and 225 up Oudh and Rohilkhand State railway goods trains collided at Amausi station, *Oudh and Rohilkhand State railway*, on the 5th June 1907, due to the driver of the Great Indian Peninsula railway train running against signals. The brakesman of the mail train was killed, and twelve passengers were severely injured, one of whom subsequently died. The rolling-stock and permanent-way were considerably damaged.

Nos. 9 up passenger and 154 down goods trains collided at Kot Lakhpat station, *North Western State railway*, on the 24th October 1907, due to the driver of the latter train having started his train with a wrong line clear and against signals. Eleven passengers were killed and 29 persons, including 4 of the train staff, were more or less seriously injured. The rolling-stock was considerably damaged.

Nos. 3 Rajpura down special goods and 27 up passenger trains collided at mile 1042-18 between Jagadhri and Kalanour stations, *North Western State railway*, on the 29th October 1907, due to the driver of the former train running through Jagadhri station yard against signals. Nine passengers and thirteen railway servants were killed and six passengers and six railway servants injured. The rolling-stock was considerably damaged.

No. 14 up passenger and a down special train collided at Antri station, *Indian Midland railway*, on the 26th October 1907, due to the driver of the latter train running against signals, and to the disregard of rules by the assistant station master. Four passengers and two railway servants were injured. The rolling-stock was considerably damaged.

An up goods special parted between Ichhapur and Shamnagar stations on the *Eastern Bengal State railway* on the 10th November 1907. The portion left on the road was run into by an up troop special of the East Indian railway, owing to the staff at Shamnagar having permitted this train to enter the blocked section. The collision fouled the down line and the wreckage of the two trains was run into by a down special goods train running on that line. The driver of the troop special was killed and a passenger injured. The rolling-stock and permanent-way were considerably damaged.

Nos. 18 down passenger and 61 up goods trains collided between a temporary block hut at mile 230-6½ and Dadpur block hut, *East Indian railway*, on the 17th December 1907, due to the failure of the staff to give a caution order to the driver of the up goods train at Jhajha. Eight third class passengers were killed and eighteen injured. The guard of the goods train was also slightly injured. The rolling-stock was considerably damaged.

Nos. 5 up and 12 down passenger trains collided at mile 935-2, between Ludhiana and Ladhawal, *North Western State railway*, on the 25th December 1907, due to the disregard of rules by the assistant station master, Ladhawal. Fifteen passengers and six railway servants were killed, and 3 passengers and 4 railway servants injured. The rolling-stock was considerably damaged.

Damages by floods and rainfall.

18. On the *Bengal-Nagpur railway* heavy rain in March caused a flood in the Damoodah river near Asansol, resulting in damage to a diversion which had been put in by the side of the Damoodah bridge and in temporary suspension of traffic. In September, owing also to heavy rain, a 20-foot arched bridge near Anara on the Sini-Asansol section was scoured away.

Heavy rain in June and August caused several breaks on the *Bombay, Baroda and Central India railway system*. The Tapti Valley line was breached at

mile 132 for a length of 540 feet and passengers and goods had to be transhipped for six days in June. In August slips occurred in the banks at mile 61 and between miles 151 and 171 on the main line of the Bombay, Baroda and Central India railway, the down line between miles 150 and 163 being blocked in consequence for three days. On the Rajputana-Malwa railway about 300 feet of ballast and earthwork were washed away at Kharwa station in August and during the same month the main line was breached at mile 450 for a distance of about 200 feet, necessitating the transshipment of passengers for two days. The Palanpur-Deesa line was also breached in several places and a number of rail openings and an arched culvert and a girder bridge were damaged.

Heavy floods in August and September, caused mainly by the overflow of a tributary of the Poonpoon, breached the Moghal Sarai-Gya and South Behar lines and the Daltonganj branch of the *East Indian railway* in several places.

Owing to heavy rain in July the return walls of culverts and girder openings between miles 273 and 280 on the South-East line of the *Great Indian Peninsula railway* were slightly damaged and the newly made banks of the arsenal and factory sidings at Kirkee subsided, rendering the road unsafe for traffic. In August, owing to the same cause, the bank of a culvert at mile 695 on the Bina-Baran section was breached for a length of 19 feet, the line also being seriously damaged in several places.

On the *Madras railway system*, owing to the bursting of a tank in June near the Narasapatnam Road station on the North-East line, the station yard was flooded and the ballast and portions of the bank at mile 437 were carried away. In August a bridge at mile 395 on the North-West line and another at mile 38 on the Shoranur-Cochin line were considerably damaged by floods, and in December, owing to the overflow of the Musi river, the North-East line was breached at miles 172, 177 and 178. Several slips occurred in November on the Nilgiri line at miles 6, 9 and 12, necessitating transshipment of traffic for three weeks.

Owing to heavy floods in August, the *North Western State railway* was breached at miles 527, 529, 530 and 537 on the Sind-Peshin section, a pier and two girders at mile 527 and about half a mile of line at mile 530 being washed away. During the same month the line at mile 1,116 near Peshawar cantonment was under water for a length of about a quarter of a mile owing to the overflow of the Bassi Nalla.

The last nine miles of the Katarnian Ghat branch of the *Bengal and North-Western railway* were closed for 4 months (July to October) in consequence of high floods, and the Bhikna-Thoree branch was closed from July to December on account of heavy rains. On the Tirhoot section the line between Pertabganj and Khanwa Ghat was breached in several places in June.

The Tharawaw branch of the *Burma railways*, 24 miles, *i.e.*, the link between the main line and the Bassein-Henzada branch, was closed to traffic from the 28th June; two miles of line near the Tharawaw end were dismantled and three large gaps of a total length of 800 feet were made in the railway embankment to pass an expected high flood of the Irrawaddy river, as it was feared that the railway bank would cause a heading up of the flood waters, throw them back into the river and endanger the bund which protects the town of Henzada. These fears were not however realized, and the line was restored, diversions being put in at the sites of the gaps, and traffic over the branch was resumed with effect from the 5th November. Heavy rain in July breached the line in several places extending from mile 666 to mile 671 and from mile 673 to mile 674, rendering the line unsafe for the passage of trains. Traffic was interrupted entirely for a day and had to be transhipped thereafter for three days. In August, owing to the same cause, a portion of the line between miles 405 and 406 was flooded to a depth of two feet. The line was siled 4 feet and through communication restored.

On the *Jodhpur-Bikaner railway*, heavy rain considerably damaged the line between Luni Junction and Bhachbhar (miles 44 and 180), resulting in the through communication with Sind being interrupted for four days. In August, owing to a heavy flood in the Khari, Guiya and Luni rivers which continued for four days, all coaching traffic intended for despatch *via* Marwar railway junction was diverted *via* Phulera and Kuchaman Road.

On the *Southern Mahratta railway*, owing to heavy rain in August, a bridge at mile 14 was washed away, and the through running of trains was interrupted for about a week.

Railway staff.

19. The total number in railway employ at the close of the year was 516,756, of which 7,180 were Europeans, 9,982 Eurasians and 499,594 Natives. Of the Europeans and Eurasians 13,816 were enrolled as volunteers.

20. It was found necessary to raise the pay of several classes of railway employes during the year, owing to the increase in the cost of living and the greater demand that now exists for trained employes and skilled labour.

21. Some minor alterations in the Provident Fund Rules in the direction of rendering them more suitable to meet certain contingencies were introduced on various lines.

22. The use of railway schools continued to be appreciated, and at the close of 1907 there were 7,140 children and 11,678 apprentices and workmen.

Railway surveys.

23. The following surveys were completed during 1907 :—

By the *Bombay, Baroda and Central India railway*, from Bharatpur to Agra, about 33 miles, both for a mixed (5' 6" and 3' 3 $\frac{3}{8}$ ") and a separate 5' 6" gauge track.

In connection with the *Eastern Bengal State railway*, the survey, on the 3' 3 $\frac{3}{8}$ " gauge of a line from mile 85·8 of the Katihar-Godagari railway near Nachoul *via* Rampur Boalia to Abdulpur on the Northern section, 50·50 miles.

By the *East Indian railway*, on the 5' 6" gauge, (1) from Phaphund to Auriya, 12·69 miles, and (2) the preliminary survey for a line from Sainthia to Berhanpur, about 40 miles.

By the *Great Indian Peninsula railway*, on the 5' 6" gauge, (1) from Amraoti *via* Morsi to Sonnair, 98·06 miles, (2) from Borkhedi to Hinganghat, 26·06 miles, (3) from Cawnpore to Khairada (7 miles west of Banda), 75·92 miles, (4) from Karwi to Rajapur, 18·84 miles by the direct route and 21·21 miles by the alternative route and (5) a reconnaissance survey from Bir to Bhopal, 102 miles; also (6), on both the 2' 6" and 5' 6" gauges, from Sumerpur on (3) *via* Rath to Belatal, 64·55 miles.

By the *Madras railway*, on the 5' 6" gauge, for the realignment of the south-west line from mile 198·06 to mile 211·74 through the town of Salem.

By the *Nizam's Guaranteed State railways*, on the 3' 3 $\frac{3}{8}$ " gauge, a reconnaissance survey from Nanded to the Paingunga river, 69·55 miles.

By the *North Western State railway*, on the 5' 6" gauge, (1) the Jullundur Doab group railways comprising a line from Hoshiarpur *via* Jullundur, Kapurthala, Sultanpur, Nur Mahal, Phagwara to Nawa Shahr with branches to Garh Shankar and Rahon, 124·27 miles, (2) from Patti to Kasur, 27·46 miles, (3) for doubling the line between Amritsar and Saharanpur excluding the Beas, Sutlej and Jumna bridges, 195·55 miles, (4) from Dhak to Katha, 11·04 miles; and (5), on the 2' 6" gauge, for an extension of the Kalka-Simla railway from its present terminus at Simla to the old Bullock train offices, about $\frac{1}{2}$ a mile.

By the *Assam-Bengal railway*, reconnaissance surveys on the 3' 3 $\frac{3}{8}$ " gauge (1) from Bhairab Bazar to Dacca, 44 miles, and (2) from Bhairab Bazar to Tangi, 38 miles.

By the *Bengal and North-Western railway*, on the 3' 3 $\frac{3}{8}$ " gauge, (1) from Azamgarh to Goshainganj, 68·75 miles, (2) from Bansdih Road to Manir Ghat, 13 miles, (3) from Chupra to Mushrakh, 26·25 miles, (4) from Khagaria to Darbhanga, 62·31 miles, (5) from Muzaffarpur to Darbhanga, 38·38 miles, with a branch from Tewarah to Sitamarhi, 30·05 miles, and (6) from Shakarpura on (4) to Samastipur, 28·10 miles.

By the *Burma railways*, on the 3' 3 $\frac{3}{8}$ " gauge, (1) from Malagon to Dawbong on the Irrawaddy, 3·79 miles, (2) from Shwebo to Ye-u, 22·09 miles, and (3) from Myingyan to Natogyi, 18·75 miles.

In connection with railways in Burma surveys were also carried out of lines on the 3' 3 $\frac{3}{8}$ " gauge (1) from Buthidaung to Maungdaw, 16.91 miles, and (2) from Moulmein to Myawaddy, 76.20 miles.

By the *Jodhpur-Bikaner railway*, from Degana to Hissar, 197.19 miles, on the 3' 3 $\frac{3}{8}$ " gauge.

By the *Rohilkund and Kumaon railway*, (1) from Pilibhit to Shahjahanpur, 56.72 miles, on the 3' 3 $\frac{3}{8}$ " gauge, and (2) from Shahjahanpur to Carewganj, 13.68 miles, on the 2' 6" gauge.

By the *South Indian railway*, (1) from Rameswaram to Danishkodi, 11.30 miles, and (2) from Trichinopoly to Panruti, 93.39 miles, both on the 3' 3 $\frac{3}{8}$ " gauge.

By the *Southern Mahratta railway*, (1) a reconnaissance survey from Dodbele to the Kolar Gold-Fields, 72 $\frac{1}{2}$ miles, and (2) from Ramanamalai to Kunnivehalli, 8 miles, both on the 3' 3 $\frac{3}{8}$ " gauge.

24. The following surveys were in progress :—

By the *Bengal-Nagpur railway*, (1) from Amda to Gurumaishini, 48 miles, on the 5' 6" gauge ; (2) from Mandla to Mungeli, about 85 miles, and (3) from Nagpur to Chhindwara, 80 miles, both on the 2' 6" gauge ; and (4) a re-survey, on the 5' 6" gauge, of the Vizianagram-Parbatipur section, 49 miles, of the Vizianagram-Raipur railway.

By the *Great Indian Peninsula railway*, on the 5' 6" gauge, (1) from Amla to Hardagarh, 30 miles, (2) from Nagpur to Katol, 37 miles, and (3) the realignment of the Nagpur-Itarsi line between Katol and Bailana ; on the 2' or 2' 6" gauge, (4) from Kalyan *via* Belapur and Panwel to Karjat, 47 miles, and (5) a reconnaissance survey from Chowk *via* Pen to Nagothna, 37 miles.

By the *North Western State railway*, (1) from Kasur *via* Haveli and Pakpattan to Lodhran, 210 miles, on the 5' 6" gauge, and (2) from Mundra to Basal, 100 miles, on the 2' 6" gauge.

By the *Oudh and Rohilkhand State railway*, on the 5' 6" gauge, (1) from Phaphamau *via* Mustafabad to Rae Bareli, 69 miles, (2) from Mustafabad to Unao or Cawnpore bridge, 69 miles, and (3) from Rae Bareli to Dalmau, 14 miles.

By the *Bengal and North-Western railway*, on the 3' 3 $\frac{3}{8}$ " gauge, from Partabganj to Bhimnagar, 13 $\frac{3}{4}$ miles.

By the *Barsi Light railway*, from Tadwale to Latur, 37 miles, on the 2' 6" gauge.

APPENDIX 1.

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Num- ber.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1907, UNDER SEVERAL HEADS OF CLASSIFICATION.										REMARKS.
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Un-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.			
(1)	(2)	(3)	(4)	(5)	(7)	(6)	(8)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	
A																
8	(b) Agra-Delhi Chord.	A. D. C.	Great Indian Peninsula Ry. Co.	15-11-04	5' 6"	...	128' 90	...	...	...	...	...	...	...	...	Rebate lines.
2	(b) Ahmedabad-Dholka	A. D.	Bombay, Baroda and Central India Ry. Co.	23-3-03	3' 3 1/2"	...	...	...	33' 50	...	...	...	...	...	...
3	(c) Ahmedabad-Parantij.	A. P.	Bombay, Baroda and Central India Ry. Co.	1-5-07	3' 3 1/2"	...	...	...	64' 70	...	...	...	...	...	...
8	(b) Amritsar-Patti	A. P. T.	North Western State Ry.	21-9-06	5' 6"	...	...	...	37' 40	...	...	...	...	...	...
10	(a) Assam-Bengal	A. B.	Assam-Bengal Ry. Co.	1-7-95	3' 3 1/2"	...	778' 29	...	...	...	...	...	...	...	...	Includes 4' 4 1/2 miles Non-khall to Shabod Ghatta temporarily closed for traffic.
6	(b) Azhikal-Mangalore	A. M.	Madras Ry. Co.	21-8-06	5' 6"	...	77' 28	...	...	...	...	...	...	...	...
B																
28	(a) Baraset-Basirhat Light.	B. B. L.	Baraset-Basirhat Light Ry. Co.	1-2-05	3' 6"	...	...	...	26' 06	...	...	...	...	...	...	Subsidized by District Board.
24	(a) Barai Light	B. L.	Barai Light Ry. Co.	1-3-07	2' 6"	...	...	...	78' 50	...	...	...	...	...	...	Government land provided free.
21	(b) Bellary-Rayadrag	B. R.	Southern Mahratta Ry. Co.	1-7-05	3' 3 1/2"	...	33' 35	...	...	...	...	...	...	...	...	Government land provided free.
11	(a) Bengal and North-Western.	B. & N.W.	Bengal and North-Western Ry. Co.	2-4-84	3' 3 1/2"	...	...	...	1,014' 90	...	...	...	...	...	...	Government land provided free.
13	(a) Bengal Doonars	B. D.	Bengal Doonars Ry. Co.	15-1-99	3' 3 1/2"	...	...	...	36' 40	...	...	...	...	...	...	Subsidized by District Board.
12	(b) Bengal Doonars Extensions.	B. D. E.	Bengal Doonars Ry. Co.	20-4-00	3' 3 1/2"	...	...	...	116' 55	...	...	...	...	...	...	Government land provided free.
1	(a) Bengal-Nagpur	B. N.	Bengal-Nagpur Ry. Co.	1880	5' 6"	...	1,733' 86	...	...	...	...	...	...	...	...	Government land provided free.
7	(b) Bezwada Extension	B. E.	Nizam's Guaranteed State Rys. Co.	10-2-89	5' 6"	...	20' 59	...	...	...	...	...	...	...	...	...
13	(a) Bhavnagar-Gondal-Junagad-Forbandar	B. G. J. F.	Bhavanagar Gondal-Junagad-Forbandar Ry.	20-12-80	3' 3 1/2"	...	...	...	...	...	334' 10	...	...	...	...	Includes 5' 23 miles of dock estate and quarry lines.
5	(e) Bhopal-Itarsi (British section).	B. I.	Great Indian Peninsula Ry. Co.	1-6-82	5' 6"	...	19' 11	...	...	...	...	...	...	...	...	...
5	(e) Bhopal-Itarsi (Native State section).	B. I.	Great Indian Peninsula Ry. Co.	19-11-84	5' 6"	...	...	...	...	...	...	44' 28	...	...	...
5	(d) Bhopal-Ujjain	B. U.	Great Indian Peninsula Ry. Co.	11-11-95	5' 6"	...	...	...	...	...	...	113' 37	...	...	...
17	(b) Bikaner	J. B. B.	Jodhpur-Bikaner Ry.	9-12-01	3' 3 1/2"	...	...	...	...	...	245' 35	...	...	...	...	...
5	(e) Binn-Goonn-Baran.	B. G. B.	Great Indian Peninsula Ry. Co.	23-9-95	5' 6"	...	...	...	...	...	...	145' 03	...	...	...	...
21	(e) Birur-Shimoga	B. S. G.	Southern Mahratta Ry. Co.	1-12-99	3' 3 1/2"	...	...	...	...	...	...	37' 02	...	...	...	...
2	(a) Bombay, Baroda and Central India.	B. B. & C. I.	Bombay, Baroda and Central India Ry. Co.	10-2-80	5' 6"	...	804' 35	...	...	...	...	...	...	...	...	Includes 39' 23 miles of 3' 3 1/2" gauge line between Virangam and Wadhwan.
25	(e) Bokhtiarpore-Behar Light.	B. B.	Bokhtiarpore-Behar Light Ry. Co.	1-7-03	2' 6"	...	...	...	18' 50	...	...	...	...	...	...	Subsidized by District Board.
14	(a) Burma	B.	Burma Rys. Co.	2-5-77	3' 3 1/2"	...	1,340' 15	...	...	...	...	...	...	...	...	...
14	(b) Burma Extension	B. B. E.	Burma Rys. Co.	15-4-07	3' 3 1/2"	...	134' 77	...	...	...	...	...	...	...	...
C																
9	(e) Cawnpore-Burhwal (metre gauge link)	C. B. M.	Oudh and Rohilkhand State Ry.	24-11-96	3' 3 1/2"	79' 60	...	...	...	...	...	...	...	...	...	Excludes 3' 40 miles of the Lucknow-Bareilly railway between Aishbagh and Dalganj, worked over, but includes 10' 70 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Burhwal and Bara Banki and 0' 50 mile on the Cawnpore bridge of the Oudh and Rohilkhand State railway.
3	(d) Cooch-Behar	C. B.	Eastern Bengal State Ry.	15-9-93	2' 6"	...	...	...	...	...	...	...	...	33' 00	...	...
26	(a) Cutch	C.	Cutch Ry.	18-5-05	2' 6"	...	...	...	...	...	...	11' 67	...	...	...	...
D																
9	(k) Dandot Light	D. L.	North Western State Ry.	5-7-89	2' 0"	6' 18	...	...	...	...	...	...	...	...	...	...
33	(a) Darjeeling-Himalayan.	D. H.	Darjeeling-Himalayan Ry. Co.	23-8-80	2' 0"	...	...	...	51' 00	...	...	...	...	...	...	Subsidized by the Local Government.
4	(b) Delhi-Umballa-Kalka.	D. U. K.	East Indian Ry. Co.	1-3-01	5' 6"	...	...	...	163' 36	...	...	...	...	...	...	Subsidized by the Government of India.
15	(a) Deoghur	D.	Deoghur Ry. Co.	23-12-92	3' 3 1/2"	...	...	...	4' 79	...	...	...	...	...	...	Government land provided free.
Carried over						86' 78	4,768' 70	...	1,324' 76	...	591' 21	341' 10	33' 00	...	...	...

APPENDIX 1—contd.

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Num- ber.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31ST DECEMBER 1907, UNDER SEVERAL HEADS OF CLASSIFICATION.										REMARKS.
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Un-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.			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
	D—concl'd.			Brought forward		85.78	4,788.70	...	1,624.76	...	691.21	341.10	33.60	...		
18	(b) Dharangadra .	D.H.R.	Bhavnagar-Gondal-Junagad-Forbandar Ry.	1-6-98	3' 3 3/4"	...	...	...	...	...	20.83	...	...	...
16	(a) Dibru-Sadiya .	D. S.	Assam Railways and Trading Co.	Aug. 82	3' 3 3/4"	...	...	...	77.50	...	...	...	...	...	Subsidized by Local Government.
	E															
	Eastern Bengal State—															
	{ Behar, Kaunia-Dhubri and Northern sections.			28-8-77	3' 3 3/4"	625.19	...	...	...	...	...	...	...	...
	{ British section, Santabari extension and Raughat-Krishnagar and Teesta-Kurigram branches.	E.B. S. M.	Eastern Bengal State Ry.	18-7-81	2' 6"	55.03	...	...	...	...	...	...	...	...
	{ Dacca section .			4-1-85	3' 3 3/4"	65.02	...	...	...	...	...	...	...	...
3	(a) Central, Eastern and Southern sections.	E.B.S.		2-1-62	5' 6"	507.47	...	...	...	...	...	...	...	...
4	(a) East Indian .	E. I.	East Indian Ry. Co.	15-8-54	5' 6"	...	2,203.29	...	...	...	...	...	...	...
	G															
2	(a) Gaekwar's Dabhol	G. D.		8-4-73	2' 0"	...	...	...	...	...	...	94.48	...	...
2	(j) Gaekwar's Mehsana	G. M.	Bombay, Baroda and Central India Ry. Co.	21-3-87	3' 3 3/4"	...	...	...	...	...	...	92.03	...	...
2	(b) Godhra-Rutlam-Nagda.	G. R. N.		10-1-03	5' 6"	...	141.14	...	...	...	...	...	...	...
5	(a) Great Indian Peninsula.	G. I. P.	Great Indian Peninsula Ry. Co.	18-4-53	5' 6"	...	1,561.63	...	...	...	...	...	...	...
21	(d) Guntakal-Mysore Frontier.	G. M. F.	Southern Mahratta Ry. Co.	1-3-02	3' 2 3/4"	...	110.60	...	...	...	...	...	...	...
3	(g) Gwalior Light	G. L.	Great Indian Peninsula Ry. Co.	2-12-99	2' 0"	...	...	...	...	...	...	183.53	...	...
	H															
9	(b) Hardwar-Dehra	H. D.	Oudh and Rohilkhand State Ry.	1-3-00	5' 6"	...	...	32.04	...	...	...	...	...	...	Guaranteed under modern contract.
21	(e) Hindupur (Yesvantpur-Mysore Frontier).	H.		15-12-02	3' 3 3/4"	...	...	...	...	...	...	51.35	...	...
21	(f) Hoopet-Kottur	H. K.	Southern Mahratta Ry. Co.	1-4-05	3' 3 3/4"	...	48.03	...	...	...	...	...	...	...
34	(a) Howrah-Amia Light.	H. A.	Howrah-Amia Light Ry. Co.	1-7-97	2' 0"	...	...	...	37.19	...	...	...	...	...	Subsidized by District Board.
35	(a) Howrah-Sheakhala Light.	H. S.	Howrah-Sheakhala Light Ry. Co.	2-8-97	2' 0"	...	...	...	19.75	...	...	...	...	...
7	(c) Hyderabad-Godavari Valley.	H. G. V.	Nizam's Guaranteed State Ry. Co.	21-10-89	3' 3 3/4"	...	...	...	...	...	...	391.13	...	...	Includes 5.82 miles of mixed (5' 6" and 3' 3 3/4") gauge line between Hyderabad and Secunderabad over which the Nizam's Guaranteed State railway trains also work.
	I															
5	(f) Indian Midland	I. M.	Great Indian Peninsula Ry. Co.	10-1-78	5' 6"	...	809.85	...	...	...	...	...	...	...
				Carried over		1,359.39	3,647.14	32.04	1,759.20	...	612.04	1,154.22	33.60	...		

APPENDIX I—contd.

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

No.	Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31ST DECEMBER 1907, UNDER SEVERAL HEADS OF CLASSIFICATION.										REMARKS.
							State lines worked by agency of		Guaranteed railway.	Assisted railway.	Un-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.			
(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)		
					Brought forward	3,359.39	9,647.14	33.04	1,759.20	...	613.04	1,154.23	33.60	...			
		J															
(k)		Jaipur (Siwal Madhopur).	J. S. M.	Bombay, Baroda and Central India Ry. Co.	10-11-05	3' 3 1/2"	...	...	...	...	...	73.84	...	...	
(e)		Jammu and Kashmir (Native State section).	J. K.	North Western State Ry.	15-3-90	5' 6"	...	...	...	...	...	...	15.98	...	The British section of this railway forms an integral portion of the North Western State railway. Includes 3.93 miles of dock estate lines.
(e)		Jamnagar	J. N.	Bhavnagar-Gondal-Junagad-Forbandar Ry.	8-4-97	3' 3 1/2"	...	...	...	...	64.23	...	...	...
(d)		Jetalsar-Rajkot	J. B.		12-4-83	3' 3 1/2"	...	...	...	...	46.31	...	...	...
(a)		Jodhpur	J. B.		24-6-82	3' 3 1/2"	...	...	...	...	463.69	...	...	...
(e)		Jodhpur-Hyderabad (British section).	J. H.	Jodhpur-Bikaner Ry.	18-8-92	3' 3 1/2"	...	123.08	...	...	...	...	...	...	Worked by the Jodhpur-Bikaner railway. The Native State section of this railway forms an integral portion of the Jodhpur railway.
(a)		Jorhat	J.	Jorhat Ry.	15-12-84	2' 0"	31.75	...	...	...	...	...	...	...
(b)		Jubbulpore-Gondia Extension.	J. G. E.	Bengal-Nagpur Ry. Co.	18-4-03	2' 6"	...	250.10	...	...	...	...	...	...
		K															
(k)		Kalka-Simla	K. S.	North-Western State Ry.	9-11-03	2' 6"	59.44	...	...	...	...	...	...	...
(b)		Karalkal-Peralam	K. P.	South Indian Ry. Co.	14-3-08	3' 3 1/2"	...	...	...	...	...	...	...	14.05	
(i)		Khushalgarh-Kohat-Thal.	K. K. T.	North Western State Ry.	25-5-02	2' 6"	91.73	...	...	...	...	...	...	...
(e)		Kolar Gold-fields	K. G.	Madras Ry. Co.	1-6-04	5' 6"	...	...	...	...	...	9.88	...	...	
(g)		Kolhapur	K. L.	Southern Mahratta Ry. Co.	21-4-91	3' 3 1/2"	...	...	...	...	...	20.27	...	...	
		L															
(b)		Ledo and Tikak-Margherita Colliery.	L. T.	Assam Railways and Trading Co.	17-2-84	3' 3 1/2"	...	...	...	...	9.50	...	...	...
(b)		Lucknow-Bareilly	L. B.	Rohilkund and Kumaon Ry. Co.	12-10-84	3' 3 1/2"	...	237.04	...	...	...	...	...	...
(d)		Ludhiana-Dhuri-Jakkhal.	L. D. J.	North Western State Ry.	10-4-01	5' 6"	...	...	...	...	...	...	78.05	...	
		M															
(a)		Madras	M.	Madras Ry. Co.	1-7-58	5' 6"	...	905.02	...	...	...	...	...	...	Guaranteed under old contract. Includes 1.69 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Boz-wada and Kistna Block hut and 1.08 miles of 3' 3 1/2" gauge line between Kistna Block hut and Tadapani. Government land provided free.
(d)		Madras (North-East line).	M. N. E.		20-2-93	5' 6"	...	493.03	...	...	...	...	...	...
(k)		Matheran	M. T. R.	Great Indian Peninsula Ry. Co.	23-3-07	2' 0"	...	...	...	12.61	...	...	...	...
(g)		Morappur-Dharmapuri.	M. D.	Madras Ry. Co.	18-1-06	2' 6"	...	18.53	...	...	...	...	...	...
(a)		Morvi	M. R. W.	Morvi Ry.	11-3-88	3' 3 1/2"	...	...	...	...	73.04	...	...	...
(e)		Mourbhanj	M. B.	Bengal-Nagpur Ry. Co.	24-3-87 20-1-05	2' 6"	...	...	...	...	20.70	...	32.41	...	
(e)		Mymensingh-Jamalpur-Jagannathganj.	M. J. J.	Eastern Bengal State Ry.	15-10-98	3' 3 1/2"	...	...	...	53.90	...	...	...	...	Robata line.
(h)		Mysore-Nanjangud	M. N.	Southern Mahratta Ry. Co.	1-12-91	3' 3 1/2"	...	...	...	...	...	15.60	...	...	
(i)		Mysore Section (Southern Mahratta).	M. S.		1-2-81	3' 3 1/2"	...	296.22	...	...	...	...	...	...
		N															
(e)		Nagda-Muttra	N. M.	Bombay, Baroda and Central India Ry. Co.	15-7-07	5' 6"	...	101.00	...	...	...	...	...	...
(d)		Nagda-Ujjain	N. U.		15-7-06	5' 6"	...	...	...	...	...	34.92	...	...	
(e)		Nilgiri	N.	Madras Ry. Co.	15-6-99	3' 3 1/2"	...	16.89	...	...	...	...	...	...
(a)		Nizam's Guaranteed State.	N. G. S.	Nizam's Guaranteed State Rys. Co.	9-10-74	5' 6"	...	...	...	...	...	330.13	...	...	Includes 5.83 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Hyderabad and Secunderabad over which the Hyderabad-Godavari Valley railway trains also work. Includes 5.63 miles of military line not used for public traffic and 26.28 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Bhatinda and Kot Kapura, over which the Rajputana-Malwa railway trains also work.
(a)		North Western State.	N. W.	North Western State Ry.	13-5-61	5' 6"	3,423.47	...	...	...	...	...	...	...
(j)		Nowshera-Durgai.	N. D.		1-1-01	2' 6"	40.25	...	...	...	...	...	...	...
		O															
(a)		Oudh and Rohilkhand State.	O. & R.	Oudh and Rohilkhand State Ry.	23-4-67	5' 6"	1,223.23	...	...	...	...	...	...	...	Includes 16.79 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Burhwa and Bara Banki and 0.60 mile on the Cawnpore bridge and 1.81 miles of 3' 3 1/2" gauge, between the Oudh and Rohilkhand State railway cantonment and the Bengal and North-Western railway city station at Benares.
					Carried over	6,229.26	11,169.03	937.06	1,925.71	8.50	1,271.00	1,678.87	128.23	14.65			

APPENDIX 1—concl'd.

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Num- BER.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1907, UNDER SEVERAL HEADS OF CLASSIFICATION.										REMARKS.
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Un-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.			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
				Brought forward		5,229.26	11,189.03	937.06	1,825.71	8.50	1,271.00	1,678.87	128.23	14.05		
2	(d) Palanpur-Deesa .	P. D.	Bombay, Baroda and Central India Ry. Co.	8-11-03	3' 3 1/2"	...	17.28	...	...	...	...	...	...	...	...	This line is the joint property of Government and the Palanpur bar.
1	(d) Parlakimedi Light	P.L.L.	Bengal-Nagpur Ry. Co.	1-4-00	2' 6"	...	...	...	...	...	...	24.62	...	...	...
2	(e) Petlad-Cambay (Anand-Tarapur section).	P.C.A.	Bombay, Baroda and Central India Ry. Co.	5-5-00	5' 6"	...	...	...	...	...	...	31.50	...	...	...
2	(f) Petlad-Cambay (Tarapur-Cambay section).	P.C.T.		20-6-01	5' 6"	12.30	
20	(c) Pondicherry .	P.	South Indian Ry. Co.	15-12-79	3' 3 1/2"	7.85	
19	(c) Powayan Light .	P.W.L.	Rohilkund and Kumaon Ry. Co.	17-8-90	2' 6"	...	...	...	...	39.50	...	...	...	...	...	Government land prov free.
1	(c) Parulis-Banchi .	P. B.	Bengal-Nagpur Ry. Co.	15-11-07	2' 6"	...	72.45	...	...	...	...	...	...	...	...
1	(f) Raipur-Dhamtari .	R. D.		10-8-00	2' 6"	...	50.94
2	(p) Rajpipla .	B.	Bombay, Baroda and Central India Ry. Co.	1-7-07	2' 6"	...	...	...	...	...	...	37.37	...	...	...
8	(e) Rajpura-Bhatinda	R. B.	North Western State Ry.	1-11-84	5' 0"	...	...	...	...	...	...	...	107.05	...	...
2	(m) Rajputana-Malwa .	R. M.	Bombay, Baroda and Central India Ry. Co.	14-2-73	3' 3 1/2"	...	1,778.06	...	...	...	...	...	...	...	...	Includes 2.10 miles Ujjain, and 3.07 m between Idgah (A) and Jumna bridge (A) stations laid on 5' 6" gauge and 2 miles of mixed (5 and 3' 3 1/2") gauge between Bhatinda Kot Kapura over w the North Western S railway trains also w Subsidized by the Govment of India.
19	(a) Rohilkund and Kumaon.	R. & K.	Rohilkund and Kumaon Ry. Co.	12-10-84	3' 3 1/2"	...	...	...	...	170.87	...	...	...	...	...
21	(f) Sangli	S.	Southern Mahratta Ry. Co.	1-4-07	3' 3 1/2"	...	...	...	...	...	...	4.90	...	...	...
20	(a) Shahdara (Delhi)-Saharanpur Light.	S. S.	Shahdara (Delhi)-Saharanpur Light Ry. Co.	7-5-07	2' 6"	...	...	...	...	93.02	...	...	...	...	...	Government land provi free.
6	(f) Shoranur-Cochin .	S. C.	Madras Ry. Co. .	2-6-02	3' 3 1/2"	...	...	...	...	...	...	64.75	...	...	...
4	(e) South Behar . .	S. B.	East Indian Ry. Co.	5-7-09	5' 6"	...	...	...	...	78.76	...	...	...	...	...	Leased line.
20	(a) South Indian . .	S. I.	South Indian Ry. Co.	15-7-61	3' 3 1/2"	...	1,129.85	...	...	...	...	...	...	...	...
21	(a) Southern Mahratta	S. M.	Southern Mahratta Ry. Co.	24-3-84	3' 3 1/2"	...	1,042.91	...	...	...	...	...	...	...	...
8	(f) Southern Punjab .	S. P.	North Western State Ry.	10-11-97	5' 6"	...	...	...	...	423.75	...	...	...	...	...	} Rebate line.
8	(g) Southern Punjab "Ludhiana" Extension.	S. P. E.		10-8-05	5' 6"	...	...	...	...	...	162.04	...	...	...	...
20	(d) Tanjore District Board.	T. D. B.	South Indian Ry. Co.	2-4-04	3' 3 1/2"	...	...	...	...	103.30	...	...	...	...	...
2	(g) Tapi Valley . .	T. V.	Bombay, Baroda and Central India Ry. Co.	1-12-98	5' 0"	...	...	...	...	155.48	...	...	...	...	...	Rebate line.
30	(a) Farakshwar-Magra Light.	B. P.	Bengal Provincial Ry. Co.	7-11-94	2' 6"	...	...	...	...	...	33.27	...	...	...	...
4	(d) Tarkessur . . .	T.	East Indian Ry. Co.	1-1-85	5' 6"	...	...	...	...	22.23	...	...	...	...	...	Government land provi free. Subsidized by Distri Board.
31	(a) Tezporo-Balipara Light.	T. B.	Tezporo-Balipara Light Ry. Co.	9-8-04	2' 6"	...	...	...	...	20.10	...	...	...	...	...
20	(e) Tinnevely-Qullon (Travancore) (British section).	T. Q. B.	South Indian Ry. Co.	1-6-02	3' 3 1/2"	...	50.48	...	...	...	...	...	...	...	...
20	(f) Tinnevely-Qullon (Travancore) (Native State section)	T. Q. N.		1-8-03	3' 3 1/2"	...	...	...	...	...	...	...	57.99	...	...	...
11	(b) Tirhoot State .	T. S.	Bengal and North-Western Ry. Co.	1-11-75	3' 3 1/2"	...	763.54	...	...	...	...	...	...	...	...
0	(h) Tirupattur-Krishnagiri.	T. K.	Madras Ry. Co.	18-9-05	2' 6"	...	25.38	...	...	...	...	...	...	...	...
23	(a) Udaipur-Chitor .	U. C.	Udaipur-Chitor Ry.	1-8-05	3' 3 1/2"	...	...	...	...	...	...	67.30	...	...	...
2	(n) Vijapur-Kalol-Kadi	V. K. K.	Bombay, Baroda and Central India Ry. Co.	10-6-02	3' 3 1/2"	...	...	...	...	...	...	41.37	...	...	...
21	(k) West of India Portuguese.	W. I. P.	Southern Mahratta Ry. Co.	17-1-87	3' 3 1/2"	...	...	...	...	...	...	...	...	...	51.10	
Total mileage of railways open in India and Burma on the 31st December 1907.						5' 6"	5,154.17	7,705.00	937.06	1,022.11	...	...	711.81	201.68	...	...
						3' 3 1/2"	790.71	7,907.43	...	1,660.48	8.50	1,305.93	859.04	...	73.20	
						2' 6"	218.45	423.40	...	275.08	33.27	32.37	168.88	33.60	...	...
						2' 0"	37.93	...	...	120.55	...	...	183.53	...	...
Total..							5,229.26	16,125.92	937.06	3,034.82	41.77	1,339.30	1,943.66	336.28	73.60	

APPENDIX 2.

Mileage added to the railway system of India during the calendar year 1907 and the following three months.

NUMBER.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1907.	Date of opening for traffic.	ADDITIONS, IN MILES, MADE TO OPEN MILEAGE DURING 1907.								
						Length.				Total mileage added to railway administration.				
Main head.	Sub-head.					5' 6"	3' 3 1/2"	2' 6"	2' 0"	5' 6"	3' 3 1/2"	2' 6"	2' 0"	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	
1	(a)	Bengal-Nagpur.	Bengal-Nagpur.	Bhojudih to Gomoh ...	1st January 1907.	25.64	...	...	...		
				Kamptee to Wagoli ...	9th June 1907	7.00					
	(b)			Jubbulpore-Gondia Extension.	26th September 1907.	7.74					
	(e)		Purulia-Ranchi	Purulia to Ranchi ...	15th November 1907.	...	...	72.45	...	40.38	...	77.50	...
2	(c)	Bombay, Baroda and Central India.		Nagda-Mottra	Nagda to Morak ...	15th July 1907.	101.00	...	...			
	(k)			Jaipur (Siwai Madhopur).	Nawai to Siwai Madhopur ...	17th October 1907.	...	40.66	101.00	40.66
3	(a)	Eastern Bengal State.	Eastern Bengal State.	Durgapur to Rajbari ...	1st July 1907	4.51	...	...	...		
				Lalgola to Lalgola Ghat ...	15th July 1907	2.75	...	...	...		
				Tiljala to Kakurgaohi Road ...	1st February 1907.	2.26	9.52
4	(a)	East Indian ...	East Indian	Jumna Bridge (Agra) to Agra City.	15th October 1907.	1.75	...	...	...		
				Khurja to Bulandshahr ...	7th February 1907.	14.00	...	...	...		
				Bulandshahr to Hapur ...	15th April 1907	25.54	41.20
5	(h)	Great Indian Peninsula.	Matheran	Neral to Matheran ...	22nd March 1907.	...	...	...	12.61	...	...	...	12.61
6	(a)	Madras ...		Madras	Basin Bridge to Washermenpet.	15th March 1907	1.01	...	...			
	(b)			Azhikal-Mangalore.	Kumbala to Mangalore ...	3rd July 1907	20.91	...	...	...	
	(d)			Madras (North East line.)	Basin Bridge to Korukkupettai.	15th March 1907.	0.85	22.77
8	(a)	North Western State.	North Western State.	Sangla Hill to Shahdara (near Lahore).	10th April 1907	55.57	...	...	...	55.57	...	...	...
9	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Mariaha to Zafarabad ...	1st January 1907.	10.67	...	...	...	10.67	...	...	...
11	(a)	Bengal and North-Western.		Daronda to Maharajgunj...	1st April 1907	...	8.90	...	...			
				Gorakhpur to Chhitauni Ghat.	7th February 1907.	...	00.17	...	...			
				Savan to Thawe ...	1st April 1907	...	17.82	...	...			
				Bairagnia to Narkatinganj ...	27th December 1907.	...	56.62	...	...			
	(b)			Tirhoot	Mansi to Makhana Bazar...	15th December 1907.	...	16.04				
14	(b)	Burma	Burma Ex-tensions.	Mukhana Bazar to Bhaptiahi	1st March 1907	...	44.33	...	...			
				Narkatinganj to Bagaha Ghat.	1st May 1907...	...	26.24	...	...	...	225.12	...	...
				Henzada to Danbi ...	15th April 1907	...	13.50	...	...			
				Pegu to the Sittang River	15th April 1907	...	31.50	...	...			
				Sittang River to Kyaihto...	15th August 1907.	...	15.00	...	...			
19	(a)	Rohilkhand and Kumaon.		Kyaihto to Kawkadut ...	14th September 1907.	...	11.27	...	...			
				Kawkadut to Martaban ...	25th September 1907.	...	63.50	...	...	...	134.77	...	...
21	(a)	Southern Maharratta.		Lalkua to Ramnagar ...	20th April 1907	...	53.00	...	...	...	53.00	...	...
	(j)			Sangli	Branch to connect with the Sangli Railway. Miraj to Sangli ...	1st April 1907	...	0.87	5.77
29	(a)	Shahdara(Delhi)-Saharanpur Light.		Delhi Shahdara to Shamli ...	7th May 1907...	...	...	54.64	...				
				Shamli to Saharanpur ...	15th October 1907.	38.38	93.02
Total mileage added during 1907						...	281.20	459.32	170.52	12.61				

APPENDIX 2—concl'd.

mileage added to the railway system of India during the calendar year 1907 and the following three months.

NUMBER.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1907.	Date of opening for traffic.	ADDITIONS, IN MILES, MADE TO OPEN MILEAGE DURING THE FIRST QUARTER OF 1908.								
						Length.				Total mileage added to railway administration.				
Main	Sub-head.					5' 6"	3' 3 3/4"	2' 6"	2' 0"	5' 6"	3' 3 3/4"	2' 6"	2' 0"	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	
MILEAGE ADDED FROM 1st JANUARY TO THE 31st MARCH 1908.														
3	(c)	Bombay, Baroda and Central India.	Nagda-Muttra	Morak to Kotah ...	28th February 1908.	35.12	...	...	...	35.12	...	...	...
5	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Warora to Balharshah ...	1st February 1908.	37.59	...	...	...	37.59	...	...	...
8	(a)	North Western State.	North Western State.	Khushalgarh Bridge and approaches.	5th January 1908.	3.66	...	...	...	3.66	...	...	...
11	(a)	Bengal and North-Western.	Bengal and North-Western.	Pile Bridge at Bagaha and approaches.	15th February 1908.	...	1.48	...	...	...	...	...	...
	(b)		Tirhoot ...	Saharsa to Budham G at...	15th March 1908.	...	18.61	...	...	...	20.09	...	...
19	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Moradabad to Kashipur ...	11th January 1908.	...	31.12	...	...	...	31.12	...	...
21	(b)	Southern Mahratta.	Bezwada-Masulipatam.	Bezwada to Masulipatam...	4th February 1908.	...	49.47	...	...	...	49.47	...	...
27	(a)	Dholpur-Bari	Dholpur-Bari	Dholpur to Bari. ...	24th February 1908.	...	...	19.56	...	...	...	19.56	...
Total mileage added from 1st January to the 31st March 1908.										...	76.37	100.68	19.56	...
GRAND TOTAL MILEAGE OPEN ON THE 31st MARCH 1908.										...	15,897.79	12,713.27	1,253.21	342.01

APPENDIX 3.

Total railway mileage opened for traffic during, and at the end of, each year, and the total mileage opened during the Viceroyalty of each Governor General.

CALENDAR YEAR.	Net mileage added during the year.	Total mileage open for traffic at close of the year.	Total mileage opened during Viceroyalty.	Viceroy.
1853	20	20	169	Marquis of Dalhousie.
1854	51	71		
1855	98	169		
1856	103	272	1,418	Earl Canning.
1857	15	287		
1858	140	427		
1859	198	625		
1860	213	838		
1861	749	1,587		
1862	746	2,333	920	Earl of Elgin.
1863	174	2,507		
1864	451	2,958	1,501	Lord Lawrence.
1865	405	3,363		
1866	200	3,563		
1867	366	3,929		
1868	79	4,008		
1869	247	4,255	1,066	Earl of Mayo.
1870	516	4,771		
1871	308	5,074		
1872	295	5,369	1,467	Lord Northbrook.
1873	328	5,697		
1874	529	6,226		
1875	315	6,541		
1876	319	6,860	2,621	Lord Lytton.
1877	460	7,320		
1878	899	8,219		
1879	275	8,494		
1880	668	9,162		
1881	728	9,890	2,469	Marquis of Ripon.
1882	259	10,149		
1883	809	10,958		
1884	1,173	12,131		
1885	652	12,783	2,945	Earl of Dufferin and Ava.
1886	609	13,392		
1887	1,211	14,603		
1888	473	15,076		
1889	1,311	16,387	3,928	Marquis of Lansdowne.
1890	514	16,901		
1891	907	17,808		
1892	507	18,315		
1893	689	19,004		
1894	396	19,400	3,536	Earl of Elgin.
1895	647	20,047		
1896	707	20,754		
1897	861	21,615		
1898	925	22,540		
1899	1,483	24,023	6,255	Lord Curzon.
1900	1,229	25,252		
1901	611	25,863		
1902	568	26,431		
1903	1,025	27,456		
1904	609	28,065		
1905	780	28,845	1,715	Earl of Minto.
1906	802	29,647		
1907	913	30,560		

APPENDIX 4.

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to 31st March 1908.

NUMBER.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.				REMARKS.
Main head.	Sub-head.						5' 6"	3' 3 3/4"	2' 6"	2' 0"	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	(a)	Bengal-Nagpur.	Bengal-Nagpur	State line worked by company.	Bhojudih to Parthadihi.	1st November 1901.	2-28	...	...	...	Work stopped.
					Branch line near Khanoodih.	...	1-97	...	...	...	Work commenced.
					Kandri branch ...	13th August 1906.	2-58	...	...	...	Work commenced.
					Vizianagram to Rajpur.	26th January 1906.	310-62	...	...	...	Work commenced on the Vizianagram-Parbatia section, 52 mi only.
	(b)	Bengal-Nagpur.	Jubbulpore-Gondia Extension.	State line worked by company.	Sihi to Gurumaishini	19th October 1906.	44-00	...	...	...	Commencement work not authorized. In abeyance.
					Khirsadoh to Sirgora.	24th June 1904.	...	...	8-43	...	Work commenced.
					Nainpur to Mandla	23rd January 1901.	...	...	26-32	...	Work commenced.
	(g)	Bengal-Nagpur.	Gondia-Chanda Extension.	State line worked by company.	Gondia to Chanda	26th August 1904.	...	...	148-65	...	Work commenced.
					Nagbhir to Nagpur	26th August 1904.	...	...	63-75	...	Work commenced.
	Total ...							361-40	...	247-15	...
2	(c)	Bombay, Baroda and Central India.	Nagda-Muttra	State line worked by Company.	Crossing of the Chambal river to Muttra.	1st August 1905.	199-07	...	...	...	Work commenced.
					Morak to the crossing of the Chambal river.	29th November 1904.	40-40	...	...	...	Portion since opened.
	(f)	Bombay, Baroda and Central India.	Gaekwar's Mahasana.	Native State line worked by company.	Chanasama to Becharaji.	15th July 1905	...	16-74	...	...	Work commenced.
					Kheralu to Dabhora	16th June 1906	...	7-73	...	...	Work commenced.
					Manund Road to Harij.	15th July 1905	...	21-87	...	...	Work commenced.
(g)	Bombay, Baroda and Central India.	Kosamba-Zankavav.	Native State line worked by company.	Kosamba to Zankavav.	18th October 1907.	...	...	26-44	...	Not commenced.	
Total ...							238-47	45-84	26-44	...	
3	(b)	Eastern Bengal State.	Eastern Bengal State.	State line worked by the State.	Forbesganj to the Nepal Frontier.	27th June 1905.	...	7-40	...	...	Work commenced.
					Katihar to Godagari.	5th February 1904.	...	104-93	...	...	Work commenced.
					Kokrajhar to the Brahmaputra river opposite Gauhati.	31st October 1902.	...	112-93	...	...	Work commenced.
					Total ...						
4	(a)	East Indian ...	East Indian ...	State line worked by company.	Barharwa to Katwa	5th March 1906.	99-14	...	...	...	Work commenced.
					Bhagalpur to Bausi	28th February 1905.	31-04	...	...	...	Work suspended.
					Borachuk to Sodepore.	14th July 1905.	4-50	...	...	...	Not commenced.
					Chord line between the East Indian and Oudh and Behilkhand State Railways near Moghal Sarai.	30th November 1905.	1-19	...	...	...	Not commenced.
					Ghat line to Dhulian.	5th March 1906.	1-06	...	...	...	Work commenced.
					Ghat line to Sajimpara.	5th March 1906.	2-50	...	...	...	Work commenced.
					Hooghly to Katwa	23rd June 1905.	65-20	...	...	...	Work suspended.
					Toposi to Baraboni.	13th September 1906.	9-31	...	...	...	Not commenced.
					Mile 170 1/2 from Howrah on the Jharis branch to Chandore.	17th March 1903.	4-16	...	...	...	Work abandoned.
					Total ...						
Carried over ...							818-97	271-10	273-59	...	

APPENDIX 4—contd.

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to the 31st March 1908.

NUMBER.		Railway administration by which being constructed.	Name of owning Railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.				REMARKS.
Main head.	Sub-head.						5' 6"	3' 3"	2' 6"	3' 0"	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(13)
5	(a)	Great Indian Peninsula.	Great Indian Peninsula.	State line worked by company.	Brought forward ...	...	618'97	271'10	273'59	..	
					Kurla to Masagaon	17th February 1905.	6'87	...	...	...	Work commenced.
					Mahim link ...	17th February 1905.	1'32	...	...	...	Work commenced.
					Warora to Balharshah.	22nd January 1904.	37'59	...	...	...	Since opened.
					Gwalior Light	9th February 1904.	...	...	...	66'39	Work commenced.
(g)			Baran-Kotah...	Native State line worked by company.	Baran to Kotah ...	26th January 1906.	40'78	...	...	...	Work commenced.
(i)					Total ...	86'56	...	...	66'39		
6	(a)	Madras	Nilgiri ...	State line worked by company.	Coonoor to Ootacamund.	6th November 1903.	...	11'75	...	...	Work commenced.
					Salem-Attur ...	16th September 1903.	36'06	...	...	...	Commencement of work not authorised.
					Total ...	36'06	11'75	...	...
8	(a)	North Western State.	North Western State.	State line worked by the State.	Kacha Garhi to mile 22'40.	11th July 1905	22'40	...	...	...	Work commenced.
					Khushalgarh bridge and approaches.	...	3'66	...	...	...	Since opened.
					Lodhran to Khanawal.	17th March 1906.	56'59	...	...	...	Work commenced.
					Shorkot Road to Chichoki.	24th July 1906.	130'65	...	...	...	Work commenced.
					Jullundur-Kapurthala-Sultanpur (British section).	7th August 1903.	...	...	6'80	...	Commencement of work not yet authorised and question of gauge not finally settled.
Jullundur-Kapurthala-Sultanpur (Native State section).	7th August 1903.	...	...	22'02	...						
(m)					Total ...	218'30	...	28'82	...		
9	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	State line worked by the State.	Balaman to Sitapur	23rd October 1906.	37'12	...	...	...	Commencement of work not authorised.
					Rosa to Sitapur	23rd October 1906.	51'26	...	...	...	Commencement of work not authorised.
					Total ...	88'48	...	...	...
10	(a)	Assam-Bengal	Assam-Bengal	State line worked by company.	Akhaura to Ashuganj.	22nd May 1905.	...	19'32	...	...	Work commenced.
					Kalaura to the Khoo-sara river.	3rd March 1906.	...	16'00	...	...	Not commenced.
					Total ...	...	85'32	...	...
11	(a)	Bengal and North-Western.	Bengal and North-Western.	Assisted company receiving land only from Government.	Benares to Jhoosi	4th December 1906.	...	72'58	...	...	Work commenced.
					Burhwal to Sitapur	26th October 1906.	...	59'79	...	...	Not commenced.
					Madho Singh to the Ganges river opposite Mirzapur.	13th September 1907.	...	10'30	...	...	Work commenced.
					Pile bridge at Bagaha and approaches.	...	...	1'48	...	...	Since opened.
					Bhagalpur Kachery to Bhagalpur.	17th January 1905.	...	0'79	...	...	Work commenced.
(b)			Tirhoot State	State line worked by company.	Saharsa to Budhamghat.	23rd September 1903.	...	18'61	...	...	Since opened.
					Total ...	...	163'55	...	...
					Carried over ...	...	1,243'37	491'72	302'41	66'39	

APPENDIX 4—contd.

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to 31st March 1908.

NUMBER.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.				REMARKS.
Main head.	Sub-head.						5' 6"	3' 3"	2' 6"	2' 0"	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward...	...	1,243.37	481.72	302.41	66.39	
14	(a)	Burma	Burma	State line worked by company.	Neikhan to Begayet	1st June 1906.	...	66.25	...	...	Work suspended.
	(b)		Burma Extensions.	State line worked by company.	Thamaing to Malagoan.	18th October 1905.	...	6.70	...	...	Not commenced.
	(c)				Danbi to Kyangin	19th April 1904	...	52.16	...	...	Work commenced.
					Total	...	...	125.11	...	...
16	(a)	Dibru-Sadiya	Dibru-Sadiya...	Assisted company, subsidized by Local Government.	Talap to Saikhoa Ghat.	11th May 1905.	...	8.52	...	...	Work commenced.
17	(a)	Jodhpur-Bikaner.	Jodhpur	Native State line worked by Native State.	Degana to Seyangarh.	4th September 1907.	...	61.32	...	...	Work commenced.
	(b)		Bikaner		Seyangarh to Hissar	4th September 1907.	...	185.68
	(d)		Mirpur Khas-Jhudo.	Assisted company receiving land from Government.	Mirpur Khas to Jhudo.	28th December 1907.	...	43.00	...	...	Not commenced.
					Total	...	...	245.00	...	...
19	(a)	Rohilkund and Kumson.	Rohilkund and Kumson.	Assisted company, subsidized by the Government of India.	Moradabad to Kashipur.	3rd July 1903	...	31.12	...	...	Since opened.
20	(a)	South Indian	South Indian	State line worked by company.	Portion of the Ramaswaram extension.	18th September 1904.	...	3.02	...	...	Not commenced.
					Tangachimadam to Port Amphill.	16th September 1904.	...	1.86	...	...	Constructed but not worked.
					Tirupachetti to Sivagunga.	21st April 1899.	...	9.00	...	...	Not commenced.
					Total	...	...	18.88	...	...
21	(i)	Southern Mahratta.	Bezawada-Masulipatam.	District Board's line	Bezawada to Masulipatam.	20th October 1905.	...	49.47	...	...	Since opened.
	(m)		Dhone-Kurnool.	State line worked by company.	Dhone to Kurnool.	3rd September 1906.	...	32.00	...	...	Work commenced.
					Total	...	...	81.47	...	...
13	(a)	Baraset-Basirhat Light.	Baraset-Basirhat Light.	Assisted company, subsidized by District Board.	Basirhat to Hosana-bad.	13th September 1907.	...	...	8.50	...	Work commenced.
6	(a)	Cutch	Cutch	Native State line worked by Native State.	Anjar to Bhuj	29th May 1905	...	...	25.30	...	Work commenced.
7	(a)	Dholpur-Bari	Dholpur-Bari	Native State line worked by Native State.	Dholpur to Bari	14th November 1905.	...	...	19.56	...	Since opened.
	(a)	Dwara-Therria Light.	Dwara-Therria Light.	Assisted company receiving land only from Government.	Dwara to Maolong	15th May 1902	...	...	13.50	...	Work suspended.
					Maolong to Therria Ghat.	15th May 1902	...	...	6.00	...	Commencement of work not authorised.
					Total	...	...	19.50	...	...
					Carried over	...	1,243.37	986.82	375.27	66.39	

APPENDIX 4—concl'd.

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to the 31st March 1908.

NUMBER.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.				REMARKS.
Main head.	Sub-head.						5' 6"	3' 3 3/4"	2' 6"	2' 0"	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward...	...	1,243-37	986-82	375-27	66-39	
29	(a)	Shahdara (Delhi)-Saharanpur Light.	Shahdara (Delhi)-Saharanpur Light.	Assisted company receiving land only from Government.	Barant to Meerut	4th January 1902.	...	...	30-00	...	Not commenced.
34	(a)	Howrah-Amta Light.	Howrah-Amta Light.	Assisted company, subsidized by District Board.	Antpur to Champadanga.	20th March 1902.	...	...	...	6-75	Work commenced.
					Antpur to Rajbulhat.	20th March 1902.	...	...	...	3-50	Not commenced.
					Total	...	...	...	...	10-25	
Total mileage sanctioned and still remaining to be constructed on the 31st December 1907.							1,243-37	986-82	405-27	76-64	
MILEAGE SANCTIONED FROM 1ST JANUARY TO 31ST MARCH 1908.											
8	(h)	North Western State.	Kalka-Simla ...	State line worked by the State.	Present terminus to the Bullock train office.	25th March 1908.	...	...	0-50	...	Work commenced.
Total mileage sanctioned from 1st January to 31st March 1908							...	...	0-50	...	

Capital authorized to be raised and the amount raised by the

NUMBER.		RAILWAYS.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1907.				AMOUNT RAISED BY THE COMPANIES AND ADVANCED BY THE LAND TO THE 31ST DECEMBER					
			Share capital.	Debentures.	Debenture stock.	Total.	Share capital.		Debentures.		Debenture stock.	
Main head.	Sub-head.		Rate of interest.	Amount.	Rate of interest.	Cash received.	Rate of interest.	cash received.	Rate of interest.	cash received.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
			£	£	£	£		£		£		£
		Lines owned by Government and worked by Companies.										
		5' 6" GAUGE.										
1	(a)	Bengal-Nagpur	3,000,000	5,505,000	...	8,505,000	4%	3,000,000	{ 3½% 3½% 3½% 3% }	839,600 1,620,600 2,644,800 400,000	...	...
2	(a)	Bombay, Baroda and Central India.	2,000,000	...	...	2,000,000	3%	2,000,000	...	...	...	...
4	(a)	East Indian	...	...	10,000,000	10,000,000	...	...	...	...	{ 3½% 3% }	2,000,000 8,000,000
5	(a)	Great Indian Peninsula	2,575,000	...	...	2,575,000	3%	2,575,000	...	...	...	...
5	(f)	Indian-Midland	3,000,000	3,654,100	...	6,654,100	4%	3,000,000	{ 3½% 3½% 3½% 3% }	835,000 665,000 2,004,100 150,000	...	...
		3' 3½" GAUGE.										
10	(a)	Assam-Bengal	1,500,000	920,900	...	2,420,900	3½%	1,500,000	{ 3% 3½% 3½% }	300,000 495,900 125,000	...	...
14	(a)&(b)	Burma	2,000,000	...	1,250,000	3,250,000	2½% Stock.	2,000,000	...	...	3%	1,250,000
19	(b)	Lucknow-Bareilly	...	147,000	...	147,000	...	...	...	160,837	...	...
21	(i)	Mysore Section (Southern Mahratta).	...	...	1,200,000	1,200,000	...	...	...	...	4%	1,200,000
20	(a)	South Indian	1,000,000	443,000	...	1,443,000	3%	1,000,000	{ 3½% 3½% }	73,000 375,000	...	...
21	(a)	Southern Mahratta	3,500,000	...	1,365,000	4,865,000	3½%	3,500,000	...	...	{ 3% 3½% 3½% 3½% }	110,000 850,000 305,000 100,000
20	(e)	Tinnevely-Quilon (Travancore) (British Section).	...	287,100	...	287,100	...	...	{ 3½% 3½% }	219,225 67,875	...	...
20	(f)	Tinnevely-Quilon (Travancore) (Native State Section.)	...	774,900	...	774,900	...	...	{ 3½% 3½% }	405,775 369,125	...	...
		Lines owned and worked by Companies.										
		5' 6" GAUGE.										
4	(b)	Delhi-Umballa-Kalka	800,000	...	300,000	1,100,000	...	800,000	...	...	4%	300,000
6	(a)	Madras	10,257,630	3,419,210	...	13,676,840	{ 5% 4½% 4½% }	8,757,670 999,960 500,000	{ 3½% 3½% 3½% 3% }	275,000 656,400 833,400 380,000	...	...
4	(c)	South-Bihar	400,000	...	290,000	690,000	...	379,580	...	...	...	290,000
2	(g)	Tapti-Valley	986,667	46,667	...	1,033,334	...	...	...	...	...	...
2	(h)	Ahmedabad-Dholka	86,667	...	...	86,667	...	...	...	...	...	...
2	(i)	Ahmedabad-Parantij	133,333	...	...	133,333	...	...	...	...	...	...
		3' 3½" GAUGE.										
11	(a)	Bengal and North-Western	6,000,000	...	400,000	6,400,000	...	2,750,000 1,500,000 700,000	...	...	...	400,000

DIX 5.

several Indian Railway Companies up to the 31st December 1907.

SECRETARY OF STATE IN ENG. 1907.			AMOUNT RAISED IN INDIA AND ADVANCED BY THE SECRETARY OF STATE TO THE 31ST DECEMBER 1907.						Number.		REMARKS.	
Capital not bearing interest.	Advances by the Secretary of State.		Share capital.	Debenture stock.		Capital not bearing interest	Advances by the Secretary of State.		Total amount received to the 31st December 1907.	Main head.		Sub- head.
	Rate of interest.	Amount.		Rate of interest.	Amount.		Rate of interest.	Amount.				
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)
£		£	£		£	£		£	£			
1,544	3½%	2,900,000	...	...	...	...	{ 3½% 3½% "	{ 6,117,329 202,634	17,726,507	1	(a)	
...	*2,000,000	2	(a)	* Exclusive of State outlay and debt incurred for the purchase of the line.
-102,889 -427,878	†9,469,234	4	(a)	† Exclusive of capital raised prior to December 1879 and amount advanced by Secretary of State from January 1880 to December 1899
...	3½%	2,200,000	...	...	...	...	...	...	‡4,775,000	5	(a)	‡ Exclusive of capital raised prior to 1900.
-23,897	3½ "	1,645,000	...	...	...	...	3½%	500,581	8,775,784	5	(f)	
11,698	2,432,598	10	(a)	
-50,181	§ 3,199,819	14	(a)&(b)	§ Exclusive of outlay by Government prior to 1st September 1896.
-735	3½%	354,339	||514,441	19	(b)	|| Exclusive of State outlay prior to taking over of the line by the Rohilkund and Kumaon Railway.
24,000	1,224,000	21	(i)	
...	¶ 1,443,000	20	(a)	¶ Exclusive of State outlay (purchase price etc.)
29,903	3½%	2,129,900	...	...	...	...	...	...	7,024,803	21	(a)	
338	287,438	20	(e)	
912	775,812	20	(f)	
8223	1,103,223	4	(b)	
2,740	12,405,170	6	(a)	
15,000	684,580	4	(c)	
...	833,333	4%	43,200	-780	...	...	875,753	2	(g)	
...	73,280	...	...	...	...	...	73,280	2	(h)	
...	130,000	...	...	2,667	...	...	132,667	2	(i)	
21,268	5,371,268	11	(a)	

Capital authorized to be raised and the amount raised by the

NUMBER.		RAILWAYS.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31st DECEMBER 1907.				AMOUNT RAISED BY THE COMPANIES AND ADVANCED BY THE GOVERNMENT UP TO THE 31st DECEMBER 1907.					
Main head.	Sub-head.		Share capital.	Debentures.	Debenture stock.	Total.	Share capital.		Debentures.		Debenture stock.	
							Rate of interest.	Amount.	Rate of interest.	Cash received.	Rate of interest.	Cash received.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		Lines owned and worked by Companies—concl'd.	£	£	£	£		£		£		£
12	(a)&(b)	Bengal Decars	400,000 Ordinary stock 400,000 Pref. stock	...	...	800,000	... Pref. 4%	400,000 355,490	...	...	...	...
15	(a)	Deoghur	18,333	...	2,666	20,999	...	...	...	...	...	...
16	(a)	Dibru-Sadiya	793,750	500,000	...	1,293,750	... Preferred 8% "A" shares Pre. Pref. 8% New Pref. 6% ... Pref. 4%	43,750 420,000 80,000 150,000 400,000 400,000	...	450,000	...	...
19	(a)	Rohilkund and Kumaon.	800,000	175,000	...	975,000	... Pref. 4%	400,000 400,000	...	...	...	...
		2' 6" GAUGE.										
23	(a)	Baraset-Basirhat Light.	63,333	...	...	63,333	...	...	...	...	...	...
24	(a)	Barsi Light	300,000	...	140,000	440,000	...	160,000	...	...	4%	140,000
25	(a)	Bukhtiarpore-Bihar Light	53,333	...	...	53,333	...	...	...	...	...	...
29	(a)	Shandara (Delhi)-Saharanpur Light.	260,000	...	200,000	460,000	...	...	...	...	...	...
30	(a)	Tarakeswar-Magra Light.	73,333	...	...	73,333	...	...	...	...	...	...
		2' 0" GAUGE.										
33	(a)	Darjeeling-Himalayan	116,666	150,000	...	266,666	...	...	...	...	...	115,000
34	(a)	Howrah-Anta Light.	86,667	...	20,000	106,667	...	...	...	...	...	...
35	(a)	Howrah-Sheekhala Light.	42,667	...	...	42,667	...	...	...	...	...	...
		Lines owned by Companies and worked by the State.										
		5' 6" GAUGE.										
8	(b)	Amritsar-Patti	106,666	...	...	106,666	...	...	...	...	...	...
9	(b)	Hardwar-Dehra	200,000	...	...	200,000	...	...	...	...	...	...
8	(f)&(g)	Southern Punjab	1,500,000	...	500,000	2,000,000	... Pref. 4%	1,966,000 500,000	...	...	3½%	500,000
		Lines owned by Native States and worked by Companies.										
		5' 6" GAUGE.										
7	(a)	Nizam's Guaranteed State.	2,000,000	2,000,000	...	4,000,000	...	2,000,000	4%	1,488,000	...	...
		8' 3½" GAUGE.										
7	(c)	Hyderabad-Godavari Valley.	...	2,500,000	...	2,500,000	...	...	3½%	1,800,000	...	...

DIX 5—concl'd.

several Railway Companies up to the 31st December 1907.

SECRETARY OF STATE IN ENG- 1907.			AMOUNT RAISED IN INDIA AND ADVANCED BY THE SECRETARY OF STATE TO THE 31st DECEMBER 1907.						Total amount received to the 31st December 1907.	Number.		REMARKS. (26)
Capital not bearing interest.	Advances by the Secretary of State.		Share capital.	Debenture stock.		Capital not bearing interest.	Advances by the Secretary of State.			Main head.	Sub- head.	
	Rate of interest.	Amount.		Rate of interest.	Amount.		Rate of interest.	Amount.				
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	
£		£	£		£	£		£	£			
12,500	767,990	12	(a) & (b)	
...	13,333	...	2,666	...	...	...	20,999	15	(a)	
...	1,143,750	16	(a)	
...	300,000	19	(a)	
...	63,333	...	...	...	...	...	63,333	23	(a)	
...	300,000	24	(a)	
...	53,333	...	...	...	...	...	53,333	25	(a)	
...	100,000	4½%	200,000	...	...	...	300,000	29	(a)	
...	56,610	...	5,666	...	...	...	62,276	30	(a)	
335	116,666	...	...	...	...	...	232,001	33	(a)	
...	86,667	6%	20,000	...	...	...	1,08,667	34	(a)	
...	40,000	...	...	...	...	...	40,000	35	(a)	
...	106,619	...	...	...	...	...	106,619	8	(b)	
...	195,467	...	...	...	...	...	195,467	9	(b)	
...	1,966,000	8	(f) & (g)	
4,174	3,492,174	7	(a)	
-104,000	1,698,000	7	(c)	

Capital expenditure in thousands of rupees

Number.		Railways (including branches worked).	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
Main head.	Sub-head.		YEARS.									
			1899.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		Bengal Central . . . . .	...	...	...	...	...	...	...	...	...	...
1	(a) to (g)	Bengal-Nagpur	1,71,20	1,67,01	79,14	40,25	1,42,51	1,17,84	1,02,23	65,63	26,74	87,12
2	(a) & (c) to (g) & (o) to (q).	Bombay, Baroda and Central India	49,86	60,95	24,05	13,72	9,76	23,43	7,56	1,02	6	30,50
3	...	Eastern Bengal State	13,89	29,15	31,10	40,07	35,32	30,58	38,18	37,15	30,03	32,92
4	...	East Indian	1,07,94	68,09	39,09	33,15	28,67	48,69	91,17	1,26,85	92,25	43,75
5	...	Great Indian Peninsula	80,87	67,71	18,77	2,19	4,12	26,43	69,16	16,17	25,16	36,79
6	(r) to (v)	Madras	7,47	11,38	20,50	54,50	39,56	60,42	37,51	47,77	42,45	14,...
...	...	Nagda-Muttra . . . . .	...	...	...	...	...	...	1,75	21,89	1,00,30	†
7	...	Nizam's Guaranteed State	40,79	78,37	37,06	...	...	...	...	...	6	8
8	(i) to (g) & (i) to (k)	North Western State	62,24	41,82	41,48	54,68	49,91	30,87	1,21,56	1,92,78	1,45,81	89,99
9	...	Oudh and Rohilkhand State	23,72	39,27	27,17	9,30	20,61	54,52	30,78	29,13	9,73	4,64
10	...	Assam-Bengal	1,35,82	1,05,81	97,65	88,10	71,94	45,68	13,59	62	4,66	2,66
11	...	Bengal and North-Western	62,56	70,90	28,89	30,86	26,15	12,63	46,76	45,07	39,21	14,26
12	...	Bengal Doonars	1,86	7,98	18,19	15,61	15,56	8,50	...	...	...	...
13	...	Bhavnagar-Gondal-Junagad-Forbandar	5,43	...	...	...	...	...	...	...	...	...
14	...	Burma	43,29	62,52	50,63	56,42	35,77	...	3,39	42,25	58,92	40,72
15	...	Dooghur . . . . .	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya . . . . .	...	...	...	...	...	...	...	...	62	1,50
17	...	Jodhpur-Bikaner	26,40	4,86	6,61	4,00	6,77	...	89	1	5	13
18	...	Morvi . . . . .	...	...	2,32	11	3	85	16,24	7,18	...	...
19	(b) & (h) to (n)	Rajputana-Malwa	8,58	2,67	59	21	1,07	5,63	35,80	26,36	-19	10,09
20	...	Rohilkund and Kumaon . . . . .	...	...	...	3	43	83	9,74	33,18	9,83	17,12
21	...	South Indian	-21,05	2,70	14,00	36,50	78,39	56,12	27,81	7,14	...	...
22	...	Southern Mahratta . . . . .	...	...	...	...	...	2,56	12,60	2,78	9,56	10,82
23	...	Udaipur-Chitor	1,13	2,16	45	21	...	...	...	...	...	...
24	...	Barasot-Basirhat Light . . . . .	...	...	...	...	...	...	5,69	1,33	...	...
25	...	Barsi Light . . . . .	...	...	...	...	...	...	23	7,92	...	...
26	...	Bukhtiar-pore-Bihar Light . . . . .	...	...	...	...	...	5,30	...	...	...	...
27	...	Cutch . . . . .	...	...	...	...	...	92	1,35	...	2,71	76
28	...	Dholpur-Bari . . . . .	...	...	...	...	...	...	...	2,04	80	1,94
29	...	Dwara-Therria Light . . . . .	...	...	...	...	...	8,24	1,39	82	...	23
30	(h)	Kalka-Simla . . . . .	...	3,39	4,51	23,53	49,99	50,99	21,40	4,34	...	...
31	...	Shahdara (Delhi)-Saharanpur Light . . . . .	...	...	...	...	...	...	...	...	3,15	...
32	...	Banaghat-Krishnagar Light	5,01	5	...	...	...	...	5	...	...	...
33	...	Tarakeswar-Magra Light . . . . .	...	...	...	...	...	16	...	...	...	...
34	...	Tez-pore-Balipara Light . . . . .	...	...	...	...	...	...	...	...	...	...
35	...	Darjeeling-Himalayan . . . . .	...	...	...	...	...	...	...	...	...	...
36	...	Howrah-Amta Light	29	5	1	8	...	20	2,79	...	...	...
37	...	Howrah-Sheakhala Light	33	...	...	...	...	...	...	...	...	...
38	...	Jorhat . . . . .	...	...	...	...	...	...	...	...	...	...
TOTAL			8,27,93	8,26,84	5,42,51	5,03,52	6,11,46	5,91,89	6,89,57	7,22,43	6,01,81	5,27,95

IX 7.

uring each of the past 10 years.

EXPENDITURE ON ROLLING-STOCK IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										Main head Number.	REMARKS.
YEARS.											
1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.		
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
4,37	1,95	27	3	4	15	...	•
1,13	33,92	27,35	4,29	57,16	34,13	40,64	57,18	21,80	56,95	1	* Purchased by the State from the 1st July 1905 and incorporated with the Eastern Bengal State railway.
6,00	13,84	13,34	4,24	2,51	7,97	3,26	1,48	4,54	23,37	2	
10,52	18,21	4,57	13,01	18,12	35,25	15,25	25,14	19,91	48,75	3	
36,32	1,06,53	64,34	73,57	54,29	17,91	26,98	30,13	54,33	37,73	4	
1,63	8,27	13,36	21,27	12,27	31,34	37,89	12,63	45,26	49,77	5	
1,47	3,66	3,26	10,11	25,43	16,44	6,24	7,49	4,29	22,88	6	
...	7,50	† Included with Bombay, Baroda and Central India railway system.
3,06	12,80	12,67	1,51	5,86	3,05	72	51	3,15	8,69	7	
21,85	5,70	79	12,30	22,21	14,34	13,91	38,56	1,14,41	68,20	8	
7,06	5,68	79	5,85	17,93	23,91	7,58	6,92	4,74	24,46	9	
2,65	1,63	87	3,05	7,69	9,86	6,32	4,79	10,44	6,20	10	
24,03	15,84	18,58	18,47	12,49	18,33	3,48	14,09	32,80	21,11	11	
1	4,09	2,32	1,40	7	25	5	...	...	...	12
1,24	8	16	60	35	55	-1,05	...	23	33	13	
6,36	11,96	4,74	20,85	26,60	19,57	12,20	6,64	18,95	19,16	14	
...	...	...	...	...	...	...	...	...	...	15
20	16	2,52	1,13	...	9	4,47	19	23	6	16	
6,08	14,14	22	2,22	1,95	4,22	1,36	71	78	4,76	17	
12	4	6	10	-12	-22	...	3,00	1,13	-4	18	† Represents Expenditure on conversion of the existing line from 2' 6" to 3' 3½" gauge.
-1,59	3,07	1,82	89	8,70	8,19	3,35	10,09	8,04	13,74	2	
2,42	1,02	3,39	2,06	6,86	6,11	1,33	77	11,65	17	19	
43	73	26	-3	1,46	2,96	1,27	14,75	...	5,60	20	
5,34	3,42	1,44	1,88	26	85	85	18,58	1,51	6,53	21	
5	...	...	42	...	...	...	...	...	...	22
...	...	...	...	...	...	2,05	...	26	25	23
27	...	...	-39	...	...	...	76	4,91	3,36	24
...	...	...	...	...	2,17	23	...	15	38	25
...	...	...	...	...	12	12	10	20	9	26
...	...	...	...	...	...	...	...	38	90	27
...	...	...	...	...	...	...	50	...	...	28
...	...	...	...	11,07	3,93	2,85	4,96	1,94	4	8
...	...	...	...	...	...	...	...	...	...	29
1,20	...	24	†	§ Purchased by the State from the 1st July 1904 and incorporated with the Eastern Bengal State railway.
1	18	...	...	...	1	1	8	19	10	30
6	13	...	...	...	...	...	...	...	...	31
-25	54	-16	1	9	41	70	12	13	7	33	
99	11	46	...	72	...	30	...	1,62	...	34	
48	...	...	...	...	3	...	...	...	...	35
20	...	...	-31	4	12	2	...	6	9	36
1,43,71	2,67,68	1,77,67	1,98,73	2,84,05	2,62,54	1,92,38	2,60,17	3,75,56	4,23,90		

Capital expenditure in thousands of rupees

Number.		Railways (including branches worked).	EXPENDITURE ON IMPROVEMENT OF EXISTING LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
Main head.	Sub-head.		YEARS.									
			1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
...	...	Bengal Central	2,15	75	1,66	1,18	1,15	78	48	...	...	...
1	(a) to (g).	Bengal-Nagpur	57	25	1,68	3,37	1,61	3,58	5,66	5,20	46,78	11,73
2	(a) & (c) to (g) & (i) to (j)	Bombay, Baroda and Central India	15,33	36,60	8,42	21,74	9,89	5,71	4,83	2,74	12,35	10,17
3	...	Eastern Bengal State	7,64	8,72	13,85	11,37	15,46	23,89	49,13	1,08,73	30,75	33,96
4	...	East Indian	28,96	40,78	48,02	61,24	58,63	41,88	46,44	63,82	51,52	59,22
5	...	Great Indian Peninsula	8,64	6,75	10,23	11,65	17,04	23,56	61,79	73,48	53,55	56,35
6	(a) to (i)	Madras	3,16	2,43	3,93	9,33	4,56	5,91	14,26	13,47	15,96	17,76
...	...	Nagda-Muttra . . . . .	...	...	...	...	...	...	...	...	...	...
7	...	Nizam's Guaranteed State	1,24	-1,05	2,78	6,53	8,14	3,76	2,97	2,76	2,43	2,23
8	(a) to (g) & (i) to (j)	North Western State	18,92	20,58	19,10	14,67	43,44	22,42	30,94	33,14	42,61	39,79
9	...	Oudh and Rohilkhand State	4,38	9,74	8,30	9,45	12,75	12,40	19,80	19,62	11,46	19,16
10	...	Assam-Bengal . . . . .	...	...	...	...	...	...	...	12,03	9,94	12,17
11	...	Bengal and North-Western	5,05	6,63	12,21	7,19	25,66	21,79	29,04	16,81	25,97	23,62
12	...	Bengal Decars	53	88	16	2	5	21	5,55	3,54	2,10	1,61
13	...	Bhavnagar-Gondal-Junagadh-Perbandar	2,10	91	31	16	40	8	3	24	39	48
14	...	Burma	5,09	11,31	25,14	22,05	7,91	20,35	21,11	17,60	22,54	34,40
15	...	Deoghur	1	-1	...	...	...	...	...	23	-23	...
16	...	Dibru-Sadiya	7	...	6	7,20	23	32	22	27	8	36
17	...	Jodhpur-Bikaner	6,35	-81	-1,58	3,16	3,77	62	56	12	35	1,08
18	...	Morvi	7	5	-18	1	...	...	-1	-13	-27	92
19	(b) & (h) to (n).	Rajputana-Malwa	3,92	3,98	3,53	8,20	13,68	9,48	8,62	13,29	16,93	18,05
20	...	Rohilkund and Kumaon	79	21	1,15	1,02	66	1,59	1,56	65	12,16	5,64
21	...	South Indian	1,52	3,59	3,03	3,83	1,46	3,40	6,64	8,41	25,83	11,18
22	...	Southern Mahratta	6,29	7,50	5,79	4,59	3,20	2,98	2,26	5,49	3,30	25,40
23	...	Udaipur-Chitor . . . . .	...	...	...	19	4	1	...	1	8	...
24	...	Baraset-Basirhat Light . . . . .	...	...	...	...	...	...	...	...	15	21
25	...	Barsi Light . . . . .	...	...	...	...	7	...	...	-4	6,08	2,80
26	...	Bukhtiarpore-Bohar Light . . . . .	...	...	...	...	...	...	39	1	4	6
27	...	Cutch . . . . .	...	...	...	...	...	...	...	...	...	1
28	...	Dholpur-Bari . . . . .	...	...	...	...	...	...	...	...	...	...
29	...	Dwara-Therria Light . . . . .	...	...	...	...	...	...	...	...	...	...
30	(h)	Kalka-Simla . . . . .	...	...	...	...	...	...	...	...	68	69
31	...	Shahdara (Delhi)-Saharanpur Light . . . . .	...	...	...	...	...	...	...	...	...	...
32	...	Ranaghat-Krishnagar Light . . . . .	...	...	...	...	...	...	...	...	...	...
33	...	Tarakeshwar-Magra Light	1	1	...	2	5	6	3	5	7	2
34	...	Tezapore-Balipara Light	1	5	13	...	...	...	...	...	...	...
35	...	Darjeeling-Himalayan	49	25	10	21	12	31	4	16	20	11
36	...	Howrah-Amra Light . . . . .	...	...	...	...	...	...	14	16	21	29
37	...	Howrah-Shenkhala Light . . . . .	...	...	...	...	...	2	...	-1	...	...
38	...	Jorhat . . . . .	...	4	...	17	3	...	...	...	-6	5
Total			1,22,09	1,59,64	1,68,79	2,11,55	2,35,35	2,04,98	3,15,43	4,02,55	3,93,90	3,94,52

DIX 7—concl'd.

during each of the past 10 years.

TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES INCLUDING VALUE OF STORES, etc., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										Main head.	REMARKS.
YEARS.											
1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.		
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
6,90	8,04	84	2,58	1,58	76	-56	...	...	...	...
1,02,45	1,98,87	75,84	77,61	1,76,45	1,94,63	1,19,88	1,19,67	1,16,49	2,42,61	1	
89,09	98,82	28,58	56,65	29,50	19,61	9,62	7,90	2,69	1,85,52	2	
35,51	56,49	49,25	66,77	81,52	1,19,34	1,09,61	2,08,13	94,27	1,31,07	3	
1,66,97	2,18,13	1,62,49	1,41,12	1,45,82	1,39,63	1,45,03	2,33,23	2,21,78	1,99,16	4	
79,51	78,98	53,82	44,54	23,58	1,16,21	1,76,71	1,02,30	1,12,28	1,89,57	5	
12,65	19,27	55,11	68,58	60,36	86,09	72,11	69,17	54,97	79,57	6	
...	...	...	...	...	...	1,73	46,34	1,46,42	...	...
60,32	96,90	32,24	18,40	15,84	5,73	5,26	6,53	1,83	15,39	7	
82,47	66,46	83,47	93,97	1,20,10	69,58	2,09,09	2,72,27	3,22,00	2,29,28	8	
38,16	55,69	89,26	32,76	76,47	87,45	53,06	41,37	34,11	68,24	9	
1,18,74	1,18,15	86,16	85,47	69,68	53,24	19,81	18,24	25,28	23,81	10	
79,06	70,13	55,94	48,78	68,47	53,92	79,28	90,04	88,14	82,94	11	
4,25	22,26	19,77	15,23	10,45	7,09	5,33	3,56	2,13	95	12	
8,95	92	17	96	44	67	-1,40	-34	1,68	53	13	
51,62	86,24	92,79	95,26	71,01	31,08	36,97	84,20	99,42	93,23	14	
1	-7	...	...	-9	...	...	23	-23	-4	15	
27	17	2,57	8,32	1,73	41	4,69	46	93	1,91	16	
39,36	18,04	4,89	19,78	6,64	-57	2,21	1,60	2,14	6,64	17	
3	27	2,22	31	-26	56	6,18	9,85	99	83	18	
9,43	10,59	17,19	12,74	22,33	30,53	43,74	39,23	39,53	28,54	2	
2,10	13	5,37	4,34	12,92	4,60	19,79	50,84	25,23	16,59	19	
-19,83	7,39	17,47	47,49	99,17	52,83	31,08	23,65	30,32	14,31	20	
11,05	8,74	8,15	4,83	*1,27	*25,17	*35,13	*31,30	*18,28	49,98	21	* Revised figures.
1,18	2,16	45	32	4	1	...	1	9	...	22	
...	...	...	...	...	...	7,73	1,33	41	46	23	
27	...	...	-39	19	...	26	14,69	11,32	8,08	24	
...	...	...	...	...	7,48	62	1	19	44	25	
...	...	...	...	...	1,04	1,48	10	2,93	86	26	
...	...	...	...	...	...	...	2,04	1,56	2,70	27	
...	...	...	...	...	8,24	1,39	16	...	23	28	
...	5,81	6,10	22,96	57,95	48,51	26,93	7,87	*-1,81	-1,11	8	
...	...	...	...	...	...	...	...	14,10	13,87	29	
6,21	5	24	...	...	...	...	...	...	...	...
2	24	-1	10	20	38	10	2	26	19	30	
7	17	13	...	...	...	...	...	...	...	31	
24	79	-6	22	20	72	74	14	-9	18	33	
1,28	16	47	8	72	20	3,28	16	1,82	50	34	
81	...	...	...	...	5	...	-7	...	...	35	
7	22	-23	-8	-5	8	...	4	1	21	36	
10,44,17	12,40,27	8,99,93	9,65,10	11,59,41	11,65,92	12,27,05	14,86,18	14,66,52	16,42,19		

(1)	Mileage.		
	Open.	Under construction.	TOTAL.
	(2)	(3)	(4)
PART I.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH PASS THROUGH THE GOVERNMENT ACCOUNTS.			
(i).—State lines worked by Companies	Miles. 16,183-90	Miles. 1,151-37	Miles. 17,335-27
(ii).—State lines worked by the State	6,229-26	220-70	6,449-96
(iii).—Companies' lines guaranteed under the old contracts	905-02	...	905-02
(iv).—Companies' lines guaranteed under modern contracts	32-04	...	32-04
(v).—District Boards' lines	103-36	...	103-36
(vi).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	325-07	...	325-07
(vii).—Leased lines	78-76	...	78-76
TOTAL OPEN LINES AND LINES PARTLY OPEN	23,857-41	1,372-07	25,229-48
(viii).—Lines wholly under construction by State agency	...	258-64	258-64
(ix).—Lines wholly under construction by Companies	...	81-47	81-47
TOTAL (viii) AND (ix)	...	340-11	340-11
(x).—Unclassified expenditure including collieries, &c.	...	...	...
TOTAL PART I	23,857-41	1,712-18	25,569-59
PART II.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH DO NOT PASS THROUGH THE GOVERNMENT ACCOUNTS.			
(i).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	575-79	...	575-79
(ii).—Assisted Companies' lines—			
(a) Subsidized by the Government of India	333-23	31-12	364-35
(b) Subsidized by Local Governments	128-50	8-52	137-02
(c) Subsidized by District Boards	158-00	...	158-00
(d) Receiving land only from Government	1,382-11	84-36	1,466-47
TOTAL (ii)	2,001-84	124-00	2,125-84
(iii).—Unassisted Companies' lines	41-77	...	41-77
(iv).—Native State lines—			
(a) Worked by Native States	1,338-30	222-30	1,560-60
(b) Worked by Companies	1,885-68	112-23	1,997-91
(c) Worked by State railway agency	235-28	...	235-28
TOTAL (iv)	3,459-26	334-53	3,793-79
(v).—Foreign State lines	73-60	...	73-60
TOTAL OPEN LINES AND LINES PARTLY OPEN	6,152-26	458-53	6,610-79
(vi).—Lines wholly under construction by private Companies	...	13-50	13-50
(vii).—Lines wholly under construction by Native States	...	19-56	19-56
TOTAL (vi) AND (vii)	...	33-06	33-06
(viii).—State outlay on the Patri branch (Bombay, Baroda and Central India railway)...	...	...	...
TOTAL PART II	6,152-26	491-59	6,643-85
ABSTRACT.			
GRAND TOTAL	30,009-67	2,203-77	32,213-44
outlay on open lines and lines partly open—(i to viii, Part I, and i to v, Part II)	30,009-67	1,830-60	31,840-27
outlay on lines wholly under construction—(viii and ix Part I, and vi and vii, Part II)	...	373-17	373-17
unclassified expenditure (x, Part I)	...	...	...

DIX 8.

railways at the close of the year 1907.

Capital outlay at close of 1907. (In thousands of rupees.)			REMARKS.
Open lines.	Lines under construction.	TOTAL.	
(5)	(6)	(7)	(8)
2,34,90,30	4,54,38	2,39,44,68	The outlay included in Part I under "State lines worked by Companies" on account of the railways purchased by the State from the East Indian, the South Indian, the Great Indian Peninsula and the Bombay, Baroda and Central India Railway Companies, and under "State lines worked by the State" on account of the railways purchased from the Eastern Bengal, the Sind, Punjab and Delhi and the Oudh and Rohilkhand Guaranteed Railway Companies, represents the actual capital expenditure incurred by the Companies up to the date of purchase and subsequently by the State.
99,56,98	1,34,07	1,00,91,05	
14,54,00	...	14,54,00	
29,28	...	29,28	
47,87	...	47,87	
2,00,70	...	2,00,70	
1,19,77	...	1,19,77	
3,52,98,90	5,88,45	3,58,87,35	
...	2,05,90	2,05,90	
...	20,13	20,13	
...	2,26,03	2,26,03	
...	...	84,06	
3,52,98,90	8,14,43	3,61,97,44	
3,15,24	...	3,15,24	
2,45,43	41,34	2,86,77	
1,25,41	2,11	1,27,52	
75,44	...	75,44	
9,50,78	10,41	9,61,19	
13,97,06	53,86	14,50,92	
27,86	...	27,86	
4,80,73	3,66	4,84,39	
13,25,78	32,49	13,58,27	
1,34,97	...	1,34,97	
19,41,48	36,15	19,77,63	
1,76,07	...	1,76,07	
38,57,71	90,01	39,47,72	
...	10,02	10,02	
...	6,30	6,30	
...	16,32	16,32	
...	...	8,08	
38,57,71	1,06,33	39,72,12	
3,91,56,61	9,20,81	4,01,69,56	
3,91,56,61	6,78,46	*3,98,43,15	* Includes Rs. 8,08,000, item (viii) of Part II.
...	2,42,35	2,42,35	
...	...	84,06	

Capital liability on account of railways classed

RAILWAYS.	SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.						State outlay.	Debt incurred for purchase of Railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's guarantee (including over drafts).	Total Capital liability.
	Computed value of stock purchased.	Deduct.		Net capital to be paid off by Annuities.	Deduct amount redeemed by Annuity payments.	Net outstanding.					
		Computed Capital representing Annuities which were purchased by creation of debt (liability included in column 9).	New Stock of Great Indian Peninsula Railway Company issued in exchange for portion of Annuity.								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
INDIA, GENERAL.											
1. East Indian	32,750,000	7,226,774	...	25,463,226	2,689,898	22,773,328	5,624,342	10,494,122	...	10,000,000	48,891,792
2. Rajputana-Malwa (inoldg. Godhra-Rutlam-Nagda).	10,877,219	...	...	...	10,877,219
3. Rewari-Phulera	362,354	...	...	...	362,354
4. Palanpur-Deesa	15,944	...	...	...	15,944
5. Bhopal	226,583	...	...	...	226,583
6. State railway stores	1,449	...	...	...	1,449
7. Expenditure in England for stores purchased and remaining unappropriated.	48,393	...	...	...	48,398
CENTRAL PROVINCES.											
8. Warora Colliery	74,161	...	...	...	74,161
9. Umaria „ (depreciation on works).	12,178	...	...	...	12,178
10. Bilaspur-Etawah	5,009	...	...	...	5,009
11. Nagpur-Chhattisgarh (depreciation account).	43,802	...	...	...	43,802
BURMA.											
12. Burma Railway Extensions	1,099,701	...	...	...	1,099,701
ASSAM.											
13. Jorhat	61,987	...	...	...	61,987
BENGAL.											
14. Eastern Bengal system*	3,391,917	543,472	...	2,848,445	267,159	2,581,286	10,414,344	1,368,120	...	...	14,364,250
15. Murshidabad Branch	631,863	...	...	...	631,863
16. Dhubri-Gauhati	624,753	...	...	...	624,753
17. Tirhoot	3,336,373	...	...	...	3,336,373
18. Tirhoot, new Extensions	859,236	...	...	...	859,236
19. Ranaghat-Bhagwangola	20,163	...	...	...	20,163
20. Katihar-Godagari	575,876	...	...	...	575,876
UNITED PROVINCES.											
21. Oudh and Rohilkhand	4,525,253	10,725,620	...	...	15,250,873
22. Agra-Delhi Chord	855,801	...	...	...	855,801
23. Allahabad-Jannpur	234,428	...	...	...	234,428
24. Forbesganj-Nepaul	18,860	...	...	...	18,860
25. Kachlaghat Bridge (Rohilkhand and Kumaon Railway).	5,095	...	...	...	5,095
PUNJAB.											
26. North Western	14,009,124	4,911,216	...	9,097,908	795,049	8,302,859	32,598,940	4,082,537	...	...	44,984,366
27. Shahdara-Sangla	183,965	...	...	...	183,965
28. Shorkot Road-Chickhoki	90,299	...	...	...	90,299
29. Jech Doab (southern sec.)	459,651	...	...	...	459,651
30. Lodhran-Khanewal	189,702	...	...	...	189,702
31. Frontier Railway Reserve	292,946	...	...	...	292,946
32. Petroleum Operations, Baluchistan.	7,946	...	...	...	7,946
33. Jullundur Hoohiarpur	969	...	...	...	969
34. Ludhiana-Ferozapore	1,887	...	...	...	1,887
35. Kalka-Simla	1,068,028	...	...	...	1,068,028
36. Loi-Shilman	256,260	...	...	...	256,260
37. Thal-Paruchinar	72,579	...	...	...	72,579
Carried over	50,151,041	12,741,462	...	37,409,579	3,752,106	33,657,473	76,423,849	26,670,449	...	10,000,000	146,751,771

* Includes the Bengal Central railway.

DIX 9.

State railways at the end of 1907.

RAILWAYS.	SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.						State outlay.	Debt incurred for purchase of Railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's guarantee (including overdrafts).	Total capital liability.
	Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 9).	Deduct. New stock of Great Indian Peninsula Railway Company issued in exchange for portion of annuity.	Net capital to be paid off by annuities.	Deduct amount redeemed by annuity payments.	Net outstanding.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Brought forward	£ 50,151,041	£ 12,741,462	£ ...	£ 37,409,579	£ 3,752,106	£ 33,657,473	£ 76,423,849	£ 26,670,449	£ ...	£ 10,000,000	£ 146,751,771
MADRAS.											
38. South Indian (including Pamban Branch).	2,246,749	4,726,169	...	1,448,000	8,420,918
39. Tinnevely-Quilon (British section).	4,414	...	...	267,209	291,623
40. Tinnevely-Quilon (Native State section).	10,504	...	...	774,791	785,295
41. Ashikal-Mangalore	837,684	...	...	...	837,684
42. North-East line, Madras railway (East Coast Railway, southern section).	4,428,413	...	...	...	4,428,413
43. Nilgiri	249,598	...	...	...	249,598
44. Bezwada extension	78,790	...	...	...	78,790
45. Bezwada-Masulipatam	106,824	...	106,824
46. Guntakal-Mysore frontier	395,253	...	...	...	395,253
47. Tanjore District Board	197,703	...	76,082	41,047	314,832
48. Vizagapatam-Raipur	16,338	...	...	...	16,338
49. Hospet-Kottur	100,928	...	...	...	100,928
50. Bellary-Rayadrug	51,841	...	...	...	51,841
51. Tirupattur-Krishnagiri	72,435	...	...	...	72,435
52. Morappur-Dharmapuri	56,157	...	...	...	56,157
53. Coonoor-Octacamund	136,931	...	...	...	136,931
BOMBAY.											
54. Great Indian Peninsula	84,859,218	...	1,750,000	33,109,218	2,695,499	30,413,719	2,255,583	5,964,666	2,200,000	2,575,000	43,408,968
55. Bombay, Baroda and Central India.	1,280,573	12,531,987	...	2,000,000	15,812,560
56. Jodhpur-Hyderabad (British section).	268,205	...	...	...	268,205
57. Dhone-Kurnool	27,402	...	...	...	27,402
58. Southern Mahratta (depreciation on works).	35,138	...	...	...	35,138
59. Sabarmati-Dholka	3,993	...	...	...	3,993
60. Baran-Kotah	172,684	...	...	...	172,684
61. Nagda-Muttra	1,843,801	...	...	...	1,843,801
	85,010,259	12,741,462	1,750,000	70,518,797	6,447,605	64,071,192	91,244,394	49,893,271	2,362,906	17,126,047	224,717,810
LEASED LINES.											
62. Assam-Bengal	5,933,442	...	...	2,420,900	8,354,342
63. Bengal-Nagpur	2,061,962	...	9,543,552	9,842,746	21,448,260
64. Burma	5,127,433	...	...	4,348,411	9,475,844
65. Indian Midland	2,145,581	5,990,637	8,136,218
66. Lucknow-Bareilly	341,409	...	354,839	147,000	842,748
67. Mysore	1,200,000	1,200,000
68. Southern Mahratta	1,105,228	...	2,129,900	4,592,741	8,127,869
	14,569,520	...	14,179,372	29,842,435	57,585,386
BRANCH LINE.											
69. Hardwar-Dehra	195,196	195,196
TOTAL	85,010,259	12,741,462	1,750,000	70,518,797	6,447,605	64,071,192	105,813,923	49,893,271	16,556,278	46,163,678	282,498,342

NOTE.—The premia paid in purchase of Companies' lines are as under:—

	Rs.
East Indian railway	6,550,000 @ Rs. 15 = £ 1 = 9,82,50,000
Eastern Bengal railway	1,136,487 " = 1,70,46,555
Sindh-Punjab and Delhi railway	2,933,804 " = 4,40,07,060
South Indian railway	999,277 " = 1,48,39,155
Oudh and Rohilkhand railway	1,036,049 " = 1,55,40,785
Great Indian Peninsula railway	14,859,218 " = 22,28,88,270
Bombay, Baroda and Central India railway	4,135,280 " = 6,20,29,200

Main results of working Indian railways

YEAR.	Mileage open.	IN THOUSANDS OF RUPEES.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay given in column (3).	PASSENGERS.			GOODS.		
		Total capital outlay on lines open and partly open.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1853	20	37,98	90	41	49	Rs. 87	45.56	1.29	...	...	...	...	...	...
1854	71	4,00,00	2,31	1,42	89	68	61.47	0.22	...	...	...	...	...	...
1855	169	5,50,00	8,13	4,55	3,58	98	55.97	0.65	...	...	...	...	...	...
1856	272	8,00,00	16,10	6,74	9,36	114	41.87	1.17	...	...	...	...	...	...
1857	287	12,00,00	25,43	10,54	14,89	170	41.45	1.24	...	...	...	...	...	...
1858	427	16,00,00	33,82	15,63	18,19	152	46.22	1.14	...	...	...	...	...	...
1859	625	22,50,00	57,24	27,74	29,50	176	48.46	1.31	...	...	...	...	...	...
1860	833	26,66,00	66,67	37,08	29,59	153	55.61	1.11	...	...	...	...	...	...
1861	1,587	34,00,00	98,63	58,09	40,54	120	58.90	1.19	...	...	...	...	...	...
1862	2,333	48,00,00	1,34,45	80,32	54,13	111	59.74	1.13	...	...	...	...	...	...
1863	2,507	53,00,00	2,20,47	1,33,04	87,43	109	60.34	1.65	...	...	...	...	...	...
1864	2,958	58,00,00	2,85,89	1,70,85	1,15,04	186	59.76	1.98	...	...	...	...	...	...
1865	3,363	68,00,00	4,25,84	2,24,27	2,01,57	244	52.43	3.20	...	...	...	...	...	...
1866	3,563	70,00,00	4,91,91	2,59,38	2,32,53	266	52.73	3.32	...	...	...	...	...	...
1867	3,929	80,00,00	5,44,54	2,93,76	2,50,78	266	53.95	3.13	...	...	...	...	...	...
1868	4,008	84,00,00	5,67,09	3,07,48	2,69,63	272	54.22	3.09	...	...	...	...	...	...
1869	4,255	89,00,00	6,13,10	3,41,74	2,71,36	277	55.74	3.05	...	...	...	...	...	...
1870	4,771	90,00,50	6,66,67	3,63,15	3,03,52	269	54.47	3.37	...	...	...	...	...	...
1871	5,074	90,00,70	6,59,20	3,67,97	2,91,23	250	55.82	3.24	...	...	...	...	...	...
1872	5,369	90,00,90	6,82,96	3,73,45	3,09,51	245	54.68	3.44	...	...	...	...	...	...
1873	5,637	91,72,60	7,22,90	3,77,85	3,45,05	244	52.28	3.76	...	...	...	...	...	...
1874	6,226	95,87,15	8,33,77	4,03,39	4,29,88	258	48.44	4.48	...	...	...	...	...	...
1875	6,541	1,00,96,28	7,91,37	3,97,48	3,93,89	233	50.23	3.90	...	...	...	...	...	...
1876	6,860	1,04,77,85	9,33,83	4,46,45	4,87,38	262	47.81	4.65	...	...	...	...	...	...
1877	7,320	1,09,04,24	12,11,28	5,38,68	6,72,60	318	44.47	6.17	...	...	...	...	...	...
1878	8,201	1,18,29,55	11,25,30	5,62,38	5,62,92	269	49.97	4.76	...	...	...	...	...	...
1879	8,475	1,22,32,97	12,08,15	6,26,28	5,81,87	275	51.84	4.76	...	...	...	...	...	...
1880	8,996	1,28,56,91	12,86,55	6,48,00	6,36,55	282	50.37	4.97	...	...	...	...	...	...
1881	9,858	1,40,60,80	14,32,31	7,07,12	7,25,19	285	49.37	5.16	54,764	3,79,23	2.78	13,214	9,55,97	7.95
1882	10,069	1,43,24,42	15,35,23	7,66,81	7,68,42	294	49.95	5.36	58,876	4,08,37	2.71	14,333	10,15,97	7.91

IX 10.

s one system from the commencement.

YEAR.	Mileage open.	IN THOUSANDS OF RUPEES.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay given in column (8).	PASSENGERS.			GOODS.		
		Total capital outlay on lines open and partially	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
						Rs.								
1883	10,447	1,48,30,56	16,38,94	7,97,05	8,41,89	301	48.62	5.68	65,099	4,09,08	2.60	16,999	11,28,89	7.30
1884	11,527	1,55,45,04	16,08,62	8,15,62	7,91,00	276	50.76	5.09	73,815	4,46,84	2.56	16,663	10,56,59	7.35
1885	12,208	1,61,91,78	17,98,96	8,86,33	9,12,63	284	49.27	5.64	80,865	4,78,12	2.52	18,925	11,91,54	6.89
886	12,865	1,70,49,89	18,70,46	8,93,10	9,77,36	285	47.75	5.78	88,496	5,09,77	2.51	19,576	12,38,59	7.02
887	14,068	1,82,87,93	18,46,81	9,10,33	9,36,48	260	49.31	5.12	95,412	5,35,32	2.51	20,196	11,92,93	7.17
888	14,525	1,93,04,33	19,76,45	9,87,44	9,89,01	268	49.96	5.12	103,156	5,69,06	2.71	22,393	12,79,04	6.87
889	15,900	2,05,04,61	20,49,37	10,37,74	10,11,63	257	50.64	4.93	110,650	6,13,74	2.52	22,249	13,05,56	6.88
890	16,404	2,13,67,04	20,67,01	10,30,89	10,36,12	243	49.87	4.85	114,082	6,25,81	2.51	22,613	12,99,52	7.11
891	17,263	2,21,06,42	24,04,03	11,30,39	12,73,64	271	47.02	5.76	122,855	6,86,13	2.52	26,159	15,60,81	6.75
892	17,769	2,27,30,00	23,22,93	10,90,35	12,32,58	258	46.94	5.42	127,388	6,91,15	2.52	26,335	14,77,52	6.70
893	18,459	2,33,17,87	24,08,42	11,34,77	12,78,65	254	47.12	5.46	135,520	7,29,57	2.50	28,847	15,21,63	6.60
894	18,840	2,37,79,01	25,50,89	11,98,40	13,52,49	262	46.98	5.69	145,727	7,57,58	2.56	32,644	16,24,82	6.42
895	19,467	2,44,38,05	26,28,69	12,11,99	14,11,70	261	46.19	5.78	153,081	8,02,21	2.49	33,628	16,86,94	6.36
896	20,209	2,68,95,23	25,36,14	12,18,84	13,22,30	245	47.86	4.92	159,509	8,22,07	2.45	32,471	15,41,51	6.45
897	21,115	2,82,12,04	25,60,11	12,47,73	13,12,38	238	48.74	4.65	150,584	7,62,13	2.47	33,926	15,88,89	6.36
898	22,024	2,92,09,20	27,41,31	12,98,68	14,42,63	244	47.37	4.94	151,566	7,58,68	2.50	35,642	17,84,97	6.00
899	23,507	3,08,50,12	29,36,78	13,93,36	15,43,42	246	47.45	5.00	161,720	8,09,39	2.51	39,748	19,19,82	5.98
900	24,752	3,29,53,34	31,54,32	15,09,31	16,45,01	245	47.85	4.99	176,308	8,95,07	2.51	42,896	20,36,52	5.88
901	25,363	3,39,16,89	33,60,38	15,72,45	17,87,93	255	46.79	5.27	194,749	10,07,17	2.48	43,892	21,23,67	5.77
902	25,931	3,49,77,39	33,92,69	16,70,49	17,22,20	252	49.24	4.92	196,648	10,27,48	2.51	45,537	21,23,41	5.68
903	26,956	3,41,11,44	36,00,82	17,11,09	18,89,78	257	47.52	5.54	210,231	10,98,14	2.51	47,684	22,41,92	5.64
904	27,565	3,52,86,87	39,64,97	18,77,50	20,87,47	277	47.36	5.92	227,097	11,76,20	2.51	52,051	25,18,81	5.39
905	28,295	3,66,91,75	41,68,09	19,94,00	21,74,09	283	47.84	5.98	248,157	12,73,83	2.47	54,936	26,20,71	5.19
906	29,097	3,79,34,84	44,11,73	22,00,74	22,10,99	292	49.88	5.83	271,063	13,68,31	2.46	58,869	27,59,69	5.42
907	30,010	3,98,43,15	47,26,87	24,28,59	22,98,28	303	51.38	5.77	305,890	15,04,50	2.44	62,098	29,24,26	5.18

* Revised figures.

Summary of the general
Indian railways treat

Calendar year.	GENERAL RESULTS			
	Total capital outlay on lines open and partly open in thousands of rupees.	Gross earnings in thousands of rupees.	TOTAL WORKING EXPENSES.	
			Amount in thousands of rupees.	Proportion per cent. to gross earnings.
1	2	3	4	5
1903	₹ 3,41,11,44	36,06,82	17,11,09	47.52
1904	₹ 3,52,86,87	39,64,97	18,77,50	47.36
1905	₹ 3,66,91,75	41,68,09	19,94,00	47.84
1906	₹ 3,79,34,84	44,11,78	22,00,74	49.88
1907	3,98,43,15	47,26,87	24,28,59	51.38

Calendar year.	GROSS EARNINGS IN THOUSANDS									
	COACHING TRAFFIC.							GOODS		
	1st class.	2nd class.	Interme- diate class.	3rd class.	Season and vendors' tickets.	Other Coaching traffic.	Total Coaching traffic (sum of 15 to 20).	Total Goods traffic (sum of 23 to 27).	General merchan- dise.	Total and coke for the public and foreign railways.
14	15	16	17	18	19	20	21	22	23	24
1903	41,56	59,18	71,68	9,16,31	16,46	1,56,26	12,54,40	22,41,92	18,53,45	2,29,98
1904	40,76	59,78	74,84	9,89,68	11,19	1,61,36	13,37,56	25,18,81	20,85,56	2,56,18
1905	45,12	64,66	83,06	10,68,76	12,29	1,64,69	14,88,52	26,20,71	21,32,23	2,89,12
1906	47,23	67,35	86,87	11,53,48	13,38	1,68,34	15,36,65	27,59,69	22,36,58	3,21,84
1907	56,24	70,21	95,10	12,76,92	14,03	1,77,63	16,82,13	29,24,26	23,97,32	3,17,71

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

Calendar year.	PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE MILES CARRIED AND											
	1st CLASS.			2ND CLASS.			INTERMEDIATE CLASS.			3RD CLASS.		
	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.
36	37	38	39	40	41	42	43	44	45	46	47	48
1903	594	101.71	12.31	2,580	78.13	5.54	7,214	61.64	3.09	182,292	40.94	2.33
1904	608	95.95	13.41	2,715	74.23	5.69	7,394	62.89	3.09	199,651	40.71	2.34
1905	662	98.29	13.81	2,949	72.92	5.77	8,104	63.78	3.09	218,473	40.92	2.36
1906	684	100.71	13.16	3,026	74.47	5.74	8,494	64.12	3.06	239,391	40.36	2.29
1907	732	100.89	13.06	3,303	70.91	5.76	9,878	59.29	3.05	271,249	39.65	2.28

DIX 11.

results of working
ed as one system.

OF WORKING.										
NET EARNINGS.			PER MILE OPEN.			PER TRAIN-MILE.			REMARKS.	
Amount in thousands of rupees.	Percentage on capital outlay given in column (2).	Gross earnings.	Working expenses.	Net earnings.	Gross earnings.	Working expenses.	Net earnings.			
6	7	8	9	10	11	12	13			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
18,89,73	*5.54	18,858	6,348	7,010	3.75	1.78	1.97			
20,87,47	*5.92	14,384	6,811	7,573	3.86	1.83	2.03			
21,74,09	*5.98	14,781	7,047	7,634	3.89	1.86	2.03			
22,10,99	*5.88	15,162	7,563	7,599	3.85	1.92	1.93			
22,98,28	5.77	15,751	8,093	7,658	3.79	1.95	1.84			* Revised figures.

OF RUPEES.			WORKING EXPENSES IN THOUSANDS OF RUPEES.							
TRAFFIC.			Electric telegraph.	Steam-boat and sundries.	Engineering.	Locomotive.	Carriage and wagon.	Traffic.	General.	Other expenses (steam-boat, contribution to Provident Fund and special and miscellaneous expenditure).
Military stores.	Revenue stores, including coal and material for construction.	Miscellaneous.								
25	26	27	28	29	30	31	32	33	34	35
23,07	1,18,90	27,31	7,84	96,66	8,88,99	6,11,95	1,52,51	2,92,19	1,68,91	96,54
19,14	1,31,04	32,27	8,00	1,00,60	4,37,28	6,72,07	1,76,74	3,10,25	1,75,87	1,05,49
20,63	1,46,51	38,77	8,79	1,00,07	4,81,59	7,02,38	1,84,05	3,31,02	1,86,93	1,08,03
20,58	1,51,54	37,20	8,63	1,06,76	5,43,21	7,72,80	2,03,66	3,71,37	1,98,04	1,11,66
19,12	1,60,28	39,46	9,24	1,11,28	5,97,29	8,58,24	2,18,24	4,17,63	2,11,47	1,25,72

The totals of columns 28 to 35 are more than the figures shown in column 22 by the amount of the Cawnpore-Burhwal link earnings.

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED.					TRAIN-MILES RUN (IN THOUSANDS).				GOODS TRAFFIC.		
SEASON AND VENDORS' TICKETS.			TOTAL NO. OF PASSENGERS CARRIED.		Coach- ing.	Goods.	Mixed.	Total train-mileage (includes miscellaneous train-mileage).	Tons carried (in thousands).	Average miles carried.	Average rate charged per mile in pies.
No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.							
49	50	51	52	53	54	55	56	57	58	59	60
15,551	8.75	1.48	210,231	39.90	25,889	36,308	31,438	95,960	47,684	159.93	5.64
16,729	9.08	1.41	227,097	39.66	31,577	38,797	28,620	102,721	53,051	172.42	5.39
18,029	9.16	1.42	248,157	39.90	33,491	39,712	29,892	107,045	54,936	176.60	5.19
19,468	9.57	1.38	271,063	39.43	37,155	41,693	31,014	114,554	58,869	165.97	5.42
20,733	9.31	1.40	305,890	38.71	43,258	46,869	30,142	124,786	62,093	174.58	5.18

APPENDIX 12.

General results of working each railway system.

NUMBER.		Railway system (vide Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earn- ings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	REMARKS.
Main head.	Sub-head.									
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		5' 6" GAUGE.								
...	...	Bengal Central	1903 1904 1905 1906	1,989 2,041 *1,070 †	206 235 *76 †	15,09 15,60 *6,68 †	10,01 10,20 *5,08 †	5,08 5,40 *1,58 †	66.86 65.40 *76.28 †	* Figures shown are only for the first-half of the year. Those for the second-half have been included with Eastern Bengal State railway, (5'6" gauge).
1	(a), (b), (c) and (f)	Bengal-Nagpur	1903 1904 1905 1906 1907	6,409 7,745 8,902 9,834 11,178	2,918 3,381 3,975 4,645 4,828	1,55,48 1,89,12 2,44,71 2,69,47 2,89,80	85,02 93,25 1,10,68 1,27,96 1,41,34	70,46 95,87 1,34,08 1,41,51 1,48,46	54.69 49.31 45.23 47.49 48.77	† Included with the Eastern Bengal State railway, (5'6" gauge) from 1906.
2	(a), (c) to (g), (e) and (p)	Bombay, Baroda and Central India.	1903 1904 1905 1906 1907	19,654 21,685 23,489 24,889 28,673	1,770 1,797 2,055 2,344 2,610	1,83,76 1,91,08 2,11,73 2,19,23 2,31,42	91,78 90,19 92,47 1,03,54 1,01,52	92,08 1,00,89 1,19,26 1,15,69 1,29,60	49.92 47.20 48.67 47.23 48.87	
3	(a)	Eastern Bengal State	1903 1904 1905 1906 1907	14,331 14,680 17,090 21,138 24,225	2,654 2,690 2,975 3,694 4,101	1,02,22 1,08,77 1,18,00 1,41,12 1,64,21	51,39 57,80 64,44 83,18 1,03,42	50,83 50,97 53,56 57,99 60,79	50.27 53.14 54.61 58.40 62.98	
4	(a) to (d)	East Indian	1903 1904 1905 1906 1907	24,232 25,181 26,936 28,143 31,187	10,702 12,241 12,236 12,517 13,001	7,26,62 7,87,26 7,79,46 8,26,07 8,37,91	2,46,23 2,66,32 2,62,15 3,21,75 3,35,46	4,80,39 5,20,44 4,97,31 5,04,32 5,02,45	33.89 33.89 36.20 38.95 40.04	
5	(a) to (h)	Great Indian Peninsula	1903 1904 1905 1906 1907	20,221 22,454 25,293 27,891 29,529	4,518 5,092 5,676 5,859 5,889	4,68,69 5,86,20 6,30,44 6,44,02 6,88,54	2,30,49 2,92,83 3,05,37 3,22,01 3,65,13	2,38,20 2,93,37 3,25,07 3,22,01 3,23,41	49.18 49.96 48.44 50.00 53.08	
5	(b) to (b)	Indian Midland	1903	†	†	1,00,33	49,68	50,65	49.52	† Figures for columns 5 and 6 during 1903 and all figures from 1904 have been included with the Great Indian Peninsula railway.
6	(a) to (d)	Madras	1903 1904 1905 1906 1907	13,712 13,953 14,396 15,373 17,310	2,340 2,748 2,322 2,891 2,969	1,73,47 1,90,53 2,08,41 2,13,90 2,20,60	1,01,50 1,11,29 1,22,39 1,27,09 1,48,04	71,97 79,24 86,02 86,81 72,56	58.51 58.41 58.73 59.42 67.10	
7	(a) & (b)	Nizam's Guaranteed State	1903 1904 1905 1906 1907	1,797 1,476 1,583 1,707 1,945	895 878 857 870 884	46,26 46,53 46,26 43,33 53,01	19,33 16,33 15,72 18,43 18,14	26,93 29,70 30,54 29,90 34,87	41.79 36.17 33.98 33.13 34.22	
8	(a) to (g) and (e) to (h)	North Western State— Commercial Section	1903 1904 1905 1906 1907	§ § § § §	§ § § § §	4,39,77 6,12,74 5,99,17 6,35,58 7,27,68	2,20,61 2,63,32 2,81,14 3,09,24 3,46,75	2,69,16 3,49,42 3,18,03 3,26,34 3,80,93	45.04 42.97 46.92 48.65 47.65	§ Information not available.
		Military Section	1903 1904 1905 1906 1907	§ § § § §	§ § § § §	38,99 46,00 43,07 50,29 50,96	41,71 52,19 43,97 50,33 57,37	-2,72 -6,19 -90 -54 -6,41	106.98 113.47 102.09 101.07 112.58	
		Total	1903 1904 1905 1906 1907	22,777 25,524 30,017 33,538 39,910	6,064 6,431 7,237 8,051 8,464	5,28,76 6,54,74 6,42,24 6,85,87 7,78,64	2,62,32 3,15,51 3,25,11 3,60,07 4,04,12	2,66,44 3,43,23 3,17,13 3,25,30 3,74,52	49.61 47.89 50.62 52.50 51.90	
9	(a) to (c)	Oudh and Rohilkhand State	1903 1904 1905 1906 1907	8,902 9,776 10,797 11,869 13,025	2,359 2,541 2,340 2,256 2,486	1,42,13 1,55,60 1,56,99 1,68,01 1,85,80	68,49 82,95 92,21 86,53 1,18,24	73,64 72,65 64,78 79,43 67,56	48.19 53.31 58.74 52.69 63.64	
10	(a)	3' 3 1/2" GAUGE. Assam-Bengal	1903 1904 1905 1906 1907	1,861 2,220 2,476 2,732 3,074	403 361 432 604 658	24,28 30,10 34,33 42,20 43,90	19,58 28,57 33,00 37,93 42,50	4,70 1,53 1,33 4,28 6,40	80.64 94.92 94.75 89.86 86.91	

APPENDIX 12—contd.

General results of working each railway system—contd.

NUMBER.		Railway system (vide Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earn- ings.	REMARKS.
Main head.	Sub-head.									
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		3' 3½" GAUGE—contd.								
11	(a) & (b)	Bengal and North-Western ...	1903 1904 1905 1906 1907	12,077 12,910 14,006 15,100 16,865	1,707 1,789 1,815 2,089 2,269	1,19,15 1,29,99 1,23,61 1,48,83 1,64,99	48,50 51,60 53,31 63,93 78,05	70,65 78,39 70,80 79,90 91,94	40·71 39·70 43·13 44·45 44·28	
12	(a) & (b)	Bengal Doonars ...	1903 1904 1905 1906 1907	443 519 466 453 606	121 171 194 201 144	6,58 7,61 8,82 9,93 10,25	3,28 3,96 4,35 4,05 4,28	3,30 3,65 4,47 5,88 5,97	49·87 52·02 49·32 40·79 41·76	
13	(a) to (d)	Bhavnagar-Gondal-Junagad- Porbandar.	1903 1904 1905 1906 1907	1,699 1,938 2,105 2,250 2,612	264 302 284 316 378	19,54 22,37 22,40 23,57 27,57	9,82 10,56 10,99 10,98 12,68	9,72 11,81 11,41 12,59 14,89	50·27 47·20 49·08 46·58 45·99	
14	(a) & (b)	Burma ...	1903 1904 1905 1906 1907	14,220 16,118 16,874 17,610 17,571	1,860 2,175 2,480 2,589 2,670	1,96,14 1,51,02 1,57,76 1,57,82 1,67,85	88,95 85,32 95,95 98,70 1,07,83	52,19 65,70 61,81 58,62 60,02	61·66 56·49 60·82 62·74 64·24	
15	(a)	Deoghur ...	1903 1904 1905 1906 1907	262 281 373 329 341	15 14 14 15 20	41 47 45 54 56	30 32 32 33 41	11 15 13 21 15	73·17 68·48 71·11 61·11 73·21	
16	(a) & (b)	Dibru-Sadiya ...	1903 1904 1905 1906 1907	299 339 353 396 416	556 613 642 687 684	9,76 10,04 10,14 10,73 10,99	5,26 5,70 5,55 6,40 6,86	4,50 4,34 4,59 4,33 4,13	53·89 56·75 54·73 59·65 62·42	
3	(b) to (d)	Eastern Bengal State ...	1903 1904 1905 1906 1907	* * * * *	* * * * *	85,50 89,55 89,88 1,09,60 1,06,58	44,28 50,17 44,68 59,23 61,48	41,32 39,38 44,70 50,37 45,10	51·78 56·02 49·99 54·04 57·68	* Included with the Eastern Bengal State railway (5' 6" gauge).
7	(c)	Hyderabad-Godavari Valley...	1903 1904 1905 1906 1907	1,183 1,264 1,591 1,803 2,095	546 349 378 342 312	22,14 22,12 29,64 30,33 32,55	13,28 14,37 16,35 16,11 14,81	8,86 7,75 13,29 14,22 17,74	59·98 64·97 55·16 53·12 45·50	
17	(a) to (c)	Jodhpur-Bikaner ...	1903 1904 1905 1906 1907	1,560 1,702 1,970 2,107 2,458	403 489 471 587 580	27,44 30,80 35,24 40,78 38,28	13,24 13,51 14,91 13,66 13,67	14,20 17,09 20,33 22,10 18,61	48·26 44·15 42·81 45·78 51·38	
18	(a)	Morvi ...	1903 1904 1905 1906 1907	257 298 286 295 341	19 34 49 34 54	2,98 3,55 3,23 3,03 4,12	1,53 1,66 1,49 1,48 1,56	1,45 1,89 1,74 1,60 2,56	51·43 46·73 46·18 48·05 37·86	
6	(e) & (f)	Nilgiri and Shoranur-Cochin	1903 1904 1905 1906 1907	695 724 732 742 788	156 119 105 105 122	6,23 6,83 7,02 7,12 7,51	3,56 4,23 4,92 5,19 5,65	2,72 2,60 2,10 1,98 1,86	56·58 61·87 70·09 72·89 75·23	

APPENDIX 12—contd.

General results of working each railway system—contd.

NUMBER.		Railway system (vide Appendix 32).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earn- ings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	REMARKS.
Main head.	Sub-head.									
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		3' 3½" GAUGE—concl'd.								
2	(b) & (d) to (e)	Rajputana-Malwa ...	1903 1904 1905 1906 1907	12,447 13,194 15,223 16,891 19,535	1,976 2,117 2,669 2,691 2,866	2,33,74 2,41,37 2,93,28 2,89,52 2,97,91	1,16,11 1,14,80 1,25,85 1,36,96 1,46,22	1,17,63 1,28,57 1,67,43 1,52,56 1,49,69	49·67 47·56 42·91 47·31 49·75	
19	(a) & (b)	Rohilkund and Kumaon ...	1903 1904 1905 1906 1907	1,546 1,673 1,772 2,307 3,195	419 439 441 502 634	18,16 19,15 19,88 24,59 27,65	8,47 8,98 10,18 12,57 12,88	9,69 10,22 9,75 12,02 14,77	46·65 46·63 50·96 51·12 46·58	
20	(a) to (f)	South Indian ...	1903 1904 1905 1906 1907	17,878 19,164 19,383 20,351 23,656	3,516 3,508 3,105 3,233 3,539	1,28,85 1,34,40 1,41,03 1,44,68 1,54,57	51,61 60,62 69,77 81,00 76,53	77,04 73,78 71,26 63,68 73,04	40·21 45·10 49·47 55·99 49·51	
21	(a) to (k)	Southern Mahratta ...	1903 1904 1905 1906 1907	6,698 7,153 8,404 8,991 10,023	1,089 1,331 1,342 1,415 1,556	95,58 1,07,95 1,14,26 1,22,82 1,35,41	58,96 68,50 69,36 74,12 80,96	36,62 39,45 44,90 48,70 54,45	61·51 63·46 60·70 60·35 59·79	
22	(a)	Udaipur-Chitor ...	1903 1904 1905 1906 1907	190 162 257 276 288	15 11 16 27 23	1,78 1,51 2,08 2,43 2,51	1,11 98 1,04 1,12 1,14	67 53 1,04 1,36 1,37	62·63 64·86 50·00 45·16 45·42	
		2' 6" GAUGE.								
23	(a)	Baraset-Basirhat Light ...	1903 1904 1905 1906 1907	... ... 298 412 501	... ... 2 4 3	... ... 1,11 1,51 1,73	... ... 55 71 87	... ... 56 80 86	... ... 49·55 47·02 50·29	
24	(a)	Barai Light ..	1903 1904 1905 1906 1907	62 77 101 177 658	45 59 82 57 82	1,30 1,67 2,19 2,19 5,43	77 1,02 80 1,09 3,19	53 65 1,39 1,10 2,24	59·23 61·09 36·53 49·77 59·75	
25	(a)	Bukhtiarpore-Behar Light ...	1903 1904 1905 1906 1907	118 298 252 274 314	7 25 19 28 21	36 1,14 89 1,11 1,10	21 48 53 68 65	15 63 36 48 45	57·74 41·90 59·55 56·76 59·09	
26	(a)	Catch ...	1903 1904 1905 1906 1907	... ... 3 9 21	... ... 7 11 11	... ... 22 40 43	... ... 6 20 19	... ... 16 20 24	... ... 27·27 50·00 44·19	
8	(b)	Kalka-Simla ..	1903 1904 1905 1906 1907	6 84 97 96 114	2 25 27 32 47	32 5,90 7,52 7,64 9,26	25 3,32 3,51 4,57 5,21	7 2,08 4,01 3,07 4,05	78·09 64·41 46·68 59·82 56·26	

APPENDIX 12—concl'd.

General results of working each railway system—concl'd.

NUMBRS.		Railway system (vide Appendix 36).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earn- ings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	REMARKS.		
Main head.	Sub-head.											
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)		
1	(e)	2' 6" GAUGE—concl'd. Mourbhanj ...	1903	...	...	...	...	...	...	...
			1904	
			1905	30	13	31	24	7	77.42			
			1906	64	12	45	23	22	51.11			
			1907	68	11	44	22	22	50.00			
1	(d)	Parlakimedi Light ...	1903	52	4	17	27	-10	155.58			
			1904	59	7	21	22	-1	106.29			
			1905	68	10	27	23	4	85.19			
			1906	82	7	21	31	-10	147.62			
			1907	115	8	25	31	-6	124.00			
19	(e)	Powayan Light ...	1903	269	22	72	43	29	60.34			
			1904	272	25	78	47	31	60.34			
			1905	299	30	92	56	36	60.87			
			1906	322	32	1.00	60	40	60.00			
			1907	329	24	87	52	35	59.77			
		Ranaghat-Krishnagar Light	1903	248	7	86	53	33	60.86			
			1904	†	†	†41	†29	†12	†70.24	†Included with the Eastern Bengal State railway (3'3½" and special gauges.)		
			1905	†	†	†	†	†	†			
29	(a)	Shahdara (Delhi)-Saharanpur Light.	1903	...	...	...	...	...	...
			1904	...	...	...	...	...	...	...
			1905	...	...	...	...	...	...	...
			1906	...	...	...	...	...	...	...
			1907	165	14	101	72	29	71.29	†Figures shown only for the first-half of the year. Those for the second-half have been included with the Eastern Bengal State railway (3'3½" and special gauges.)		
30	(e)	Tarakeshwar-Magra Light	1903	427	17	85	60	25	70.40			
			1904	472	23	90	62	28	69.25			
			1905	456	22	87	65	22	74.71			
			1906	503	26	1.00	67	33	67.00			
			1907	551	33	1.10	73	34	69.09			
31	(e)	Tezporo-Balipara Light	1903	145	9	95	67	28	70.72			
			1904	149	8	88	71	17	80.43			
			1905	155	14	1.03	76	27	73.79			
			1906	156	16	1.15	80	35	69.57			
			1907	157	15	1.12	83	29	74.11			
6	(g) & (h)	Tirupattur-Krishnagiri and Morappur-Dharmapuri ...	1903	...	...	...	...	...	...
			1904	...	...	...	...	...	...	...
			1905	87	2	13	14	-1	107.69			
			1906	245	14	79	31	-2	102.53			
			1907	292	15	98	34	9	90.32			
33	(a)	2' 0" GAUGE. Darjeeling-Himalayan	1903	109	44	9.62	5.45	4.17	56.65			
			1904	139	44	10.45	5.73	4.72	53.46			
			1905	137	44	9.72	5.61	4.11	67.72			
			1906	134	44	9.81	5.78	4.03	58.92			
			1907	145	46	9.50	5.22	4.28	54.95			
34	(a)	Howrah-Amta Light	1903	808	17	2.77	1.39	1.38	50.32			
			1904	855	18	2.97	1.42	1.55	47.32			
			1905	940	17	3.29	1.51	1.78	45.90			
			1906	993	20	3.51	1.74	1.77	49.57			
			1907	10.47	16	3.70	1.67	2.03	45.14			
35	(a)	Howrah-Sheakhala Light	1903	343	7	87	52	35	59.85			
			1904	346	6	86	47	39	54.72			
			1905	351	6	88	50	38	58.32			
			1906	364	7	91	54	37	59.84			
			1907	392	7	95	56	39	58.95			
36	(a)	Jorhat	1903	155	12	91	77	14	85.02			
			1904	163	10	74	78	-4	105.17			
			1905	167	10	79	76	3	96.20			
			1906	162	15	93	80	13	86.02			
			1907	185	14	92	91	1	98.91			

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Main head.	Sub-head.	Railway system, vide appendix 38.	I.		II.		2.							
			Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		Coal and coke carried for the public and foreign railways.		I. Raw.		(a) Twist and yarn, European.		(b) Twist and yarn, Indian.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
(1)	(2)	(3)		(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.												
1	(a), (b) (c) & (f)	Bengal-Nagpur	352	8,349	2,065,766	50,68,695	13,235	1,77,091	4,440	33,459	16,466	1,96,246		
2	(a), (c) to (g) & (e) & (f)	Bombay, Baroda and Central India	660	14,894	134,257	2,60,730	216,556	32,66,953	290	5,695	16,318	2,25,664		
3	...	Eastern Bengal State	1,362	15,195	691,373	6,32,160	2,809	13,076	2,169	16,988	5,408	37,312		
4	...	East Indian	4,131	1,24,238	6,873,174	2,06,02,629	53,600	6,98,659	1,344	37,535	17,614	1,98,992		
5	...	Great Indian Peninsula	1,442	59,616	395,214	11,71,371	397,177	99,06,734	14,403	2,65,414	17,994	1,93,276		
6	(a) to (d)	Madras	785	17,688	406,741	9,10,101	56,392	5,64,680	4,704	40,115	18,027	1,55,233		
7	(a) & (b)	Nizam's Guaranteed State	130	2,406	327,958	10,61,346	8,594	56,863	4,173	45,593	2,608	38,164		
8	(a) to (g) & (d) to (h)	North Western State	4,118	95,878	251,584	5,56,974	107,854	13,57,463	1,549	27,351	6,409	1,42,099		
9	...	Oudh and Rohilkhand State	844	10,606	76,803	2,20,235	22,069	1,10,508	1,855	15,487	6,067	41,203		
		3' 3 1/2" gauge.												
10	...	Assam-Bengal	159	1,734	32,683	99,841	2,590	10,841	448	1,696	623	4,318		
11	...	Bengal and North-Western	668	10,392	109,813	2,23,903	1,503	17,061	123	1,416	6,208	74,369		
12	...	Bengal-Dooars	20	248	14,910	58,482	3	17	12	62	87	376		
13	...	Bhavnagar-Gondal-Junagad-Porbandar	825	6,231	10,478	11,125	53,035	2,50,078	44	282	1,280	7,248		
14	...	Burma	612	9,656	1,028	3,059	4,941	22,750	2,589	45,556	1,890	43,499		
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	572,147	4,99,073	353	3,782	...	...	...	...
17	(a)	Hyderabad-Godavari Valley	25	2,643	15,226	63,777	41,450	5,16,999	400	7,493	1,080	21,558		
18	(a) & (f)	Jodhpur-Bikaner	313	4,070	18,918	42,434	20,817	93,641	14	135	920	5,894		
19	...	Madras	70	819	181	2,127	514	4,980	64	257	906	4,070		
20	...	Morvi	24	173	514	668	3,881	24,999	...	...	112	347		
21	(b) & (h) to (a) & (b)	Rajputana-Malwa	1,147	27,133	130,351	1,65,020	122,703	15,61,638	367	3,379	14,408	3,12,290		
22	...	Rohilkund and Kumaon	310	2,026	1,903	2,323	1,485	4,463	47	209	2,807	12,707		
23	...	South Indian	66	1,477	34,769	40,606	42,225	3,25,720	2,759	32,323	11,730	85,716		
24	...	Southern Mahratta	270	4,394	15,706	81,185	162,715	9,21,666	2,616	34,979	12,874	1,26,309		
25	...	Udaipur-Chitor	7	50	102	299	4,275	16,564	5	37	30	209		
		2' 6" gauge.												
26	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
27	...	Baral Light	19	92	530	743	19,045	51,686	112	426	237	586		
28	...	Bukhtiarpore-Bohar Light	...	...	...	...	...	...	...	...	...	...
29	...	Cutch	...	...	205	295	1,194	2,190	100	326	...	...
30	(A)	Kalka-Simla	418	10,216	2,901	22,814	2	52	...	5	2	59		
31	(c)	Mourbhanj	2	6	226	491	1	2	...	...	27	75		
32	(d)	Parlakmedil Light	2	2	...	...	1	2	1	1	243	157		
33	(e)	Powayan Light	...	...	...	...	...	...	...	...	...	...
34	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...
35	...	Tarakeswar-Magra Light	...	...	94	155	...	...	1	0	...	...
36	...	Tazpore-Balipara Light	...	...	3,106	6,149	20	174	...	...	...	...
37	(g) & (A)	Tirupattur-Krishnagiri and Morappur-Bharmapuri	...	2	500	638	1	1	2	7	175	415		
		2' 0" gauge.												
38	...	Darjeeling-Himalayan	256	7,230	2,414	22,055	4	98	...	11	137	3,489		
39	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Shenkhala Light	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907	19,063	4,38,067	12,191,076	3,18,56,101	1,351,793	1,90,81,722	44,622	6,25,429	105,941	19,24,990		
		TOTAL 1906	17,622	3,99,672	11,167,407	3,22,62,988	1,126,121	1,57,09,051	44,794	6,28,354	153,435	16,62,736		
		INCREASE	1,241	38,415	1,003,669	...	225,672	23,72,671	...	...	12,506	62,254		
		DECREASE	...	...	...	4,27,867	...	...	172	2,931	...	...

DIX 17.

earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

III. COTTON.								IV. Chemicals, excepting saltpetre.		V. DRUGS.										Number.	
MANUFACTURED.										1. Intoxicating, other than opium.		2. Non-intoxicating.						TOTAL.			Main head.
(c) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.		Total.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	(a) Medicinal preparations.		(b) Others.		Quantity.	Earnings.		
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
9,604	1,05,943	9,972	1,58,151	199	2,685	53,525	6,73,476	457	7,729	47	931	...	...	1,512	17,753	1,559	18,083	...	...	1
15,139	3,07,997	19,924	2,92,893	1,009	20,392	269,236	31,19,583	1,325	22,942	27	589	127	2,338	2,709	39,717	2,893	42,044	...	...	2
27,350	2,80,297	5,092	44,782	...	...	42,008	3,92,455	2,002	18,929	50	1,056	155	2,349	1,187	19,209	1,393	22,614	...	...	3
59,253	15,17,083	7,399	1,21,713	4,052	61,770	143,192	29,25,752	6,837	1,10,618	89	1,131	787	27,999	2,223	34,302	3,099	63,432	...	...	4
42,372	13,59,663	19,691	9,52,605	1,648	45,457	453,275	1,13,13,149	1,652	47,973	130	4,771	230	11,180	2,080	44,351	2,400	60,302	...	...	5
9,236	1,12,524	11,707	1,38,018	37	760	101,003	10,20,320	189	4,320	7	316	300	6,322	4,024	64,692	4,331	63,530	...	...	6
3,104	46,619	1,354	18,517	78	1,111	20,108	2,06,657	112	2,384	23	253	110	2,122	611	6,831	940	9,306	...	...	7
23,147	5,64,964	35,104	6,04,947	1,571	29,499	177,634	29,26,312	5,967	90,276	360	6,712	882	23,617	8,365	1,25,687	9,807	1,56,196	...	...	8
6,862	47,497	5,431	44,569	334	4,131	43,518	2,66,415	215	2,492	137	3,304	706	0,446	627	6,227	1,470	15,977	...	...	9
1,344	16,516	1,829	12,656	20	216	6,863	55,443	371	2,942	3	88	100	1,998	473	3,188	576	4,672	...	...	10
17,061	1,71,732	4,818	45,498	445	6,437	30,248	3,17,366	1,591	6,262	102	1,381	114	1,701	15,792	69,217	16,008	72,299	...	...	11
628	3,910	232	2,380	...	...	962	6,745	355	3,554	...	...	6	49	672	7,312	677	7,360	...	...	12
925	6,647	1,600	10,556	3	32	58,887	2,75,723	56	561	17	274	76	581	97	620	190	1,491	...	...	13
7,696	1,33,292	300	4,380	100	2,502	17,716	2,51,979	132	3,450	...	3	160	4,107	356	4,919	536	9,028	...	...	14
...	15
...	...	...	...	...	...	353	3,782	...	...	404	3,278	...	...	...	...	404	3,278	...	...	16
811	14,178	1,336	20,128	3	64	45,030	5,80,320	27	373	8	198	10	339	34	449	58	986	...	...	17
1,873	17,885	3,079	19,584	74	714	26,777	1,37,803	114	947	5	39	30	432	357	3,329	392	3,797	...	...	18
113	728	631	2,624	...	1	2,318	12,766	10	216	...	...	76	683	1,005	6,643	1,061	9,628	...	...	19
184	528	149	613	18	74	4,291	26,459	16	76	149	415	3	11	41	173	193	599	...	...	20
14,328	3,03,478	16,091	3,08,501	1,049	24,332	168,935	25,13,918	506	10,224	131	2,367	50	1,357	2,217	38,933	2,448	42,547	...	...	21
703	3,761	1,434	11,571	90	435	6,616	83,236	720	6,203	20	307	34	271	516	4,041	576	4,623	...	...	22
9,936	1,26,319	4,797	39,253	594	3,904	71,047	5,13,734	128	3,427	493	3,017	904	9,337	1,497	13,452	2,994	25,806	...	...	23
4,751	72,544	5,009	74,630	852	10,646	189,417	12,40,974	604	7,205	36	516	102	3,210	423	4,729	656	6,455	...	...	24
250	1,957	315	2,645	3	24	4,878	21,436	...	1	2	15	...	...	31	229	33	244	...	...	25
...	26
342	1,233	373	1,203	6	27	20,115	55,160	19	88	...	1	...	1	41	154	41	156	...	...	27
...	28
264	609	1,438	3,190	29
819	6,134	38	737	33	745	394	7,732	51	643	...	4	25	631	152	1,906	177	2,441	...	...	30
64	108	7	30	...	2	99	275	2	5	...	...	...	...	5	13	5	13	...	...	31
26	21	16	20	1	1	288	202	4	5	...	...	...	...	19	16	19	16	...	...	32
...	33
...	34
48	103	49	109	35
...	20	174	12	68	12	68	36
74	100	51	170	...	...	303	792	...	1	...	...	...	1	3	7	3	8	...	...	37
386	9,420	104	2,856	14	345	645	16,219	44	512	...	...	96	1,659	35	981	131	2,640	...	...	38
...	39
...	40
267,160	52,34,354	158,533	25,36,910	12,322	2,16,306	1,990,391	2,66,19,075	23,009	3,54,280	2,291	31,056	5,290	1,10,428	47,209	5,11,262	54,760	6,52,746	...	...	41
240,219	47,35,907	160,324	26,17,848	10,599	1,85,352	1,735,492	2,57,52,848	19,888	2,91,714	2,110	33,369	4,336	97,776	50,466	5,10,950	56,812	6,42,095	...	...	42
16,861	4,93,447	...	...	1,723	17,954	254,899	28,66,627	3,721	62,546	181	...	1,024	12,652	...	312	...	10,651	...	...	43
...	...	1,791	60,938	...	...	...	...	...	...	...	2,313	...	...	3,257	...	2,052	...	...	...	44

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in Indi

NUMBER.		VI																
		DYES AND TANN.																
		(1) Alliarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		TOTAL.		
main lines	Sub-head.	Railway system, vide Appendix 39.	Quantity.		Quantity.		Quantity.		Quantity.		Quantity.		Quantity.		Quantity.		Quantity.	
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5' 6" gauge.																
1	(a), (b)	Bengal-Nagpur . . .	...	...	362	3,399	23	736	19,104	1,73,702	951	5,401	7,894	65,191	771	11,454	29,105	2,69,283
2	(a), (c) to (g) & (p)	Bombay, Baroda and Central India.	2,107	33,131	186	1,359	30	559	163	2,094	1,122	8,753	2,543	44,519	3,230	30,559	9,381	1,20,874
3	...	Eastern Bengal State .	...	...	425	3,230	143	1,196	...	...	...	...	5,215	32,445	805	2,533	6,088	59,404
4	...	East Indian . . .	207	4,605	1,199	12,426	1,059	22,805	6,890	43,683	3,509	9,563	6,040	1,31,047	5,112	50,843	24,908	2,73,971
5	...	Great Indian Peninsula	2,044	54,572	960	23,594	301	9,352	31,538	2,18,364	13,756	64,912	11,917	1,97,018	2,939	39,859	63,545	5,97,171
6	(a) to (d)	Madras . . .	457	5,590	70	527	1,441	17,979	2,384	14,383	21,416	1,40,302	16,035	1,02,336	647	9,200	43,088	2,95,457
7	(a) & (b)	Nizam's Guaranteed State.	349	3,996	68	482	7	122	199	833	2,932	16,519	1,522	16,288	137	1,050	5,212	89,890
8	(a) to (g) & (i) to (k)	North Western State .	690	16,034	38	405	1,363	31,551	729	10,221	1,176	3,652	5,956	77,178	6,998	65,115	16,940	2,26,158
9	...	Oudh and Rohilkhand State.	48	496	209	1,915	119	934	118	898	522	1,872	3,070	22,805	232	2,577	3,378	31,093
10	...	3' 3 1/2" gauge.																
10	...	Assam-Bengal . . .	...	...	41	163	...	...	1	3	...	...	110	1,245	8	103	160	1,514
11	...	Bengal and North-Western.	78	730	1,116	19,055	291	2,315	815	1,639	2,801	4,859	4,400	41,157	777	7,653	9,778	71,208
12	...	Bengal-Dooars . . .	...	...	1	3	...	...	...	...	...	...	43	230	2	17	40	260
13	...	Bhavnagar Gondal-Junagad-Forbandar.	126	604	16	61	2	18	120	618	47	228	243	1,226	484	1,955	1,039	4,810
14	...	Burma . . .	1	28	3,283	80,839	...	0	119	1,093	422	3,730	1,134	8,044	54	675	5,013	44,415
15	...	Deoghur . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	(c)	Hyderabad-Godavari Valley.	23	351	37	430	59	1,080	32	151	237	907	304	3,987	74	1,130	768	9,016
17	...	Jodhpur-Bikaner . . .	17	147	4	29	108	1,667	45	195	1,446	9,777	257	1,633	2,026	9,998	3,903	22,445
6	(e) & (f)	Madras . . .	1	3	...	...	...	...	20	37	174	373	80	256	20	252	295	931
18	...	Morvi . . .	5	34	...	...	...	...	...	...	44	167	7	27	29	126	85	347
3	(b) & (k) to (v)	Rajputana-Malwa . . .	1,938	46,709	181	2,116	463	7,240	296	3,294	2,519	14,651	3,963	37,133	2,189	24,285	10,589	1,95,437
19	(a) & (b)	Rohilkhand and Kumaon.	7	46	309	1,540	13	63	28	135	2,501	5,678	673	3,631	100	648	3,629	11,631
20	...	South Indian . . .	544	6,073	203	1,186	593	5,019	749	4,958	5,672	43,074	3,513	25,220	803	7,427	12,064	82,963
21	...	Southern Mahratta . .	318	4,916	243	2,141	208	2,160	11,599	45,209	10,466	59,261	7,983	64,425	651	6,006	37,468	1,79,198
22	...	Udaipur-Ohitor . . .	10	65	1	5	7	54	3	17	...	...	63	440	39	258	122	848
		2' 6" gauge.																
19	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	...	Barul Light . . .	6	18	49	122	1	4	10	25	180	445	402	1,106	84	304	692	2,024
23	...	Bukhtiarpore-Bebar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	...	Cutch . . .	...	...	...	...	...	...	...	...	...	...	16	45	31	66	47	131
9	(k)	Kalka-Simla . . .	...	...	2	28	...	...	...	...	104	515	14	205	128	2,410	248	3,159
1	(c)	Mourbhanj . . .	...	...	2	8	...	...	130	283	176	418	11	30	3	9	322	718
1	(d)	Parlakimedi Light . .	...	...	1	...	...	...	263	215	70	60	99	79	5	5	429	360
19	(e)	Powayan Light . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	...	Shahdara (Delhi)-Sahnurpur Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	...	Tarakshwar-Magra Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Texpore-Balpara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	(g) & (k)	Tirupattur-Krishnagiri & Morappur Dharmapuri	1	2	2	3	...	2	10	16	38	101	16	39	2	9	69	171
		2' 0" gauge.																
13	...	Darjeeling-Himalayan	...	...	2	44	...	...	...	...	...	...	2	57	11	231	15	323
14	...	Howrah-Amra Light . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	...	Howrah-Shakhalia Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Jorhat . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907	6,966	1,30,330	9,074	98,911	6,309	1,05,365	73,853	5,21,944	78,261	3,92,698	83,036	8,69,026	27,891	2,95,517	287,389	24,68,191
		TOTAL 1906	7,821	1,54,569	9,016	1,00,851	7,050	1,17,734	80,668	6,08,747	83,056	4,05,373	65,169	7,10,597	30,167	3,32,040	283,754	24,29,820
		INCREASE	1,345	25,762	59	...	...	...	...	...	...	...	16,877	1,58,519	...	...	3,635	33,371
		DECREASE	...	...	...	1,940	741	12,869	6,814	67,403	4,795	12,675	...	...	2,290	30,523	...	...

IX 17—continued.

Earnings therefrom during the calendar year 1907.

and is (therefore not the same as the total production.)

VII						VIII.		(IX—continued on following page.)								Maha head.	
FODDER.						Fruits and vegetables, fresh.		GRAIN AND PULSES.									
(1) Oil-cake.		(2) Hay, straw and grass.		Total.				(1) Gram and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
5,439	26,060	6,083	39,103	11,520	66,122	11,857	94,692	71,531	5,97,100	1,857	5,437	177,287	14,95,839	2,0,354	10,32,067	1	
6,126	51,608	137,534	0,52,182	145,660	7,03,790	20,530	1,37,242	131,833	0,71,057	52,698	2,35,807	9,343	81,831	60,323	3,32,360	2	
13,274	30,975	23,801	44,468	39,075	75,343	14,080	56,939	49,133	1,99,677	...	...	315,808	2,60,474	220,723	6,81,173	3
43,131	1,90,711	22,027	43,651	65,161	2,74,362	7,280	1,03,036	258,777	18,81,352	94,916	5,35,844	94,007	2,59,760	225,444	11,46,082	4	
19,263	1,16,855	44,474	2,21,453	63,839	3,33,808	21,403	2,02,072	240,609	25,03,843	839,126	21,50,710	4,133	10,524	68,455	0,92,014	5	
15,922	62,816	2,803	15,035	18,025	77,731	10,151	1,27,514	118,072	0,60,317	61,313	3,79,031	100,938	4,41,197	209,899	7,73,701	6	
915	5,419	4,259	29,490	5,194	34,903	2,687	23,620	27,310	1,31,024	41,530	2,02,539	2,230	9,251	27,283	1,51,636	7	
10,527	70,045	23,282	1,06,120	45,609	1,77,665	26,161	1,67,407	4,16,363	28,81,472	208,116	14,98,057	56,850	1,97,755	214,022	14,19,707	8	
6,083	27,033	6,503	22,600	15,258	50,635	14,047	52,518	168,474	7,83,630	110,033	3,30,034	7,705	32,115	33,206	1,20,610	9	
2,069	11,827	687	6,198	3,050	18,025	1,323	8,431	4,476	25,234	...	...	61,304	2,32,532	169,605	7,51,041	10
9,631	35,944	6,537	23,600	16,168	59,534	33,457	87,319	101,043	5,45,664	123,027	9,13,052	73,164	4,95,748	120,130	5,76,407	11	
300	2,803	267	1,743	567	4,238	40	353	3,726	11,081	...	...	2,331	3,671	12,141	40,428	12
801	4,830	930	1,840	1,490	6,670	4,441	17,890	5,673	15,842	19,050	80,818	87	217	11,747	44,273	13	
1,941	11,773	2,650	7,651	4,698	19,424	40,666	3,02,598	27,405	2,22,078	627	4,491	708,823	33,55,531	101,709	4,83,020	14	
...	15
...	...	...	...	...	...	...	...	1,705	12,008	...	...	...	...	10,237	68,683	16
1,291	5,029	751	3,055	2,042	8,034	336	2,831	9,603	10,377	12,278	64,746	39	174	15,580	94,207	17	
171	552	6,484	12,633	6,653	13,190	1,067	7,631	28,571	1,16,491	50,567	2,98,307	4,820	19,438	38,107	1,07,613	17	
129	615	74	238	202	903	354	1,097	2,100	5,686	267	603	5,530	8,449	11,681	23,733	18	
12	26	5	62	17	68	205	617	1,778	2,593	10,419	24,814	55	97	470	630	18	
0,974	31,131	40,818	2,21,361	47,793	2,52,492	30,919	2,33,347	206,731	10,90,468	67,478	5,08,138	2,784	9,885	60,644	3,94,016	19	
650	2,112	5,566	21,555	6,716	23,967	4,218	31,008	52,327	1,44,795	6,462	14,843	5,661	17,33	10,116	20,156	19	
45,539	1,64,071	498	2,477	46,034	1,66,548	39,508	2,02,134	72,787	2,96,928	16,901	74,465	102,916	2,78,067	133,917	5,00,283	20	
9,908	40,948	7,757	48,193	17,863	89,146	13,923	66,470	70,699	4,37,079	54,593	3,15,674	30,310	1,30,000	59,015	3,63,126	21	
19	71	609	2,257	623	2,328	100	577	680	2,654	53	120	3	14	829	3,181	22	
...	23
154	428	1	6	155	434	74	187	4,655	10,907	2,980	7,064	386	996	1,670	3,923	24	
...	25
...	...	...	...	...	...	11	60	371	1,009	265	604	...	...	935	2,530	26
120	1,232	552	5,296	672	6,518	6,237	45,170	2,696	19,548	265	1,593	6	43	1,096	10,902	27	
4	12	21	53	25	65	48	138	191	549	...	1	652	1,312	1,878	3,001	1	
3	2	9	11	12	13	135	79	192	423	4	2	1,474	1,109	532	42	1	
...	...	...	...	...	...	...	...	1,215	1,686	...	...	...	...	...	...	10
...	29
1,733	2,427	16	17	1,749	2,444	59	31	57	57	...	...	1,065	1,270	151	212	30
410	1,031	...	...	410	1,031	...	...	305	1,321	...	...	1,073	5,071	...	...	31
753	1,361	2	4	758	1,363	118	242	799	1,356	35	55	748	1,091	868	1,351	32	
48	515	21	230	67	705	48	1,034	1,385	13,372	...	...	9	68	10,191	1,15,648	33
...	34
...	35
...	36
12,246	9,05,438	355,249	16,73,122	567,444	24,75,560	324,769	20,13,812	2,087,369	1,42,14,654	1,310,287	79,68,183	1,785,712	79,11,441	2,079,906	1,07,59,054	...	
182,764	8,72,291	558,661	24,16,473	753,425	32,88,764	277,453	18,58,685	1,980,489	1,39,42,142	1,142,250	69,92,255	1,570,351	65,33,594	2,506,462	1,24,75,653	...	
12,482	30,147	...	...	...	...	47,308	1,54,727	108,760	2,72,412	177,037	9,93,928	215,361	18,67,847	...	...	...
...	...	233,413	8,43,351	190,931	8,13,304	...	...	...	...	...	...	...	...	426,656	17,16,799	...

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBERS.		Railway system, vide Appendix 33.	IX GRAIN AND PULSE— <i>conold.</i>								HORN	
Main head.	Sub-head.		(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		(a) Dressed or tanned.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
			Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.												
1	(a), (b), (c), & (d)	Bengal-Nagpur	103,742	11,23,221	6,635	8,394	6,660	28,898	666,920	49,02,036	...	...
2	(a), (c), (d) & (e) & (f)	Bombay, Baroda and Central India	94,399	4,38,101	5,371	43,920	10,681	69,030	356,577	18,81,164	40	257
3	...	Eastern Bengal State	1,023	4,041	16,577	1,09,343	6,630	22,891	609,981	19,71,608	...	...
4	...	East Indian	231,784	19,64,416	66,187	5,35,027	93,901	6,18,502	1,067,106	69,51,032	247	1,860
5	...	Great Indian Peninsula	106,061	18,01,569	20,116	1,68,158	19,807	1,61,602	925,374	77,90,334	80	976
6	(a) to (d)	Madras	3,562	16,000	6,243	29,807	53,166	3,01,922	660,714	26,03,725	782	6,159
7	(e) & (f)	Nizam's Guaranteed State	7,320	38,752	1,815	10,917	939	6,825	109,499	5,61,999	...	...
8	(a) to (f) & (g) to (h)	North Western State	1,505,938	1,71,98,712	20,920	3,61,384	227,977	19,97,077	2,707,129	2,56,00,984	230	1,627
9	...	Oudh and Rohilkhand State	1,74,201	10,93,351	27,605	1,55,514	118,684	7,35,379	644,058	32,47,912	...	...
3' 3 1/2" gauge.												
10	...	Assam-Bengal	108	880	2,084	13,497	195	1,937	229,032	10,02,308	...	...
11	...	Bangal and North-Western	41,686	190,587	5,480	37,000	250,347	14,38,007	742,412	49,97,036	23	83
12	...	Bengal-Dooars	9	11	827	6,027	470	1,553	19,507	61,741	184	1,127
13	...	Bhavnagar-Gondal-Junagad-Forbandar	7,131	21,481	345	1,421	17,808	66,274	63,049	2,09,296	2	50
14	...	Burma	1,698	9,748	7,592	67,807	2,530	25,933	950,204	41,70,335	16	184
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	916	6,858	21,048	1,08,806	...	...
17	(c)	Hyderabad-Godavari Valley	3,611	28,907	207	1,413	492	2,991	41,755	2,43,876	...	...
18	(e) & (f)	Jodhpur-Bikaner	32,560	1,30,078	1,332	4,107	67,816	2,29,051	322,843	9,60,080	4	30
19	...	Madras	53	303	309	5,990	4,931	28,740	25,469	73,504	6	27
20	...	Morvi	1,115	1,929	160	436	1,463	3,015	15,460	33,713	...	1
21	(b) & (d) to (e)	Rajputana-Malwa	177,916	16,56,569	9,859	57,638	139,710	11,89,456	683,898	69,66,230	23	172
22	(a) & (b)	Rohilkund and Kumaon	22,469	60,069	2,575	7,249	17,806	49,344	117,406	9,22,815	...	...
23	...	South Indian	604	2,699	2,663	13,514	22,868	1,04,309	352,676	12,78,184	664	10,023
24	...	Southern Mahratta	17,001	1,11,858	5,598	58,235	25,758	1,27,446	268,000	15,91,187	37	230
25	...	Udaipur-Chitor	3,541	11,019	44	236	1,274	6,159	5,410	22,384	...	...
2' 6" gauge.												
26	...	Barnset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
27	...	Baral Light	962	2,219	62	184	104	273	10,819	25,055	...	...
28	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...	...	...	...	...
29	...	Cutoh	1,002	2,722	39	104	21	60	2,633	6,035	...	...
30	(A)	Kalke-Simla	3,088	22,909	2,414	21,416	2,634	17,073	12,194	93,547	...	...
31	(c)	Mourbhauj	9	15	43	115	9	5	2,772	5,088	...	...
32	(d)	Parlakimedi Light	17	19	10	5	332	252	2,961	3,231	...	...
33	(e)	Powayan Light	549	705	...	...	1,741	2,058	3,532	4,449	...	...
34	...	Shahadara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...
35	...	Tarakeshwar-Magra Light	...	...	235	282	4	6	1,513	1,827	...	...
36	...	Texpore-Balpara Light	...	...	...	...	...	...	1,378	6,392	...	...
37	(g) & (h)	Tirappattur-Krishnagiri and Morappur-Dharmapuri	4	8	10	38	250	415	2,721	4,309	3	8
2' 0" gauge.												
38	...	Darjeeling-Himalayan	...	...	1,654	26,309	272	4,562	13,511	1,59,997	...	2
39	...	Howrah-Amra Light	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Sheakhola Light	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat	...	...	...	...	...	...	...	...	...	...
TOTAL 1907			2,631,875	2,59,41,958	273,390	17,75,585	1,100,906	72,42,493	11,378,344	7,59,31,258	2,495	22,790
TOTAL 1906			2,289,163	2,00,01,505	223,730	15,16,761	975,707	58,81,755	10,660,162	6,72,92,865	29,393	1,81,654
INCREASE			342,712	59,40,453	49,660	2,59,824	125,199	14,10,738	618,182	85,38,403	...	...
DECREASE			...	...	...	...	...	...	...	...	26,859	1,68,868

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Main head.	Sub-head.	Railway system, <i>vid.</i> Appendix 33.	XIV.		XV.												
			Lac.		LEATHERS.						(1)		(2)				
			Quantity.	Earnings.	(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		Ale and beer.		Wines and spirits of all kinds including country spirits.				
(1)	(2)	(3)		(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)		
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5' 6" gauge.																	
1	(a), (b), (c) & (f)	Bengal-Nagpur	14,230	1,24,027	1,378	10,127	...	...	1,378	10,127	701	2,835	2,543	23,351		
2	(a), (c) to (g) & (e) & (2)	Bombay, Baroda and Central India	247	1,467	1,150	14,698	605	12,659	2,045	27,357	1,651	10,502	6,613	42,073			
3	...	Eastern Bengal State	1,703	10,431	...	1	31	140	31	150	459	3,827	1,220	13,985			
4	...	East Indian	32,215	4,72,355	1,099	42,694	1,008	20,314	2,107	62,018	6,339	57,651	4,208	1,01,125			
5	...	Great Indian Peninsula	1,217	13,471	870	11,730	1,270	23,315	2,119	40,083	7,833	31,220	9,538	1,08,785			
6	(a) to (d)	Madras	128	1,037	5,519	68,880	1,131	17,261	6,700	84,147	4,093	57,269	7,157	48,612			
7	(a) & (b)	Nizam's Guaranteed State	21	206	1,173	16,443	152	1,231	1,323	17,724	1,691	15,216	497	5,993			
8	(e) to (g) & (i) to (k)	North Western State	1,059	14,542	3,249	42,141	1,220	36,074	4,477	78,225	7,238	37,479	5,970	1,47,402			
9	...	Oudh and Rohilkhand State	561	3,119	...	...	161	1,550	161	1,550	4,303	16,935	1,933	25,252		
3' 3 1/2" gauge.																	
10	...	Assam-Bengal	769	7,525	...	...	6	63	6	63	177	1,413	465	3,347		
11	...	Bengal and North-Western	1,881	12,607	61	233	320	1,826	337	2,059	42	304	239	2,811			
12	...	Bengal-Dooars	2	8	...	...	...	...	...	...	8	88	31	503		
13	...	Bhavnagar-Gondal-Jannagad-Forbandar	29	67	37	1,911	20	137	343	1,948	19	154	21	1,816			
14	...	Burma	1,212	10,219	31	417	54	1,115	85	1,432	2,060	28,933	716	13,549			
15	...	Cooghur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya . . . . .	...	...	...	...	...	...	...	...	251	2,725	...	...	
17	(e)	Hyderabad-Godavari Valley	7	60	28	239	72	1,333	98	1,621	11	64	44	508			
18	...	Jodhpur-Bikaner	493	2,072	235	2,043	166	2,443	421	4,199	7	55	41	593			
19	(e) to (h)	Madras . . . . .	...	2	124	306	6	34	130	340	1,081	6,639	527	3,519		
20	...	Morvi	5	22	...	1	21	127	23	129	3	7	30	175			
21	(b) & (A) to (N)	Rajputana-Malwa	474	4,569	1,030	11,710	321	7,542	1,353	19,252	1,940	18,401	1,027	27,321			
22	(a) & (b)	Rohilkhand and Kumaon	180	917	28	88	35	251	61	337	1,018	5,448	213	2,001			
23	...	South Indian	105	1,207	7	53	28	423	33	475	544	3,520	4,420	31,458			
24	...	Southern Mahratta	53	526	1,263	9,807	83	602	1,316	10,769	1,516	13,541	3,176	21,059			
25	...	Udaipur-Chitor	2	9	2	15	2	14	4	29	...	9	5	59			
2' 6" gauge.																	
26	...	Baraset-Basirhat Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Barsi Light	2	4	...	...	31	134	31	134	...	1	20	66		
28	...	Buxtiarpore-Bohar Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Catch . . . . .	...	...	5	14	...	...	5	14	...	...	...	...
30	(h)	Kalka-Simla	1	16	6	131	21	469	27	620	1,507	11,348	103	4,297			
31	(e)	Mourbhanj . . . . .	...	1	...	...	...	...	...	...	...	...	9	23		
32	(d)	Parlakimedi Light . . . . .	...	...	...	1	...	...	...	1	1	2	74	60		
33	(e)	Powayan Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Shabdara (Delhi)-Saharspur Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Tarnakshwar-Mogra Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Tesopore-Ballpara Light	19	120		
37	(f) & (h)	Tiruppattur-Krishnagiri and Morappur-Dharmapuri . . . . .	...	2	2	4	4	9	6	13	...	2	5	10		
2' 0" gauge.																	
38	...	Darjeeling-Himalayan	2	43	...	15	16	464	16	479	486	4,663	256	6,810			
39	...	Howrah-Amta Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Sheakhala Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1907			58,761	6,91,227	17,614	1,31,714	7,125	1,34,953	24,739	3,66,067	47,632	4,50,875	62,443	6,42,137			
TOTAL 1906			42,404	5,63,477	15,693	2,16,543	10,460	1,78,670	25,993	3,90,219	49,651	4,77,517	45,708	5,69,769			
INCREASE			14,357	1,27,750	2,091	15,171	6,645	72,368		
DECREASE			...	...	...	...	3,335	34,743	1,254	23,662	1,999	27,142	...	...	

DIX 17—continued.

therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

XVII—(contd. on following page).

XVI. LIQUORS.				XVII. METALS.																Main head.	
(3) All other sorts, including toddy and fermented liquor other than ale and beer.				(5) IRON AND STEEL.																	
				- Total.		(1) Brass, unwrought.		(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		Unwrought (dust, slag, pig and old for re-manufacture.)		Wrought.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		Quantity.	Earnings.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	3,243	26,236	896	8,353	1,492	16,096	74	355	103	1,953	712	4,708	14,044	1,36,488	3,051	56,311	4,353	65,441	1	
363	1,896	8,657	63,771	1,320	16,302	703	9,795	383	5,697	331	5,051	933	7,339	30,616	3,32,069	20,528	2,79,699	5,569	73,904	2	
...	...	1,686	17,223	1,285	5,552	3,953	33,489	19	85	154	1,168	2,260	4,905	45,553	2,76,538	4,216	17,442	16,309	1,04,560	3	
301	2,035	10,898	1,63,811	541	9,583	7,390	84,460	32	636	873	16,112	27,090	1,47,490	69,691	7,95,471	11,712	1,30,457	23,779	3,13,473	4	
48	252	17,457	3,00,737	2,497	50,304	1,794	31,839	970	21,278	763	11,740	1,643	21,257	60,636	9,41,123	16,412	3,71,105	11,701	2,43,361	5	
5,230	26,539	17,383	1,32,450	300	2,952	1,735	17,197	52	834	315	3,988	1,006	5,277	17,304	1,70,157	7,745	56,947	11,047	1,22,587	6	
2,534	11,124	4,722	32,333	199	1,756	262	2,815	529	3,273	101	1,094	184	1,369	4,898	37,763	971	9,840	1,435	23,491	7	
663	12,057	14,051	2,46,938	672	6,530	1,543	19,368	191	2,448	607	8,964	3,275	22,519	50,619	7,33,538	4,264	60,228	12,140	2,00,732	8	
...	...	6,296	42,237	268	1,227	2,322	14,823	23	108	233	1,058	1,702	5,869	6,788	32,701	2,160	12,075	14,368	76,869	9	
...	...	662	4,760	...	1	206	1,747	...	...	5	61	...	...	3,368	21,691	761	9,951	2,130	20,873	10
...	...	300	8,115	206	1,840	1,535	11,863	16	140	326	4,270	334	1,949	7,242	40,042	613	6,177	7,226	48,384	11	
...	...	42	696	4	19	38	180	...	...	...	...	...	...	1,624	13,584	110	1,616	953	12,212	12
...	1	220	1,991	148	653	426	1,578	86	473	75	651	57	148	2,141	10,426	712	4,899	1,267	8,063	13	
51	542	3,467	42,024	63	707	217	3,044	13	177	105	811	220	1,848	18,648	92,504	2,312	33,118	9,835	66,195	14	
...	15
...	...	351	2,725	...	...	...	...	...	...	...	...	...	...	2,832	25,796	...	...	...	...	16
692	3,884	747	4,456	44	362	151	1,631	2	20	21	321	59	465	2,080	22,514	1,169	11,053	1,755	22,323	7	
26	132	74	780	65	316	130	1,353	7	53	66	520	234	819	3,369	17,670	539	3,725	1,113	7,001	17	
13	91	2,621	10,289	2	19	32	139	12	128	23	180	4	22	308	2,268	172	1,203	553	2,830	6	
...	1	59	183	...	...	40	180	...	...	2	9	...	...	457	1,918	...	...	102	550	18
66	408	3,933	46,220	1,306	27,159	1,055	18,641	341	7,622	809	6,958	1,227	11,589	19,423	1,00,027	4,157	54,202	4,001	49,648	2	
...	...	1,231	7,449	62	269	299	2,068	2	18	39	267	175	637	...	...	1,094	5,769	2,503	11,944	19
549	1,724	5,519	38,706	1,090	8,412	879	9,027	43	292	70	707	2,114	10,577	10,399	66,571	3,124	22,868	5,780	47,591	20	
7,339	38,033	12,061	75,638	119	1,308	795	7,661	69	924	344	3,645	492	3,914	10,930	68,678	2,997	41,399	4,665	48,546	21	
...	...	5	62	10	57	2	15	3	20	6	34	13	73	195	1,188	4	21	100	602	22	
...	23
7	26	27	93	2	6	107	392	...	...	67	214	3	11	1,583	4,437	517	2,025	223	723	24
...	25
...	...	...	...	2	5	...	...	2	4	1	4	8	9	90	245	1	1	89	243	26
26	619	1,789	16,264	6	67	21	406	2	49	7	146	22	243	890	12,862	175	3,672	93	1,080	8	
...	...	9	23	2	7	13	41	...	...	...	...	12	36	110	272	3	8	73	164	1
...	...	75	62	...	...	7	8	...	...	...	...	17	14	76	62	7	9	24	21	1
...	19
...	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	7	1	3	3	6	30
...	...	19	120	...	...	...	...	...	...	...	...	16	96	...	...	...	...	...	...	31
53	135	58	147	1	3	4	13	1	9	1	2	3	3	124	235	2	5	54	122	6	
...	...	742	11,733	...	...	47	1,096	...	...	4	79	50	763	451	9,741	103	2,166	231	4,752	33
...	34
...	35
...	36
16,161	99,509	116,166	11,92,020	10,629	1,39,796	27,727	2,91,463	2,971	44,623	5,450	71,814	43,949	2,53,941	387,423	41,01,906	69,422	11,18,100	141,645	16,00,252		
19,867	1,11,991	115,216	11,59,397	12,630	1,63,734	31,641	3,35,747	3,050	44,206	6,120	79,999	67,779	3,35,931	436,426	45,65,918	167,175	21,47,806				
...	...	2,970	32,723	...	...	...	...	...	417	...	...	...	...	39,479	...	...	8,54,087	...	...
1,706	12,493	...	...	2,601	24,938	3,914	44,284	179	...	670	8,185	43,630	31,900	...	...	...	...	25,530	5,47,556	

DIX 17—continued.

the earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

XIX.															Number.
Oils.															
Total.		(1) Kerosine.		(3) Castor.		(3) Cocoanut.		(4) Mustard and rape.		(5) Others.		Total.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.	
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
79,324	2,35,164	33,605	3,45,161	2,328	18,756	1,109	8,663	1,798	12,968	2,091	17,168	40,929	4,02,936	1	
68,839	1,87,790	22,066	2,26,402	2,098	20,535	846	10,697	370	2,264	4,892	46,743	30,380	3,06,681	2	
41,566	54,831	162,667	4,13,216	217	1,869	1,723	17,255	9,084	55,335	1,431	9,848	1,75,112	4,04,423	3	
3,61,034	12,99,069	80,667	8,43,561	1,896	18,357	2,417	22,708	5,780	50,408	4,183	55,782	1,04,903	9,90,844	4	
161,532	4,99,092	67,045	9,54,553	1,352	17,751	2,817	50,678	57	840	12,339	1,43,139	63,640	11,05,950	5	
124,017	2,45,446	45,241	3,35,696	3,097	12,796	5,035	47,337	421	3,726	14,928	93,734	69,723	4,63,289	6	
25,161	69,188	7,149	53,795	417	2,976	186	2,405	3	62	680	7,369	8,395	66,607	7	
319,401	6,08,544	34,574	6,71,422	799	10,799	1,480	18,172	1,270	10,024	6,072	82,385	44,195	7,02,774	8	
100,851	1,19,458	19,619	95,402	370	2,489	76	374	508	2,223	725	5,672	21,296	1,06,160	9	
26,842	59,024	15,613	48,462	53	493	109	1,158	1,165	10,142	165	1,740	17,105	61,995	10	
31,404	74,209	26,226	1,11,171	718	4,993	89	778	1,261	12,667	544	4,484	28,847	1,34,093	11	
570	2,692	2,201	9,123	5	13	27	154	284	1,671	63	552	2,670	11,513	12	
119,090	1,05,445	4,714	18,862	252	1,160	135	678	164	354	629	3,193	5,894	24,247	13	
105,594	2,14,917	12,008	1,03,627	259	3,006	790	9,014	54	708	9,112	77,340	22,223	1,08,600	14	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
3,212	5,893	9,134	27,299	...	...	...	...	...	...	...	...	9,134	27,299	16
1,776	7,938	3,306	31,963	131	1,108	162	1,642	...	...	1,072	9,533	4,673	44,448	17
33,677	62,517	4,269	31,130	200	1,513	65	244	8	59	1,154	8,000	5,696	40,946	18	
1,118	4,952	2,203	9,090	24	81	1,681	4,044	...	...	1,382	3,685	5,190	16,900	19
15,828	11,554	179	455	19	71	8	31	2	4	68	280	375	647	20	
90,618	2,33,793	12,887	1,01,879	941	8,469	262	3,343	549	3,611	3,681	82,716	18,300	1,49,817	21	
6,129	10,354	2,488	9,234	49	168	22	164	91	598	95	923	2,745	10,097	22	
241,832	2,38,242	35,204	2,11,922	2,778	16,590	1,141	5,380	71	419	16,193	61,210	56,387	2,05,601	23	
54,874	1,03,803	30,249	1,92,958	880	7,886	2,376	17,508	1	3	4,457	30,943	37,963	2,40,398	24	
640	2,449	272	1,367	8	45	3	11	3	9	11	79	297	1,611	25	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
576	1,763	1,001	2,467	17	56	174	536	...	...	606	1,586	1,788	4,645	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
24	48	98	319	2	1	1	2	...	...	8	9	104	331	29
1,512	15,282	605	9,266	4	103	...	7	9	119	60	1,017	878	10,512	30	
235	262	57	189	2	3	2	4	4	14	6	14	71	223	31	
27	23	264	156	3	5	4	3	1	1	8	6	275	174	32	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
24,973	10,773	4	9	...	...	...	...	183	254	...	...	187	263	35
75	207	...	...	...	...	50	342	...	...	...	...	50	342	36
372	200	453	854	9	17	4	8	...	...	598	1,060	1,084	1,939	37
1,142	8,162	859	11,253	2	44	5	114	338	4,766	30	577	1,231	16,754	38	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
3,067,943	44,94,074	647,198	48,71,062	18,916	1,62,224	22,718	2,23,830	23,454	1,73,154	87,223	6,96,773	7,99,509	61,17,043	43	
1,893,531	41,81,684	586,217	42,70,819	20,064	1,48,554	19,708	1,91,731	26,673	2,43,572	83,865	6,29,792	7,36,527	54,44,079	44	
159,412	3,12,190	60,951	6,00,243	...	3,670	3,010	32,099	...	...	3,358	67,071	62,982	6,32,335	45
...	...	...	...	1,148	...	...	...	3,219	70,716	...	...	...	...	46

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER.		Railway system, vide Appendix 38.	OIL-SEEDS.			
Main head.	Sub-head.		(1) Castor.		(2) Earthnuts.	
			Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		5' 6" gauge.	Tons.	Rs.	Tons	Rs.
1	(a), (b), (c) & (f).	Bengal-Nagpur ...	1,998	6,891	1,031	8,208
2	(a), (c) to (g) & (o) and (p).	Bombay, Baroda and Central India ...	23,795	1,67,000	1,668	15,178
3	...	Eastern Bengal State ...	1,368	2,668	...	...
4	...	East Indian... ..	39,663	2,30,151	522	3,868
5	...	Great Indian Peninsula ...	55,128	3,44,451	13,463	1,46,467
6	(a) to (d)	Madras	61,252	1,93,702	9,138	37,148
7	(a) & (l)	Nizam's Guaranteed State ...	90,822	5,03,309	90	684
8	(e) to (g) & (f) to (k)	North Western State ...	636	4,568	218	2,626
9	...	Oudh and Rohilkhand State ...	5,555	21,554	32	269
		3' 3 1/2" gauge.				
10	...	Assam-Bengal	44	184	...	...
11	...	Bengal and North-Western ...	12,167	28,327	...	...
12	...	Bengal-Dooars	3	63	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar ...	3,767	15,247	283	1,443
14	...	Burma	11	98	2,752	24,087
15	...	Deoghur ... ..	...	...	...	...
16	...	Dibru-Sadiya ... ..	...	...	...	...
7	(e)	Hyderabad-Godavari Valley ...	130	845	67	446
17	...	Jodhpur-Bikaner	16	85	13	81
6	(e) & (f)	Madras	165	680	43	170
18	...	Morvi	60	125	9	38
2	(b) & (k) to (n)	Rajputana-Malwa	24,962	68,952	1,173	11,608
19	(a) & (b)	Rohilkund and Kumaon	3,563	9,783	41	277
20	...	South Indian	6,934	35,326	1,23,201	2,72,750
21	...	Southern Mahratta	10,681	54,235	5,509	31,544
22	...	Udaipur-Chitor ... ..	...	...	8	56
		2' 6" gauge.				
23	...	Baraset-Basirhat Light ... ..	...	...	...	...
24	...	Barsi Light	155	333	4,070	9,315
25	...	Bakhtiarpore-Bihar Light ... ..	...	...	...	...
26	...	Cutch	148	25	53	165
8	(h)	Kalka-Simla ... ..	...	2	...	...
1	(e)	Mourbhanj ... ..	...	2	...	...
1	(d)	Parlakimedi Light	1	1	...	...
19	(e)	Powayan Light ... ..	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light ...	...	...	...	...
30	...	Tarakoswar-Magra Light ... ..	...	...	...	...
31	...	Tezpore-Balipara Light ... ..	...	...	...	...
8	(g) and (A)	Tirupattur-Krishnagiri and Morappur-Dharmapuri ...	507	857	28	56
		2' 0" gauge.				
33	...	Darjeeling-Himalayan ... ..	...	...	...	...
34	...	Howrah-Amta Light ... ..	...	...	...	...
35	...	Howrah-Sheakhala Light ... ..	...	...	...	...
6	...	Jorhat ... ..	...	...	...	...
		TOTAL 1907 ...	349,470	17,05,328	163,429	5,68,452
		TOTAL 1906 ...	227,503	11,68,871	130,805	4,00,501
		INCREASE ...	119,967	5,36,457	32,624	1,66,951
		DECREASE ...	...	...	...	...

XX (continued)

DIX 17—continued.

the earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

as following page).								Main head. (16)
(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		(6) Til or jinjil.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
17,342	1,74,336	474	2,353	13,183	1,07,515	35,078	2,67,361	1
8,144	60,052	24,793	1,68,288	37,975	2,75,060	31,559	2,36,813	
14,086	42,293	.....	.....	31,587	1,12,873	1,490	6,177	3
106,067	12,66,891	26,031	1,63,259	168,108	12,42,810	21,107	1,16,496	4
108,808	12,50,733	21,945	3,77,574	69,821	8,13,700	100,388	10,93,371	5
192	1,269	130	833	1,899	12,061	36,459	1,46,787	6
7,039	16,300	131	687	145	667	21,079	1,47,644	7
1,113	8,589	906	6,391	76,038	7,15,100	12,550	78,122	8
17,098	63,580	18,940	75,419	39,608	1,60,131	6,839	33,034	9
93	159	1	13	1,717	7,260	1,543	6,509	10
105,804	4,34,768	6,069	25,549	77,829	8,62,371	1,716	8,601	11
1	14	.....	.....	1,641	7,408	1	1	12
1	2	9	83	105	338	5,408	10,181	13
1	11	1	27	8	69	6,125	30,035	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
21,742	1,49,410	51	411	8	74	2,961	21,236	17
9	10	7	22	19,775	63,888	5,403	19,772	18
.....	1	.....	1	31	112	260	437	19
.....	.....	.....	1	.....	.....	720	1,071	20
6,739	44,182	26,474	1,57,406	68,438	2,90,728	27,421	1,54,970	21
2,703	6,703	4,793	7,391	9,051	29,874	2,834	6,763	22
7	54	49	233	1,559	9,480	80,063	1,58,219	23
8,018	85,279	535	4,867	1,161	7,865	20,419	1,62,367	24
87	260	1,120	2,474	24	70	1,367	4,481	25
.....	.....	.....	.....	.....	.....	.....	.....	26
9,416	22,516	19	40	21	50	308	772	27
.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	29
1	11	4	41	.....	.....	10	266	30
7	14	.....	.....	50	125	89	195	31
.....	.....	.....	.....	25	19	312	108	32
.....	.....	.....	.....	555	926	.....	.....	33
.....	.....	.....	.....	154	187	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	1	4	11	691	920	36
.....	.....	.....	.....	.....	.....	.....	3	37
.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	40
528,383	36,47,415	131,485	8,93,313	610,399	42,10,930	874,918	27,37,443	
300,070	27,61,800	116,394	8,08,450	308,512	27,58,732	356,507	27,35,592	
136,313	8,85,549	15,102	84,833	241,886	14,52,193	18,411	1,881	

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways]

NUMBER.		Railway system, vide Appendix 36.	XX.				XXI.		XXII.		XXIII.			
Main head.	Sub-head.		OILSEEDS—continued.				Opium.		Paper and pasteboard.		(1)		(2)	
			(7)		Total.						Dried fruits and nuts.		Ghee.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(c), (d), (e) & (f).	Bengal-Nagpur	14,492	79,721	84,497	8,88,403	51	1,498	1,147	20,724	10,701	88,950	4,898	64,724
2	(a), (e) to (g) & (h).	Bombay, Baroda and Central India	16,204	88,182	144,142	10,30,679	1,313	45,361	2,925	39,723	21,530	2,04,063	6,571	68,462
3	...	Eastern Bengal State	2,006	8,327	50,546	1,72,337	10	198	9,524	15,414	773	4,981	974	7,951
4	...	East Indian	63,416	3,51,661	514,834	34,01,136	7,033	1,79,085	10,611	1,51,905	7,815	95,877	15,855	3,39,651
5	...	Great Indian Peninsula	249,163	25,09,316	618,776	64,24,670	634	24,426	3,834	64,053	39,029	5,78,891	10,610	1,37,401
6	(a) to (d)	Madras	48,357	2,43,473	157,426	6,95,292	74	2,327	1,241	17,620	11,242	55,734	6,141	53,591
7	(a) & (b)	Nizam's Guaranteed State	9,020	36,657	129,328	7,06,138	45	1,797	709	7,924	11,911	89,269	745	8,973
8	(a) to (g) & (h) to (k).	North Western State	112,730	12,55,183	204,189	20,70,582	68	909	4,511	69,790	26,046	5,02,549	9,920	96,826
9	...	Ondh and Rohilkhand State	36,057	1,45,369	124,128	4,89,995	1,685	40,854	2,940	20,794	2,221	17,328	2,437	16,376
		3' 3 1/2" gauge.												
10	...	Assam-Bengal	168	777	3,568	12,969	5	90	169	1,139	501	5,081	229	2,112
11	...	Bengal and North-Western	8,589	39,852	210,974	8,08,470	7,679	1,15,398	3,652	9,827	1,439	17,145	3,934	37,993
12	...	Bengal Doonars	8	88	1,664	7,634	...	...	49	337	51	148	8	37
13	...	Bhavnagar-Gondal-Junagad- Porbandar	19,107	55,068	27,769	91,315	18	293	188	1,153	3,119	14,979	1,736	11,738
14	...	Burma	471	8,432	9,369	63,759	31	699	810	11,441	1,007	9,267	800	12,168
15	...	Deoghur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya . . . . .	...	...	...	...	...	...	...	...	1,267	9,188	...	...
17	(c)	Hyderabad-Godavari Valley	45,960	3,01,375	70,946	4,73,797	3	217	249	3,049	3,395	26,328	494	5,902
18	...	Jodhpur-Bikaner	16,163	40,993	41,439	1,24,790	18	271	127	886	2,650	12,129	3,603	29,031
19	(e) & (f)	Madras	1,066	3,023	1,565	4,424	9	112	12	74	428	1,667	216	869
20	...	Morvi	2,563	4,465	3,358	6,600	8	46	86	417	120	377	73	284
21	(b) & (k) to (n).	Rajputana-Malwa	22,622	1,42,153	169,929	8,59,613	2,356	37,684	2,502	49,280	14,210	1,59,190	8,115	60,049
22	(a) & (b)	Rohilkund and Rumaon	740	1,501	23,430	62,092	387	7,529	107	601	438	3,157	378	1,951
23	...	South Indian	1,775	9,825	163,587	4,85,687	...	...	2,527	44,450	548	3,814	1,460	11,348
24	...	Southern Mahratta	73,174	4,56,570	119,527	8,02,727	5	51	643	9,012	26,668	1,82,163	5,921	39,057
25	...	Udaipur-Chitor	234	837	2,860	8,168	19	123	47	274	522	2,721	119	762
		2' 6" gauge.												
26	...	Barnaset-Basirhat Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Baral Light	15,355	39,094	39,339	69,119	...	...	51	217	1,051	3,015	95	314
28	...	Bukhtarpore-Debar Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Cutch	146	433	347	623	...	...	19	58	882	2,970	2	4
30	(A)	Kalka-Simla	36	460	51	770	4	115	208	5,144	105	1,718	21	255
31	(c)	Mourbhanj	147	311	293	647	...	...	13	24	6	17	22	65
32	(d)	Parlakimedi Light	543	439	681	656	...	...	2	2	7	9	...	...
33	(e)	Powayan Light . . . . .	...	...	555	925	...	...	...	...	...	...	...	...
34	...	Shahdara (Delhi)-Saharanpur Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Tarakeswar-Magra Light . . . . .	...	...	154	187	...	...	3	16	...	...	35	57
36	...	Tezpore-Balipara Light	28	233	29	233	...	...	...	...	...	...	...	...
37	(g) & (A)	Tirapatpur-Krishnagiri and Morappur-Dharmapuri	534	902	1,664	2,747	...	...	4	11	7	15	15	43
		2' 0" gauge.												
38	...	Darjeeling-Himalaya . . . . .	...	...	...	3	...	5	92	2,529	14	326	54	933
39	...	Howrah-Amia Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Sheakhala Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907	759,964	58,14,566	2,910,048	1,95,75,387	21,352	4,69,656	49,101	5,97,120	190,191	20,91,391	64,611	10,29,590
		TOTAL 1906	700,533	54,70,916	2,290,314	1,61,19,978	23,391	5,03,636	49,554	6,00,500	178,083	20,24,099	92,109	11,78,681
		INCREASE	59,431	3,43,650	619,734	34,55,409	...	...	...	...	12,108	67,342	...	...
		DECREASE	...	...	...	...	2,029	49,880	453	3,360	...	...	7,498	1,49,091

DIX 17—continued.

the earnings therefrom during the calendar year 1907.

in India and is therefore not the same as the total production.]

XXIV.		RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.																XXV.		NUMBER.
OTHERS.		Total.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials.						Total.		Salt.		Main board.		
								(a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.								
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.			
(10)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)			(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.			
6,340	76,834	21,939	2,30,576	193	1,486	1,798	2,893	1,590	16,090	2,608	22,061	53,865	3,46,636	89,063	8,89,168	116,223	7,33,418	1		
51,061	2,01,630	66,162	4,04,053	372	3,245	601	8,310	6,536	29,792	404	2,218	30,538	1,50,657	38,739	1,94,122	180,173	5,40,070	2		
12,487	71,901	14,234	84,785	14	39	...	...	1,211	4,449	88	31	293	1,347	1,606	5,956	90,751	4,43,305	3
68,834	2,83,995	112,034	14,19,523	2,659	24,158	53	907	2,098	10,194	14	287	105,327	4,61,914	110,161	4,97,400	259,341	11,02,721	4		
58,379	5,17,667	102,918	12,34,057	425	3,690	719	8,088	1,346	14,745	18,474	1,06,488	6,720	52,541	27,664	1,85,492	230,126	31,94,343	5		
138,163	2,92,138	155,566	10,91,461	34	315	3	54	536	3,044	87	607	1,514	8,000	2,174	12,520	103,532	4,95,369	6		
7,621	39,067	20,280	1,37,319	...	...	...	...	33	193	...	1	...	...	32	194	35,913	1,92,181	7
13,347	2,23,967	51,313	8,23,361	213	1,375	1,097	14,763	5,653	50,747	21,482	3,00,011	81,697	3,35,528	110,142	6,03,712	127,453	7,90,166	8		
2,456	14,450	7,114	48,153	...	...	...	...	...	...	...	...	16	35	16	35	60,237	2,78,519	9
4,193	35,669	4,923	42,842	...	...	...	...	534	5,513	...	...	461	736	995	6,249	23,033	91,230	10
14,018	85,859	29,391	1,40,907	...	...	...	...	...	...	...	...	...	...	...	...	118,862	5,11,068	11
1,418	8,149	1,472	8,334	...	...	...	...	50	767	54	159	...	...	104	926	4,458	12,861	12
4,897	21,271	9,552	47,383	291	1,005	5	44	26	35	1	3	1,116	1,635	1,351	2,722	6,304	10,322	13		
36,266	3,97,681	38,073	4,19,116	34	67	...	...	4,969	38,950	10	12	106	100	5,119	39,110	20,754	2,10,130	14
...	15	
...	...	1,257	8,188	...	...	...	...	...	...	...	...	...	...	...	...	1,239	6,196	16
3,750	17,901	6,039	50,101	...	...	...	...	...	...	...	...	...	...	...	...	12,062	1,08,600	17
2,169	10,847	8,622	52,907	...	...	5	7	258	973	1	3	4,560	12,023	4,824	13,005	25,850	1,18,011	17
6,445	23,334	7,069	25,870	...	...	1	12	106	818	10	53	7	57	123	940	3,571	5,317	18
314	1,117	507	1,778	...	...	...	...	61	87	...	...	...	...	61	87	909	1,363	18
14,609	97,304	36,834	3,46,143	202	1,040	441	2,217	4,942	35,192	78	268	259,681	2,01,343	235,524	2,40,050	286,461	25,55,671	2		
919	4,934	1,735	10,942	...	...	...	...	69	492	4,754	13,095	377	3,350	5,700	16,937	25,314	1,00,568	19
37,379	2,11,857	39,386	3,27,019	52	150	2	9	55	132	47	254	66	194	222	739	89,632	3,18,960	20		
16,594	1,01,145	49,081	3,32,365	...	...	51	1,049	2,210	10,088	833	4,707	2,121	19,206	5,315	35,060	58,500	4,09,022	21
115	454	766	3,937	...	...	...	...	...	...	...	...	9	50	9	50	1,430	5,465	22
...	23	
116	434	1,262	3,763	...	...	...	...	...	...	...	...	...	...	...	...	5,520	15,073	24
...	25	
4	9	888	2,993	...	...	1	3	...	...	...	...	...	...	1	3	...	...	26
307	5,902	433	7,870	...	...	...	...	...	...	...	...	...	...	...	...	1,253	9,967	8
37	97	65	170	...	...	...	...	...	...	...	...	...	...	...	...	1,145	2,214	1
54	54	61	63	...	...	...	...	...	...	...	...	9	8	9	8	678	205	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,002	822	19
...	29	
1,671	1,649	1,606	1,706	...	...	...	...	...	...	...	...	...	...	...	...	141	205	30
25	187	25	187	...	...	...	...	...	...	75	430	...	...	75	436	12	94	31
2,741	4,895	2,763	4,942	...	...	...	...	...	1	...	...	...	...	...	1	2,422	3,819	6
2,418	35,777	2,486	37,036	...	...	...	...	...	...	...	...	...	...	...	...	1,308	20,410	33
...	34	
...	35	
...	36	
513,694	41,76,113	788,466	72,99,084	4,398	36,700	4,977	39,246	32,231	2,22,232	49,010	3,50,683	549,681	15,90,448	640,350	22,44,309	1,902,792	1,14,37,290			
437,341	35,79,909	707,533	67,82,529	4,143	31,476	4,427	28,681	111,215	6,50,776	29,646	1,66,594	529,868	19,44,466	679,309	27,21,922	1,843,138	1,13,78,754			
76,353	5,96,204	80,933	5,16,555	255	5,224	550	9,665	...	...	19,364	1,84,089	19,818	...	...	...	69,054	68,536	
...	...	...	...	...	...	...	...	78,934	4,28,541	...	...	...	2,48,047	38,919	4,77,613	...	...	

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

NUMBER.		Railway system, vide Appendix 38.	XXVI. SALTPETRE AND OTHER SALINE SUBSTANCES.						XXVII. SILK.									
Main head.	Sub-head.		(1) Saltpetre.		(2) Other saline substances.		TOTAL.		(1) Raw.				(2) Piece goods.				Total.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.		Quantity.	Earnings.
									Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a), (b), (c) & (f)	5' 6" gauge. Bengal-Nagpur . . .	192	1,740	861	6,740	1,053	7,490	...	...	550	8,862	...	...	...	...	550	8,862
2	(a), (c) to (g) & (h)	Bombay, Baroda and Central India.	1,624	11,394	1,569	19,513	3,183	29,907	348	6,452	48	1,041	14	420	90	2,311	398	9,224
3	(g)	Eastern Bengal State . . .	100	598	3,474	11,525	3,574	12,123	...	...	512	4,573	...	...	...	...	512	4,573
4	...	East Indian . . .	22,442	2,51,863	20,424	1,34,748	42,866	3,86,631	...	...	512	5,852	...	...	125	4,342	637	10,194
5	...	Great Indian Peninsula	877	8,983	3,937	44,407	4,814	53,100	117	1,694	197	10,931	64	5,361	6	318	374	18,904
6	(a) to (d)	Madras . . .	1,293	27,258	...	...	1,293	27,258	...	8	291	9,126	5	26	5	191	301	6,351
7	(a) & (b)	Nizam's Guaranteed State.	198	1,333	808	5,943	994	6,680	...	...	...	5	...	...	...	...	...	5
8	(a) to (g) & (i) to (k)	North Western State . . .	6,583	85,419	5,818	58,536	12,381	93,955	241	4,828	207	5,580	27	585	23	930	501	11,433
9	...	Oudh and Rohilkhand State.	1,241	4,953	387	1,689	1,608	6,642	...	...	...	...	...	...	...	...	...	...
10	...	3' 3 1/4" gauge. Assam-Bengal . . .	...	...	1	2	1	2	...	...	38	335	...	...	...	4	33	339
11	...	Bengal and North-Western.	11,899	45,007	7,099	29,931	18,998	74,938	...	...	4	43	...	...	11	126	15	169
12	...	Bengal-Doonars . . .	...	...	65	267	65	267	...	...	...	...	...	...	...	...	...	...
13	...	Bhavnagar-Gondal-Junagad-Forbandar.	44	240	37	173	81	413	8	39	1	7	...	1	...	1	9	43
14	...	Burma . . .	1	18	89	597	40	615	45	1,233	14	378	2	38	1	17	62	1,566
15	...	Deoghar . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	(c)	Hyderabad-Godavari Valley.	78	650	121	1,033	197	1,663	3	60	2	30	...	1	5	135	10	326
18	(a) & (f)	Jodhpur-Bikaner . . .	530	2,632	1,920	9,750	2,450	11,782	14	63	...	2	2	29	1	6	17	100
19	(b) & (h) to (n)	Madras . . .	1,046	10,234	...	...	1,046	10,234	...	...	...	...	...	...	1	7	1	7
20	(a) & (b)	Morvi . . .	5	14	...	...	5	14	...	...	...	...	...	...	...	...	...	...
21	(b) & (h) to (n)	Rajpntana-Malwa . . .	6,421	41,775	2,513	22,350	8,934	64,125	156	7,536	10	329	10	723	57	2,470	233	11,058
22	(a) & (b)	Rohilkund and Kumaon	173	406	2,110	4,203	2,233	4,611	...	...	...	...	...	...	...	...	...	...
23	...	South Indian . . .	414	2,290	10	98	424	2,378	8	161	8	110	...	1	7	63	28	335
24	...	Southern Mahratta . . .	251	2,151	228	1,630	479	3,771	125	2,282	288	2,015	...	...	...	...	393	4,297
25	...	Udaipur-Ohitor . . .	35	216	55	260	90	496	1	7	...	...	...	...	...	...	1	7
26	...	2' 6" gauge. Baraset-Basrhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Barai Light . . .	7	17	60	180	67	207	...	...	2	9	...	...	...	3	3	13
28	...	Bukhtiarpore-Bihar Light. Cutch . . .	10	26	4	11	14	37	3	8	...	...	...	...	...	...	8	8
29	(A)	Kalka-Simla . . .	7	113	34	483	41	595	...	4	...	...	...	1	...	...	...	5
30	(c)	Mourbhanj . . .	...	...	...	2	...	2	...	...	...	1	...	...	...	...	...	1
31	(d)	Parlakimedi Light . . .	4	5	...	...	4	5	...	...	...	...	...	...	...	...	...	...
32	(e)	Powsyan Light . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light. Tarakeswar-Magra . . .	...	...	6	10	6	10	...	...	2	6	...	...	...	...	2	6
34	...	Taspore-Balpara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	(g) & (h)	Tirupattur-Krishnagiri & Morappur-Dharmapuri. 2' 0" gauge.	2	7	...	...	2	7	...	...	...	...	...	...	...	...	...	...
36	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Amta Light . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light. Jorhat . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907 . . .	55,333	4,49,405	51,548	3,51,491	1,06,781	7,99,956	989	22,869	2,649	46,135	124	7,183	335	10,924	4,077	87,114
		TOTAL 1906 . . .	55,588	4,37,226	53,134	3,79,147	1,08,722	8,16,373	1,033	24,656	2,369	41,727	489	8,264	412	10,116	4,303	84,763
		INCREASE . . .	...	11,239	...	...	...	...	...	...	280	4,408	...	...	...	608	...	2,351
		DECREASE . . .	355	...	1,586	27,656	1,941	16,417	64	1,787	...	...	365	1,078	77	...	226	...

DIX 17—continued.

the earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

XXVIII.

SPICES.

(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) Others.		Total.		Main head. (34)
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
10,410	1,34,024	16	351	8,013	69,215	245	3,654	681	6,567	4,604	32,338	24,174	2,46,149	1
1,592	27,266	91	2,138	3,129	27,069	958	8,958	925	18,759	10,459	1,02,779	17,154	1,60,969	2
22,250	1,66,805	883	8,196	4,699	30,042	1,210	20,437	481	9,159	3,987	23,150	33,010	2,57,789	3
12,600	2,70,183	454	14,125	7,600	85,674	1,022	11,674	1,711	50,962	12,747	2,10,833	36,234	6,43,450	4
11,676	3,29,257	73	2,889	12,439	1,21,164	369	9,578	537	18,855	11,179	1,71,043	30,293	5,52,736	5
19,467	1,49,233	24	219	26,033	1,59,595	747	5,513	4,950	39,220	3,079	17,008	48,300	3,70,768	6
1,314	16,636	6	114	3,279	29,029	66	563	68	507	1,675	13,152	6,408	60,301	7
846	9,014	210	3,348	5,262	49,063	1,339	13,727	1,331	29,220	5,064	43,994	14,052	1,45,376	8
2,064	25,202	88	391	1,334	11,723	379	3,188	97	955	2,184	13,208	6,006	54,605	9
1,510	15,365	...	...	889	7,678	1	10	4	30	251	2,278	2,655	25,361	10
2,975	25,366	170	1,833	6,163	29,165	1,287	12,053	548	6,018	2,458	22,447	13,601	96,882	11
269	1,254	25	333	8	43	152	329	47	274	63	441	563	2,674	12
670	3,229	3	32	684	4,571	18	119	13	94	1,085	4,015	2,473	12,060	13
6,085	68,924	2	29	7,800	1,41,765	1,070	11,399	44	1,021	243	2,671	15,044	2,25,809	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
605	7,078	1	14	687	7,592	27	286	23	279	419	4,248	1,792	19,496	17
142	977	9	60	725	5,753	33	290	45	411	713	3,374	1,667	10,865	18
1,991	4,356	1	3	3,056	10,883	43	161	197	493	11	48	5,299	15,944	19
13	41	...	...	72	288	...	1	...	2	123	580	207	910	20
1,077	14,683	67	2,989	3,002	24,571	479	9,818	768	23,066	13,229	1,30,350	18,620	2,11,327	21
320	2,407	26	158	587	3,302	118	535	39	280	752	3,014	1,840	9,694	22
14,874	68,942	368	3,596	12,314	1,23,706	587	2,868	893	6,704	177	1,100	29,213	2,07,006	23
12,173	98,746	140	2,318	21,340	1,59,433	261	2,633	527	4,834	6,988	48,988	41,429	3,16,952	24
10	64	...	4	64	349	16	140	3	24	154	554	247	1,135	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
730	2,058	...	...	121	354	6	25	9	40	135	420	1,001	2,607	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
61	185	...	...	58	158	2	6	4	12	13	37	138	398	29
14	241	2	39	10	159	306	1,729	1	28	7	182	340	2,377	30
15	43	...	...	1	3	...	...	...	1	9	29	25	70	31
7	9	...	...	31	28	1	1	...	...	43	37	62	73	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
2	6	...	...	...	...	...	...	...	...	...	...	2	6	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
149	349	...	...	30	79	1	5	4	14	3	8	187	455	37
60	1,414	207	3,341	5	138	...	...	18	469	35	820	325	6,189	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
119,870	13,43,357	2,316	48,318	129,440	11,02,583	10,761	1,19,693	13,968	2,18,008	82,038	6,59,229	359,441	36,89,796	42
99,803	10,98,899	2,685	45,294	122,194	10,98,888	11,576	1,14,625	13,652	1,89,703	80,045	7,76,992	329,954	33,22,401	43
20,967	2,46,458	...	1,024	7,248	3,700	...	5,073	314	28,903	2,043	62,237	28,467	3,67,395	44
...	...	369	...	...	...	614	...	...	...	...	...	...	...	45

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed]

XXXX.	Railway system, vide Appendix 38.	XXIX.								XXX.					
		SUGAR.								TEA.					
		(1)		(2) Unrefined.				Total.		(1)		(2)		Total.	
		Refined or crystallized including sugarcandy.		(a) Sugar.		(b) Gur, rab, Jaggery, molasses and other Saccharine produce.				Foreign.		Indian.			
Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
(a), (b), (c) & (f)	Bengal-Nagpur 5'6" gauge.	19,899	1,44,725	...	...	18,881	1,18,034	33,779	2,66,759	...	...	784	15,027	784	15,027
(a), (c) to (g) & (h)	Bombay, Baroda and Central India.	44,996	5,23,601	877	8,843	34,216	2,94,397	80,080	8,26,980	490	6,832	322	5,054	813	11,886
...	Eastern Bengal State	20,718	1,69,483	23,883	1,27,330	35,787	1,67,138	60,468	4,58,781	...	...	27,087	5,87,682	27,087	5,87,682
...	East Indian	48,174	4,09,124	98,680	7,70,890	113,474	5,67,980	2,66,208	17,47,694	...	...	1,854	35,076	1,854	35,076
...	Great Indian Peninsula	83,169	11,69,842	6,990	45,523	101,179	8,89,778	191,338	21,04,943	109	1,682	1,830	40,714	1,939	42,396
(a) to (d)	Madras	10,111	60,387	6,809	31,863	32,861	2,25,808	67,781	3,17,566	1	2	724	15,879	725	15,581
(a) & (b)	Nizam's Guaranteed State	3,337	30,987	397	3,080	5,021	32,991	9,345	67,059	17	219	66	1,288	83	1,507
(a) to (g) & (h) to (k)	North Western State	108,174	20,24,768	29,311	2,49,995	138,166	8,90,766	270,651	31,65,529	1,032	29,602	2,649	36,879	3,675	60,481
...	Oudh and Rohilkhand State	19,075	1,09,877	70,292	3,09,481	85,558	3,58,336	174,925	7,72,494	...	...	2,454	14,222	2,454	14,222
...	3' 3 1/4" gauge.														
...	Assam-Bengal	748	4,083	1,689	7,145	2,556	10,966	4,991	22,764	...	...	31,193	3,70,920	31,193	3,70,920
...	Bengal and North-Western	8,381	63,879	50,319	3,10,945	88,080	4,51,922	146,760	8,16,740	...	...	44	550	44	550
...	Bengal Doon	979	4,545	369	1,927	1,155	8,331	2,503	12,903	...	...	16,329	3,22,453	16,329	3,22,453
...	Bhavnagar-Gondal-Junagad-Portbandar.	9,959	45,998	...	...	4,285	13,180	14,324	59,198	2	21	79	602	81	621
...	Burma	250	2,011	5,219	54,394	16,861	1,48,840	22,430	2,05,245	1,895	29,607	37	580	1,332	24,187
...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Dibru-Sadiya	792	4,964	...	...	...	...	792	4,964	...	...	9,983	63,224	9,983	63,224
(e)	Hyderabad-Godavari Valley	2,993	27,305	481	4,804	1,811	12,765	5,285	44,574	4	66	2	40	6	106
...	Jodhpur-Bikaner	4,580	25,175	6,879	33,124	10,885	56,856	23,944	1,25,155	3	27	1	37	4	64
(e) & (f)	Madras	1,171	4,388	253	1,705	1,182	2,649	3,616	8,740	...	...	308	1,689	308	1,689
...	Morvi	401	1,037	1	3	929	3,220	1,381	3,260	...	...	3	21	3	21
(b) & (h) to (a) & (b)	Rajputana-Malwa	25,429	2,59,855	57,041	4,81,930	100,008	10,31,319	1,473	17,72,794	464	11,863	424	5,267	888	17,130
...	Robil kund and Kumaon	2,601	7,502	19,447	40,003	32,335	1,52,025	49,689	1,99,530	...	...	254	2,808	254	2,808
...	South Indian	18,742	82,761	8,215	26,815	43,500	2,49,329	69,457	3,57,905	...	...	4,723	22,527	4,723	22,527
...	Southern Mahratta	9,491	70,809	7,027	56,933	63,682	3,89,195	70,103	5,04,737	35	595	37	766	72	1,361
...	Udaipur-Chitor	289	1,565	1,079	5,282	1,477	5,768	2,845	12,585	...	...	2	14	2	16
...	2' 6" gauge.														
...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Baral Light	1,171	3,076	5	13	331	938	1,507	4,028	...	...	2	...	...	2
...	Bukhtarpore-Bihar Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Cutch	212	709	637	2,165	1,168	3,982	2,017	6,956	...	...	1	1	3	4
(h)	Kalka-Simla	400	5,118	437	4,880	1,391	11,384	2,329	21,382	37	732	18	306	55	1,128
(c)	Mourdhani	35	95	...	...	8	20	43	115	...	...	...	1	...	1
(d)	Parlakimedi Light	169	127	...	...	4	9	193	190	...	...	...	...	...	...
(e)	Powayan Light	...	...	...	...	1,235	1,571	1,235	1,571	...	...	...	...	...	...
...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Tarakshwar-Magra Light	...	...	108	116	115	127	223	243	...	...	...	...	...	...
...	Tespare-Balipara Light	...	...	5	27	...	...	5	27	...	...	4,203	29,248	4,203	29,248
(g) & (h)	Tirupattur-Krishnagiri and Moirappur-Dharmapuri, 2' 0" gauge.	40	69	7	11	43	65	90	145	...	...	...	...	...	...
...	Darjeeling-Himalayan	80	1,570	621	15,276	15	884	952	17,730	...	...	3,869	56,225	3,869	56,225
...	Howrah-Amra Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1907	445,354	52,47,791	387,336	26,83,811	948,206	60,73,954	1,780,799	1,39,15,566	3,489	69,262	109,183	16,24,697	112,672	16,93,949
	TOTAL 1906	403,755	50,30,673	341,102	26,37,217	993,155	64,37,248	1,798,012	1,51,05,138	2,983	59,276	112,316	17,19,252	115,299	17,78,531
	INCREASE	...	...	46,136	...	...	...	...	...	506	9,886	...	...	...	...
	DECREASE	18,401	7,82,832	...	43,406	44,949	3,63,284	17,214	11,69,572	...	...	3,183	94,565	2,627	84,879

DIX 17—continued.
the earnings therefrom during the calendar year 1907.
 over all railways in India and is therefore not the same as the total production.]

XXXI.										XXXII.						XXXIII—(continued on following page).										Main head.
TOBACCO.						WOOD.						WOOL.														
(1) Unmanufactured.		(2) Manufactured.				Total.		(1) Timber, unwrought.		(2) Manufactures.		Total.		(1) Raw.		(2) Manufactured.										
		(a) Cigars.		(b) Other sorts.												(a) Carpets and rugs.		(b) Piece-goods, European.		(c) Piece-goods, Indian.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.			
(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)				
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.			
1,542	1,50,188	465	3,808	535	6,377	20,342	1,00,369	61,528	2,36,842	0,531	55,349	68,097	2,91,991	6,314	1,40,987	117	2,314	87	1,403	119	2,294	1				
38,074	3,88,714	...	...	1,367	18,835	37,461	4,02,549	58,758	1,24,230	5,453	35,129	62,210	1,59,359	1,491	28,254	...	...	...	...	234	3,178	3
32,568	3,37,351	55	1,637	3,825	81,842	36,433	4,20,780	61,331	2,23,118	9,596	94,176	70,927	3,17,283	1,825	21,348	534	15,997	131	185	427	12,939	4				
12,386	1,50,438	670	26,311	540	15,874	13,802	1,92,623	170,944	6,05,182	5,901	80,381	178,945	6,35,563	776	17,227	75	3,323	310	15,718	143	4,918	5				
34,794	1,59,922	685	11,627	2,755	28,267	28,234	1,09,916	232,229	7,09,571	8,933	53,343	241,212	7,63,914	1,713	16,114	753	11,394	19	412	444	6,049	6				
2,548	84,431	131	2,240	34	580	2,713	87,201	34,577	1,06,786	693	6,049	35,599	1,12,833	224	1,039	107	1,559	20	314	169	1,818	7				
17,627	1,90,224	126	3,501	2,703	65,220	20,466	2,68,945	63,239	2,25,329	11,643	1,06,863	74,632	3,32,191	23,864	5,78,650	217	3,319	705	9,610	925	21,153	8				
6,871	31,558	101	1,609	397	2,891	7,369	86,056	94,079	1,84,805	5,584	27,005	99,663	2,11,810	286	2,332	87	336	5	39	149	1,070	9				
1,815	13,114	18	895	73	1,053	1,906	15,152	1,308	7,302	1,246	9,362	2,554	16,664	1	38	4	49	...	...	...	...	10
36,250	2,85,137	6	137	404	4,505	36,980	2,69,779	36,784	1,09,356	5,600	37,241	42,394	1,46,597	347	2,223	23	221	18	317	152	1,753	11				
6,180	13,014	...	...	163	1,432	6,342	14,452	2,679	12,369	327	2,528	3,006	14,915	...	...	...	...	...	...	...	...	12
1,949	9,958	5	75	268	1,985	2,122	11,016	14,584	66,467	2,123	11,228	16,706	77,693	1,023	6,507	3	19	1	7	10	46	13				
4,102	35,769	278	3,491	839	11,396	5,239	60,656	129,492	5,35,493	2,563	16,979	129,055	5,62,471	23	335	70	1,899	9	161	5	27	14				
...	15			
...	...	...	...	...	...	...	...	4,858	23,184	...	...	4,858	23,184	...	...	...	...	...	...	...	...	16
454	8,472	9	188	76	1,192	559	9,852	9,526	39,310	903	8,999	10,489	48,309	7	73	30	547	2	65	70	829	7				
3,065	14,416	21	204	161	1,990	2,247	16,610	11,796	25,630	628	4,823	12,426	30,463	4,899	47,620	6	73	11	109	10	143	17				
3,275	8,068	27	278	77	369	3,379	8,715	27,630	39,999	2,981	6,321	30,591	35,520	3	35	4	47	2	85	13	176	8				
539	1,650	3	10	30	161	572	2,011	1,393	3,390	86	359	1,479	3,749	385	2,516	1	5	...	...	2	9	18		
18,492	1,79,597	116	3,624	393	8,102	17,001	1,90,323	35,298	1,20,648	3,201	31,865	39,589	1,52,813	7,940	1,24,498	88	3,568	99	2,796	69	5,947	2				
3,803	10,205	12	97	193	1,638	2,508	12,140	37,868	1,16,340	1,487	7,058	39,353	1,23,396	375	2,372	3	23	...	...	8	71	19		
10,326	54,400	1,266	14,704	1,297	4,599	12,789	73,073	150,246	3,41,396	6,451	56,046	158,027	2,37,442	113	1,624	113	1,329	9	173	143	2,641	20				
11,940	1,05,084	251	4,936	238	2,611	15,379	1,12,611	110,606	2,90,092	4,599	35,793	115,196	3,25,985	300	3,227	...	...	3	103	30	532	21		
516	2,902	2	24	4	33	522	2,959	123	670	17	121	140	691	90	599	...	...	...	...	2	9	22
...	23			
61	238	3	11	36	167	120	406	866	2,210	175	557	1,041	2,767	1	4	10	38	...	...	...	1	24	
...	25			
8	25	...	...	2	4	10	29	456	1,377	5	14	491	1,391	73	23	...	...	...	...	...	...	26
358	4,811	5	147	92	1,125	455	6,083	1,638	19,952	181	2,761	1,819	23,718	4	76	23	874	96	1,860	8	200	8				
15	43	3	9	18	51	414	1,101	18	52	432	1,163	2			
23	21	1	3	24	23	47	87	59	53	106	90	1			
...	11,358	17,641	11,358	17,641	18			
...	20			
55	78	55	76	27	40	3	4	30	44	30			
...	31		
465	971	3	11	12	34	480	1,018	269	426	100	235	368	661	3	26	2	3	6			
38	767	244	6,683	71	1,379	353	8,729	125	1,034	196	3,476	321	4,510	4	66	3	73	5	136	4	117	33				
...	34		
...	35		
...	36		
262,348	22,71,480	4,708	84,836	17,533	2,76,148	284,557	26,34,244	1,439,859	44,18,166	92,505	7,18,467	1,532,364	51,38,633	52,078	9,69,991	2,270	48,699	1,512	35,330	8,335	66,124	...				
245,078	21,54,623	4,877	87,215	16,267	2,45,164	266,217	24,67,005	1,327,733	41,84,617	88,162	7,12,116	1,415,885	48,96,733	51,812	10,20,236	2,850	48,164	2,316	40,950	4,124	82,666	...				
17,273	1,16,934	1,266	32,984	18,370	1,47,239	112,127	2,33,540	4,353	6,351	116,479	2,30,900	256			
...	...	169	2,679	...	...	...	...	...	...	...	...	...	...	...	20,295	380	1,495	607	5,620	789	16,742	...

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed]

NUMBERS.		Railway system, vide Appendix 88.	XXXIII.				XXXIV.		GRAND TOTAL.	
Main head.	Sub-head.		Wool—concluded.		TOTAL.		All other articles of merchandise.			
			(3) Manufactured—concluded.							
			(2) Other sorts of manufactures.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.										
1	(a), (b), (c) & (d)	Bengal-Nagpur	---	---	---	---	441,236	7,04,382	4,083,695	1,74,19,377
2	(a), (c) to (g) & (e) & (2).	Bombay, Baroda and Central India	70	1,436	6,667	1,48,433	423,363	13,97,151	2,374,343	1,32,08,990
3	...	Eastern Bengal State	---	---	1,725	31,432	112,263	5,75,736	3,273,471	1,37,71,633
4	...	East Indian	934	18,741	3,901	73,010	460,568	35,91,851	11,100,174	5,23,41,894
5	...	Great Indian Peninsula	660	15,775	2,163	56,971	320,393	28,10,884	4,446,611	4,49,66,176
6	(a) to (d)	Madras	173	1,851	3,101	35,820	140,576	11,30,893	2,428,769	1,20,89,405
7	(a) & (b)	Nizam's Guaranteed State	---	---	520	4,730	14,588	1,19,924	762,584	37,17,766
8	(e) to (g) & (i) to (k).	North Western State	1,144	21,971	28,845	6,34,468	514,180	41,01,951	5,241,869	4,70,49,793
9	...	Oudh and Rohilkhand State	59	392	586	4,169	350,501	15,10,496	1,927,567	79,54,373
3' 3 1/2" gauge.										
10	...	Assam-Bengal	44	788	49	870	15,673	1,14,556	530,790	23,91,455
11	...	Bengal and North-Western	1	5	541	4,519	92,848	3,09,735	1,809,164	84,74,966
12	...	Bengal Doars	14	231	14	231	5,061	43,472	102,468	6,97,354
13	...	Bhavnagar-Gondal-Junagad-Porbandar	2	11	1,039	6,590	11,499	58,110	359,490	10,89,417
14	...	Burma	11	96	118	2,508	194,521	3,05,437	1,549,443	62,34,353
15	...	Deoghur	---	---	---	---	20,200	3,065	30,209	6,065
16	...	Dibru-Sadiya	---	---	---	---	45,357	47,345	674,879	6,57,419
17	(e)	Hyderabad-Godavari Valley	---	1	109	1,515	3,781	42,343	233,732	18,72,173
18	(e) & (f)	Jodhpur-Bikaner	243	2,167	5,174	50,401	12,622	70,806	478,936	20,03,849
19	...	Madras	4	61	26	354	9,104	48,738	104,651	3,14,563
20	...	Morvi	---	1	389	2,531	1,206	4,440	48,128	1,06,874
21	(b) & (d) to (n)	Rajputana-Malwa	160	3,071	9,554	1,39,870	198,902	8,29,249	2,532,556	1,79,01,324
22	(e) & (b)	Rohilkhand and Kumaon	67	377	483	2,843	106,650	2,07,639	423,130	12,80,249
23	...	South Indian	61	574	439	6,441	145,355	7,72,170	1,632,559	61,05,849
24	...	Southern Mahratta	847	8,578	1,180	12,511	58,389	3,40,234	1,329,712	79,14,503
25	...	Udaipur-Chitor	---	---	92	608	480	3,929	22,598	96,754
2' 6" gauge.										
26	...	Baraset-Baghat Light	---	---	---	---	2,687	5,329	2,687	5,329
27	...	Bareilly Light	158	593	167	544	1,651	7,465	80,903	2,09,747
28	...	Buxiarpore-Bihar Light	---	---	---	---	21,388	28,157	21,388	28,157
29	...	Cutoh	---	---	73	23	274	503	8,974	24,748
30	(d)	Kalka-Simla	---	1	130	2,720	5,284	69,374	41,352	4,06,047
31	(e)	Mourbhanj	---	---	---	---	4,217	4,601	10,893	17,659
32	(d)	Parlakmedil Light	---	---	---	---	349	447	7,130	5,422
33	(e)	Powayan Light	---	---	---	---	5,025	6,880	23,069	33,332
34	...	Shahdara (Delhi)-Saharanpur Light	---	---	---	---	13,923	40,706	13,923	40,706
35	...	Tarakeshwar-Magra Light	---	---	---	---	399	723	31,797	19,644
36	...	Tezpur-Balipara Light	---	---	---	---	5,718	15,471	15,151	69,240
37	(e) and (b)	Thirupattur-Krishnagiri and Morappur-Dharmapuri. 2' 0" gauge.	---	---	10	29	804	1,805	15,481	26,619
38	...	Darjeeling-Himalayan	4	118	20	510	5,073	51,629	38,645	4,81,875
39	...	Howrah-Amta Light	---	---	---	---	15,706	26,384	15,706	26,384
40	...	Howrah-Sheakhala Light	---	---	---	---	6,712	8,871	6,712	8,871
41	...	Jorhat	---	---	---	---	13,553	57,398	13,553	57,398
TOTAL 1907			4,909	76,437	64,104	12,24,561	3,499,524	1,99,33,774	47,656,263	27,34,14,965*
TOTAL 1906			5,744	90,893	66,669	12,93,159	3,034,078	1,93,87,395	44,048,607	25,78,98,653
INCREASE			---	---	---	---	465,446	5,66,479	3,612,655	1,55,16,302
DECREASE			835	14,456	2,565	58,598	---	---	---	---

DIX 17—concluded.

the earnings therefrom during the calendar year 1907.

over all railways in India and is therefore not the same as the total production.]

XXXV.										NUMBER.	REMARKS.	
ANIMALS.										Main head.		
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		TOTAL.				(32)
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.			
(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(33)		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		(23)	
252	9,149	11,933	60,797	3,081	34,150	16	1,069	14,392	95,155	1		
195	4,318	13,350	1,70,738	17,481	3,39,345	...	...	31,036	5,13,396	2	
166	1,142	9,784	63,085	103	1,135	...	...	10,052	65,363	3	
1,675	1,02,421	4,559	1,00,131	6,961	1,84,045	8	124	13,223	3,86,771	4		
686	34,978	12,026	1,04,493	7,280	1,14,799	...	...	20,172	2,54,170	5	
...	...	...	...	...	...	...	...	...	...	6	
240	5,321	34	1,562	3	410	...	...	377	7,293	7	
2,989	59,775	5,216	64,645	208	8,493	...	...	8,363	1,22,915	8	
632	23,897	351	4,777	21	403	...	...	1,004	26,977	9	
6	211	79	1,301	283	3,101	...	...	348	4,613	10	
70	1,080	10,490	1,31,239	237	5,767	...	...	10,797	1,28,006	11	
...	...	5	39	...	...	...	...	5	39	12	
21	283	610	1,312	11	98	...	...	642	1,693	13	
767	25,078	4,579	1,09,663	9,175	85,095	...	...	8,521	2,19,836	14	
...	...	...	...	...	...	...	...	...	...	15	
...	...	83	448	...	...	...	...	63	448	16	
44	997	53	1,623	196	2,848	...	...	293	5,468	17	
124	2,408	47	788	3	21	...	...	174	3,215	17	
...	...	...	...	...	...	...	...	...	...	18	
11	121	158	623	2	55	...	...	171	799	19	
125	9,463	3,465	35,603	5,600	58,789	...	...	9,690	1,03,660	20	
8	140	15	390	3	74	...	...	28	604	19	
103	1,420	1,540	11,946	5,633	31,158	...	...	7,476	44,524	20	
284	3,540	731	6,308	1,229	11,308	12	298	2,256	23,450	21		
87	275	18	67	...	8	...	...	55	298	22	
...	...	...	...	...	...	...	...	...	...	23	
...	...	...	...	...	...	...	...	...	...	24	
...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...	...	...	...	26	
...	...	...	...	...	...	...	...	...	...	27	
...	...	...	...	...	...	...	...	...	...	28	
...	...	...	...	...	...	...	...	...	...	29	
...	...	...	...	...	...	...	...	...	...	30	
...	...	...	...	...	...	...	...	...	...	31	
...	...	...	...	...	...	...	...	...	...	32	
...	...	...	1,218	...	...	...	...	...	1,218	33	
...	...	...	...	...	...	...	...	...	...	34	
...	...	...	...	...	...	...	...	...	...	35	
...	...	...	...	...	...	...	...	...	...	36	
8,695	2,85,695	79,126	8,44,634	51,699	3,80,062	36	1,459	139,943	20,12,100			
7,169	3,43,197	60,970	8,11,215	40,072	8,23,640	52	8,306	117,263	19,84,858			
1,696	...	17,158	33,619	2,827	56,412	...	...	21,683	27,742		
...	57,602	...	...	...	...	16	4,617	...	...	

*Excluding Rs. 5,70,624 in respect of ferries and steam-boats which are included in the details.

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGES.													
		Number.	5' 6"											11 (a) & (b)	
			1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)		
Calendar year 1907.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North West-ern.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North West-ern.				
					G.I.P.	L.M.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
DESCRIPTION OF RAILWAY WORKED.															
1	Gauge of railway . . . . .	...	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	3' 3 1/2"	3' 3 1/2"
2	Mileage worked . . . Miles	...	1,728.94	876.90	503.57	2,504.43	1,602.45	1,179.99	1,476.40	354.70	4,326.38	1,253.46	772.83	1,765.1	
3	Number of stations . . . No.	...	252	150	134	427	272	152	320	45	641	196	123	32	
4	Total length of the following gradients:—	...	...	...	...	5.90	19.31	6.75	...	...	82.62	0.19	10.10	...
	(a) 1/4 and less . . . Miles	...	...	...	...	...	...	...	...	...	...	...	...	...
	(b) 1/4 to 1/2 . . . . .	...	0.15	1.32	...	17.66	2.62	...	22.34	...	93.23	9.30	33.03	...
	(c) 1/2 to 3/4 . . . . .	...	103.90	0.50	...	48.86	61.90	11.23	63.98	79.19	137.10	6.41	25.70	0.7
	(d) 3/4 to 1 . . . . .	...	573.61	213.31	...	211.06	550.16	365.30	297.62	110.99	137.96	19.15	97.44	4.9
	(e) 1 to 1 1/2 . . . . .	...	145.00	73.86	7.28	162.87	210.95	105.14	156.66	18.22	114.09	22.56	31.65	4.7
5	Steepest gradient worked—	...	...	...	...	...	...	...	...	...	...	...	...	...
	(a) Length . . . Miles	...	0.15	1.32	3.31	14.26	5.99	2.39	0.30	2.52	5.60	0.19	3.54	0.3	
	(b) Inclination . . . . .	...	1/4	1/2	3/4	1	1 1/2	2	3	4	5	6	7	8
FINANCIAL RESULTS.															
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay. Per cent.	Calendar year 1907 by half-years.	1st half	3.14	5.36	1.69	4.67	4.94	3.15	1.89	3.91	2.73	2.47	0.18	4.03
			2nd "	2.05	2.51	3.86	3.88	2.26	1.50	1.29	3.56	3.10	1.63	0.32	2.54
7	Percentage of net earnings for each half-year on paid up capital. Per cent.		1st half	3.16	3.17	1.92	3.35
			2nd "	2.05	1.52	1.33	3.08
OUTLAY, EARNINGS AND EXPENSES.															
<i>(Exclusive of Steam-boat Service)</i>															
8	Capital outlay per mile open Rs.	1st half	1,50,441	1,81,481	2,19,330	2,28,338	2,13,118	1,41,602	1,40,744	1,36,543	1,44,675	1,19,908	1,60,555	78,884	
		2nd "	1,52,143	1,95,472	2,21,328	2,30,486	2,16,719	1,42,229	1,42,326	1,32,702	1,47,729	1,22,154	1,60,902	77,442	
9	Total earnings per mile open per week	1st half	310	642	531	678	537	299	298	298	339	230	117	208	
		2nd "	276	421	721	695	389	274	277	277	366	242	127	158	
10	Total working expenses per mile open per week	1st half	146	289	378	253	215	187	102	102	160	163	105	80	
		2nd "	145	221	411	253	246	197	94	94	183	183	106	73	
11	Total earnings per train-mile	1st half	4.69	6.27	3.90	4.48	4.31	4.38	4.73	3.83	3.83	3.67	2.71	3.33	
		2nd "	4.00	4.91	4.78	4.30	3.33	3.33	4.52	3.96	3.35	2.79	2.71	2.71	
12	Total working expenses per train-mile	1st half	1.99	2.83	2.78	1.70	1.97	2.74	1.63	2.03	2.13	2.43	1.30	1.30	
		2nd "	2.10	2.58	2.73	1.76	2.13	2.76	1.54	1.98	2.33	2.34	1.25	1.25	
13	Net earnings per train-mile	1st half	2.64	3.94	1.12	2.78	2.34	1.64	3.10	1.80	1.80	1.54	0.28	2.03	
		2nd "	1.90	2.33	2.05	2.54	1.23	1.07	2.98	1.93	1.93	1.02	0.45	1.46	
14	Cost per 1,000 gross ton miles moved (freight and dead weight)	1st half	4.69	5.05	7.88	3.43	5.19	8.25	4.06	5.47	5.90	10.84	5.04	5.04	
		2nd "	5.26	6.62	6.95	3.53	6.24	3.73	3.84	5.01	6.92	9.76	5.42	5.42	
15	Percentage of total working expenses on total earnings Per cent.	1st half	42.98	37.24	71.21	38.02	45.62	62.53	34.38	53.05	58.03	69.51	38.43	38.43	
		2nd "	52.53	52.46	57.00	41.88	63.30	72.02	34.01	49.94	63.63	83.81	46.11	46.11	
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores Per cent.	1st half	41.03	36.41	70.89	36.57	44.07	61.88	34.02	50.50	56.66	89.20	37.33	37.33	
		2nd "	50.31	51.93	56.72	40.87	62.03	71.37	33.52	48.42	63.50	83.18	44.63	44.63	
<i>(Inclusive of Steam-boat Service)</i>															
17	Percentage of total working expenses on total earnings (for details, see items 123-129) Per cent	1st half	43.98	37.24	71.21	38.12	45.62	62.53	34.33	53.07	58.03	69.16	40.12	40.12	
		2nd "	53.57	52.46	57.00	42.07	63.30	72.02	34.04	49.95	63.63	83.20	43.73	43.73	

DIX 18.

system during each half-year of 1907.

do not prepare these statistics.

3 3/4										2 6'					GAUGES.		Serial number.
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (e)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	23 (a)	1 (b)	3 (h)	3 (i) & (j)	1 (e)	1 (f)	Number.		
Bhavnagar-Gondal-Juna-gad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	South-ern Mah-ratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purnia-Ranchi.	Raipur-Dham-tari.	Calendar year 1907, by half-years.		
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	2' 5"	2' 6"	2' 6"	' 6"	2' 6"	...	1	
455'45	1,879'52	818'45	391'13	833'22	2,088'24	347'72	1,864'17	1,731'90	68'72	241'77	59'44	131'98	16'82	56'69	...	2	
64	263	144	52	87	296	62	257	245	11	29	20	21	9	9	...	3	
1'83	64'52	0'87	3'40	...	0'04	15'06	6'00	0'96	...	0'51	...	4	
0'28	31'83	0'64	...	...	0'23	6'41	14'61	76'28	...	31'51	2'38	...	9'55	...	...
1'68	47'78	2'05	...	...	18'75	8'56	130'82	551'70	1'10	60'54	9'94	43'55	23'74	...	...
123'78	155'52	32'52	...	163'36	360'44	5'00	243'71	266'69	30'75	38'07	3'40	36'24	13'24	17'83	...		
64'74	128'65	15'34	13'95	61'24	200'28	6'83	103'56	98'55	6'98	13'39	...	22'74	4'27	2'55	...	5	
1'83	9'81	0'82	5'41	2'31	3'40	3'11	0'04	15'06	0'46	0'07	27'61	9'43	1'59	0'51	...		
76	75	130	133	130	76	76	76	76	130	75	75	75	76	76	...		
...		
3'94	2'85	2'84	4'17	4'29	4'94	4'26	3'60	2'43	4'31	1'70	1'05	-0'05	...	2'49	1st half	6	
2'61	1'23	2'85	2'98	4'16	3'69	2'87	3'41	1'86	2'37	1'05	1'24	-1'18	1'26	1'66	2nd "		
...	4'18	1'69	2'49	1st half	7	
...	...	...	2'39	...	...	...	...	...	...	1'04	...	...	1'26	1'66	2nd "
50,059	1,01,720	91,904	68,226	25,938	76,074	56,625	70,755	79,901	30,843	52,790	292,578	65,287	...	24,906	1st half	8	
50,146	1,02,455	92,632	68,730	26,377	75,858	57,019	80,401	79,447	30,643	53,517	2,93,445	65,298	47,499	24,906	2nd "		
133	266	224	202	97	281	166	220	161	82	81	285	57	...	41	1st half	9	
99	202	225	118	79	243	134	216	139	61	74	314	60	112	38	2nd "		
56	148	124	91	54	132	71	106	84	33	46	165	72	...	17	1st half	10	
49	148	127	55	36	131	69	103	96	32	53	172	88	22	22	2nd "		
4'40	3'41	3'50	3'81	3'23	3'42	3'10	3'21	2'94	5'34	2'37	4'11	0'94	...	2'07	1st half	11	
3'00	2'73	3'20	2'82	2'73	3'17	2'62	2'93	2'53	3'88	1'99	4'47	1'04	5'18	1'77	2nd "		
1'88	1'90	1'94	1'72	1'83	1'61	1'32	1'55	1'53	2'10	1'35	2'38	1'18	...	0'87	1st half	12	
1'43	2'03	1'81	1'80	1'26	1'71	1'35	1'43	1'77	2'08	1'41	2'44	1'52	1'03	1'02	2nd "		
2'52	1'51	1'56	2'09	1'45	1'81	1'73	1'66	1'41	3'23	1'02	1'73	-0'24	...	1'20	1st half	13	
1'51	0'75	1'39	1'52	1'47	1'46	1'28	1'50	0'81	1'80	0'58	2'03	-0'48	4'16	0'75	2nd "		
9'34	8'16	8'97	7'96	8'50	6'65	5'07	7'93	7'56	9'53	6'67	28'34	20'58	...	9'65	1st half	14	
9'03	9'20	8'06	6'60	6'41	7'19	5'33	7'86	9'14	10'53	6'76	28'57	24'39	5'66	11'77	2nd "		
42'69	55'73	55'28	45'13	55'73	46'94	42'60	48'29	52'06	39'46	56'77	57'96	125'77	...	42'17	1st half	15	
49'54	73'10	56'37	46'13	46'05	53'92	51'36	49'79	68'72	53'56	70'88	54'65	146'70	19'78	57'75	2nd "		
42'40	55'00	53'09	43'80	55'27	46'19	41'84	47'50	50'87	39'42	55'71	57'61	126'36	...	42'15	1st half	16	
49'08	72'01	54'36	43'98	45'11	53'01	50'63	49'02	67'42	53'54	63'37	54'24	147'44	19'78	56'96	2nd "		
42'69	56'44	57'59	45'13	55'73	46'94	42'17	48'29	52'06	39'46	56'77	57'96	129'28	...	42'17	1st half	17	
49'54	73'94	58'06	46'13	46'05	53'92	50'72	49'79	68'72	53'56	70'88	54'65	149'93	19'78	57'75	2nd "		

Analysis of working of each railway

NOTE.—Railways not shown

Serial number	PARTICULARS.	Gauge Number	5'6"										
			1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)
			Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Ondh and Bihil-khand.	Assam-Bengal.	Bengal and North-Western.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.												
18	Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.)	Rs.	1st half 62.45 2nd " 61.99	49.98 51.32	46.62 51.41	1,61.93 1,58.78	1,79.04 1,75.70	69.06 74.84	8.73 7.84	1,91.19 1,96.96	48.07 57.28	19.45 19.82	84.50 82.68
	Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)—												
19	Coaching in thousands of Rs.	"	1st half 15.91 2nd " 18.60	16.46 22.76	20.50 19.92	46.04 47.19	55.48 69.64	24.38 28.55	2.04 2.05	61.62 61.41	22.05 24.04	7.15 6.78	18.55 15.01
20	Goods in thousands of Rs.	"	1st half 46.54 2nd " 43.39	33.52 28.56	26.12 31.49	1,15.89 1,11.54	1,23.56 1,06.06	44.70 46.29	6.69 5.79	1,29.57 1,35.55	26.02 33.24	12.30 13.09	20.95 17.67
	COACHING TRAFFIC.												
	Gross receipts and train-mileage (in thousands)—												
21	Receipts from coaching traffic	Rs.	1st half 43.36 2nd " 43.25	42.92 40.62	29.50 28.81	1,43.26 1,26.79	1,06.80 95.72	45.21 42.07	6.06 6.02	1,15.89 1,26.24	45.59 38.07	10.40 8.79	38.45 31.43
22	Coaching train-miles run	No.	1st half 1,293 2nd " 1,333	1,241 1,314	1,061 1,155	4,284 4,247	4,146 4,362	1,227 1,301	1.74 2.06	4,714 4,990	1,627 1,560	3.52 3.73	1,399 1,523
23	Average coaching receipts per train-mile	Rs.	1st half 3.35 2nd " 3.24	3.46 3.09	2.78 2.49	3.34 2.98	2.58 2.22	3.68 3.02	3.49 2.92	2.46 2.53	2.81 2.44	2.87 2.36	2.76 2.26
	UNITS AND UNIT-MILEAGE.												
	Number of units carried one mile (in thousands)—												
24	1st class Unit-miles		1st half 1,932 2nd " 1,650	2,229 1,815	1,096 1,060	5,857 5,269	9,298 9,325	2,968 2,537	277 280	5,017 4,634	1,858 1,840	342 347	504 435
25	2nd " " "		1st half 3,839 2nd " 4,406	14,718 12,117	3,026 2,897	12,983 13,584	31,498 30,896	10,247 9,602	2,019 2,110	15,315 16,487	5,238 5,569	623 606	1,484 1,458
26	3rd or intermediate class " "		1st half 10,779 2nd " 10,927	17,242 15,467	16,029 15,101	56,582 62,278	62,767 56,780	3,383 2,754	5,669 13,078	52,922 54,506	25,023 19,885	458 542	5,648 5,527
27	4th or lowest " "		1st half 290,710 2nd " 279,445	270,178 257,582	177,937 165,267	919,548 811,018	594,976 529,892	292,498 273,239	36,798 27,624	767,547 822,965	275,699 223,414	5,427 48,677	384,698 295,731
28	Total passenger unit-mileage		1st half 307,260 2nd " 296,423	304,367 287,011	197,188 184,345	994,070 892,034	698,529 626,893	309,094 285,132	41,763 43,092	840,801 898,532	307,842 253,268	60,850 50,172	343,334 303,146
29	Other coaching traffic Ton-miles		1st half 1,932 2nd " 1,904	3,675 3,532	1,188 1,205	10,892 9,724	9,513 8,369	3,185 2,959	409 377	5,597 7,910	1,806 1,599	421 444	838 963
30	Average sum received for carrying a unit one mile—												
31	1st class Pies		1st half 12.93 2nd " 12.96	10.55 10.69	13.67 13.70	14.81 13.43	10.88 10.85	11.83 11.87	15.69 15.65	11.77 11.47	11.96 12.07	16.15 15.62	12.93 12.23
32	2nd " " "		1st half 6.72 2nd " 6.59	4.70 5.17	6.55 7.05	6.69 6.09	4.59 4.53	4.59 4.66	5.05 4.98	4.80 4.78	5.60 5.49	7.86 7.62	6.19 5.95
33	3rd or intermediate class " "		1st half 3.16 2nd " 3.16	3.00 3.00	2.87 3.01	3.27 2.98	3.08 2.97	4.50 4.50	2.50 2.50	3.01 3.01	3.03 3.04	3.98 3.90	3.14 3.19
34	4th or lowest " "		1st half 2.70 2nd " 2.40	2.12 2.16	2.42 2.49	2.25 2.21	2.15 2.14	2.25 2.25	1.99 1.99	2.26 2.26	2.46 2.43	2.85 2.83	1.99 1.99
35	Average for all classes		1st half 2.46 2nd " 2.55	2.36 2.39	2.50 2.68	2.44 2.39	2.46 2.46	2.44 2.44	2.28 2.37	2.41 2.40	2.62 2.61	2.99 2.99	2.05 2.05
36	Other coaching traffic per ton-mile		1st half 40.45 2nd " 39.67	29.16 27.14	46.18 49.50	30.65 31.08	35.15 37.40	38.21 35.75	35.48 35.15	35.65 33.89	40.78 40.59	42.62 42.65	44.39 41.85

DIX 18—continued.
system during each half-year of 1907—contd.

do not prepare these statistics.

3' 3"										2' 6"					GAUGE.		Serial number.
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22(a)	1 (b)	8	8(i) & (j)	1 (e)	1 (f)	Number.	Calendar year 1907 by half-years.	
Bhavanagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	South-ern Mah-ratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Dergai.	Purulia-Ranohi.	Raipur-Dhamtari.			
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
6.22 5.43	50.63 58.57	25.92 26.41	8.85 5.12	11.45 7.68	69.26 69.65	6.38 6.16	36.52 37.12	36.76 42.07	55 55	2.91 3.38	2.51 2.58	2.44 3.00	... 11	25 32	1st half 2nd "	18	
2.99 3.38	18.55 21.42	9.84 16.58	2.98 2.57	4.55 3.78	23.08 26.23	3.40 3.38	17.58 18.02	12.81 14.81	34 40	91 97	1.07 1.12	1.07 1.30	... 4	8 10	1st half 2nd "	19	
3.23 2.05	32.08 32.15	16.08 15.83	5.87 2.55	6.90 3.95	46.20 43.42	2.98 2.78	18.94 19.10	24.45 27.26	21 16	2.00 2.41	1.44 1.46	1.37 1.70	... 7	17 22	1st half 2nd "	20	
8.01 7.45	38.73 35.24	22.50 22.44	6.30 5.68	8.49 8.09	53.55 51.58	6.39 5.91	44.03 43.74	25.73 22.89	77 70	2.20 1.89	2.25 2.66	1.19 1.20	... 23	33 29	1st half 2nd "	21	
1.93 2.77	1.051 1.078	6.95 8.27	2.00 2.15	2.70 3.30	1.971 2.163	2.47 2.32	1.323 1.417	9.76 9.94	16 19	63 68	4.4 4.4	90 87	... 3	11 13	1st half 2nd "	22	
4.14 2.69	3.69 3.27	3.24 2.71	3.15 2.64	3.15 2.45	2.72 2.45	2.57 2.55	3.33 3.09	2.64 2.30	4.85 3.78	3.48 2.79	5.25 6.10	1.33 1.39	... 3.83	3.00 2.16	1st half 2nd "	23	
2.40 1.68	1.694 1.603	7.35 7.66	2.80 1.92	2.34 1.66	1.672 1.200	1.75 1.87	1.326 1.192	1.057 1.079	38 25	40 42	1.18 1.64	61 61	... 12	4 2	1st half 2nd "	24	
1.465 1.233	3.657 3.843	2.185 2.066	1.941 1.992	8.12 8.26	4.812 4.728	9.10 1.001	6.318 5.815	3.883 3.640	68 60	91 106	1.92 2.82	92 96	... 39	11 6	1st half 2nd "	25	
1.706 1.550	...	12.497 15.038	...	2.606 2.374	14.198 11.762	5.66 5.46	...	...	97 71	85 97	...	91 51	... 42	24 21	1st half 2nd "	26
43.952 43.041	218,792 195,557	127,432 125,560	43,988 43,840	65,096 61,770	418,492 410,551	45,347 39,372	377,048 378,353	191,244 167,851	6,155 5,635	18,988 16,048	1,868 2,112	8,797 9,029	... 1,148	1,905 1,707	1st half 2nd "	27	
47.363 45.992	224,143 201,008	142,899 143,450	51,059 45,924	68,743 65,186	439,114 428,241	46,998 41,106	384,692 380,360	196,189 172,570	6,358 5,841	19,204 16,293	2,124 2,558	9,041 9,237	... 1,241	1,944 1,730	1st half 2nd "	28	
3.12 1.97	9.85 1.159	1.058 1.036	2.46 2.25	3.64 4.23	3.158 3.165	1.80 1.80	1.234 1.000	1.244 1.145	23 29	61 54	50 60	29 27	... 6	7 7	1st half 2nd "	29	
11.46 11.68	15.44 15.49	18.86 18.39	11.61 11.78	14.29 13.68	11.87 11.90	24.36 27.03	11.65 11.41	15.67 15.41	17.95 17.99	15.45 15.61	49.32 55.70	11.80 11.58	... 15.42	16.05 15.14	1st half 2nd "	30	
5.65 5.83	7.60 7.57	6.64 7.08	5.26 5.16	6.81 6.95	5.50 5.60	8.29 9.12	4.52 5.02	6.05 6.05	8.95 8.99	7.83 7.50	27.48 26.56	5.81 5.68	... 7.86	7.65 7.42	1st half 2nd "	31	
4.00 4.00	...	2.93 2.85	...	2.87 2.89	2.99 2.98	4.40 4.44	...	...	3.00 3.00	4.14 3.97	...	3.00 3.00	... 4.50	4.50 4.50	1st half 2nd "	32
2.75 2.75	2.99 2.98	2.50 2.50	2.00 2.00	2.02 2.00	2.01 2.00	2.13 2.16	2.00 2.00	2.08 2.06	1.99 1.99	2.00 2.00	9.00 10.50	2.25 2.25	... 3.00	3.00 3.00	1st half 2nd "	33	
2.93 2.91	3.16 3.17	2.66 2.66	2.16 2.17	2.15 2.12	2.11 2.10	2.36 2.47	2.07 2.08	2.24 2.25	2.18 2.14	2.07 2.03	12.85 15.17	2.36 2.35	... 3.63	3.07 3.05	1st half 2nd "	34	
48.13 47.80	36.77 34.33	49.09 47.22	43.87 41.94	41.43 40.81	31.68 29.06	59.04 64.89	38.65 49.54	44.63 44.66	35.73 33.78	42.66 42.93	207.78 203.91	53.80 52.20	... 49.90	44.21 43.61	1st half 2nd "	35	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.											10 (a)	11 (a) & (b)
		5' 6"												
		Number.	1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	11 (a) & (b)		
Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North West-ern.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-West-ern.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
COACHING TRAFFIC—contd.														
UNITS AND UNIT-MILEAGE—concl'd.														
Average number of units in a train—														
36	1st class No.	1st half	1.49	1.80	1.03	1.37	2.24	2.42	0.72	1.06	1.16	0.95	0.36	
		2nd "	1.24	1.40	0.93	1.23	2.14	1.82	0.86	0.93	1.18	0.93	0.29	
37	2nd " "	1st half	2.97	11.86	2.85	3.03	7.60	8.35	5.24	3.25	3.22	1.73	1.07	
		2nd "	3.31	9.22	2.51	3.20	7.08	6.90	6.47	3.30	3.57	1.63	0.93	
38	3rd or intermediate class "	1st half	8.34	13.90	15.11	13.21	15.14	2.75	110.23-124.86	11.23	15.37	1.27	4.05	
		2nd "	8.30	11.77	13.08	14.66	13.02	1.98		10.92	12.42	1.45	3.63	
39	4th or lowest " "	1st half	224.84	217.77	166.89	214.67	143.51	238.35	196.41	162.84	169.41	164.23	240.35	
		2nd "	209.66	195.99	143.07	190.95	121.48	196.41			164.92	146.40	130.61	194.17
40	Total passenger units "	1st half	237.64	245.33	185.87	232.28	168.49	251.87	116.24	178.38	189.16	168.17	245.83	
		2nd "	232.41	218.36	159.59	210.03	143.72	207.11	132.19	180.07	163.57	134.62	199.04	
41	Other coaching traffic Tons	1st half	1.49	2.98	1.12	2.43	2.29	2.55	1.06	1.19	1.11	1.16	0.60	
		2nd "	1.43	2.69	1.04	2.29	1.92	2.13	1.16	1.59	1.02	1.19	0.63	
VEHICLES AND VEHICLE MILEAGE—														
Number of coaching vehicles hauled one mile (in thousands)—														
42	1st class Vehicles-miles	1st half	1,513	981	1,210	5,075	6,646	1,499	453	4,970	1,538	545	2,213	
		2nd "	1,644	998	1,389	4,904	6,706	1,550	422	5,376	1,497	593	2,513	
43	2nd " "	1st half	1,483	2,277	1,169	6,565	6,884	1,824	453	4,903	1,314	540	1,921	
		2nd "	1,682	2,280	1,341	6,843	6,830	1,870	435	5,543	1,287	592	2,317	
44	3rd or intermediate class " "	1st half	1,267	1,050	2,085	7,038	3,877	193	1,704-1,799	6,463	2,399	225	1,918	
		2nd "	1,045	1,006	2,854	7,039	4,231	137		6,192	2,018	272	2,200	
45	4th or lowest " "	1st half	12,460	10,612	7,464	41,163	25,384	10,428	11,043	36,708	9,257	3,874	21,187	
		2nd "	13,010	11,013	8,141	40,878	26,911	11,043		41,182	8,749	4,034	24,446	
46	Other vehicles "	1st half	1,035	2,255	1,565	5,996	7,045	1,505	514	3,912	1,149	574	427	
		2nd "	1,166	2,315	1,606	6,194	7,223	1,582	535	4,205	845	617	488	
47	Brake-vans "	1st half	2,337	1,668	1,189	6,679	7,287	2,671	107	6,894	2,327	425	2,881	
		2nd "	2,573	1,778	1,212	6,631	7,257	2,803	110	7,895	2,040	494	4,308	
48	Total "	1st half	20,095	18,793	14,632	72,516	57,123	18,120	3,241	63,850	17,984	6,183	30,547	
		2nd "	21,120	19,390	15,993	72,039	59,158	18,955	3,801	70,393	16,386	6,607	36,272	
Average number of vehicles in a coaching train—														
49	1st class No.	1st half	1.17	0.75	1.14	1.18	1.60	1.22	1.19	1.06	0.94	1.51	1.59	
		2nd "	1.23	0.76	1.16	1.15	1.54	1.11	1.30	1.08	0.96	1.61	1.65	
50	2nd " "	1st half	1.15	1.84	1.10	1.53	1.66	1.48	1.19	1.04	0.81	1.49	1.38	
		2nd "	1.26	1.73	1.16	1.49	1.57	1.35	1.33	1.11	0.79	1.59	1.52	
51	3rd or intermediate class " "	1st half	0.98	0.85	1.36	1.64	0.94	0.16	4.43	1.37	1.47	0.62	1.38	
		2nd "	0.79	0.77	2.04	1.67	0.97	0.10		1.24	1.29	0.73	1.45	
52	4th or lowest " "	1st half	9.64	8.55	7.04	9.61	6.12	8.50	5.52	7.79	5.69	10.71	15.21	
		2nd "	9.76	8.38	7.05	9.62	6.17	7.94		8.25	5.61	10.82	16.05	
53	Other vehicles " "	1st half	0.80	1.82	1.48	1.40	1.70	1.23	1.33	0.63	0.71	1.59	0.31	
		2nd "	0.83	1.76	1.89	1.46	1.66	1.14	1.64	0.84	0.54	1.66	0.32	
54	Brake-vans " "	1st half	1.80	1.34	1.12	1.56	1.76	2.18	0.28	1.46	1.43	1.17	2.07	
		2nd "	1.93	1.35	1.05	1.57	1.66	2.01	0.34	1.58	1.31	1.32	2.33	
55	Total " "	1st half	15.54	15.15	13.84	16.92	13.78	14.77	8.42	13.55	11.05	17.09	21.94	
		2nd "	15.85	14.75	13.85	16.96	13.57	13.65	10.13	14.10	10.50	17.73	23.82	
Average earnings per coaching vehicle per mile—														
56	1st class Pies	1st half	16.58	25.27	12.39	17.09	15.22	22.42	9.50	11.88	14.64	10.14	2.94	
		2nd "	13.00	19.77	11.05	14.27	15.09	19.42	10.38	9.89	14.83	9.05	3.12	
57	2nd " "	1st half	17.40	30.39	16.95	13.24	20.60	25.46	22.26	15.00	22.31	9.07	4.78	
		2nd "	17.25	27.48	15.24	13.04	20.43	23.92	23.94	14.23	24.72	7.80	3.73	
58	3rd or intermediate class " "	1st half	26.86	49.35	22.80	26.28	49.93	73.81	51.26-48.65	24.68	31.64	8.12	9.24	
		2nd "	33.07	46.04	19.30	26.40	39.80	90.43		26.53	29.17	7.77	8.01	
59	4th or lowest " "	1st half	53.73	53.93	57.52	50.37	50.42	63.22	48.65	47.22	73.25	43.74	31.51	
		2nd "	51.48	50.43	50.71	43.88	42.16	55.66		45.15	63.37	34.13	24.10	
60	Other vehicles " "	1st half	75.49	47.52	35.04	53.13	47.46	75.42	35.10	51.01	64.07	31.27	87.12	
		2nd "	64.80	41.41	37.14	43.79	43.33	66.85	32.27	63.75	76.85	30.70	82.58	

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

3' 33"										2' 6"					GAUGE.		Serial number.
13 (a) to (d)	14 (a) and (b)	3 (b) and (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	3 (i) & (j)	1 (e)	1 (f)	Number.		
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Ciitor	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Dargai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
1.24 0.61	1.61 1.49	1.06 0.95	0.75 0.56	0.37 0.50	0.85 0.57	0.71 0.80	1.00 0.84	1.08 1.08	2.39 1.32	0.64 0.62	2.75 3.77	0.68 0.70	... 4.66	0.34 0.15	1st half 2nd "	36	
7.57 4.45	3.48 3.56	8.14 2.50	6.03 5.52	8.01 2.51	2.44 22.5	3.69 4.32	4.78 4.10	3.98 3.66	4.26 3.23	1.44 1.56	4.62 6.48	1.02 1.11	... 15.32	1.03 0.47	1st half 2nd "	37	
8.82 5.60	...	17.99 16.18	...	9.65 7.20	7.20 5.59	2.29 2.35	...	...	6.05 3.82	1.34 1.44	...	1.02 0.59	... 16.09	2.23 1.57	1st half 2nd "	38
227.20 155.43	208.27 181.39	183.49 151.79	160.47 127.86	241.11 187.43	212.31 195.19	188.69 160.68	285.06 263.54	196.00 168.83	325.99 305.55	300.46 236.98	43.64 48.51	98.06 104.06	... 445.50	174.32 128.00	1st half 2nd "	39	
244.83 166.09	213.36 186.44	205.68 173.42	167.25 133.94	254.64 197.64	222.80 203.60	190.38 177.15	290.84 268.48	201.06 173.57	398.69 313.92	303.88 240.60	51.01 58.76	100.78 106.46	... 481.59	177.92 130.19	1st half 2nd "	40	
1.62 0.71	0.94 1.07	1.52 1.25	0.81 0.66	1.35 1.30	1.60 1.50	0.73 0.78	0.93 0.71	1.28 1.15	1.74 1.53	0.97 0.80	1.17 1.38	0.38 0.31	... 2.18	0.66 0.49	1st half 2nd "	41	
866 372	1,570 1,562	976 1,000	341 376	345 354	2,590 2,582	393 388	1,489 1,546	1,388 1,418	26 29	85 92	57 72	41 46	... 9	8 8	1st half 2nd "	42	
485 492	1,880 1,909	836 804	364 411	353 352	2,497 2,514	349 343	1,703 1,518	1,484 1,501	24 24	85 92	60 63	40 46	... 15	8 7	1st half 2nd "	43	
881 419	...	1,612 1,679	...	478 492	1,318 1,288	168 175	...	...	29 28	50 54	...	46 48	... 3	...	1st half 2nd "	44
2,570 2,950	16,593 16,839	7,612 9,086	1,818 1,789	3,860 4,163	26,437 27,919	2,675 2,418	17,899 18,745	11,808 11,613	276 279	1,586 1,615	212 207	547 563	... 64	129 150	1st half 2nd "	45	
132 131	1,030 1,134	1,007 1,023	376 420	353 338	1,856 1,867	173 161	2,014 2,065	1,238 1,212	7 11	66 82	...	62 120	... 10	8 6	1st half 2nd "	46	
483 547	1,430 1,399	898 1,070	73 83	906 971	4,945 5,230	481 480	918 813	1,598 1,614	52 53	51 77	104 105	55 63	... 1	17 20	1st half 2nd "	47	
4,417 4,911	22,473 22,898	12,881 14,662	2,967 3,079	6,290 6,670	39,638 41,401	4,239 3,960	24,023 24,687	17,516 17,853	414 424	1,923 2,012	433 452	791 886	... 102	170 191	1st half 2nd "	48	
1.89 1.34	1.49 1.45	1.41 1.21	1.12 1.10	1.28 1.07	1.31 1.28	1.59 1.65	1.13 1.09	1.42 1.42	1.63 1.54	1.35 1.36	1.33 1.64	0.45 0.53	... 3.55	0.74 0.57	1st half 2nd "	49	
2.51 1.78	1.79 1.77	1.20 0.97	1.19 1.20	1.31 1.07	1.27 1.20	1.41 1.48	1.29 1.07	1.52 1.51	1.49 1.29	1.35 1.36	1.41 1.56	0.44 0.53	... 5.99	0.74 0.57	1st half 2nd "	50	
1.97 1.51	...	2.32 2.04	...	1.75 1.49	0.67 0.61	0.68 0.76	...	...	1.82 1.50	0.78 0.79	...	0.52 0.55	... 1.27	...	1st half 2nd "	51
13.29 10.65	15.77 15.62	10.96 10.98	5.94 5.22	14.30 12.63	13.41 13.27	10.84 10.42	18.53 13.23	12.10 11.68	17.28 14.97	25.09 23.85	4.95 4.76	6.10 6.49	... 24.81	...	1st half 2nd "	52	
0.68 0.48	0.98 1.10	1.45 1.23	1.23 1.22	1.31 1.03	0.94 0.89	0.70 0.69	1.52 1.46	1.27 1.22	0.47 0.57	1.05 1.21	...	0.70 1.38	... 3.75	0.70 0.44	1st half 2nd "	53	
2.50 1.98	1.36 1.30	1.20 1.29	0.24 0.24	8.35 2.95	2.51 2.48	1.95 2.07	0.69 0.58	1.64 1.62	3.27 2.88	0.81 1.14	2.42 2.42	0.61 0.73	... 0.48	1.60 1.50	1st half 2nd "	54	
22.84 17.74	21.39 21.24	18.54 17.72	9.72 8.98	23.80 20.24	20.11 19.68	17.17 17.07	18.16 17.43	17.95 17.45	25.96 22.75	30.43 29.71	10.11 10.38	8.82 10.21	... 39.85	15.62 14.33	1st half 2nd "	55	
7.52 5.30	16.65 15.95	10.43 10.52	7.84 6.03	9.69 6.41	7.66 5.53	10.82 13.18	10.37 8.80	11.94 11.77	26.34 15.41	7.35 7.10	119.21 128.12	17.79 15.23	... 20.32	7.28 4.10	1st half 2nd "	56	
17.04 14.60	14.78 15.24	17.35 18.18	26.60 23.74	15.67 16.29	10.60 10.52	21.62 26.65	16.79 19.22	15.85 14.66	25.53 22.42	8.37 8.61	105.39 109.36	13.47 11.93	... 20.11	10.58 6.08	1st half 2nd "	57	
17.93 14.79	...	22.75 25.54	...	15.81 13.51	32.35 27.21	14.87 13.82	...	...	9.94 7.61	7.08 7.00	...	5.90 3.22	... 56.81	...	1st half 2nd "	58
47.02 40.12	39.48 34.61	41.09 34.55	53.99 48.94	34.11 29.63	31.74 29.47	36.14 35.20	42.11 39.87	33.74 30.12	44.61 40.75	23.94 19.38	92.47 107.08	36.17 36.06	... 53.87	45.00 34.75	1st half 2nd "	59	
113.57 71.68	35.15 33.58	51.60 47.85	40.10 33.37	42.62 51.01	53.91 49.26	61.52 72.45	23.68 23.99	44.87 42.21	132.63 90.27	39.52 28.36	100.87 116.10	25.09 11.80	... 25.21	41.59 48.90	1st half 2nd "	60	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5' 6"											
			Number	1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)
			Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
COACHING TRAFFIC—contd.														
VEHICLES AND VEHICLE-MILEAGE—contd.														
Carrying capacity hauled one mile (excluding brakes) (in thousands)														
61	1st class Seats	1st half	17,958	22,725	24,516	77,333	91,141	16,261	5,925	90,011	35,128	6,340	22,691	
		2nd "	20,593	24,433	28,477	75,238	92,014	16,542	5,403	95,333	32,939	6,937	23,321	
62	2nd " "	1st half	27,758	74,925	29,093	140,036	192,435	31,742	10,078	103,225	30,562	6,297	27,135	
		2nd "	31,727	72,955	31,975	134,851	191,367	32,174	9,636	114,967	27,818	6,882	28,834	
63	3rd or intermediate class "	1st half	45,992	46,146	97,998	312,132	214,838	7,658	242,203	83,670	4,352	45,977		
		2nd "	38,045	43,602	106,757	313,242	236,960	5,430	236,593	70,344	5,529	46,706		
64	4th or lowest class "	1st half	653,745	574,234	414,783	2,236,267	1,305,558	610,050	1,958,761	549,058	186,866	659,461		
		2nd "	683,502	592,166	446,305	2,253,134	1,386,299	636,883	2,170,614	520,645	143,157	673,048		
65	Other vehicles Tons	1st half	9,201	11,367	15,487	49,826	35,912	9,163	3,820	49,945	25,251	1,696	1,173	
		2nd "	10,566	11,666	16,269	47,700	37,198	9,461	3,854	57,925	21,344	1,818	1,790	
Percentage of freight upon capacity hauled—														
66	1st class Per cent.	1st half	70.76	9.81	4.47	7.57	10.20	18.24	4.68	5.57	5.36	5.40	2.22	
		2nd "	8.01	7.55	8.79	6.92	10.18	15.33	5.18	4.86	5.59	5.00	1.86	
67	2nd " "	1st half	13.83	19.64	10.40	9.27	16.36	32.28	20.03	14.94	17.14	9.90	5.47	
		2nd "	18.89	16.61	9.06	10.07	16.14	29.84	21.90	14.84	20.02	8.81	5.04	
68	3rd or intermediate class "	1st half	23.44	37.36	16.36	18.18	29.22	44.18	21.85	29.91	10.53	12.28		
		2nd "	28.72	35.47	14.19	19.83	23.96	50.72	23.04	27.56	9.20	11.83		
69	4th or lowest class "	1st half	44.13	47.05	42.68	41.12	45.57	47.95	39.19	50.21	43.44	50.75		
		2nd "	40.88	43.50	37.03	35.99	38.23	43.70	37.91	43.87	34.01	43.94		
70	Other vehicles "	1st half	20.89	32.33	7.67	20.86	26.49	34.21	10.70	11.21	7.15	24.64		
		2nd "	18.02	30.27	7.40	20.39	22.60	31.28	9.78	13.66	7.49	24.43		
WEIGHT OF TRAIN AND TON-MILEAGE.														
Gross ton-mileage of all coaching trains (in thousands)—														
71	Freight Ton-miles	1st half	20,321	22,321	13,123	70,535	52,426	22,004	3,146	56,552	20,456	4,098	21,428	
		2nd "	19,844	21,068	12,368	63,729	46,973	20,540	3,016	62,341	17,096	3,480	19,196	
72	Dead weight "	1st half	318,687	303,459	247,238	1,270,244	1,016,792	273,213	46,921	1,069,966	353,371	61,837	247,636	
		2nd "	333,784	323,176	274,163	1,272,716	1,069,753	305,277	50,488	1,164,622	330,499	65,445	257,771	
73	Total "	1st half	339,208	325,780	260,361	1,340,829	1,069,218	295,217	50,067	1,125,918	373,827	65,955	269,064	
		2nd "	353,628	344,244	286,531	1,336,455	1,116,726	326,817	53,504	1,226,969	347,595	68,925	276,969	
Average weight of a coaching train—														
74	Freight Tons	1st half	15.87	17.99	13.37	16.48	12.63	17.93	8.17	12.00	12.57	11.83	15.39	
		2nd "	14.80	16.03	10.71	15.00	10.77	14.77	9.25	12.49	10.96	9.83	12.60	
75	Dead weight "	1st half	216.47	244.60	233.05	296.54	245.26	222.64	121.84	226.86	217.14	170.95	177.83	
		2nd "	250.44	245.90	237.33	299.65	245.25	220.15	183.03	233.39	211.83	175.61	169.25	
76	Total "	1st half	262.34	262.59	245.42	313.02	257.91	240.57	130.01	238.86	229.71	182.28	193.22	
		2nd "	265.33	261.93	248.04	314.65	256.02	231.92	192.28	245.88	222.79	184.94	161.85	
COST OF WORKING AND PROFITS—														
Average cost of hauling a coaching train one mile Rs.														
77	Average cost of hauling a coaching train one mile Rs.	1st half	1.23	1.33	1.93	1.07	1.34	1.99	1.17	1.31	1.35	1.98	0.97	
		2nd "	1.40	1.73	1.72	1.11	1.60	2.05	1.00	1.23	1.54	1.81	0.99	
78	Average cost of hauling a coaching vehicle with its load one mile Pies	1st half	17.20	18.45	29.18	11.16	21.37	30.28	12.47	20.77	27.03	23.84	9.41	
		2nd "	19.28	24.82	25.89	11.51	25.76	39.87	12.36	18.87	32.18	21.13	9.01	
Average cost of hauling a coaching unit one mile—														
79	Per passenger unit Pies	1st half	0.94	0.91	1.70	0.81	1.33	1.89	0.73	1.32	1.29	2.05	0.75	
		2nd "	1.14	1.34	1.78	0.93	1.86	1.74	0.76	1.24	1.72	2.34	0.93	
80	Other traffic per ton "	1st half	8.29	10.31	49.12	7.35	14.33	12.61	15.19	12.50	14.12	29.23	4.81	
		2nd "	10.23	14.82	45.51	7.79	20.53	15.67	17.27	8.76	14.82	27.01	5.01	
81	Average profit on working a coaching train one mile Rs.	1st half	2.12	2.13	0.85	2.27	1.24	1.69	2.32	1.15	1.46	0.89	1.79	
		2nd "	1.84	1.36	0.77	1.87	0.62	0.97	1.92	1.30	0.90	0.55	1.27	
82	1st class Pies	1st half	-0.62	6.82	-16.79	5.93	-6.75	-7.86	-2.97	-8.39	-12.39	-13.70	-6.47	
		2nd "	-6.26	-5.05	-14.83	2.76	-10.67	-14.45	-1.93	-5.98	-17.35	-12.03	-6.89	
83	2nd " "	1st half	0.20	11.94	-12.23	2.08	-0.77	-4.82	9.70	-5.77	-4.72	-14.77	-4.63	
		2nd "	-2.01	2.68	-10.64	1.53	-5.28	-9.95	11.53	-4.04	-7.46	-13.33	-5.28	
84	3rd or intermediate class "	1st half	9.66	30.90	-6.38	15.12	28.56	48.53	9.91	4.61	-15.72	-0.17		
		2nd "	13.81	21.29	-6.58	14.89	14.04	56.61	7.66	-3.01	-13.36	-1.00		
85	4th or lowest class "	1st half	36.53	35.48	28.34	39.21	20.05	32.94	38.79	26.45	46.22	19.90	22.10	
		2nd "	32.22	25.61	24.83	32.37	16.40	21.79	36.29	26.28	31.19	13.00	15.09	
86	Other vehicles "	1st half	58.29	29.07	5.86	41.97	26.09	45.14	23.63	30.24	37.04	7.43	77.71	
		2nd "	45.54	16.59	11.26	37.23	17.57	32.98	19.91	44.83	44.67	9.57	73.57	

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

S' S ²										2' 6"					GAUGE	
(a) to (d)	14 (a) & (b)	8 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (s) & (j)	1 (e)	1 (f)	Number.	
Bhav-nagar-Gondal-Juna-gad-Po bandar	Burma	Eastern Bengal.	Hyder-abad-Goda-vari Valley.	Jodh-pur-Bika-ner.	Rajpu-tana-Malwa.	Rohil-kund and Ku-maon.	South Indian.	South-ern Mah-ratta.	Udai-pur-Chitor.	Jubbul-pore-Gondia exten-sion.	Kalka-Simla.	Khushal-garh-Ko-hat-Thal and Now-ahera-Durgai.	Parulia-Ranchi.	Rajpur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
2,548 2,518	15,555 15,279	10,834 11,156	6,190 6,427	2,750 4,228	26,183 25,542	9,106 4,499	15,151 15,074	11,170 11,417	297 328	638 692	626 701	559 631	63	98 91	1st half 2nd "	
4,993 4,778	32,171 32,218	10,050 9,682	8,220 9,511	2,822 4,227	29,964 30,170	8,574 5,119	18,967 16,997	18,468 18,686	286 290	765 830	774 944	553 630	162	98 91	1st half 2nd "	
6,216 6,528	...	31,385 32,349	...	12,276 12,688	32,986 32,501	7,590 8,871	...	...	700 678	765 830	...	1,214 1,382	69	...	1st half 2nd "
75,548 84,701	490,647 483,451	222,085 272,851	94,864 95,887	121,716 131,754	872,514 923,620	177,700 161,069	588,281 609,683	877,513 373,347	8,000 8,092	44,287 46,904	5,092 4,890	13,168 12,903	891	4,249 4,837	1st half 2nd "	
515 511	2,748 3,330	5,131 5,370	2,002 2,321	4,056 4,337	9,984 9,670	6,236 1,757	5,172 5,342	34,99 3,441	30 43	853 897	414 421	185 858	19	25 19	1st half 2nd "	
9.42 6.70	10.89 10.53	6.78 7.05	3.72 2.99	8.51 3.92	6.39 4.70	1.92 4.15	8.75 7.91	9.46 9.45	12.85 7.51	6.34 6.06	18.79 21.56	10.93 9.61	19.52	3.78 2.26	1st half 2nd "	
29.34 25.82	11.37 11.93	21.74 21.34	22.88 10.89	28.78 19.54	16.06 15.67	10.62 19.56	38.81 34.21	21.05 19.49	23.76 20.78	11.89 12.75	25.58 29.89	16.57 15.25	24.42	11.53 6.88	1st half 2nd "	
27.45 23.74	...	39.82 46.49	...	21.23 18.71	43.04 36.19	7.47 14.11	...	...	13.81 10.57	11.08 11.71	...	7.20 3.70	60.13	...	1st half 2nd "
58.18 50.82	44.59 39.42	57.40 46.02	51.91 45.74	53.48 46.88	47.96 44.45	25.52 24.44	64.64 61.24	50.66 44.96	76.95 70.25	42.87 34.15	36.69 43.19	66.81 69.98	123.81	45.40 35.87	1st half 2nd "	
60.66 38.55	35.83 34.79	20.63 19.30	12.28 9.71	8.96 9.87	31.63 32.73	2.87 10.25	23.85 18.72	35.56 33.29	92.78 68.88	7.20 6.03	12.14 14.23	15.35 7.57	29.67	28.22 33.64	1st half 2nd "	
3,193 2,968	14,574 13,360	9,705 9,716	3,356 3,026	4,514 4,359	29,668 28,942	3,025 2,674	24,495 23,985	13,136 11,615	414 381	1,217 1,036	190 225	576 585	81	124 111	1st half 2nd "	
23,772 34,462	212,666 219,512	102,264 121,399	34,132 35,935	49,009 53,915	317,040 386,068	64,059 60,750	197,186 205,288	149,637 150,426	3,328 8,486	12,437 13,272	3,573 3,686	4,601 4,781	627	664 755	1st half 2nd "	
31,965 37,450	227,240 232,372	111,969 131,115	37,488 33,911	53,523 58,274	346,708 365,010	67,084 63,424	221,681 229,273	162,773 162,041	3,787 3,867	13,654 14,808	3,763 3,911	5,177 5,316	708	788 866	1st half 2nd "	
16.51 10.79	13.87 12.39	13.97 11.74	10.99 8.88	16.72 13.23	15.05 13.76	12.26 11.52	18.52 16.93	13.46 11.69	25.96 20.49	19.26 15.29	4.44 5.13	6.42 6.75	31.59	11.36 8.32	1st half 2nd "	
143.73 124.45	202.44 203.61	147.20 146.77	111.81 120.30	181.53 163.59	160.36 159.78	259.49 261.81	149.04 144.91	153.36 151.30	208.37 187.38	196.80 193.00	83.44 84.67	51.29 54.52	243.33	60.79 56.61	1st half 2nd "	
165.24 135.24	216.31 216.00	161.17 158.51	122.80 129.73	198.25 176.82	175.91 173.54	271.75 273.83	167.56 161.84	166.82 162.93	234.33 207.87	216.06 211.29	87.88 89.85	57.71 61.27	91	72.15 64.83	1st half 2nd "	
1.54 1.22	1.77 1.99	1.42 1.23	1.49 1.20	1.68 1.13	1.17 1.25	1.38 1.46	1.33 1.27	1.26 1.49	2.14 2.13	1.44 1.43	2.49 2.57	1.19 1.49	1.56	0.70 0.76	1st half 2nd "	
14.56 14.38	16.93 19.13	15.68 14.94	19.79 16.47	16.21 12.53	12.76 13.92	17.33 18.65	14.61 14.49	14.85 18.06	22.82 20.59	9.35 9.59	47.31 47.50	27.79 30.25	7.59	9.54 11.43	1st half 2nd "	
1.16 1.36	1.52 1.94	1.16 1.23	1.01 0.96	1.19 1.02	0.95 1.11	1.32 1.50	0.80 0.83	1.11 1.52	1.00 1.26	0.88 1.09	7.10 6.41	2.07 2.27	0.56	0.71 1.08	1st half 2nd "	
7.81 11.20	16.78 18.55	22.32 25.05	22.81 22.56	15.83 12.78	8.57 9.45	17.59 16.99	22.82 28.47	14.96 19.30	6.57 9.24	10.51 14.75	98.64 84.67	60.88 146.08	13.91	11.39 12.61	1st half 2nd "	
2.60 1.47	1.92 1.28	1.62 1.43	1.66 1.44	1.47 1.32	1.55 1.20	1.19 1.09	2.00 1.82	1.38 0.81	2.71 1.65	2.04 1.36	2.76 3.53	0.14 -0.10	7.27	2.30 1.42	1st half 2nd "	
-7.04 -9.58	-0.28 -3.13	-5.25 -4.42	-11.95 -10.44	-6.52 -6.17	-5.70 -3.39	-6.66 -5.47	-4.24 -5.69	-2.91 -6.29	3.52 -5.18	-2.00 -2.49	71.90 30.62	-10.00 -15.03	-12.73	-2.26 -7.33	1st half 2nd "	
2.48 -0.28	-2.15 -3.39	1.67 3.24	6.81 7.27	-0.54 3.71	-2.16 -3.40	4.24 8.00	2.18 4.73	1.00 -3.40	2.71 1.83	-0.98 -0.98	53.08 62.46	-14.32 -18.32	-12.52	1.04 -5.36	1st half 2nd "	
3.37 -0.09	...	7.07 10.60	...	-0.40 0.93	19.59 13.29	-2.51 -4.83	...	...	-12.88 -12.98	-2.27 -2.59	...	-21.39 -27.03	49.22	...	1st half 2nd "
32.46 25.24	22.53 15.48	25.41 19.61	34.20 32.47	17.90 17.05	18.98 15.55	18.76 16.55	27.50 25.38	13.89 12.06	21.79 20.16	14.59 10.29	45.16 59.58	8.88 5.81	26.28	35.46 23.32	1st half 2nd "	
99.01 66.80	18.22 14.45	35.92 32.91	20.31 16.90	26.41 38.43	41.15 35.34	44.14 53.80	9.07 9.50	30.02 24.15	109.81 69.68	30.17 18.77	53.56 63.60	-2.70 -18.45	17.62	32.05 37.47	1st half 2nd "	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.											
		Number.	5' 6"										
			1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)
Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	COACHING TRAFFIC—concl'd.												
	COST OF WORKING AND PROFITS—concl'd.												
	Average profit on working a coaching unit one mile—												
87	Per passenger unit . . . Pies	1st half 2nd "	1.52 1.41	1.45 1.04	0.89 0.90	1.63 1.46	1.13 0.60	1.05 0.70	1.55 1.61	1.09 1.16	1.33 0.89	0.94 0.65	1.30 1.12
88	Other traffic per ton . . . "	1st half 2nd "	32.16 29.44	18.85 12.32	-2.94 3.99	28.30 23.29	20.52 16.87	28.60 20.08	20.29 17.88	23.15 25.13	26.66 25.77	13.39 15.64	39.58 36.84
	GOODS TRAFFIC.												
	GROSS RECEIPTS AND TRAIN MILEAGE—												
	(In thousands.)												
89	Receipts from goods traffic . . . Rs.	1st half 2nd "	1,04.95 77.61	93.94 58.57	34.92 63.27	2,90.88 2,62.05	2,90.31 1,88.30	65.92 61.41	20.21 18.14	2,49.15 2,72.58	42.54 46.50	11.65 15.02	53.93 37.95
90	Goods train-miles run . . . No.	1st half 2nd "	2,000 1,785	967 745	703 837	5,515 5,184	5,164 4,094	1,360 1,836	407 359	4,992 5,195	991 1,123	502 536	1,368 1,198
91	Average goods receipts per train-mile . . . Rs.	1st half 2nd "	5.25 4.35	9.71 7.86	4.93 7.56	5.27 5.06	5.62 4.48	4.78 4.43	4.97 5.06	4.99 5.25	4.29 4.14	2.32 2.81	3.89 3.17
	UNITS AND UNIT-MILEAGE.												
	(In thousands.)												
92	Tons of goods carried one mile . . . Ton-miles.	1st half 2nd "	437,545 335,366	321,659 182,462	108,744 155,563	1,470,685 1,355,831	949,300 606,735	191,301 177,728	65,181 60,059	1,062,818 1,208,177	163,991 175,355	45,817 54,909	185,432 135,337
93	Average sum received for carrying a ton one mile . . . Pies	1st half 2nd "	4.61 4.44	5.61 6.16	6.16 7.81	8.80 8.71	5.87 5.80	6.62 6.63	5.95 5.80	4.50 4.33	4.98 5.09	4.83 5.25	5.58 5.38
94	Average number of tons in a train . . . Tons	1st half 2nd "	218.76 187.88	332.60 245.00	153.42 185.94	266.66 261.58	183.82 148.18	188.59 128.27	121.58 132.74	212.89 222.55	165.56 156.20	91.86 102.63	138.69 112.95
	VEHICLES AND VEHICLE-MILEAGE.												
	Number of goods vehicles hauled one mile—												
	(In thousands.)												
95	Loaded . . . Vehicle-miles	1st half 2nd "	33,207 33,769	30,181 21,315	16,971 20,970	184,693 123,429	97,230 75,542	24,801 23,744	5,517 4,989	95,979 111,314	22,742 21,217	7,063 8,522	31,431 24,110
96	Empty . . . "	1st half 2nd "	15,064 12,904	9,075 5,912	4,417 8,162	62,766 62,692	30,467 20,620	7,999 7,266	2,976 2,745	25,778 35,293	5,385 8,565	2,586 2,753	11,712 10,998
97	Brake-vans . . . "	1st half 2nd "	3,208 2,539	997 815	746 843	5,907 5,583	3,792 7,505	2,265 2,243	717 675	4,891 5,175	749 844	558 662	1,634 1,783
98	Total . . . "	1st half 2nd "	56,479 49,212	40,253 28,072	22,134 29,975	203,866 191,904	137,489 103,667	35,005 33,253	9,210 8,409	126,648 151,782	28,876 30,626	10,207 11,937	44,827 36,891
	Average number of vehicles in a goods train—												
99	Freight vehicles . . . No.	1st half 2nd "	26.63 26.15	40.59 36.60	30.18 34.82	35.80 35.94	24.73 23.49	23.72 22.38	15.84 17.10	24.39 28.22	26.40 26.53	19.24 21.05	31.09 29.30
100	Brake-vans . . . "	1st half 2nd "	1.60 1.42	1.03 1.09	1.05 1.01	1.07 1.08	1.89 1.83	1.64 1.62	1.34 1.49	0.98 1.00	0.75 0.75	1.11 1.24	1.21 1.49
101	Total . . . "	1st half 2nd "	28.23 27.57	41.62 37.69	31.23 35.83	36.87 37.02	26.62 25.32	25.36 24.00	17.18 18.59	25.37 29.22	29.15 27.28	20.35 22.29	32.30 30.79
102	Average earnings per goods vehicle per mile (excluding brakes) . . . Pies	1st half 2nd "	37.83 31.93	45.94 41.26	30.30 41.70	28.28 27.00	43.65 36.60	38.66 38.03	45.69 45.05	39.29 35.70	29.04 29.97	28.19 25.58	24.00 20.76
103	Carrying capacity hauled one mile (excluding brakes) . . . Tons	1st half 2nd "	870,416 781,394	545,685 378,900	300,492 418,774	2,983,780 2,863,645	1,843,172 1,403,036	471,941 451,068	135,183 124,165	1,945,630 2,407,652	364,169 405,220	91,560 109,182	438,748 352,091
104	Percentage of freight upon capacity hauled . . . cent.	1st half 2nd "	50.27 42.75	58.95 48.16	36.19 37.60	49.29 47.35	51.50 43.24	40.53 39.40	48.22 48.37	54.63 50.18	45.03 43.27	50.04 50.29	42.75 38.87
105	Average load of a goods vehicle (including both loaded and empty) per mile . . . Tons	1st half 2nd "	8.21 7.19	8.19 6.69	5.08 5.34	7.45 7.28	7.43 6.31	5.84 5.73	7.67 7.77	8.73 8.24	5.83 5.89	4.75 4.87	4.30 3.85
106	Average load of a loaded goods vehicle per mile . . . "	1st half 2nd "	11.45 9.93	10.66 8.55	6.41 7.42	10.92 10.99	9.76 8.08	7.71 7.49	11.82 12.04	11.07 10.85	7.21 8.26	6.49 6.44	5.80 5.61
	WEIGHT OF TRAIN AND TON-MILEAGE—												
	Gross ton-mileage of all goods trains—												
	(In thousands.)												
107	Freight . . . Tons	1st half 2nd "	437,545 335,366	321,659 182,462	108,744 155,563	1,470,685 1,355,831	949,300 606,735	191,301 177,728	65,181 60,059	1,062,818 1,208,177	163,991 175,355	45,817 54,909	185,432 135,337
108	Dead weight . . . "	1st half 2nd "	554,657 489,468	341,948 249,347	222,969 297,324	1,903,812 1,802,728	1,432,013 1,093,853	350,310 352,234	99,506 90,622	1,304,655 1,500,231	277,189 305,148	67,625 79,169	230,457 190,910
109	Total . . . "	1st half 2nd "	892,202 824,834	663,607 431,809	331,713 452,837	3,374,497 3,158,609	2,381,313 1,700,588	541,611 529,962	164,687 150,681	2,367,473 2,708,408	441,180 480,503	113,442 131,078	415,889 326,247

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

3' 3 1/2"										2' 6"					GAUGE.		Serial number.
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	3 (h)	(i) & (j)	1 (e)	1 (f)	Number.		
Bhavanagar-Gondal-Junagad-Porbandar.	Burma	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkhand and Kumaon.	South Indian.	South-ern Mah-ratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushal-garh-Kohat-Thal and Nowshera-Durgai.	Purulia-Banohi.	Raipur-Dham-tari.	Calendar year 1907 by half-years.		
15	16	17	18	19	20	21	22	23	24	25	26		28	29	30	31	
1-77 1-55	1-64 1-23	1-50 1-43	1-15 1-21	0-96 1-10	1-16 0-99	1-04 0-97	1-27 1-25	1-13 0-73	1-18 0-88	1-19 0-99	5-75 8-76	0-29 0-08	...	2-36 1-97	1st half 2nd "	87	
40-32 36-60	19-99 15-78	26-77 22-17	21-06 19-38	25-60 27-53	23-11 19-61	41-45 47-90	15-83 21-07	29-67 25-36	29-16 24-49	32-15 28-18	109-14 119-24	-7-53 -32-23	...	32-52 31-00	1st half 2nd "	88	
7-17 3-91	52-95 38-39	24-76 24-75	13-81 5-93	12-16 8-54	95-28 78-40	8-13 5-93	32-76 31-89	45-82 38-82	65 34	2-93 2-85	2-11 2-12	74 83	...	27 26	1st half 2nd "	89	
162 115	1,666 1,606	668 670	333 211	373 300	2,459 2,088	3,46 2,39	1,102 1,156	1,492 1,439	11 9	1,56 1,75	64 65	119 118	...	19 18	1st half 2nd "	90	
4-43 3-41	3-18 2-39	3-71 3-70	4-03 2-80	3-26 2-34	3-37 3-75	3-30 2-48	2-97 2-76	3-07 2-70	5-34 3-93	1-87 1-63	3-27 3-27	0-62 0-74	...	1-46 1-44	1st half 2nd "	91	
13,574 7,977	146,842 124,066	79,484 71,398	28,906 13,220	35,797 24,393	315,744 286,958	24,769 18,486	86,679 89,173	135,581 119,970	705 415	9,175 12,890	1,063 1,220	1,618 1,818	...	577 642	1st half 2nd "	92	
10-14 9-40	6-92 5-94	5-98 6-64	9-18 8-59	6-52 6-72	5-79 5-25	6-30 6-16	7-26 6-87	6-49 6-21	17-58 15-94	6-13 4-24	38-11 33-42	8-80 8-75	...	9-06 7-78	1st half 2nd "	93	
83-94 69-67	88-14 77-23	118-98 106-59	55-91 32-70	95-90 81-18	129-39 137-41	100-60 77-38	78-64 77-14	90-85 82-38	63-82 47-46	56-67 73-82	16-49 18-79	13-61 16-25	...	30-98 35-46	1st half 2nd "	94	
3,310 2,685	27,251 24,097	13,644 16,827	4,352 2,450	5,603 4,683	59,550 48,940	3,576 3,281	17,843 17,762	25,993 23,718	199 127	2,270 2,405	287 312	740 925	...	186 151	1st half 2nd "	95	
1,088 1,016	11,377 10,329	2,421 4,359	1,751 825	2,629 2,161	20,168 17,002	1,848 1,784	5,659 5,465	6,495 6,446	88 76	1,297 1,459	174 100	260 304	...	79 94	1st half 2nd "	96	
118 58	2,317 2,266	733 743	744 474	95 49	2,616 1,987	314 344	1,693 1,645	1,965 1,982	...	100 137	...	173 167	...	24 26	1st half 2nd "	97	
4,511 3,109	40,945 36,692	16,848 21,929	6,847 3,749	8,327 6,893	82,334 67,929	5,733 5,409	25,195 24,872	34,453 32,146	287 203	3,657 4,001	461 412	1,173 1,396	...	289 271	1st half 2nd "	98	
27-19 26-64	23-19 21-43	24-05 31-63	11-81 8-10	22-05 22-78	32-42 31-58	22-03 21-21	21-32 20-09	21-77 20-96	26-06 23-23	22-74 22-13	7-16 6-35	8-42 10-99	...	14-24 13-55	1st half 2nd "	99	
10-71 0-51	1-39 1-41	1-17 1-11	1-44 1-17	0-26 0-16	1-06 0-95	1-28 1-44	1-54 1-42	1-32 1-38	...	0-64 0-78	...	1-45 1-49	...	1-28 1-44	1st half 2nd "	100	
27-90 27-15	24-58 22-84	25-22 32-74	13-25 9-27	22-31 22-94	33-48 32-53	23-31 22-65	22-36 21-61	23-09 22-34	26-06 23-23	23-38 22-91	7-16 6-35	9-87 12-48	...	15-52 14-09	1st half 2nd "	101	
31-30 24-58	26-32 21-41	23-22 22-43	43-45 34-68	23-36 23-95	22-95 22-88	23-78 22-48	26-76 26-36	27-08 24-71	43-06 32-49	15-80 14-15	87-76 98-91	14-24 12-94	...	19-69 20-36	1st half 2nd "	102	
33,471 23,549	324,439 290,164	136,799 189,948	66,160 24,642	78,621 67,161	704,312 584,563	62,074 51,037	176,670 174,776	241,776 226,783	2,449 1,657	28,940 31,396	3,570 3,189	4,472 5,508	...	1,930 1,756	1st half 2nd "	103	
40-58 33-87	45-26 42-76	53-10 37-59	43-69 38-16	45-53 36-32	44-33 49-09	39-30 36-22	49-06 51-02	53-08 52-90	23-76 25-03	31-70 41-06	29-77 38-24	36-18 33-03	...	29-37 35-95	1st half 2nd "	104	
3-09 2-61	3-30 3-60	4-95 3-87	4-74 4-04	4-35 3-56	3-96 4-35	4-57 3-65	3-09 3-34	4-17 3-98	2-44 2-04	2-58 3-34	2-30 2-96	1-82 1-48	...	2-17 2-62	1st half 2nd "	105	
4-10 3-92	5-39 5-15	5-83 4-24	6-64 5-40	6-39 5-21	5-30 5-86	6-93 5-63	4-86 5-02	5-22 5-06	3-53 3-27	4-04 5-36	3-70 3-91	2-18 1-97	...	3-09 4-25	1st half 2nd "	106	
13,574 7,977	146,842 124,066	79,484 71,398	28,906 13,220	35,797 24,393	315,744 286,958	24,769 18,486	86,679 89,173	135,581 119,970	704 415	9,175 12,890	1,063 1,219	1,618 1,818	...	576 642	1st half 2nd "	107	
21,065 14,697	246,102 225,454	103,496 124,867	44,879 25,361	45,469 37,285	379,036 317,335	33,913 33,741	152,147 153,730	187,800 178,294	1,529 1,117	20,821 22,758	4,017 3,894	5,049 5,146	...	1,255 1,187	1st half 2nd "	108	
34,639 22,674	392,944 349,520	182,930 196,265	73,785 38,581	81,266 61,678	694,790 604,293	53,682 52,227	238,326 242,903	323,381 293,264	2,233 1,532	29,946 35,643	5,080 5,113	6,607 6,964	...	1,831 1,829	1st half 2nd "	109	

Analysis of working of each railway

Note.—Railways not shown

Serial number	PARTICULARS.	GAUGE.											
		5' 6"											
		Number	1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)
Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North West-ern.	Oudh and Rohil-khand.	Assam-Bengal.	Bengal and North-West-ern.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
GOODS TRAFFIC—concl'd.													
WEIGHT OF TRAIN AND TON-MILEAGE—concl'd.													
Average weight of a goods train—													
110	Freight Tons	1st half	218.76	832.60	158.42	266.66	188.82	188.59	121.58	212.89	165.56	91.36	133.63
		2nd "	187.88	245.00	185.94	261.58	148.18	128.27	132.74	232.55	156.20	102.53	112.95
111	Dead weight "	1st half	277.32	353.58	314.58	345.19	277.29	258.79	185.60	261.34	279.83	134.84	166.08
		2nd "	274.20	334.82	355.39	347.78	237.15	254.22	216.81	288.76	271.82	147.83	159.83
112	Total "	1st half	496.08	886.18	468.00	611.85	461.11	392.38	307.18	474.23	445.39	226.20	299.71
		2nd "	462.08	579.82	541.33	609.36	415.38	382.49	349.55	521.31	428.02	250.36	272.28
COST OF WORKING AND PROFIT.													
113	Average cost of hauling a goods train one mile Rs.	1st half	2.33	3.47	3.69	2.10	2.39	3.24	1.65	2.60	2.63	2.45	1.51
		2nd "	2.43	3.88	3.76	2.15	2.59	3.34	1.61	2.61	2.96	2.44	1.48
114	Average cost of hauling a goods vehicle with its load one mile Pies.	1st half	16.77	16.40	28.45	11.27	18.53	26.21	15.13	20.43	17.76	24.47	9.32
		2nd "	17.85	20.11	20.75	11.49	21.18	28.66	14.37	17.75	21.43	22.29	9.67
115	Average cost of hauling a goods unit (viz., one ton) one mile "	1st half	2.04	2.00	4.61	1.51	2.50	4.49	1.97	2.24	3.05	5.15	2.17
		2nd "	2.48	3.00	3.88	1.58	3.36	5.00	1.85	2.15	3.64	4.58	2.51
115 A	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	4.17	3.62	7.51	2.87	4.23	8.04	4.50	4.23	5.63	10.16	4.27
		2nd "	5.29	5.81	6.15	3.05	5.77	8.78	4.57	3.93	6.29	8.96	5.23
116	Average profit on working a goods train one mile Rs.	1st half	2.92	6.24	1.24	3.17	3.28	1.54	3.32	2.39	1.66	-0.13	2.38
		2nd "	1.92	4.03	3.60	2.91	1.89	1.09	3.45	2.64	1.18	0.37	1.69
117	Average profit on working a goods vehicle with its load one mile Pies.	1st half	21.06	29.54	6.85	17.01	25.07	12.45	30.56	18.86	11.28	-1.28	14.68
		2nd "	14.08	21.15	20.95	15.51	15.42	9.36	30.68	17.95	8.54	3.29	11.09
118	Average profit on working a goods unit (viz., one ton) one mile "	1st half	2.57	3.61	1.55	2.29	3.37	2.13	3.98	2.16	1.93	-0.27	3.41
		2nd "	1.96	3.16	3.93	2.13	2.44	1.63	3.95	2.18	1.45	0.67	2.87
DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.													
Percentage on Total Earnings—													
119	Coaching traffic Per cent.	1st half	28.33	31.01	42.74	32.51	26.63	39.59	22.08	31.21	47.73	44.32	39.86
		2nd "	34.59	40.20	30.27	31.92	34.03	39.54	23.59	31.30	42.38	34.55	45.34
120	Goods traffic "	1st half	68.58	67.86	50.59	66.01	72.39	57.74	73.53	67.09	44.33	49.68	52.18
		2nd "	62.07	57.95	66.47	65.97	64.49	57.71	71.09	67.60	51.75	59.05	46.91
121	Sundries, including telegraph "	1st half	2.71	1.13	6.67	1.14	0.98	2.67	4.41	1.70	7.94	5.78	1.76
		2nd "	3.01	1.85	3.23	1.78	1.43	2.75	5.32	1.10	5.87	6.14	1.77
122	Steam-boat earnings "	1st half	0.33	...	...	0.34	...	...	...	...	...	0.22	6.20
		2nd "	0.33	...	...	0.33	...	...	...	...	...	0.26	5.98
Total	. . . . . "	1st half	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
		2nd "	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 Per cent.	1st half	7.69	6.92	22.75	9.19	8.62	18.41	10.10	16.59	12.44	27.72	12.41
		2nd "	10.85	11.29	18.69	9.31	10.95	26.38	7.48	12.09	17.60	26.24	14.33
124	Locomotive expenses "	1st half	15.62	14.85	15.14	11.03	20.87	20.96	10.09	21.10	25.05	22.66	9.83
		2nd "	17.83	18.49	12.22	12.27	27.33	22.68	10.73	20.27	30.64	20.94	12.90
125	Carriage and wagon expenses "	1st half	4.48	4.24	5.89	3.33	3.74	3.15	2.66	3.06	4.09	7.40	2.60
		2nd "	5.18	7.70	3.34	3.86	6.86	5.43	3.32	5.21	3.57	4.92	3.26
126	Traffic expenses "	1st half	7.87	6.17	18.67	8.74	7.05	7.72	5.22	7.79	9.78	12.99	6.20
		2nd "	9.23	7.93	14.48	10.23	9.89	9.06	5.57	8.21	10.77	18.36	8.13
127	General charges "	1st half	4.45	3.35	5.65	3.38	3.14	4.91	4.63	2.98	4.22	12.30	3.97
		2nd "	5.90	4.42	4.57	3.95	4.58	5.76	5.11	2.78	4.46	11.29	5.16
128	Miscellaneous expenses "	1st half	2.71	1.71	3.11	2.23	2.20	2.38	1.69	1.53	2.45	6.23	2.53
		2nd "	3.32	2.63	3.50	2.12	3.61	2.51	1.83	1.88	2.59	6.84	1.47
129	Steam-boat expenses "	1st half	1.16	...	...	0.22	...	...	...	0.02	...	0.86	2.59
		2nd "	1.21	...	...	0.33	...	...	...	0.01	...	0.31	3.53
130	TOTAL WORKING EXPENSES "	1st half	43.93	37.24	71.21	38.12	45.62	62.53	34.38	53.07	58.03	90.16	40.12
		2nd "	53.57	52.46	57.00	42.07	63.30	72.02	34.04	40.05	40.05	50.20	48.78

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

3' 3 1/2"										2' 6"					GAUGE.		Serial number.
18 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19(a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (i) & (j)	1 (e)	1 (f)	Number.	Calendar year 1907 by half-years.	
Bhavanagar-Gondal-Junagad-Portandar.	Burma	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Maharratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purnia-Ranchi.	Raipur-Dhamtari.			
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
83.94 69.66	88.14 77.23	118.98 106.59	55.91 82.70	95.90 81.18	128.39 137.41	110.60 77.38	78.64 77.14	90.85 83.88	69.82 47.46	58.67 78.82	16.49 18.79	13.61 16.25	... 42.27	30.98 85.46	1st half 2nd "	} 110	
130.25 128.36	147.72 140.34	154.98 186.42	86.81 83.46	121.80 124.09	154.13 151.95	137.74 141.24	138.08 132.98	125.84 123.91	138.46 127.85	133.14 130.34	62.38 60.00	43.48 46.00	... 107.70	67.41 65.57	1st half 2nd "	} 111	
214.19 193.02	235.86 217.57	273.91 293.01	142.72 116.16	217.70 205.27	282.52 269.36	248.34 218.62	216.67 210.12	216.69 207.29	202.28 175.31	191.81 204.16	78.81 78.79	56.09 62.25	... 149.97	98.39 101.03	1st half 2nd "	} 112	
2.00 1.79	1.93 2.00	2.41 2.36	1.74 1.21	1.85 1.32	1.88 2.08	1.21 1.17	1.72 1.65	1.64 1.89	1.85 1.80	1.28 1.38	2.28 2.25	1.15 1.52	... 0.85	0.95 1.19	1st half 2nd "	} 113	
14.12 12.89	15.95 17.93	19.21 14.35	18.47 14.93	16.10 11.09	11.18 12.64	10.54 10.55	15.47 15.78	14.45 17.85	13.63 14.88	10.80 11.97	59.90 68.07	26.33 26.53	... 10.04	12.80 16.84	1st half 2nd "	} 114	
4.57 4.23	4.19 4.98	3.88 4.25	3.90 3.70	3.70 3.11	2.81 2.91	2.31 2.89	4.20 4.11	3.46 4.36	5.57 7.29	4.19 3.59	26.01 28.01	16.28 17.94	... 3.86	5.89 6.44	1st half 2nd "	} 115	
8.75 10.08	7.11 8.61	6.78 7.31	6.87 8.61	5.46 5.37	4.44 4.60	4.18 5.37	7.41 7.24	6.65 7.89	19.71 31.30	8.94 7.14	71.72 62.47	30.68 30.85	... 11.80	14.14 13.63	1st half 2nd "	} 115 A.	
2.43 1.62	1.25 0.39	1.30 1.34	2.34 1.59	1.41 1.52	1.99 1.67	2.09 1.31	1.25 1.11	1.43 0.81	3.99 2.13	0.59 0.25	1.04 1.02	-0.53 -0.73	... 2.18	0.51 0.25	1st half 2nd "	} 116	
17.18 11.69	10.37 3.48	9.01 8.08	24.96 19.75	12.26 12.36	11.82 10.19	18.24 11.89	11.29 10.58	12.63 7.36	29.43 17.61	5.00 2.18	27.86 30.84	-12.09 -13.59	... 25.80	6.89 8.53	1st half 2nd "	} 117	
5.57 4.47	2.73 0.96	2.10 2.39	5.28 4.89	2.32 3.61	2.93 2.34	3.99 3.27	3.06 2.76	3.03 1.85	12.01 8.65	1.94 0.65	12.11 10.42	-7.48 -9.19	... 9.91	3.17 1.34	1st half 2nd "	} 118	
51.33 63.41	41.63 47.10	43.41 42.33	30.71 47.22	40.26 47.04	35.31 38.87	41.42 47.80	56.54 57.02	35.44 36.45	53.69 66.90	42.33 39.15	51.05 54.74	60.98 58.50	... 42.07	53.56 52.29	1st half 2nd "	} 119	
45.86 33.23	56.91 51.81	47.76 46.74	67.30 49.20	57.66 49.66	62.82 59.08	53.15 48.00	42.07 41.53	63.11 61.80	44.72 32.36	56.27 59.06	47.88 43.78	37.95 40.20	... 44.04	44.49 46.82	1st half 2nd "	} 120	
2.91 3.36	1.12 1.27	0.96 1.27	1.99 3.58	2.08 3.30	1.87 2.05	5.43 4.20	1.39 1.40	1.45 1.75	1.59 1.34	1.40 1.79	1.07 1.53	1.07 1.30	... 13.89	1.95 0.89	1st half 2nd "	} 121	
...	0.34 0.32	7.37 9.61	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	} 122
00.00 00.00	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	100.00 100.00	1st half 2nd "		
14.23 11.16	15.86 17.33	15.94 13.46	20.83 5.13	24.39 8.50	9.70 12.20	8.32 9.97	18.59 12.03	11.34 18.51	11.36 19.05	14.35 17.50	14.38 15.41	35.19 52.22	... 4.16	5.19 18.65	1st half 2nd "	} 123	
9.30 14.51	18.09 26.06	12.28 15.11	9.61 14.64	16.96 20.09	18.35 20.27	14.10 17.18	16.15 17.20	18.64 23.93	12.46 14.23	19.12 25.10	20.09 21.23	40.69 38.84	... 2.91	18.60 21.95	1st half 2nd "	} 124	
1.99 3.57	5.71 8.42	4.31 4.50	1.37 2.89	2.80 3.40	5.16 5.48	4.80 4.78	3.90 4.59	6.17 7.63	1.92 2.88	2.00 4.29	4.38 2.77	5.98 11.69	... 1.46	2.90 2.89	1st half 2nd "	} 125	
7.27 8.48	8.39 11.58	10.88 10.87	5.84 10.66	5.72 6.96	8.08 9.16	7.47 10.19	7.21 8.06	7.59 8.89	7.12 9.37	11.26 13.48	7.90 7.20	25.01 27.67	... 1.30	7.88 7.18	1st half 2nd "	} 126	
6.86 9.98	5.94 7.63	4.96 4.79	6.70 11.71	3.38 4.38	4.33 5.23	6.34 7.93	6.06 6.37	6.57 7.78	5.30 6.33	8.24 8.33	6.46 6.55	14.44 12.25	... 5.71	7.03 7.12	1st half 2nd "	} 127	
3.04 1.84	2.05 1.07	2.56 2.42	1.25 1.60	2.48 2.12	1.32 1.53	1.14 0.67	1.38 1.54	1.25 1.98	1.30 1.70	1.80 1.68	4.75 1.49	4.46 3.84	... 4.24	0.57 0.46	1st half 2nd "	} 128	
...	0.30 1.85	6.66 6.92	...	...	...	...	...	...	...	...	...	3.51 3.22	...	...	1st half 2nd "	} 129
12.69 19.54	58.44 73.94	57.59 53.07	45.13 46.13	55.73 46.05	46.94 53.92	42.17 50.72	48.29 49.79	52.06 63.72	39.46 53.56	56.77 70.88	57.96 54.65	129.23 149.93	... 19.73	42.17 57.75	1st half 2nd "	} 130	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE. Number	5' 6"											
			1 (a)	2 (a) to ()	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)	
			Calen- dar year 1907 by half- years.	Bengal- Nagpur.	Bom- bay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaran- teed State.	North West- ern.	Oudh and Rohil- khand.	Assam Bengal.	Bengal and North- West- ern.
			3	4	5	6	7	8	9	10	11	12	13	14
	PER MILE OF LINE MAIN- TAINED.		TABLE A.—MAINTENANCE OF WAY.											
131a	General superintendence (includ- ing office expenses) . . . Rs.	1st half 2nd ,,	165.69 172.10	171.24 172.00	337.42 372.18	237.81 238.05	167.09 168.90	188.80 195.48	153.63 150.66	154.97 152.34	148.47 147.53	145.78 148.17	145.78 148.17	98.81 98.53
132a	Maintenance and renewal of permanent-way . . . ,,	1st half 2nd ,,	226.54 365.25	657.71 735.39	1,615.80 2,001.72	801.02 705.01	541.32 536.43	653.55 832.09	39.622 244.49	810.19 550.44	486.10 410.90	448.97 499.72	427.27 265.74	427.27 265.74
133a	Repairs of bridges, &c. . . ,,	1st half 2nd ,,	143.07 65.67	156.02 157.13	584.33 414.97	133.32 106.40	258.52 175.80	301.54 343.19	189.54 40.18	86.46 113.96	65.33 358.97	132.17 99.58	124.92 186.37	124.92 186.37
134a	Conservancy of rivers . . . ,,	1st half 2nd ,,	... ...	... ...	0.95 ...	... ...	... ...	... ...	... ...	15.56 31.50	6.21 7.68	... ...	... ...	0.87 0.05
135a	Repairs of stations and buildings,,	1st half 2nd ,,	93.29 94.90	120.43 126.43	420.04 521.65	325.17 297.11	171.81 147.32	199.02 185.58	34.87 37.74	212.09 178.62	110.50 117.13	82.61 79.75	41.08 37.07	41.08 37.07
136a	Other charges (net) . . . ,,	1st half 2nd ,,	55.29 85.38	48.86 44.56	185.00 232.65	159.00 151.84	89.50 32.55	205.25 384.46	67.39 71.31	237.34 128.47	89.17 157.82	34.15 38.87	29.88 52.12	29.88 52.12
137a	Total maintenance, &c. . . ,,	1st half 2nd ,,	683.88 783.30	1,154.26 1,235.51	3,142.59 3,544.12	1,656.32 1,497.91	1,228.24 1,110.99	1,488.16 1,940.70	791.65 544.38	1,516.61 1,155.33	905.78 1,200.03	843.63 866.09	722.83 639.88	722.83 639.88
	PER MILE OF TRACK, INCLUD- ING SIDINGS.													
131b	General superintendence (includ- ing office expenses) . . . Rs.	1st half 2nd ,,	133.99 189.62	114.40 117.85	205.06 222.03	151.75 150.88	118.98 119.74	155.65 161.16	136.54 138.81	120.00 114.14	128.79 127.91	123.83 130.77	84.66 84.18	84.66 84.18
132b	Maintenance and renewal of permanent-way . . . ,,	1st half 2nd ,,	183.20 296.32	439.37 508.86	981.96 1,194.17	511.14 446.84	335.47 380.29	538.80 686.17	352.15 217.14	627.42 412.42	421.67 356.25	396.75 441.04	365.06 227.05	365.06 227.05
133b	Repairs of bridges, &c. . . ,,	1st half 2nd ,,	115.70 53.28	104.23 107.66	355.11 247.56	85.08 67.44	184.08 124.64	248.60 283.01	124.01 35.68	66.96 85.39	56.67 311.22	116.81 87.90	107.62 159.23	107.62 159.23
134b	Conservancy of rivers . . . ,,	1st half 2nd ,,	... ...	... ...	0.57 ...	... ...	... ...	... ...	... ...	12.05 23.61	5.38 6.65	... ...	... ...	0.75 0.04
135b	Repairs of stations and buildings,,	1st half 2nd ,,	75.45 76.93	80.45 86.62	255.27 311.20	207.49 188.52	122.85 104.44	114.61 152.99	31.00 33.52	164.25 133.83	95.85 101.55	73.01 70.39	35.20 31.67	35.20 31.67
136b	Other charges (net) . . . ,,	1st half 2nd ,,	44.71 69.67	32.64 30.54	112.42 188.79	101.46 95.92	63.73 58.52	169.21 317.04	59.88 63.33	133.80 96.25	77.35 186.83	30.16 34.29	25.60 44.53	25.60 44.53
137b	Total maintenance, &c. . . ,,	1st half 2nd ,,	553.05 635.88	771.08 846.53	1,909.82 2,114.32	1,056.92 949.40	874.61 737.63	1,226.87 1,600.37	703.53 483.45	1,174.48 865.64	785.71 1,040.41	745.56 76.439	619.29 546.70	619.29 546.70
	PER TOTAL TRAIN-MILE.													
131c	General superintendence (includ- ing office expenses) . . . As.	1st half 2nd ,,	1.39 1.53	1.03 1.23	1.52 1.51	0.95 1.00	0.81 0.90	1.65 1.63	1.48 1.50	1.04 1.01	1.19 1.16	2.03 2.01	0.95 0.99	0.95 0.99
132c	Maintenance and renewal of permanent-way . . . ,,	1st half 2nd ,,	1.89 3.24	3.95 5.27	7.30 8.16	3.20 2.95	2.62 2.85	5.72 6.94	3.83 2.43	5.43 3.65	3.91 3.23	6.41 6.78	4.10 2.67	4.10 2.67
133c	Repairs of bridges, &c. . . ,,	1st half 2nd ,,	1.20 0.59	0.94 1.13	2.64 1.69	0.53 0.45	1.25 0.98	2.63 3.86	1.35 0.40	0.58 0.76	0.53 2.82	1.39 1.36	1.20 1.87	1.20 1.87
134c	Conservancy of rivers . . . ,,	1st half 2nd ,,	... ...	... ...	... ...	... ...	... ...	... ...	... ...	0.10 0.20	0.05 0.06	... ...	... ...	0.01 ...
135c	Repairs of stations and buildings,,	1st half 2nd ,,	0.78 0.84	0.72 0.91	1.90 2.13	1.30 1.24	0.88 0.78	1.21 1.55	0.33 0.37	1.42 1.18	0.89 0.92	1.17 1.09	0.40 0.37	0.40 0.37
136c	Other charges (net) . . . ,,	1st half 2nd ,,	0.46 0.76	0.30 0.32	0.84 0.95	0.63 0.68	0.43 0.44	1.80 3.20	0.66 0.71	1.59 0.85	0.72 1.24	0.50 0.52	0.28 0.52	0.28 0.52
137c	Total maintenance, &c. . . ,,	1st half 2nd ,,	5.72 6.96	6.94 8.86	14.20 14.44	6.61 6.27	5.94 5.90	13.01 16.18	7.65 5.41	10.16 7.65	7.29 9.43	12.05 11.76	6.94 6.42	6.94 6.42
	PER 1,000 GROSS TON-MILES.													
131d	General superintendence (includ- ing office expenses) . . . Rs.	1st half 2nd ,,	0.21 0.25	0.15 0.21	0.29 0.26	0.12 0.18	0.14 0.17	0.32 0.33	0.25 0.26	0.18 0.16	0.24 0.24	0.63 0.56	0.24 0.28	0.24 0.28
132d	Maintenance and renewal of permanent-way . . . ,,	1st half 2nd ,,	0.29 0.54	0.55 0.87	1.36 1.37	0.42 0.39	0.44 0.53	1.10 1.41	0.65 0.42	0.94 0.59	0.78 0.65	1.33 1.90	1.03 0.75	1.03 0.75
133d	Repairs of bridges, &c. . . ,,	1st half 2nd ,,	0.19 0.10	0.13 0.19	0.49 0.29	0.07 0.06	0.21 0.17	0.51 0.58	0.23 0.07	0.10 0.12	0.11 0.57	0.38 0.52	0.30 0.52	0.30 0.52
134d	Conservancy of rivers . . . ,,	1st half 2nd ,,	... ...	... ...	... ...	... ...	... ...	... ...	... ...	0.02 0.04	0.01 0.01	......	......	......
135d	Repairs of stations and buildings,,	1st half 2nd ,,	0.12 0.14	0.10 0.14	0.36 0.36	0.17 0.16	0.14 0.15	0.23 0.31	0.05 0.07	0.24 0.19	0.18 0.19	0.35 0.30	0.10 0.10	0.10 0.10
136d	Other charges . . . ,,	1st half 2nd ,,	0.07 0.12	0.04 0.05	0.15 0.15	0.08 0.08	0.07 0.08	0.35 0.65	0.11 0.12	0.28 0.14	0.14 0.25	0.15 0.15	0.07 0.15	0.07 0.15
137d	Total maintenance, &c. . . ,,	1st half 2nd ,,	0.88 1.15	0.97 1.47	2.65 2.43	0.86 0.82	1.00 1.10	2.51 3.23	1.29 0.94	1.76 1.24	1.46 1.91	3.63 3.29	1.74 1.60	1.74 1.60

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

3' 34"										2' 6"					Gauge		Serial number.
18 (a) to (d)	14 (a) and (b)	3 (b) & (c)	7 (c)	17 (a) to (e)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	3 (h)	3 (i) & (j)	1 (a)	1 (f)	Number.		
Bhav-nagar-Gondal-Juna-gad-Por-bandar.	Burma	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner	Rajputana-Malwa.	Rohilkhand and Kumaon.	South Indian.	South-ern Mah-ratta.	Udai-pur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushal-garh-Kohat-Thal and Nowahera-Durgai.	Purnia Ranohi.	Raipur-Dham-tari.	Calendar year 1907 by half-years.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
WORKS AND STATIONS.																	
53.18 53.39	145.74 140.20	115.65 118.05	138.43 130.67	19.69 23.53	103.09 103.42	79.58 88.95	166.82 170.52	81.59 81.45	43.71 40.19	88.14 108.19	256.90 234.97	113.76 110.34	...	7.34 7.73	1st half 2nd "	} 131a	
401.61 166.81	569.47 460.06	376.91 266.09	842.38 -79.66	547.84 121.19	420.46 437.58	175.55 172.08	348.03 280.45	311.53 377.25	170.69 226.85	134.42 174.52	224.60 237.23	181.05 197.22	...	40.99 133.91	1st half 2nd "		} 132a
6.22 7.96	161.14 100.12	186.82 162.45	7.78 13.55	5.27 3.90	56.95 120.25	60.17 35.24	213.99 176.24	30.19 83.29	6.80 1.43	21.77 8.37	474.76 514.59	75.29 118.76	...	5.37 3.18	1st half 2nd "	} 133a	
...	0.03 0.06	11.59 -0.29	0.12 6.88	58.33 260.86	1st half 2nd "		} 134a
13.56 38.78	116.04 108.44	185.11 222.74	23.56 82.91	18.00 9.72	61.72 77.37	26.58 47.48	53.91 65.39	35.92 67.96	12.78 13.42	46.78 9.73	58.90 97.09	49.01 51.68	...	2.60 13.61	1st half 2nd "	} 135a	
23.67 27.01	73.34 105.32	132.35 102.21	54.78 60.29	26.67 16.97	65.45 33.38	22.33 31.66	-7.22 -16.10	33.52 57.09	9.52 18.64	7.43 38.68	50.43 134.76	45.66 76.07	...	-0.65 23.59	1st half 2nd "		} 136a
498.24 293.95	1,066.26 914.20	1,008.43 871.25	1,066.88 157.76	617.47 175.31	707.67 772.00	364.31 382.29	775.53 676.50	497.75 672.04	243.50 300.53	298.54 337.49	1,065.59 1,258.64	521.10 814.93	...	55.65 182.00	1st half 2nd "	} 137a	
49.30 43.46	123.68 113.24	98.00 99.76	124.52 117.53	18.66 22.27	88.01 87.86	69.14 76.99	147.48 150.63	73.46 73.25	40.92 37.82	81.31 99.80	233.63 204.34	103.23 100.08	...	6.92 7.28	1st half 2nd "		} 131b
864.79 151.36	483.28 387.99	319.41 224.87	757.70 -71.66	519.10 114.71	358.94 371.75	152.54 148.24	307.69 247.73	280.49 339.28	159.77 212.34	124.00 160.99	204.25 260.69	164.29 178.68	...	38.61 126.16	1st half 2nd "	} 132b	
5.65 7.22	136.75 84.44	158.32 137.28	7.00 12.19	4.99 3.69	45.62 102.16	52.28 30.50	189.18 155.68	27.19 79.40	6.37 1.33	20.08 7.72	491.76 467.41	68.32 107.72	...	5.06 3.98	1st half 2nd "		} 133b
...	0.03 0.05	9.82 -0.24	...	...	...	0.10 5.95	...	...	...	...	...	51.12 236.60	...	...	1st half 2nd "	} 134b
12.32 35.19	98.47 91.45	156.87 138.23	21.19 29.60	17.06 9.19	52.69 65.73	23.10 41.10	47.66 57.76	82.34 61.12	12.07 12.56	43.15 8.96	58.56 88.19	44.47 46.87	...	2.45 12.32	1st half 2nd "		} 135b
21.51 24.50	62.66 88.82	112.16 86.37	49.23 54.24	25.28 16.06	55.86 28.36	19.40 27.88	-6.38 -14.22	34.68 51.34	8.99 17.46	6.85 33.83	45.88 122.40	41.43 68.89	...	-0.61 22.22	1st half 2nd "	} 136b	
452.57 266.73	904.87 770.99	854.58 736.27	959.64 141.90	565.09 165.92	604.12 655.86	316.56 330.86	685.63 597.58	448.16 604.39	228.12 281.31	275.39 311.32	969.08 1,143.23	472.86 739.14	...	52.43 171.46	1st half 2nd "		} 137b
1.07 0.98	1.15 1.19	1.11 1.03	1.61 1.92	0.40 0.50	0.77 0.83	0.91 0.97	1.50 1.45	0.91 0.98	1.74 1.59	1.61 1.79	2.28 1.97	1.15 1.17	...	0.23 0.22	1st half 2nd "	} 131c	
8.11 3.05	4.49 3.89	3.63 2.32	9.79 -1.17	11.35 2.57	3.16 3.50	1.99 1.89	3.13 2.38	3.40 4.29	6.81 8.93	2.45 2.86	1.99 2.51	1.83 2.10	...	1.26 3.88	1st half 2nd "		} 132c
0.13 0.14	1.27 0.85	1.30 1.42	0.09 0.20	0.11 0.08	0.43 0.96	0.68 0.89	1.93 1.50	0.34 1.01	0.27 0.06	0.40 0.14	4.20 4.51	0.76 1.26	...	0.17 0.09	1st half 2nd "	} 133c	
...	...	0.11	0.57 2.77	1st half 2nd "		} 134c
0.27 0.71	0.92 0.91	1.78 1.95	0.28 0.48	0.38 0.20	0.46 0.62	0.30 0.52	0.49 0.55	0.40 0.77	0.51 0.53	0.95 0.16	0.52 0.85	0.50 0.55	...	0.08 0.40	1st half 2nd "	} 135c	
0.48 0.50	0.58 0.89	1.27 0.90	0.63 0.69	0.56 0.36	0.49 0.27	0.25 0.34	-0.07 -0.14	0.43 0.65	0.38 0.73	0.14 0.60	0.45 1.19	0.47 0.81	...	-0.02 0.68	1st half 2nd "		} 136c
10.06 5.88	8.41 7.73	9.70 7.62	12.40 2.32	12.80 3.71	5.31 6.18	4.13 4.19	6.98 5.74	5.57 7.65	9.71 11.84	5.45 5.57	9.44 11.03	5.28 8.66	...	1.72 5.27	1st half 2nd "	} 137c	
0.36 0.40	0.31 0.34	0.32 0.30	0.48 0.67	0.12 0.16	0.21 0.23	0.22 0.25	0.49 0.49	0.29 0.31	0.49 0.50	0.51 0.54	1.72 1.48	1.27 1.19	...	0.16 0.16	1st half 2nd "		} 131d
2.70 1.24	1.23 1.12	1.05 0.66	2.96 -0.10	3.39 0.84	0.84 0.95	0.49 0.46	1.03 0.81	1.10 1.42	1.92 2.82	0.77 0.88	1.51 1.89	2.02 2.12	...	0.89 2.83	1st half 2nd "	} 132d	
0.04 0.00	0.35 0.25	0.52 0.41	0.03 0.07	0.03 0.03	0.11 0.26	0.16 0.10	0.63 0.51	0.11 0.33	0.08 0.02	0.12 0.04	3.19 3.39	0.84 1.27	...	0.12 0.06	1st half 2nd "		} 133d
...	...	0.03 ...	...	...	...	...	...	...	...	...	...	0.63 2.80	...	...	1st half 2nd "	} 134d
0.09 0.29	0.25 0.26	0.51 0.56	0.08 0.16	0.11 0.07	0.12 0.16	0.08 0.13	0.16 0.19	0.13 0.26	0.14 0.17	0.27 0.05	0.40 0.64	0.54 0.56	...	0.06 0.29	1st half 2nd "		} 135d
0.16 0.20	0.16 0.26	0.37 0.25	0.20 0.30	0.17 0.12	0.13 0.07	0.08 0.09	-0.01 -0.05	0.14 0.21	0.10 0.23	0.04 0.18	0.84 0.89	0.51 0.62	...	-0.01 0.50	1st half 2nd "	} 136d	
3.35 2.19	2.30 2.23	2.80 2.18	3.75 0.80	3.82 1.22	1.41 1.67	1.01 1.07	2.30 1.95	1.77 2.53	2.73 3.74	1.71 1.69	7.16 8.29	5.81 8.76	...	1.22 3.84	1st half 2nd "		} 137d

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

3' 3 3/4"										2' 6"					GAUGE.		Serial number.
13 (a) to (d)	14 (a) & (b)	3 (b) and (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (s) & (j)	1 (e)	1 (f)	Number.		
Bhavanagar-Gondal-Junagad-Porbandar.	Barma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkhand and Kumaon.	South Indian.	South-ern Mah-ratta.	Udai-pur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
EXPENSES.																31	
17.39	11.50	7.09	4.80	16.38	15.48	...	11.81	10.53	16.69	4.75	13.88	13.69	...	4.15	1st half		
17.39	12.46	9.84	4.78	16.37	12.24	...	18.32	11.78	15.53	4.82	16.71	14.63	4.38	4.34	2nd "		
...	...	...	...	...	...	3.99	...	...	...	...	...	...	...	...	1st half
...	...	...	...	...	...	3.86	...	...	...	...	...	...	...	...	2nd "
0.77	0.82	0.57	0.88	0.39	0.66	0.64	0.60	0.70	1.84	0.66	0.92	0.80	...	0.72	1st half		
0.70	0.88	0.58	1.10	0.41	0.71	0.65	0.59	0.72	1.72	0.58	0.98	0.49	0.08	0.38	2nd "		
1.22	2.64	1.28	1.51	0.80	1.82	0.70	1.64	1.74	0.69	1.07	1.85	1.07	...	0.95	1st half		
1.10	2.61	1.21	1.56	0.79	1.92	0.71	1.59	1.76	0.75	1.03	1.84	1.32	0.87	1.11	2nd "		
3.48	3.58	2.04	1.19	4.87	4.03	3.26	3.12	2.96	4.88	2.26	7.17	1.82	...	0.87	1st half		
3.27	3.65	2.99	1.21	4.84	3.17	2.88	3.73	3.49	4.02	2.23	8.06	2.25	0.94	0.98	2nd "		
0.14	0.29	0.15	0.17	0.38	0.26	0.23	0.16	0.22	0.39	0.41	0.43	0.46	...	0.31	1st half		
0.13	0.29	0.18	0.24	0.40	0.34	0.17	0.19	0.23	0.55	0.38	0.76	0.60	...	0.35	2nd "		
0.26	0.33	0.23	0.22	0.44	0.31	0.27	0.27	0.17	0.32	0.23	0.39	0.33	...	0.18	1st half		
0.26	0.34	0.30	0.21	0.42	0.31	0.32	0.29	0.19	0.34	0.20	0.35	0.41	...	0.38	2nd "		
0.51	1.64	1.13	1.07	1.48	1.98	0.99	2.16	1.73	2.15	0.66	2.21	0.77	...	1.71	1st half		
1.18	2.70	2.11	1.24	1.40	2.47	1.48	1.43	1.69	1.27	0.87	2.71	0.82	0.30	0.78	2nd "		
0.06	0.14	0.23	0.04	0.16	0.51	0.11	0.10	0.25	0.34	0.06	0.04	0.07	...	...	1st half
0.08	0.19	0.26	0.04	0.15	0.73	0.14	0.13	0.28	0.19	0.04	0.19	0.12	...	0.03	2nd "		
0.11	0.47	1.84	0.80	0.43	0.48	0.80	0.25	1.00	0.01	1.89	0.19	0.78	...	1.42	1st half		
0.25	0.96	0.92	1.01	0.62	0.62	0.86	0.26	1.32	...	2.66	0.36	0.43	0.33	2.35	2nd "		
6.55	9.91	7.47	5.88	8.90	10.05	7.00	8.30	8.77	10.82	7.24	13.20	6.10	...	6.16	1st half		
6.97	11.62	8.55	6.61	9.03	10.27	7.21	8.21	9.88	8.84	7.99	15.20	6.44	2.42	6.21	2nd "		
23.02	43.64	40.30	34.87	41.61	36.47	...	32.68	39.34	36.96	68.58	72.76	18.56	...	29.42	1st half		
26.60	41.04	42.50	35.30	42.27	36.21	...	34.78	41.50	32.85	69.03	67.54	21.57	30.30	31.73	2nd "		
...	...	...	...	...	...	114.44	...	...	...	...	...	...	...	...	1st half
...	...	...	...	...	...	104.28	...	...	...	...	...	...	...	...	2nd "
0.69	0.68	0.44	0.79	0.36	0.57	0.51	0.55	0.62	1.72	0.52	0.82	0.67	...	0.65	1st half		
0.64	0.72	0.45	0.98	0.38	0.61	0.51	0.54	0.62	1.62	0.46	0.82	0.39	0.07	0.31	2nd "		
1.10	2.16	0.99	1.35	0.74	1.57	0.56	1.49	1.52	0.67	0.85	1.65	0.90	...	0.35	1st half		
1.01	2.16	0.93	1.39	0.74	1.65	0.57	1.44	1.54	0.71	0.82	1.63	1.07	0.73	1.05	2nd "		
3.15	2.94	1.57	1.07	4.54	3.48	2.59	2.84	2.60	4.56	1.80	6.41	1.53	...	0.78	1st half		
3.01	3.02	2.31	1.08	4.54	2.74	2.26	3.40	3.06	3.77	1.78	7.11	1.82	0.79	0.93	2nd "		
0.12	0.24	0.12	0.16	0.35	0.23	0.18	0.15	0.19	0.37	0.33	0.39	0.39	...	0.28	1st half		
0.12	0.24	0.14	0.21	0.36	0.30	0.13	0.17	0.20	0.52	0.30	0.67	0.48	...	0.33	2nd "		
0.24	0.27	0.18	0.19	0.41	0.27	0.21	0.25	0.15	0.80	0.18	0.35	0.28	...	0.16	1st half		
0.25	0.27	0.24	0.18	0.39	0.27	0.25	0.26	0.17	0.82	0.16	0.31	0.33	...	0.31	2nd "		
0.47	1.34	0.87	0.96	1.34	1.71	0.79	1.96	1.51	2.00	0.53	1.97	0.65	...	1.53	1st half		
1.08	2.23	1.64	1.12	1.31	2.13	1.16	1.30	1.66	1.20	0.70	2.39	0.66	0.25	0.69	2nd "		
0.05	0.12	0.18	0.04	0.16	0.44	0.09	0.09	0.22	0.32	0.05	0.04	0.06	...	...	1st half
0.08	0.15	0.20	0.04	0.14	0.64	0.11	0.12	0.24	0.17	0.03	0.17	0.10	...	0.03	2nd "		
0.10	0.33	1.41	0.71	0.39	0.41	0.64	0.22	0.87	0.01	1.51	0.17	0.65	...	1.28	1st half		
0.24	0.80	0.71	0.89	0.59	0.54	0.67	0.24	1.16	...	2.13	0.31	0.85	0.19	2.22	2nd "		
5.92	8.13	5.76	5.27	8.29	8.68	5.57	7.55	7.68	9.95	5.77	11.80	5.18	...	5.53	1st half		
6.43	9.59	6.62	5.89	8.47	8.88	5.66	7.47	8.65	8.31	6.38	13.41	5.20	2.03	5.87	2nd "		
25.32	35.76	31.04	31.26	38.77	31.51	...	29.72	34.45	34.58	52.98	65.01	15.61	...	28.40	1st half		
24.54	33.88	32.00	31.43	39.64	31.33	...	31.65	36.31	30.80	51.82	59.55	17.39	25.48	30.02	2nd "		
...	...	...	...	...	...	91.02	...	...	...	...	...	...	...	...	1st half
...	...	...	...	...	...	81.80	...	...	...	...	...	...	...	...	2nd "

Analysis of working of each railway.

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.											
		5' 6"											
		Number.	1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)
Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
PER 1,000 GROSS TON-MILES.		TABLE B.—LOCOMOTIVE EXPENSES											
138c	General superintendence (including office expenses) Rs.	1st half 2nd "	0.16 0.18	0.09 0.13	0.11 0.06	0.10 0.10	0.11 0.14	0.14 0.14	0.13 0.13	0.09 0.08	0.13 0.13	0.26 0.17	0.10 0.12
139c	Running expenses "	1st half 2nd "	0.40 0.44	0.37 0.48	0.39 0.37	0.28 0.30	0.46 0.54	0.42 0.44	0.30 0.30	0.26 0.26	0.24 0.24	0.47 0.46	0.21 0.23
140c	Fuel "	1st half 2nd "	0.33 0.37	0.95 1.08	0.57 0.60	0.15 0.18	0.83 0.97	1.10 1.22	0.31 0.34	1.02 1.06	0.66 0.65	1.03 0.89	0.59 0.61
141c	Water "	1st half 2nd "	0.03 0.03	0.08 0.10	0.04 0.03	0.02 0.02	0.05 0.06	0.06 0.07	0.04 0.04	0.04 0.05	0.03 0.04	0.07 0.06	0.04 0.05
142c	Oil, tallow and other stores "	1st half 2nd "	0.06 0.05	0.10 0.12	0.08 0.08	0.05 0.05	0.08 0.09	0.10 0.11	0.06 0.06	0.05 0.05	0.08 0.08	0.08 0.10	0.05 0.05
143c	Maintenance and renewal of locomotives "	1st half 2nd "	0.50 0.55	0.31 0.36	0.47 0.28	0.28 0.27	0.61 0.66	0.74 0.58	0.34 0.37	0.37 0.31	1.48 1.55	0.75 0.52	0.27 0.34
143 A(c)	Maintenance and renewal of machinery, tools and plant "	1st half 2nd "	0.03 0.03	0.04 0.05	0.07 0.07	0.02 0.02	0.04 0.06	0.02 0.03	0.01 0.01	0.09 0.07	0.05 0.07	0.01 0.01	0.01 0.02
144c	Other charges (net) "	1st half 2nd "	0.29 0.24	0.14 0.09	0.04 0.08	0.13 0.14	0.25 0.24	0.28 0.25	0.10 0.09	0.32 0.20	0.28 0.26	0.20 0.41	0.17 0.22
145c	Total locomotive expenses "	1st half 2nd "	1.80 1.89	2.08 2.08	1.77 1.57	1.03 1.03	2.43 2.76	2.26 2.34	1.29 1.34	2.24 2.08	2.95 3.32	2.97 2.02	1.44 1.64
	Fuel consumed in terms of	1st half 2nd "	178.93 193.79	132.13 151.31	194.43 163.06	146.90 144.92	166.23 185.43	186.60 195.82	150.15 164.00	166.62 161.86	183.63 191.34	273.96 234.14	185.35 150.57
	Coal (Kurrucbarree). lbs.	1st half 2nd "	...	...	...	...	...	...	...	...	...	...	...
	Wood "	1st half 2nd "	...	...	...	...	...	...	...	...	...	...	...
PER TOTAL TRAIN-MILE.		TABLE C.—CARRIAGE AND WAGON EXPENSES											
146a	General superintendence (including office expenses) Annas	1st half 2nd "	0.24 0.23	0.30 0.34	0.31 0.28	0.20 0.21	0.20 0.26	0.23 0.22	0.17 0.20	0.08 0.12	0.32 0.28	0.44 0.40	0.14 0.15
147a	Repairs and renewals of coaching vehicles "	1st half 2nd "	1.56 1.50	1.51 2.62	1.91 1.30	0.56 0.82	0.83 1.49	2.99 1.35	0.49 0.69	0.66 0.81	0.82 0.73	0.95 0.74	0.46 0.48
148a	Repairs and renewals of goods vehicles "	1st half 2nd "	0.98 1.01	1.61 2.20	1.09 0.60	1.31 1.21	1.01 1.38	1.36 1.18	1.07 1.19	0.69 1.96	0.69 0.39	1.47 0.74	0.56 0.51
148A (a)	Repairs and renewals of machinery, tools and plant "	1st half 2nd "	0.05 0.05	0.37 0.38	0.04 0.03	0.07 0.07	0.11 0.10	0.08 0.10	...	0.04 0.04	0.21 0.17	0.02 0.02	0.03 0.03
149a	Cleaning and oiling "	1st half 2nd "	0.52 0.53	0.42 0.45	0.34 0.32	0.23 0.24	0.41 0.43	0.40 0.39	0.20 0.31	0.36 0.34	0.33 0.33	0.33 0.29	0.27 0.26
150a	Other charges (net) "	1st half 2nd "	0.03 ...	0.01 0.06	0.01 0.02	0.03 0.05	0.02 0.03	0.65 0.14	...	0.05 0.03	0.03 0.01	0.01 0.01	0.02 0.03
151a	Total carriage and wagon expenses "	1st half 2nd "	3.33 3.32	4.25 6.45	3.70 2.55	2.40 2.60	2.53 3.69	5.71 3.33	2.02 2.40	1.88 3.30	2.40 1.91	3.22 2.20	1.48 1.46
PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.													
145b	General superintendence (including office expenses) Rs.	1st half 2nd "	0.52 0.55	0.69 0.92	0.88 0.80	0.46 0.45	0.66 0.89	0.73 0.75	0.46 0.50	0.25 0.35	0.96 0.98	1.47 1.33	0.33 0.35
147b	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. "	1st half 2nd "	16.15 14.36	10.59 16.68	14.36 10.08	4.70 6.59	8.66 13.31	25.31 11.54	5.08 7.12	5.78 6.78	7.63 7.37	7.29 5.55	2.04 2.56
148b	Repairs and renewals of goods vehicles calculated on goods vehicle mileage. "	1st half 2nd "	2.71 3.09	5.60 10.28	6.08 2.69	4.09 3.51	4.87 7.94	6.74 6.11	3.74 4.08	3.50 8.60	3.09 1.99	8.65 4.44	2.01 2.10
148A (b)	Repairs and renewals of machinery, tools and plant "	1st half 2nd "	0.13 0.11	0.35 1.03	0.13 0.10	0.16 0.16	0.35 0.33	0.26 0.36	0.01 ...	0.11 0.10	0.64 0.58	0.08 0.08	0.06 0.06
149b	Cleaning and oiling "	1st half 2nd "	1.15 1.23	0.96 1.21	1.09 0.92	0.53 0.50	1.35 1.51	1.24 1.30	0.77 0.78	1.16 0.99	1.01 1.13	1.10 0.98	0.61 0.62
150b	Other charges (net) "	1st half 2nd "	0.07 0.01	0.03 0.14	0.03 0.04	0.06 0.10	0.09 0.12	2.01 0.45	...	0.14 0.08	0.09 0.02	0.03 0.03	0.06 0.06
151b	Total carriage and wagon expenses "	1st half 2nd "	7.29 7.72	9.76 16.30	11.83 7.25	5.46 5.54	8.52 12.89	17.83 11.68	5.31 6.15	6.00 9.51	7.28 6.50	10.72 7.30	3.41 3.25

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

3' 3 1/2"										2' 6"					GAUGE.		Serial number.
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19(a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (j) (g)	1 (e)	1 (f)	Number.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			31
INSES—concl'd.																	
0.26	0.23	0.16	0.27	0.13	0.18	0.16	0.20	0.23	0.52	0.21	0.70	0.88	...	0.51	1st half	} 138c	
0.28	0.26	0.16	0.28	0.13	0.19	0.16	0.20	0.24	0.54	0.18	0.70	0.49	0.03	0.24	2nd "		
0.41	0.72	0.37	0.45	0.24	0.48	0.18	0.54	0.55	0.20	0.34	1.39	1.18	...	0.67	1st ha	} 139c	
0.45	0.75	0.34	0.54	0.26	0.52	0.19	0.54	0.58	0.24	0.81	1.39	1.34	0.30	0.81	2nd "		
1.15	0.98	0.59	0.36	1.45	1.07	0.50	1.03	0.94	1.88	0.71	5.44	2.00	...	0.62	1st half	} 140c	
1.33	1.05	0.56	0.41	1.59	0.86	0.73	1.27	1.10	1.27	0.68	6.05	2.27	0.33	0.72	2nd "		
0.04	0.08	0.05	0.05	0.11	0.07	0.05	0.05	0.07	0.11	0.13	0.38	0.51	...	0.22	1st half	} 141c	
0.05	0.08	0.05	0.08	0.13	0.09	0.04	0.06	0.08	0.18	0.11	0.57	0.61	...	0.25	2nd "		
0.09	0.09	0.07	0.07	0.13	0.08	0.06	0.09	0.05	0.09	0.07	0.30	0.36	...	0.12	1st half	} 142c	
0.11	0.10	0.09	0.07	0.14	0.08	0.08	0.10	0.06	0.11	0.06	0.26	0.41	...	0.24	2nd "		
0.17	0.45	0.32	0.32	0.43	0.52	0.25	0.71	0.55	0.60	0.21	1.67	0.85	...	1.20	1st half	} 143c	
0.48	0.78	0.60	0.42	0.46	0.67	0.38	0.49	0.62	0.40	0.26	2.04	0.83	0.10	0.53	2nd "		
0.02	0.04	0.07	0.01	0.04	0.14	0.02	0.03	0.08	0.10	0.03	0.03	0.08	...	...	1st half	} 143 A(c)
0.03	0.05	0.08	0.02	0.05	0.20	0.04	0.04	0.09	0.06	0.01	0.14	0.12	...	0.02	2nd "		
0.04	0.12	0.53	0.24	0.13	0.13	0.19	0.03	0.32	...	0.59	0.15	0.85	...	1.00	1st half	} 144c	
0.11	0.23	0.26	0.35	0.20	0.17	0.22	0.09	0.44	...	0.81	0.27	0.44	0.08	1.71	2nd "		
2.18	2.71	2.16	1.73	2.65	2.67	1.71	2.73	2.78	3.00	2.28	10.01	6.71	...	4.34	1st half	} 145c	
2.84	3.35	2.44	2.27	2.96	2.78	1.84	2.79	3.26	2.60	2.42	11.42	6.51	0.34	4.52	2nd "		
149.45	191.14	186.22	168.79	198.59	155.11	...	172.10	199.73	167.08	334.93	332.65	326.80	...	331.68	1st half	}	
173.18	169.20	194.33	194.15	222.01	150.58	...	189.52	219.35	166.34	314.83	311.50	348.85	167.60	370.22	2nd "		
...	...	...	...	...	...	418.65	...	...	...	...	...	...	...	...	1st half	}
...	...	...	...	...	...	424.62	...	...	...	...	...	...	...	...	2nd "	
WAGON EXPENSES.																	
0.23	0.24	0.29	0.12	0.12	0.25	0.26	0.20	0.23	0.41	0.10	0.31	0.07	...	0.09	1st half	} 146a	
0.20	0.26	0.31	0.17	0.14	0.25	0.29	0.20	0.23	0.39	0.09	0.31	0.06	0.01	0.05	2nd "		
0.41	1.12	1.13	0.33	0.60	1.21	0.87	0.76	1.03	0.57	-0.36	0.86	0.10	...	0.31	1st half	} 147a	
0.60	1.29	0.88	0.41	0.54	1.23	0.75	0.78	0.88	0.58	0.22	0.70	0.23	0.26	0.10	2nd "		
0.52	1.39	0.77	0.24	0.45	0.98	0.87	0.73	1.43	0.18	0.62	1.49	0.35	...	0.26	1st half	} 148a	
0.62	1.83	0.85	0.31	0.52	0.90	0.50	0.95	1.81	0.35	0.62	0.67	1.20	0.26	0.24	2nd "		
0.08	0.07	0.05	...	0.08	0.08	0.03	0.03	0.04	0.01	0.02	...	...	...	...	1st half	} 148 A(a)
0.04	0.08	0.05	...	0.07	0.07	0.03	0.04	0.04	0.01	0.01	...	0.01	0.02	...	2nd "		
0.22	0.29	0.31	0.14	0.21	0.28	0.35	0.31	0.17	0.46	0.35	0.22	0.36	...	0.28	1st half	} 149a	
0.25	0.26	0.39	0.17	0.21	0.32	0.43	0.30	0.17	0.45	0.41	0.30	0.40	0.66	0.22	2nd "		
...	0.02	0.07	0.01	0.01	0.03	...	-0.03	...	...	0.03	...	0.02	...	0.02	1st half	} 150a
...	0.03	0.07	0.02	0.01	0.01	0.01	-0.08	0.02	0.01	0.01	...	0.07	...	...	2nd "	
1.41	3.13	2.62	0.84	1.47	2.37	2.33	2.00	2.90	1.63	0.76	2.98	0.90	...	0.96	1st half	} 151a	
1.71	3.70	2.55	1.08	1.40	2.73	2.01	2.19	3.15	1.79	1.36	1.98	1.97	1.21	0.67	2nd "		
0.56	0.63	0.89	0.41	0.33	0.57	0.63	0.63	0.66	0.37	0.23	2.29	0.44	...	0.34	1st half	} 146b	
0.61	0.71	0.85	0.64	0.38	0.59	0.66	0.65	0.70	1.15	0.23	2.39	0.35	0.01	0.22	2nd "		
2.09	3.40	7.25	3.72	3.83	3.43	6.82	4.65	9.06	2.32	-2.42	13.09	1.34	...	3.75	1st half	} 147b	
3.01	9.33	5.33	3.53	3.15	7.32	6.02	5.01	7.50	2.35	1.55	10.39	2.68	2.43	1.65	2nd "		
2.49	5.74	4.61	1.16	2.67	3.40	2.91	4.70	6.13	0.79	2.41	21.69	4.52	...	1.53	1st half	} 148b	
4.58	8.34	4.18	2.14	2.74	3.40	2.51	6.47	8.25	3.72	2.44	11.01	12.08	1.04	1.64	2nd "		
0.07	0.18	0.16	...	0.26	0.19	0.08	0.10	0.11	0.02	0.05	...	...	...	0.01	1st half	} 149 A(b)
0.13	0.24	0.14	-0.01	0.19	0.14	0.10	0.13	0.11	0.03	0.02	...	0.07	0.05	...	2nd "		
0.55	0.76	0.96	0.47	0.63	0.65	0.52	0.96	0.49	0.97	0.85	1.64	2.41	...	1.13	1st half	} 149b	
0.75	0.73	1.09	0.67	0.58	0.75	1.39	0.99	0.50	1.31	1.02	2.34	2.18	1.34	0.92	2nd "		
...	0.05	0.22	0.01	0.03	0.07	0.01	-0.10	...	0.01	0.07	...	0.14	...	0.10	1st half	} 150b	
...	0.06	0.20	0.08	0.03	0.04	0.02	-0.25	0.06	0.03	0.03	...	0.38	...	0.01	2nd "		
3.47	3.32	3.11	2.84	4.51	6.53	5.64	6.27	8.85	3.44	1.85	21.42	5.95	...	3.85	1st half	} 151b	
5.13	10.48	7.06	4.14	4.11	6.57	6.24	7.24	9.37	3.59	3.43	15.41	10.73	3.36	2.67	2nd "		

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.											
		5' 6"											
		Number	1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)
Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North West ern.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
TABLE D—TRAFFIC EXP													
PER TOTAL TRAIN-MILE.													
152a	General superintendence (including office expenses) Annas	1st half	0.96	0.61	1.21	0.83	0.52	0.92	0.52	0.51	0.78	1.00	0.5
		2nd "	1.01	0.67	1.20	0.96	0.56	0.94	0.54	0.52	0.82	0.97	0.5
153a	Station staff "	1st half	2.35	3.32	7.40	2.81	1.99	2.38	1.72	2.38	2.73	2.94	1.5
		2nd "	2.40	3.49	7.05	3.29	2.19	2.38	1.71	2.72	2.74	3.41	1.5
154a	Train staff "	1st half	0.95	0.55	1.08	1.22	1.26	0.86	0.70	0.95	0.90	0.80	0.4
		2nd "	0.85	0.62	1.18	1.24	1.35	0.79	0.71	0.95	0.91	0.90	0.4
155a	Fuel, lighting, water and general stores "	1st half	0.50	1.05	1.85	0.87	0.71	0.51	0.47	0.59	0.78	0.46	0.4
		2nd "	0.42	0.87	1.09	0.84	0.78	0.63	0.37	0.66	0.59	0.47	0.4
156a	Clothing "	1st half	0.03	0.21	0.10	0.07	0.08	0.06	0.01	0.07	0.27	0.15	0.0
		2nd "	0.07	0.12	0.06	0.08	0.09	0.10	0.05	0.12	0.21	0.01	0.0
157a	Printing, stationery and tickets "	1st half	0.17	0.42	0.40	0.33	0.20	0.52	0.19	0.19	0.09	0.29	0.2
		2nd "	0.26	0.43	0.43	0.31	0.24	0.56	0.24	0.24	0.23	0.23	0.2
158a	Charges for delivery and collection of goods, etc. "	1st half	0.01	...	0.02	0.02	0.01	0.02	...	...	0.01	...	...
		2nd "	0.01	...	0.02	0.01	0.01	0.02	0.01	...	0.01	...	...
159a	Miscellaneous expenses "	1st half	0.01	0.01	0.06	0.03	0.01	0.06	0.02	...	...	0.01	0.0
		2nd "	0.01	0.01	0.03	0.02	0.01	0.03	0.01	...	...	0.01	0.0
160a	Payments to other lines "	1st half	0.90	0.01	...	0.05	0.07	0.02	0.31	0.05	0.22	...	0.1
		2nd "	0.93	0.01	...	0.13	0.08	0.03	0.38	-0.05	0.24	...	0.1
161a	Other charges (not) "	1st half	-0.03	...	...	0.01	0.01	0.06	0.01	0.03	0.01	...	0.0
		2nd "	...	0.01	0.01	0.01	0.01	0.04	...	0.04	0.02	...	0.0
162a	Total traffic expenses "	1st half	5.85	6.18	11.62	6.29	4.86	5.41	3.95	4.77	5.74	5.65	3.42
		2nd "	5.96	6.23	11.07	6.39	5.32	5.55	4.02	5.20	5.77	5.99	3.57
PER CENT. ON TRAFFIC EARNINGS.													
(Abstracts H and I of Revenue Accounts.)													
162b	General superintendence (including office expenses) Per cent.	1st half	1.33	0.62	2.09	1.25	0.76	1.35	0.72	0.85	1.44	2.44	1.08
		2nd "	1.63	0.88	1.62	1.46	1.05	1.57	0.79	0.82	1.62	2.31	1.45
163b	Station staff "	1st half	3.26	3.34	12.71	3.95	2.92	3.50	2.37	3.95	5.06	7.20	3.13
		2nd "	3.86	4.52	9.53	4.99	4.14	3.91	2.50	4.34	5.43	8.13	3.99
164b	Train staff "	1st half	1.32	0.56	1.36	1.72	1.85	1.24	0.97	1.57	1.66	1.96	0.95
		2nd "	1.37	0.80	1.59	1.87	2.55	1.32	1.04	1.52	1.81	2.14	1.18
165b	Fuel, lighting, water and general stores "	1st half	0.69	1.06	2.29	1.22	1.03	0.76	0.66	0.98	1.35	1.12	0.87
		2nd "	0.68	1.13	1.48	1.28	1.48	1.06	0.53	1.04	1.17	1.11	1.13
166b	Clothing "	1st half	0.05	0.21	0.18	0.10	0.12	0.09	0.01	0.11	0.50	0.37	0.11
		2nd "	0.11	0.15	0.09	0.13	0.16	0.16	0.07	0.20	0.42	0.02	0.03
167b	Printing, stationery and tickets "	1st half	0.23	0.42	0.68	0.47	0.30	0.77	0.27	0.32	0.17	0.71	0.43
		2nd "	0.42	0.56	0.58	0.47	0.45	0.94	0.35	0.39	0.45	0.52	0.59
168b	Charges for delivery and collection of goods, etc. "	1st half	0.01	...	0.03	0.03	0.01	0.03	...	0.01	0.02	...	...
		2nd "	0.02	...	0.03	0.02	0.02	0.03	0.02	...	0.03	...	...
169b	Miscellaneous expenses "	1st half	0.02	0.01	0.10	0.05	0.02	0.08	0.03	...	0.01	0.02	0.06
		2nd "	0.01	0.02	0.04	0.02	0.02	0.03	0.02	0.01	...	0.03	0.12
160b	Payments to other lines "	1st half	1.25	0.02	...	0.07	0.09	0.02	0.42	0.09	0.40	...	0.26
		2nd "	1.49	0.01	...	0.19	0.15	0.14	0.56	-0.07	0.48	...	0.31
161b	Other charges (not) "	1st half	-0.04	...	0.01	0.01	0.02	0.09	0.01	0.05	0.02	...	-0.16
		2nd "	0.01	0.01	0.01	0.02	0.02	0.09	...	0.06	0.03	0.01	-0.03
162b	Total traffic expenses "	1st half	8.12	6.24	19.95	8.87	7.12	7.93	5.46	7.93	10.63	13.32	6.73
		2nd "	9.60	8.08	14.97	10.45	10.04	9.31	5.88	8.31	11.44	14.27	8.63
General superintendence per cent. on traffic earnings (including steamboat) Per cent.													
		1st half	1.33	0.62	2.09	1.24	0.76	1.35	0.72	0.85	1.44	2.44	1.01
		2nd "	1.63	0.88	1.62	1.45	1.05	1.57	0.79	0.82	1.62	2.31	1.36

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

3 3'										2' 6"					GAUGE.		Serial number.
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (i) & (j)	1 (e)	1 (f)	Number.		
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Bhil-kund and Kumaon.	South Indian.	South-ern Mah-ratta.	Udai-pur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushal-garh-Ko-hat-Thal and Now-shera-Durgai.	Purnia-Ranchi.	Raipur-Dham-tari.	Calendar year 1907 by half-years.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
ENSES.																	
0.75 0.69	0.76 0.83	1.07 0.91	0.61 0.78	0.58 0.66	0.59 0.61	0.60 0.68	0.72 0.73	0.58 0.61	1.82 1.84	0.76 0.75	1.33 1.09	0.53 0.50	...	...	1st half 2nd "	} 152a
2.16 1.68	2.22 2.29	3.53 3.38	1.52 1.93	1.20 1.16	2.08 2.10	1.59 1.79	1.73 1.72	1.48 1.54	2.32 2.02	1.70 1.93	2.39 2.74	1.53 2.24	...	1.88 1.36	1st half 2nd "		} 153a
0.40 0.38	0.69 0.74	0.80 0.88	0.62 0.73	0.23 0.24	0.61 0.63	0.33 0.39	0.43 0.43	0.54 0.55	0.35 0.31	0.91 0.82	0.67 0.78	0.71 0.74	...	0.64 0.53	1st half 2nd "	} 154a	
1.00 0.58	0.54 0.62	0.68 0.56	0.37 0.56	0.50 0.47	0.59 0.64	0.55 0.62	0.46 0.48	0.32 0.37	0.31 0.30	0.35 0.28	0.33 0.29	0.65 0.67	1st half 2nd "		} 155a
0.08 0.02	0.07 0.16	0.07 0.05	0.01 0.07	0.03 0.03	0.04 0.15	0.03 0.04	0.01 0.05	0.11 0.03	0.06 0.12	0.02 0.05	0.14 0.04	0.12 0.16	...	...	1st half 2nd "	} 156a
0.49 0.51	0.26 0.48	0.35 0.30	0.17 0.24	0.16 0.16	0.32 0.31	0.40 0.41	0.28 0.34	0.31 0.31	0.71 0.59	0.03 0.04	0.31 0.14	0.19 0.24	...	0.03 0.05	1st half 2nd "		} 157a
...	0.02	...	...	...	...	...	...	...	...	...	0.06 0.06	...	...	...	1st half 2nd "	} 158a
0.02 0.02	0.01 0.03	0.03 0.02	0.02 0.03	...	0.03 0.02	0.02 0.03	0.01 0.02	0.02 0.02	0.04 0.04	0.01 0.02	0.07	0.02 0.02	1st half 2nd "		} 159a
0.21 0.18	...	...	0.22 0.46	0.30 0.31	0.17 0.14	0.15 0.32	0.06 0.07	0.19 0.21	0.47 0.60	0.44 0.40	-0.13 ...	...	...	...	1st half 2nd "	} 160a
0.01 0.01	0.03 0.03	0.09 0.07	0.02 0.01	0.02 0.01	...	0.04	0.03 0.03	0.03 0.01	0.03 0.04	...	0.04 ...	1st half 2nd "		} 161a
5.12 4.07	4.60 5.18	6.62 6.15	3.58 4.81	3.00 3.04	4.48 4.64	3.71 4.28	3.70 3.84	3.53 3.67	6.08 5.82	4.27 4.29	5.19 5.15	3.75 4.59	...	2.61 2.03	1st half 2nd "	} 162	
1.10 1.48	1.42 1.89	1.92 1.80	1.03 1.79	1.09 1.55	1.11 1.23	1.27 2.12	1.42 1.56	1.25 1.50	2.17 2.97	2.04 2.40	2.04 1.54	3.54 3.02	1st half 2nd "		} 152b
3.16 3.64	4.11 5.21	6.37 6.71	2.55 4.44	2.33 2.74	3.86 4.23	3.38 5.53	3.41 3.65	3.20 3.73	2.76 3.31	4.56 6.18	3.67 3.87	10.30 13.69	1.52	5.73 4.85	1st half 2nd "	} 153b	
0.58 0.82	1.23 1.69	1.46 1.72	1.04 1.68	0.46 0.57	1.13 1.34	0.71 1.21	0.85 0.91	1.15 1.36	0.40 0.50	2.44 2.62	1.04 1.11	4.77 4.53	...	1.96 1.34	1st half 2nd "		} 154b
1.45 1.25	1.00 1.41	1.22 1.11	0.62 1.28	0.98 1.12	1.10 1.29	1.17 1.32	0.92 1.03	0.70 0.90	0.40 0.50	0.92 0.91	0.52 0.41	4.38 4.08	...	...	1st half 2nd "	} 155b
0.12 0.04	0.12 0.37	0.12 0.11	0.01 0.16	0.05 0.08	0.07 0.30	0.06 0.11	0.01 0.10	0.23 0.08	0.07 0.19	0.04 0.15	0.22 0.06	0.79 0.99	1st half 2nd "		} 156b
0.72 1.11	0.43 1.06	0.64 0.59	0.29 0.58	0.31 0.38	0.60 0.62	0.34 1.27	0.55 0.73	0.67 0.77	0.34 0.97	0.21 0.14	0.43 0.20	1.29 1.48	...	0.11 0.19	1st half 2nd "	} 157b	
...	0.03 0.01	0.09 0.09	1st half 2nd "		} 158b
0.03 0.04	0.03 0.06	0.06 0.03	0.03 0.06	...	0.05 0.05	0.05 0.09	0.02 0.03	0.05 0.06	0.04 0.06	0.04 0.05	0.11 0.01	0.01 0.02	...	0.07 0.06	1st half 2nd "	} 159b	
0.31 0.38	0.36 1.06	0.58 0.74	0.31 0.28	0.32 1.01	0.13 0.15	0.40 0.53	0.56 0.99	1.17 1.27	-0.20	1st half 2nd "		} 160b
0.02 0.02	0.05 0.07	0.15 0.13	0.03 0.02	0.04 0.02	...	0.09 0.01	...	0.06 0.07	...	...	0.02 0.01	0.20 0.22	...	0.12 ...	1st half 2nd "	} 161b
7.49 8.73	8.52 11.77	11.94 12.20	5.96 11.05	5.84 7.20	8.23 9.35	7.89 13.32	7.81 8.17	7.71 9.05	7.24 9.49	11.42 13.72	7.99 7.30	25.23 28.03	...	3.04 7.25	1st half 2nd "		} 162b
1.10 1.48	1.42 1.89	1.77 1.62	1.03 1.79	1.09 1.55	1.11 1.23	1.27 2.12	1.42 1.56	1.25 1.50	2.17 2.97	2.04 2.40	2.04 1.54	3.54 3.02	...	...	1st half 2nd "	} 152c

Analysis of working of each railway

NOTE.—Railways not sho

Serial number	PARTICULARS.	GAUGE Number	5' 6"										
			1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)
			Calen- dar year 1907 by half- years.	Bengal- Nagpur.	Bom- bay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaran- teed State.	North West- ern.	Ondh and Rohil- khand.	Assam- Bengal.	Beng and West ern.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
TABLE E.—GENERAL													
PER TOTAL TRAIN-MILE.													
163a	Home expenditure Annas	1st half 2nd "	0.64 0.72	0.42 0.47	0.09 ...	0.33 0.33	0.32 0.36	0.40 0.56	0.49 0.60	0.07 ...	0.07 ...	1.27 1.18	0.4 0.2
164a	Agent's office—salaries and expenses "	1st half 2nd "	0.25 0.26	0.20 0.21	0.28 0.26	0.15 0.15	0.14 0.16	0.37 0.34	0.26 0.26	0.12 0.11	0.30 0.24	0.56 0.55	0.1 0.1
165a	Audit, accounts and pay office "	1st half 2nd "	0.67 0.77	0.35 0.33	0.33 0.32	0.44 0.43	0.49 0.55	0.71 0.70	1.06 1.09	0.39 0.40	0.64 0.64	1.04 1.00	0.1 0.1
166a	Stores Department "	1st half 2nd "	0.18 0.20	0.32 0.32	0.24 0.22	0.15 0.17	0.16 0.18	0.11 0.10	0.22 0.22	0.10 0.09	0.21 0.22	0.36 0.34	0.0 0.0
167a	Medical "	1st half 2nd "	0.23 0.25	0.21 0.20	0.20 0.19	0.15 0.16	0.10 0.10	0.17 0.18	0.16 0.17	0.09 0.10	0.12 0.12	0.35 0.33	0.0 0.0
168a	Rents and miscellaneous "	1st half 2nd "	0.26 0.26	0.27 0.24	0.35 0.44	0.24 0.29	0.12 0.12	0.18 0.19	0.29 0.30	0.17 0.14	0.20 0.16	0.47 0.23	0.1 0.0
169a	Police "	1st half 2nd "	0.20 0.23	0.33 0.37	0.22 0.24	0.24 0.28	0.19 0.22	0.39 0.37	0.48 0.51	0.12 0.14	0.16 0.18	0.22 0.40	0.2 0.2
170a	Advertising "	1st half 2nd "	0.02 0.06	0.02 0.01	0.06 0.05	0.02 0.01	...	0.02 0.01	0.01 ...	0.01 0.01	0.02 0.03	0.01 0.01	0.0 0.0
171a	Electric telegraph "	1st half 2nd "	0.88 1.02	0.73 0.81	1.02 0.92	0.69 0.77	0.63 0.75	0.90 0.81	0.53 0.55	0.67 0.67	0.76 0.79	1.07 0.98	0.5 0.5
172a	Other charges (net) "	1st half 2nd "	-0.02 0.02	0.01 0.01	0.02 0.02	0.02 0.02	0.02 0.02	0.19 0.27	...	0.08 0.10	...	0.04 0.04	0.0 0.0
173a	Total general charges "	1st half 2nd "	3.31 3.79	3.36 3.47	3.31 3.16	2.43 2.66	2.17 2.46	3.44 3.53	3.50 3.70	1.82 1.76	2.48 2.39	5.35 5.06	2.2 2.2
PER CENT ON TOTAL EARNINGS.													
163b	Home expenditure Per cent	1st half 2nd "	0.85 1.12	0.42 0.60	0.15 ...	0.45 0.49	0.46 0.67	0.57 0.97	0.64 0.84	0.12 ...	0.12 ...	2.93 2.63	0.31 1.03
164b	Agent's office—salaries and expenses "	1st half 2nd "	0.33 0.41	0.20 0.26	0.45 0.38	0.21 0.23	0.20 0.30	0.52 0.56	0.35 0.37	0.20 0.17	0.51 0.44	1.28 1.22	0.23 0.36
165	Audit, accounts and pay office "	1st half 2nd "	0.90 1.19	0.34 1.06	1.36 1.20	0.61 0.71	0.71 1.02	1.02 1.18	1.40 1.50	0.64 0.64	1.09 1.19	2.39 2.24	1.02 1.32
166b	Stores Department "	1st half 2nd "	0.25 0.31	0.32 0.40	0.33 0.35	0.22 0.25	0.23 0.34	0.15 0.16	0.29 0.30	0.16 0.15	0.35 0.42	0.84 0.76	0.17 0.20
167b	Medical "	1st half 2nd "	0.30 0.40	0.21 0.26	0.33 0.28	0.20 0.23	0.14 0.19	0.25 0.30	0.22 0.22	0.15 0.15	0.19 0.21	0.80 0.73	0.17 0.22
168b	Rents and miscellaneous "	1st half 2nd "	0.35 0.40	0.27 0.30	0.57 0.64	0.34 0.44	0.18 0.23	0.26 0.31	0.38 0.42	0.28 0.22	0.34 0.30	1.08 0.53	0.20 0.23
169b	Police "	1st half 2nd "	0.27 0.36	0.33 0.43	0.36 0.36	0.33 0.41	0.28 0.40	0.56 0.60	0.63 0.71	0.19 0.22	0.28 0.34	0.50 0.39	0.37 0.51
170b	Advertising "	1st half 2nd "	0.03 0.09	0.02 0.01	0.09 0.03	0.03 0.02	0.01 0.01	0.02 0.03	0.01 0.01	0.02 0.01	0.04 0.06	0.02 0.01	0.01 0.02
171b	Electric telegraph "	1st half 2nd "	1.19 1.58	0.73 1.03	1.64 1.34	0.96 1.14	0.91 1.39	1.29 1.32	0.70 0.75	1.09 1.06	1.30 1.48	2.46 2.20	1.02 1.37
172b	Other charges (net) "	1st half 2nd "	-0.02 0.04	0.01 0.02	0.03 0.02	0.02 0.03	0.03 0.03	0.27 0.44	...	0.13 0.16	...	0.08 0.08	-0.12 -0.10
173b	Total general charges "	1st half 2nd "	4.45 5.90	3.35 4.42	5.36 4.65	3.37 3.95	3.15 4.58	4.91 5.76	4.62 5.12	2.93 2.78	4.22 4.46	12.30 11.29	3.97 5.16
TABLE G.—SPECIAL AND MISCELLANEOUS													
PER CENT ON GROSS EARNINGS.													
174	Law charges Per cent.	1st half 2nd "	0.03 0.01	0.02 0.02	0.03 0.02	0.04 0.05	0.07 0.04	0.05 0.02	0.03 0.02	...	...	0.11 0.09	0.02 0.03
175	Compensation "	1st half 2nd "	0.26 0.26	0.19 0.34	0.98 1.01	0.17 0.20	0.33 0.72	0.03 0.15	0.01 0.05	0.24 0.22	0.13 0.23	0.09 0.14	0.19 0.23
176	Rates and taxes "	1st half 2nd "	0.08 0.24	0.26 0.48	0.26 0.58	0.13 0.16	0.14 0.22	0.04 0.25	0.16 0.13	0.13 0.11	0.06 0.08	0.07 0.11	0.03 0.04
177	Payments to other lines "	1st half 2nd "	0.97 1.36	0.46 0.40	0.49 0.39	0.34 0.46	0.32 1.08	0.41 0.11	0.30 0.37	0.27 0.20	1.18 1.16	0.31 0.39	2.13 0.37
178	Other charges (net) "	1st half 2nd "	1.37 1.45	0.73 1.19	1.11 1.11	0.24 0.26	0.34 1.60	1.15 1.29	1.19 1.25	0.39 0.35	1.08 1.12	5.65 5.61	0.15 0.31
179	Total special and miscellaneous expenses "	1st half 2nd "	2.71 3.32	1.71 2.63	2.87 3.11	1.42 1.13	2.20 3.61	1.68 1.32	1.69 1.32	1.53 1.33	2.45 2.39	6.23 6.34	2.52 1.47

DIX 18—continued.

system during each half-year of 1907—contd.

do not prepare these statistics.

S 3 1/2"										2 6"					GAUGE.		Serial number.
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (s) & (j)	1 (e)	1 (f)	Number.		
Bhavnagar-Gondal-Junnagar-Forbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Bohilkund and Kumaon.	South Indian.	Southern Maharashtra.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purnalia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
REGIES.																	
0.11	0.65		0.58	...	0.39	0.73	0.68	0.59	...	1.38	...	0.07	...	1.23	1st half	163a	
0.10	0.72		0.39	...	0.44	0.76	0.66	0.65	...	1.32	...	...	4.43	1.16	2nd "	
0.83	0.26		0.31	0.21	0.11	0.28	0.23	0.23	1.58	...	1.12	0.12	...	...	1st half	164a
0.82	0.26		0.39	0.29	0.13	0.24	0.25	0.23	1.42	...	1.36	0.11	...	...	2nd "	
1.21	0.59		1.27	0.47	0.47	0.81	0.78	0.63	1.42	0.07	1.58	0.39	...	0.21	1st half	165a	
1.04	0.60		1.60	0.53	0.53	0.82	0.75	0.64	1.08	0.06	1.18	0.40	0.08	0.19	2nd "		
0.26	0.19		0.26	0.10	0.18	0.16	0.20	0.19	0.19	...	0.14	0.10	...	...	1st half	166a
0.25	0.22		0.32	0.11	0.20	0.15	0.21	0.20	0.13	...	0.13	0.09	...	...	2nd "	
0.35	0.19		0.29	0.07	0.11	0.11	0.17	0.16	0.25	0.18	0.38	0.19	...	...	1st half	167a
0.33	0.22		0.35	0.08	0.13	0.11	0.16	0.16	0.24	0.16	0.37	0.08	...	...	2nd "	
0.29	0.21		0.31	0.13	0.17	0.26	0.14	0.15	0.21	0.08	0.31	0.13	...	...	1st half	168a
0.21	0.22		0.39	0.09	0.18	0.33	0.15	0.16	0.16	0.02	0.23	0.14	...	...	2nd "	
0.61	0.43		0.45	0.09	0.24	0.28	0.26	0.34	...	0.20	0.18	0.42	...	0.32	1st half	169a	
1.04	0.38		0.58	0.03	0.29	0.81	0.23	0.34	...	0.15	0.26	0.43	0.03	0.25	2nd "		
...	0.02		0.01	...	0.01	0.01	0.01	0.01	...	...	0.12	0.01	...	...	1st half	170a
0.11	0.04		0.01	...	0.01	0.02	0.01	0.02	...	...	0.09	0.01	...	...	2nd "	
0.97	0.67		0.58	0.71	0.68	0.51	0.62	0.78	0.95	1.26	0.41	0.64	...	0.57	1st half	171a	
0.89	0.72		0.74	0.73	0.78	0.39	0.61	0.80	0.21	1.10	0.49	0.67	0.19	0.41	2nd "		
0.02	0.04		0.02	...	0.01	...	0.02	0.01	...	...	0.03	0.10	...	...	1st half	172a
0.01	0.02		0.02	...	0.01	...	0.01	0.01	...	...	0.03	0.10	...	...	2nd "	
4.65	3.25		4.08	1.77	2.37	3.15	3.11	3.09	4.54	3.12	4.24	2.17	...	2.33	1st half	173a	
4.80	3.40		5.29	1.91	2.65	3.33	3.04	3.21	3.94	2.81	4.68	2.03	4.73	2.01	2nd "		
0.16	1.18		0.95	...	0.71	1.47	1.33	1.25	...	3.64	...	0.46	...	3.72	1st half	163b	
0.20	1.62		1.97	...	0.86	1.81	1.39	1.59	...	4.14	...	...	5.34	4.10	2nd "	
1.18	0.48		0.52	0.40	0.20	0.55	0.44	0.49	1.85	...	1.70	0.80	...	...	1st half	164b
1.70	0.59		0.87	0.68	0.26	0.57	0.53	0.54	2.29	...	2.74	0.67	...	...	2nd "	
1.72	1.08		2.09	0.88	0.36	1.65	1.52	1.35	1.66	0.18	2.41	2.59	...	0.62	1st half	165b	
2.16	1.34		3.53	1.21	1.06	1.97	1.57	1.54	1.74	0.20	1.56	2.43	0.10	0.68	2nd "		
0.37	0.34		0.43	0.22	0.38	0.30	0.38	0.40	0.16	...	0.21	0.65	...	...	1st half	166b
0.51	0.49		0.70	0.24	0.40	0.36	0.44	0.49	0.20	...	0.18	0.56	...	...	2nd "	
0.50	0.35		0.47	0.14	0.21	0.22	0.34	0.34	0.29	0.49	0.57	1.24	...	...	1st half	167b
0.68	0.49		0.78	0.18	0.26	0.26	0.33	0.41	0.39	0.51	0.51	0.46	...	...	2nd "	
0.41	0.38		0.51	0.23	0.31	0.53	0.27	0.34	0.25	0.08	0.47	0.92	...	...	1st half	168b
0.44	0.49		0.87	0.19	0.34	0.77	0.30	0.39	0.26	0.06	0.33	0.85	...	...	2nd "	
0.86	0.79		0.73	0.15	0.44	0.56	0.50	0.72	...	0.53	0.28	2.76	...	0.97	1st half	169b	
2.41	0.86		1.29	0.19	0.58	0.74	0.43	0.82	...	0.47	0.36	2.59	0.04	0.83	2nd "		
...	0.03		0.01	...	0.01	0.02	0.03	0.01	...	...	0.18	0.08	...	...	1st half	170b
0.03	0.09		0.03	0.01	0.01	0.04	0.02	0.04	...	...	0.12	0.05	...	...	2nd "	
1.38	1.24		0.95	1.36	1.25	1.04	1.22	1.65	1.10	3.32	0.63	4.30	...	1.72	1st half	171b	
1.83	1.61		1.64	1.68	1.45	1.41	1.28	1.93	1.45	3.45	0.68	4.01	0.23	1.46	2nd "		
0.03	0.07		0.03	...	0.01	...	0.03	0.02	...	...	...	0.64	...	...	1st half	172b
0.02	0.05		0.03	...	0.01	...	0.03	0.03	...	...	0.05	0.63	...	...	2nd "	
6.61	5.94		6.69	3.38	4.33	6.34	6.06	6.57	5.31	8.24	6.45	14.44	...	7.03	1st half	173b	
9.98	7.63		11.71	4.38	5.23	7.93	6.37	7.78	6.38	8.83	6.53	12.25	5.71	7.12	2nd "		
IOUS EXPENSES.																	
...	0.01		...	0.01	0.01	...	...	0.01	...	...	0.13	...	...	...	1st half	174
0.02	0.03		0.03	0.01	0.01	...	...	0.01	...	...	0.15	...	...	...	2nd "	
0.51	0.07		0.01	0.14	0.18	0.04	0.02	0.07	0.01	0.20	0.21	0.24	...	...	1st half	175
0.11	0.09		...	0.23	0.54	0.07	0.05	0.23	0.07	0.06	0.25	0.13	...	0.02	2nd "		
...	0.82		0.24	...	0.05	0.03	0.25	0.07	...	...	0.88	...	...	...	1st half	176
...	0.53		0.30	...	0.04	0.05	0.19	0.09	...	...	0.02	...	...	...	2nd "	
1.13	...		0.39	1.83	0.17	0.01	0.17	0.13	1.07	0.04	2.46	...	...	...	1st half	177
0.49	...		0.16	1.33	0.01	...	0.18	0.17	1.18	0.12	...	...	...	...	2nd "	
1.19	1.15		0.69	0.50	0.91	1.09	0.67	0.97	0.21	1.56	1.06	4.22	...	0.57	1st half	178	
1.22	1.21		1.11	0.55	0.97	0.55	0.85	1.48	0.45	1.50	1.07	3.71	4.24	0.44	2nd "		
2.83	2.05		1.24	2.48	1.32	1.15	1.11	1.25	1.29	1.30	4.74	4.46	...	0.57	1st half	179	
1.84	1.86		1.60	2.12	1.57	0.67	1.27	1.38	1.70	1.68	1.49	3.84	4.24	0.46	2nd "		

Included with the S 6" gauge.

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—Railways not shown.

Serial number.	PARTICULARS.	GAUGE. Number	5'6"										10 (a)	11 (a) & (b)
			1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)			
			Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Ondh and Rohilkhand.	Assam-Bengal.			Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
FROM APPENDIX I.														
180	Average number of locomotives on the line . . . No.	1st half	297	214	196	939	875	280	59	860	205	87	271	
		2nd "	301	227	199	948	906	300	59	863	202	87	278	
181	Average miles run per locomotive per diem . . . Miles.	1st half	74.54	69.25	71.78	78.43	67.61	62.92	66.25	73.33	84.13	72.59	69.55	
		2nd "	68.91	59.19	77.83	72.72	57.79	62.37	64.08	76.63	85.89	76.67	65.42	
lbs. coal per engine-mile (coal burning engines)—														
182	Coaching . . . lbs.	1st half	46.60	49.78	45.13	51.96	53.55	51.00	50.05	51.02	47.94	43.50	37.22	
		2nd "	44.88	48.59										
183	Goods . . . "	1st half	64.05	47.85	47.49	51.63	54.19	51.37	52.93	52.35	49.52	39.18	32.55	
		2nd "	78.10	46.38										
184	Mixed . . . "	1st half	...	54.04	46.80				48.60	50.07				
		2nd "	...	46.80										
lbs. wood per engine-mile (wood burning engines)—														
185	Coaching . . . lbs.	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...	...
186	Goods . . . "	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . "	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...	...
Average gross weight of trains—														
188	Coaching . . . Tons	1st half	206.24	183.98	195.23	240.82	180.13	154.50	130.76	251.98	169.38	116.18	176.67	
		2nd "	215.53	180.21	200.45	238.14	176.58	144.37	128.02	267.00	171.17	122.72	153.95	
189	Goods . . . "	1st half	479.09	639.58	448.17	552.79	388.86	308.94	349.16	312.97	197.96	203.92	229.62	
		2nd "	463.58	529.34	528.12	553.85	343.01	285.71	381.37	428.31	344.66	237.87	207.93	
190	Mixed . . . "	1st half	397.50	214.56	172.13	223.45	...	361.94	290.22	288.09	353.67	157.74	199.10	
		2nd "	417.75	191.28	186.49	237.95	...	343.04	298.35	392.45	175.42	167.58	176.67	
Average through speed of trains—														
191	Coaching . . . Miles per hour...	1st half	39.21	22.89	19.07	26.80	23.90	21.03	22.73	21.00	30.31	...	17.00	
		2nd "	29.64	22.97	19.07	27.00	24.03	20.88	23.34	20.85	30.31	...	17.00	
192	Goods . . . "	1st half	11.93	9.96	15.00	16.00	10.27	10.80	10.66	11.00	9.19	...	9.50	
		2nd "	10.68	9.95	15.00	16.00	11.65	11.10	10.79	11.00	9.43	...	9.50	
193	Mixed . . . "	1st half	17.63	15.85	14.30	16.70	15.31	11.50	14.05	14.69	16.79	13.12	12.20	
		2nd "	17.04	15.18	14.30	17.00	15.22	11.00	13.66	14.50	16.35	13.12	12.20	
FROM APPENDIX II.														
194	Average mileage per diem of coaching vehicles, including brakes . . . Miles	1st half	112,934	108,257	81,598	360,000	317,914	100,290	18,351	380,924	104,770	38,963	149,002	
		2nd "	116,912	109,654	87,302	356,418	323,531	103,377	18,339	411,877	95,006	41,314	172,636	
195	Goods ditto ditto . . . "	1st half	310,778	218,609	122,119	1,170,352	759,605	193,399	50,991	672,688	155,973	54,259	269,285	
		2nd "	266,462	148,903	162,831	1,033,638	563,409	180,723	45,672	796,774	162,295	62,130	225,602	
FROM APPENDIX V.														
Average age of sleepers—														
196	Wood . . . Years	1st half	6.67	10.11	8.00	8.91	...	6.09	...	8.14	12.93	...	9.05	
		2nd "	...	10.46	8.00	9.12	...	6.22	...	7.66	12.22	...	9.83	
197	Iron . . . "	1st half	11.09	14.84	12.00	...	...	...	...	12.58	15.66	...	...
		2nd "	11.26	11.26	12.50	...	...	...	...	12.78	15.89	...	...
Percentage of removals—														
198	Wood . . . Per cent.	1st half	8.49	2.04	4.69	2.82	5.87	4.38	...	3.40	0.92	8.81	1.77	
		2nd "	...	3.21	3.92	2.48	6.87	5.05	...	2.90	1.96	4.22	2.30	
199	Iron . . . "	1st half	13.26	0.32	1.51	2.55	0.36	...	...	7.01	4.29	...	...
		2nd "	3.40	0.40	0.51	1.87	7.82	...	...	2.14	6.18	...	...

DIX 18—concluded.

system during each half-year of 1907—concl.

AS APPENDICES TO THE ANALYSIS.

to not prepare these statistics.

3' 3 3/4"										2' 6"					GAUGE.		Serial number.
13 (a) to (d)	14 (a) & (b)	3 (b) and (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (i) & (j)	1 (e)	1 (f)	Number.		
Bhavnagar-Gondal-Junagadh-Forbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkhand and Kumaon.	South Indian.	South-ern Mah-ratta.	Udai-pur-Chitor.	Jubbulpore-Gondia extension.	Kalka Simla.	Khushal-garh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dham-tari.	Calendar year 1907 by half-years.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
27	248	154	51	52	456	46	247	237	3	25	15	30	...	4	1st half	180	
29	262	155	45	58	464	49	247	244	3	28	24	28	4	4	2nd "		
79-53	73-88	63-59	65-10	73-37	62-11	74-46	59-64	65-70	53-19	60-98	44-22	45-67	...	45-47	1st half	181	
79-54	70-13	68-01	57-72	62-95	56-75	65-91	62-15	161-93	52-66	58-91	27-85	47-01	16-87	45-16	2nd "		
			29-55												1st half	182	
			32-84												2nd "		
25-32	35-76	31-04	32-30	33-77	31-51	...	29-72	34-45	34-53	52-98	65-01	15-61	...	26-40	1st half	183	
24-54	33-58	32-90	31-44	39-64	31-33	...	31-68	36-31	30-90	51-82	59-55	17-39	25-48	30-02	2nd "		
			30-34												1st half	184	
			31-40												2nd "		
...	91-02	1st half	185	
...	...	...	...	...	...	81-80	...	...	...	...	...	...	...	...	2nd "
...	1st half	186	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd "
...	1st half	187	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd "
100-20	161-18	145-11	*56-16	128-24	115-99	...	86-19	84-83	50-00	1st half	188	
62-60	166-55	115-77	*57-22	87-57	115-09	...	89-66	83-86	...	...	51-88	90-60	...	...	2nd "
189-48	189-73	232-02	200-43	92-48	257-58	...	179-32	198-36	...	138-54	50-00	24-10	...	83-69	1st half	189	
188-78	167-40	261-47	185-23	98-36	267-63	...	168-72	187-38	...	138-58	40-77	34-13	83-16	115-25	2nd "		
141-53	186-88	154-33	149-10	109-36	137-25	...	161-86	167-99	...	158-70	...	44-81	...	64-75	1st half	190	
132-13	182-45	163-43	188-37	105-64	137-32	...	141-80	158-71	...	153-23	...	49-08	129-41	63-30	2nd "		
20-65	18-75	19-28	10-36	...	17-65	16-56	18-00	18-15	10-00	1st half	191	
20-65	18-72	19-28	10-36	...	17-74	15-80	18-00	18-36	...	...	8-65	...	...	...	2nd "
11-26	9-71	11-16	11-19	10-56	9-62	10-05	9-50	7-36	...	9-69	10-00	8-85	1st half	192	
11-26	9-35	11-16	11-42	11-71	9-62	9-83	9-50	7-91	...	8-90	7-64	8-61	6-89	...	2nd "		
12-64	13-13	15-00	14-09	14-16	14-38	13-06	12-00	12-32	...	11-33	...	9-80	...	10-21	1st half	193	
12-64	12-71	15-00	14-16	14-36	14-47	13-10	12-00	12-54	...	11-08	...	9-89	8-75	10-49	2nd "		
24,406	125,493	73,342	16,501	34,851	219,169	23,666	136,069	97,479	2,296	5,689	2,428	5,326	...	847	1st half	194	
26,692	126,048	81,185	17,037	36,473	224,289	21,728	136,436	96,842	2,316	11,822	2,494	5,730	382	930	2nd "		
24,925	227,369	164,780	38,278	46,323	454,999	31,713	137,392	192,732	1,589	9,845	2,550	5,527	...	1,693	1st half	195	
16,895	200,500	118,307	20,701	37,603	370,243	29,406	134,116	175,266	1,103	21,001	2,240	6,680	694	1,583	2nd "		
12-51	11-79	10-50	8-50	11-26	8-94	11-00	5-09	1st half	196	
12-90	10-81	10-50	...	13-50	9-00	11-66	9-21	11-00	...	...	1-80	5-57	0-56	...	2nd "
16-89	...	14-00	...	14-00	20-50	...	17-38	19-00	4-72	1st half	197	
17-35	...	14-00	...	...	21-00	...	17-63	19-00	...	...	...	5-23	...	...	2nd "
8-42	3-77	3-99	3-16	0-81	30-47	2-81	0-05	1st half	198	
0-75	3-80	2-00	...	0-25	2-60	0-82	4-24	2-17	2-20	...	0-66	0-29	...	...	2nd "
0-34	...	6-35	...	0-29	1-56	2-12	1st half	199	
0-10	...	31-83	...	...	0-23	...	0-93	2-12	...	...	...	...	...	...	2nd "

* Of local trains only.

Rolling-stock under different heads on each

Items. (1)	GAUGE. NUMBER. Railway. (2)	5' 6"									3' 3 1/2"										
		1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10	11	12	13	14	15	16	3 (b) & (c)	7 (c)	17	
		B. N. (3)	B. B. & C. I. (4)	E. B. S. (5)	E. I. (6)	G. I. P. (7)	M. (8)	N. G. S. (9)	N. W. (10)	O. & R. (11)	A. B. (12)	B. & N. W. (13)	B. D. (14)	B. G. J. P. (15)	B. (16)	D. (17)	D. S. (18)	E. B. S. M. (19)	H. G. V. (20)	J. B. (21)	
1	Engines { Engines { Passenger ... Goods and mixed ...	74	87	78	182	256	64	12	264	94	87	49 240	10	37	36 230	2	26	68 88	55	54	
		230	148	128	761	682	234	49	601	114											
2	TOTAL ENGINES	304	235	206	943	868	298	61	865	208	87	289	10	37	266	2	26	156	55	54	
Coaching vehicles.																					
3	Saloons, Royal and State	...	...	...	4	...	2	14	9	...	4	3	...	...	2	...	...	2	3	...
4	Saloons, ordinary	2	13	21	...	...	...	...	...	2	13	4	2	9	...	...	...	20	...	...
5	Reserved carriages	18	9	2	43	7	12	6	65	24	...	6	7	30	...	...	...	...	8	...
6	Inspection carriages	1	...	...	...	1	9	...	...	1	8	...	1	...	...	...	...	...	...	...
7	Family carriages	...	...	...	...	8	4	2	...	2	...	...	5	1	...	...	...	...	...	...
8	Dining cars	1	...	...	3	18	...	...	4	3	3	3	2	1	...	...	...	5	...	...
9	First class carriages { 4-wheeled ... 6-wheeled ... Bogie ...	26	1	14	87	22	37	9	82	40	1	9	3	10	27	10	14	8	...	...
		2	6	1	31
10	Composite, first and second class. { 4-wheeled ... 6-wheeled ... Bogie ...	46	12	57	64	87	68	12	103	56	4	28	1	6	27	...	50	11	26	...	
		9	26	16	39	46	23	10	18	16	3	15	3	2
11	Composite, first, second and third class { 4-wheeled ... Bogie ...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Other composite carriages	5	3	12	88	8	3	...	32	10	...	...	...	10	11	2	...	5	...	4
13	Second class { Ordinary ... Bogie ...	28	18	15	77	144	79	10	91	83	...	38	1	8	39	...	...	16	10	6
		...	15	1	4
14	Second class with postal accommodation.	...	...	...	...	22	...	...	...	...	...	...	5	...	...	...	...	...	...	...
15	Intermediate class { 4-wheeled ... 6-wheeled ... Bogie ... Ambulance ...	26	4	28	71	...	4	...	128	39	...	...	10	...	...	...	45	...	17	...
		...	1	6	17	12	32	4	2
16	Composite, intermediate and third class.	15	...	38	39	...	7	...	110	31	...	78	2	...	...	...	42	...	3	...
17	Intermediate and postal carriages	8	5	6	...	...	...	...	18	...	...	...	2	...	...	...	3	...	...	...
18	Intermediate, third and postal carriages.	1	...	3	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...
19	Lower class ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Third class carriages without brakes. { 4-wheeled ... 6-wheeled ... Bogie ... Ambulance ...	...	114	194	670	596	514	64	67	1	...	213	2	120	227	8	45	232	...	65
		...	39	141	21	65	...
		...	106	60	174	90	...	9	6	18	197	80	2	22	...
21	Third class carriages with brakes. { 4-wheeled ... 6-wheeled ... Bogie ... Ambulance ...	295	10	...	29	129	9	...	200	89	...	2	...	8	...	...	7	...	4	...
		385	26	87	217	1	5	...
		93	24	...	38	47	263	207	...	84	...	37
22	Third class and postal vans	14	12	3	58	31	12	5	52	33	16	19	1	4	47	...	8	4	10	...	
23	Passenger brake-vans	35	41	46	168	130	...	6	474	98	...	211	15	23	102	2	6	65	...	28	
24	Brake-vans with { Intermediate class ... Third class ...	81	...	16	...	...	44	...	39	7	65	...	...	...	51	...	...	...	...	...
25	Brake-vans fitted with postal compartments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Postal vans	...	...	1	18	9	9	...	10	...	...	...	...	5	...	...	3	...	...	...
27	Composite, postal and other carriages	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	Prison vans	...	...	...	...	8	...	...	...	...	...	...	...	3	...	...	4	...	...	...
29	Carriage trucks	4	6	9	39	55	27	2	42	...	...	5	6	1	...	...	5	...	...	...
30	Horse boxes	16	18	22	75	114	56	10	142	43	16	30	1	5	37	...	14	10	12	...	
31	Luggage vans	31	32	26	51	127	41	6	61	43	12	1	...	17	...	4	10	...	...	...
32	Produce Vendors' vans	...	...	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Milk vans	...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	Fish vans	...	...	31	...	...	...	...	...	...	3	...	...	...	...	2	23	...	...	...
35	Store, ice and stationary vans	...	...	...	1	...	...	...	18	4	...	...	...	...	...	...	...	...	...	...
36	Miscellaneous	37	...	19	...	...	...	...	2	...	1	...	...	54	...	2	13	...	...	...
37	TOTAL COACHING VEHICLES	790	540	715	1,952	1,841	1,012	146	2,723	800	259	1,198	68	246	1,035	12	72	675	124	217	

DIX 22.

railway at the close of the calendar year 1907.

3' 31"						2' 6"											2' 0"						Items (52)										
18	6 (e) & (f)	2 (h) to (n)	19 (a) & (b)	20	21	22	23	24	25	26	3 (b) & (d)	2 (a) & (p)	1 (b) & (e) & (f)	8 (h) to (i)	6 (g) & (h)	18	1 (c)	1 (d)	19 (c)	29	30	31		8 (k)	33	5 (g)	34	35	36	5 (h)			
M. R. W. (22)	N. & S. C. (23)	R. M. (24)	R. & K. (25)	S. I. (26)	S. M. (27)	U. O. (28)	B. L. (29)	B. L. (30)	B. B. (31)	O. (32)	E. B. S. M. (33)	G. D. & R. (34)	J. G. E. R. D. (35)	K. S. K. T. & N. D. (36)	M. D. & T. K. (37)	M. R. W. (38)	M. B. (39)	P. L. L. (40)	P. W. L. (41)	S. S. (42)	B. P. (43)	T. B. (44)	D. L. (45)	D. H. (46)	G. L. (47)	H. A. (48)	H. S. (49)	J. (50)	M. T. H. (51)				
3	18	151 313	54	83 165	38 206	1 2	4	7	4	3	15	11	18 22	54	6	4 1	3	3	5	8	5	3	7	17	18	12	4	9	5	1			
5	18	464	54	248	244	3	4	7	4	3	15	11	40	54	6	5	3	3	5	8	5	3	7	17	18	12	4	9	5	2			
...	1	5	...	3	6	...	...	...	...	...	...	3	...	...	...	...	1	...	...	...	...	...	...	...	2	...	...	...	...	3		
...	...	4	...	2	...	...	...	...	...	...	2	...	...	...	...	3	...	...	1	...	...	...	...	3	2	...	...	...	...	2	4	
...	...	...	4	...	12	...	1	...	...	...	...	...	3	7	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	5	
...	...	15	2	16	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	1	...	...	...	...	...	6	
3	...	...	...	3	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	
...	...	3	2	1	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	
3	...	94	6	4	44	...	...	1	1	...	...	...	...	19	...	2	...	...	...	...	...	...	...	19	...	...	...	...	15	9		
...	2	...	3	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	1	63	8	60	54	3	2	...	1	...	6	...	2	4	...	4	...	...	3	...	2	...	...	7	...	4	...	...	...	...	10	
...	2	37	3	4	18	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	2	...	...	42	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	17	...	9	8	...	...	7	...	...	5	...	6	...	...	2	1	...	...	1	5	...	2	4	...	2	6	...	...	13		
3	...	64	6	23	37	1	...	...	...	...	...	1	...	10	...	4	...	...	...	...	...	...	24	3	...	...	...	...	...	...	14	
...	...	...	...	1	...	...	...	...	...	...	...	6	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
30	...	39	3	...	...	2	1	...	2	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	6	...	...	...	...	...	17
...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	15	11	...	...	...	...	...	...	...	2	...	1	5	...	...	...	...	...	...	2	...	...	...	...	2	2	...	...	...	19	
...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	27	...	...	...	...	...	3	...	...	...	7	...	...	...	...	...	...	...	...	...	21
...	...	480	49	511	210	11	15	24	11	...	25	...	14	22	...	15	...	...	10	18	11	...	...	...	28	58	14	...	6	...	22	
...	26	216	20	...	58	...	...	...	...	...	...	...	...	...	10	13	3	...	...	...	...	...	...	...	14	...	...	...	...	...	...
...	...	5	...	15	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	98	8	...	287	3	...	3	...	...	...	...	...	39	...	...	...	...	...	...	3	...	...	39	...	...	...	...	...	...	...	...
...	...	60	26	186	19	...	...	8	...	...	...	...	34	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	2
...	...	32	1	28	31	1	1	...	1	...	2	2	23
4	...	263	21	...	...	3	...	...	...	1	...	2	...	32	...	4	...	3	...	...	3	...	...	...	4	7	1	...	...	...	...	24
...	4	...	2	46	180	...	3	1	...	...	4	...	3	1	7	...	...	...	4	9	...	1	...	...	10	...	1	...	...	...	...	25
...	21	6	2	26
...	3	27
...	3	...	6	1	2	28
...	...	5	6	29
...	3	38	...	5	14	30
2	3	62	10	30	47	1	...	...	...	...	...	2	2	...	2	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	31
...	...	21	...	32	22	3	32
...	33
...	34
...	35
...	...	1	...	12	10	...	...	...	...	...	1	1	13	6	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	36
53	47	1,676	227	1,096	1,011	26	23	41	20	3	56	41	84	172	21	51	9	8	18	31	25	15	...	97	79	78	20	19	32	37			

Rolling-stock under different heads on e

Items.	GAUGE.	5' 6"									3' 3 1/2"										
		NUMBER.	1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10	11	12	13	14	15	16	3 (b) & (c)	7 (c)	
		Railway.	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P.	M.	N. G. S.	N. W.	O. & R.	A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. G. V.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)		
<i>Goods vehicles.</i>																					
38	Covered goods wagons, bogie.	{ Ordinary	...	...	...	...	...	...	...	...	100	200	...	...	601	...	...	401	...	
		{ Military	...	...	...	...	...	...	528	...	...	...	...	...	75	...	...	...	...
39	Covered goods wagons, 4-wheeled.	{ Ordinary	2,860	1,352	2,560	8,991	7,816	1,036	71	3,078	2,151	1,463	5,380	263	153	3,266	4	223	2,203	440	
		{ Military	1,278	1,428	1,382	...	...	1,913	90	6,488	2,733	...	...	...	145	20	...	...	458	150
40	High-sided wagons, Bogie		...	...	...	50	...	10	70	...	25	...	...	...	16	...	...	...	2	
41	High-sided wagons, 4-wheeled		...	1,003	1	3,536	3,578	1,440	826	1,072	...	127	...	...	60	...	744	...	260	
42	Medium-sided wagons, Bogie		...	...	...	...	...	...	...	...	...	...	...	...	310	...	...	...	...
43	Medium-sided wagons, 4-wheeled		200	443	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...
44	Low-sided wagons, bogie.	{ Ordinary	...	...	...	...	...	...	...	102	...	...	28	...	20	115	...	70	54	...
		{ Military	...	105	...	...	...	...	...	140	...	...	...	...	...	...	...	...	...
45	Low-sided wagons, 4-wheeled.	{ Ordinary	190	1	69	5,608	25	...	...	576	162	300	467	56	565	...	...	...	215	...
		{ Military	156	146	367	...	...	229	...	1,241	374	...	...	...	...	286	...	...	228	...
46	Coal or coke wagons		3,434	100	83	1,357	...	20	...	...	110	...	...	...	88	...	...	...	...
47	Cattle wagons		...	...	1	18	...	1	...	24	...	4	...	1	6	166	...	...	...
48	Accident vans		14	16	13	53	39	18	...	...	5	...	...	...	14	...	...	9	...	
49	Platform wagons		35	...	...	43	...	3	...	12	...	...	2	...	...	...	...	5	...	
50	Powder vans		6	7	5	31	24	9	...	50	8	3	1	...	2	12	...	1	2		
51	Timber trucks		82	20	15	85	191	229	10	49	...	35	279	24	22	95	...	54	190	20	
52	Booster trucks	{ Double	...	...	...	...	...	...	...	271	...	...	...	...	181	...	...	...	...
		{ Single	104	...	59	...	50	...	...	...	...	16	...	...	150	...	...	...	...
53	Ballast wagons		76	480	33	289	406	153	64	...	110	...	...	74	245	...	...	50	83	
54	Goods brake-vans		193	134	56	604	607	249	43	...	61	15	...	...	18	83	...	21	40	50
55	Travelling oil tanks		31	20	28	69	31	45	...	51	12	3	7	...	2	2	...	...	14	1
56	Travelling water tanks		...	25	8	...	11	10	3	72	1	...	...	...	1	28	...	...	...	1
57	Travelling gas holders		8	8	3	3	18	12	2	15	8	8	...	...	...	...	...	...	4	2
58	Travelling cranes		11	4	8	31	58	15	2	52	17	15	19	3	2	31	...	2	13	2	
59	Miscellaneous		31	8	18	9	1	17	7	15	7	12	9	1	56	135	...	...	22	6
60	TOTAL GOODS VEHICLES		3,769	5,300	4,659	20,742	12,905	5,399	1,128	13,906	5,644	2,241	6,392	343	1,066	5,924	10	1,115	3,908	1,017	
61	Motor cars		...	2	...	5	2	3	...	1	2	...	...	...	2	...	...	...	...
LOWER CLASS CARRIAGES FITTI																					
	Intermediate class		...	18	7	71	...	...	...	...	...	...	...	14	...	...	...	...	...	2
	Composite, intermediate & 3rd class.		...	1	19	61	...	...	...	...	...	...	3	...	5	...	...	22	...	2
	Third class		42	127	4	286	106	99	...	...	45	19	...	...	44	52	...	...	...	8
52	TOTAL		42	146	30	418	106	99	...	...	45	19	...	3	58	57	...	...	32	121
LOWER CLASS CARRIAGES PROVIDED WITH LATRIN																					
	Intermediate class		26	18	27	81	...	4	...	140	39	55	...	...	14	...	...	45	...	21
	Composite, intermediate & 3rd class.		35	1	36	71	95	63	...	132	29	...	...	3	...	64	...	42	...	22
	Third class		82	127	127	304	233	135	64	740	191	42	44	202	...	12	236	68	87
3	TOTAL		143	146	190	456	328	202	64	1,012	259	97	...	3	58	266	...	12	335	68	129

N.B.—In the above statement the few six-wheeled wagons in

DIX 22—concl.

railway at the close of the calendar year 1907.

3' 3 1/2"										2' 6"										2' 0"										Items	
18	6(e) & (f)	2 (h) to (m)	19(a) & (b)	20	21	22	23	24	25	26	8 (b) & (d)	2 (o) & (p)	1 (b), (e) & (f)	8 (h) to (j)	6 (g) & (h)	18	1 (c)	1 (d)	19 (c)	29	30	31	3 (k)	33	5 (g)	34	35	38	5 (h)		
M. R. W.	N. & S. C.	R. M.	R. & K.	S. I.	S. M.	U. C.	B. L.	B. L.	B. B.	C.	N. B. S. M.	G. D. & R.	J. G. E. & R. D.	K. S. K. T. & N. D.	M. D. & T. K.	M. R. W.	M. R.	P. L. L.	P. W. L.	S. S.	B. P.	T. R.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.		
(32)	(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)	
...	75	471	345	75	85	...	...	67	2	...	...	...	268	69	24	10	2	2	1	...	...	...	...	...	...	...	...	42	...	
29	...	3,554	768	2,105	3,526	25	6	...	14	...	103	55	20	104	...	10	2	...	57	50	20	30	...	70	124	14	4	...	...
...	...	1,138	...	259	193	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	49	...	...	22	57	...	...	5	...	...	...	...	...	13	24	9	...	...	...	...	...	2	...	...	2	10	...	22	...	
25	...	184	...	788	170	...	...	...	12	14	...	...	...	61	...	...	...	...	...	100	...	12	...	162	53	14	4	...	24	
...	6	...	...	...	...	...	...	...	...	...	...	...	102	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	150	...	...	144	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	227	212	20	...	...	...	59	...	14	...	96	25	17	...	38	10	12	...	...	27	...	...	...	...	...	...	...	...
...	7	958	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	12	30	...	429	10	19	...	14	...	40	88	30	...	...	2	2	3	...	...	...	6	...	6	10	4	...	2	...	
...	...	1,202	...	...	...	...	...	...	...	...	...	...	...	69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	850	...	...	...	...	...	...	...	65	69	...	...	...	...	...	...	...	...	...	386	...	...	...	...	...	...
...	...	...	...	6	28	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	...	16	7	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	4	45	...	...	...	...	...	1	...	3	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	1	35	2	7	13	...	...	...	...	...	...	1	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	8	78	76	33	127	...	...	...	...	...	37	...	37	4	...	...	...	...	...	...	...	2	...	2	...	6	...	...	...	...
...	...	...	...	38	30	...	...	...	...	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	22	...	...	522	...	...	...	2	...	...	...	...	...	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	10	...	...	84	45	...	...	...	...	...	7	9	3	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	4	21	...	24	8	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	23	18	2	1
...	25
...	...	27	12	8	21	1
...	...	1	...	6	20	2
73	181	8,019	1,452	4,024	5,412	35	25	134	42	28	300	246	555	591	48	70	16	16	71	150	47	52	336	253	203	42	8	60	24	60	
...	2	1	1	61

WITH CLOSETS FOR FEMALES.

...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	16	1	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	22	...	29	64	65	15	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...
...	22	...	45	65	65	17	...	4	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...

ACCOMMODATION, INCLUDING (ITEM 62) CARRIAGES FITTED WITH CLOSETS FOR FEMALES.

20	...	39	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	5	104	16	27	...	...	...	4	...	...	2	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	22	237	29	157	164	15	...	...	...	...	...	...	...	8	...	6	...	...	...	...	...	...	...	...	...	4	5	...	...	...	...
20	27	380	45	184	164	17	...	4	...	...	2	...	...	8	4	6	...	...	...	...	...	...	...	...	...	4	5	...	...	...	...

use on Indian railways have been included with four wheeled wagons.

Progressive No.	GAUGE.	5' 0"						
	NUMBER.	1 (a).	2 (a) to (g).	3 (a).	4	5 (a) to (f).	6 (a) to (d).	7 (a) & (b).
	Particulars. (2)	B. N. (3)	B. B. & C. I. (4)	E. B. S. (5)	E. I. (6)	G. I. P. (7)	M. (8)	N. C. S. (9)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

11	Passenger engines	Number at close of 1906	77	88	71	158	225	54	5
12		Number added in 1907	-3	-1	7	24	81	10	7
13	Goods and mixed engines	Number at close of 1906	214	192	129	788	637	218	56
14		Number added in 1907	16	16	-1	-27	-5	16	-7
15		Number at close of 1907	230	143	128	761	632	234	49
16		Total number of locomotives on the 31st December 1907	304	235	206	943	863	298	61
17		Number per mile of line open of all classes	0.18	0.25	0.41	0.38	0.32	0.20	0.17
18	Average mileage run by each per annum.	Passenger	32,935	29,242	29,186	37,591	29,819	32,830	27,479
19		Goods	17,277	11,640	24,441	25,074	20,123	17,514	22,086
20		All classes	25,736	21,934	26,219	27,488	22,918	20,727	23,726
21	Average mileage run by each per diem.	Passenger	90	80	80	103	81	104	75
22		Goods	47	32	67	69	55	52	61
23		All classes	71	60	72	75	63	63	82
24		Ton mileage hauled per engine, in thousands of tons	8,256	7,513	6,464	9,767	7,058	5,683	6,863
25		Average under repairs or renewals at any one time	43	35	22	90	184	74	10
26		Total value, in thousands of rupees	1,54,23	95,44	...	...	3,44,91	...	24,31
27		Total value per mile of line open	8,895	10,251	...	...	12,256	...	6,912

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of goods.)

19	Number at close of 1906	761	512	663	1,891	1,797	978	146
20	Number added in 1907	26	28	52	61	44	34	...
21	Number at close of 1907	790	540	715	1,952	1,841	1,012	146
22	Number per mile of line open.	1st class	0.05	0.05	0.14	...	0.07	...
23		2nd class	0.08	0.06	0.11	...	0.08	...
24		Intermediate class	0.02	0.02	0.17	...	...	...
25		3rd class	0.28	0.34	0.58	...	0.30	...
26		All other classes	0.07	0.11	0.41	...	0.20	...
27		Total of all classes	0.45	0.58	1.41	0.79	0.63	0.41
28	Average mileage run by each per annum.	1st class	36,258	...	35,232	...	67,307	...
29		2nd class	55,342	...	47,656	...	59,287	...
30		Intermediate class	67,496	...	51,118	...	...	...
31		3rd class	51,306	...	52,914	...	72,006	...
32		All other classes	52,295	...	27,237	...	51,185	...
33		Total of all classes	50,955	77,037	48,052	75,086	63,464	38,934
34		Average mileage run by each per diem	140	211	118	207	174	107
35		Freight ton-mileage per vehicle, in thousands of tons	51	80	36	69	54	42
36		Average under repairs or renewals at any one time	111	73	57	228	226	59
37		Total value, in thousands of rupees	81,18	42,99	...	...	1,42,93	...
38		Total value per mile of line open	4,699	4,618	...	...	5,080	...

GOODS STOCK.

39	Number at close of 1906	Covered wagons	3,776	2,717	3,376	8,391	7,656	2,907	161
40		Open	3,725	2,308	483	10,142	4,059	1,762	809
41	Number added in 1907	Timber trucks, including bolster trucks	50	20	20	...	241	185	10
42		All other classes	273	219	166	846	755	322	121
43		Total of all classes	7,324	5,264	4,115	19,379	12,744	5,169	1,101
44	Number at close of 1907	Covered wagons	362	87	566	600	130	49	...
45		Open	331	-30	20	643	...	80	91
46		Timber trucks, including bolster trucks	136	...	-16	85	...	41	...
47		All other classes	56	3	-26	30	31	57	-64
48		Total of all classes	885	36	544	1,363	161	230	27
49	Number at close of 1907	Covered wagons	4,136	2,780	3,942	8,991	7,816	2,949	161
50		Open	4,056	2,278	503	10,790	4,059	1,842	900
51	Number at close of 1907	Timber trucks, including bolster trucks	136	20	74	85	241	229	10
52		All other classes	329	222	140	876	789	379	57
53		Total of all classes	8,709	5,300	4,659	20,742	12,905	5,399	1,128
54		Number of all classes per mile of line open	5.02	5.69	9.18	8.39	4.62	8.62	8.21
55		Average mileage run by each per annum	15,814	12,832	10,394	19,261	18,687	12,022	18,311
56		Average mileage run by each per diem	43	35	28	53	51	33	50
57	Average tare in tons	Covered wagons	8.12	6.97	8.12	7.48	7.67	7.55	7.96
58		Open	8.03	6.61	7.06	8.85	6.80	6.75	6.99
59	Average carrying capacity in tons.	Covered wagons	15.81	14.76	13.89	15.25	15.04	14.52	14.19
60		Open	18.23	14.41	15.93	15.40	14.02	14.13	18.13
61		Average load of a goods vehicle, loaded and empty, per mile	7.73	7.58	5.23	7.37	6.95	5.79	7.72
62		Freight ton-mileage per vehicle, in thousands of tons.	89	95	57	136	121	68	111
63		Average under repairs or renewals at any one time	185	334	217	934	843	242	87
64		Total value, in thousands of rupees	2,46,98	1,10,98	...	...	2,71,60	...	31,30
65		Total value per mile of line open	14,243	11,921	...	...	9,652	...	8,902
66		Grand total value of rolling-stock, in thousands of rupees	4,82,09	2,40,41	2,51,05	12,84,47	7,59,44	3,02,55	63,19
67		Grand total value of rolling-stock per mile of line open	27,837	26,790	49,470	51,968	26,980	20,302	17,968

* Revised figures.

work done by, rolling-stock.

5'6"		3'3 1/2"														Progressive No. (25)
8 (a) to (g).	9 (a) & (b).	10	11	12 (a) & (b).	13	14	15	16	3 (b) & (c).	7 (c).	17	18	6 (e) & (f).	2 (h) to (n).		
N. W.	O. & B.	A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. G. V.	J. B.	M. R. W.	N. & S. C.	R. M.		
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)		

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

281	65	...	45	...	...	28	...	...	68	...	...	3	...	145
3	29	...	4	...	...	8	...	...	68	...	...	3	...	6
284	94	...	49	...	...	36	...	...	82	...	...	2	...	151
559	140	87	226	10	37	231	2	26	55	48	...	2	18	303
42	26	...	14	...	...	1	...	...	6	6	...	...	...	10
601	114	87	240	10	37	330	2	26	88	55	54	2	18	313
865	203	87	289	10	37	266	2	26	156	55	54	5	18	484
0'20	0'16	0'11	0'17	0'06	0'08	0'18	0'42	0'30	0'20	0'14	0'07	0'07	0'22	0'22
...	33,911	...	28,876	...	...	33,283	...	...	25,802	...	...	22,607	...	25,386
...	18,701	...	17,027	...	...	19,663	...	...	20,690	...	...	18,039	...	19,610
27,251	30,537	26,931	23,384	26,501	22,092	25,860	7,968	16,776	32,918	19,615	25,233	19,211	15,231	21,490
...	93	...	79	...	...	91	...	...	71	...	...	63	...	69
...	51	...	47	...	...	54	...	...	57	...	...	38	...	54
75	84	74	64	73	61	71	24	46	63	54	69	58	48	59
3,538	7,998	4,395	4,488	...	3,423	4,521	...	...	3,989	3,482	4,717	...	1,477	4,334
96	22	14	39	...	3	21	...	3	26	7	8	1	2	58
3,85,09	91,69	27,35	94,00	2,70	7,56	...	...	...	...	16,65	16,80	1,55	4,57	8,592
7,925	6,863	3,547	5,237	1,765	1,661	...	...	...	...	4,357	2,017	2,103	5,595	4,045

COACHING STOCK.

(In the table below where the value of coaching stock is not shown, it is included with that of goods.)

2,552	*799	*251	1,128	63	*237	*970	12	*68	*624	*124	*210	*53	*47	1,703
171	1	8	70	...	9	65	...	4	51	...	7	...	...	27
2,723	800	259	1,193	63	246	1,035	12	72	675	124	217	53	47	1,676
0'04	0'08	0'04	...	...	0'07	0'06	...	0'10	0'09	0'07	0'04	0'15	...	...
0'04	0'05	0'03	...	...	0'04	0'06	...	...	0'06	0'04	0'02	0'08	...	...
0'05	0'04	0'02	...	...	0'04	...	...	...	0'09	...	0'02	0'40	...	...
0'28	0'28	0'13	...	...	0'30	0'41	...	0'52	0'45	0'18	0'12	...	...	...
0'23	0'15	0'13	...	...	0'09	0'18	...	0'21	0'19	0'08	0'06	0'08	...	...
0'64	0'60	0'35	0'69	0'41	0'54	0'71	2'51	0'88	0'88	0'82	0'26	0'71	0'57	0'70
58,872	5,562	33,275	...	...	...	24,893	...	...	...	32,290	...	...	...	...
57,497	3,530	31,928	...	...	...	34,250	...	...	...	47,206	...	...	...	...
63,020	3,155	23,663	...	...	...	...	...	...	...	...	...	...	...	...
65,184	19,680	38,769	...	...	...	33,570	...	...	...	53,169	...	...	...	...
84,970	10,856	34,388	...	...	...	18,518	...	...	...	8,716	...	...	...	...
53,386	42,738	35,915	43,900	...	37,625	23,771	...	...	41,809	43,916	60,548	...	20,624	43,300
146	117	93	134	...	103	79	...	...	115	120	165	...	56	182
44	44	29	34	...	25	27	...	...	29	51	41	...	26	35
205	95	29	97	5	16	153	...	...	75	12	17	...	2	149
1,99,49	...	24,80	...	...	7,99	...	...	...	...	8,77	...	1,63	...	...
4,718	...	3,218	...	...	1,758	...	...	...	...	2,240	...	2,205	...	...

GOODS STOCK.

9,176	4,884	1,413	6,005	263	298	*3,636	4	223	3,033	503	652	29	*75	5,151
3,076	*616	*452	...	*57	*659	1,033	6	814	567	382	294	40	83	2,677
320	...	*51	279	*24	22	403	...	54	114	20	...	...	8	79
230	*114	*115	37	*4	*87	*257	...	*24	*101	*52	*53	*8	*15	100
12,852	*5,644	*2,031	6,321	318	1,066	*5,928	10	*1,115	*3,318	*937	*999	*72	*181	8,007
918	...	150	70	...	...	326	...	...	29	87	60	...	...	12
125	...	110	...	...	...	37	...	...	-20	-17	-7	...	...	1
...	...	...	...	...	...	24	...	...	76	...	...	...	...	-1
11	...	-59	1	...	...	209	...	...	5	10	7	...	...	...
1,054	...	210	71	...	...	596	...	...	90	80	60	...	...	12
10,094	4,894	1,583	6,075	263	298	3,902	4	223	3,062	590	712	29	75	5,163
3,201	646	562	...	57	659	1,070	6	814	547	345	267	40	83	2,678
320	...	51	279	24	22	426	...	54	190	20	...	...	8	78
291	114	65	38	4	87	488	...	24	109	62	60	3	15	100
13,906	5,644	2,241	6,392	348	1,086	5,924	10	1,115	3,903	1,017	1,059	72	181	8,019
3'29	4'23	2'91	3'59	2'27	2'34	4'02	2'09	12'97	5'11	2'80	1'27	0'97	2'21	3'78
19,469	13,217	7,734	14,040	...	7,390	11,861	...	...	8,457	10,558	13,419	...	4,043	18,651
53	33	21	33	...	20	31	...	...	23	29	37	...	11	51
7'73	7'23	5'63	3'61	...	3'79	4'64	...	...	5'84	4'42	6'57	4'23	8'28	4'15
7'37	5'50	3'79	...	...	3'17	3'60	...	...	3'49	4'05	4'70	5'50	6'56	4'92
18'12	12'47	11'27	10'44	...	7'35	10'02	...	...	9'60	10'97	14'10	7'50	17'92	9'63
14'69	10'52	8'34	...	...	7'83	8'57	...	...	7'82	11'07	13'18	12'00	15'61	12'45
8'41	5'86	4'81	4'07	...	2'89	3'70	...	...	4'05	4'49	3'96	...	4'53	4'14
164	71	45	50	...	20	46	...	...	89	41	57	...	17	75
435	233	36	305	12	43	370	...	16	166	20	36	...	2	310
3,85,83	1,70,21	44,99	1,70,05	9,36	12,96	...	...	...	...	16,47	29,81	2,26	10,41	1,84,33
9,125	12,750	5,887	9,565	6,118	2,845	...	...	...	...	4,211	3,577	3,054	12,730	8,679
9,20,40	2,61,90	97,14	2,64,06	12,06	28,51	2,51,36	...	† 24,22	1,48,19	41,89	46,61	5,44	14,98	2,70,35
21,768	19,618	12,602	14,852	7,683	6,259	17,041	...	† 31,259	17,359	10,708	5,594	7,362	18,825	12,724

*Revised figures.

† Excludes outlay by Ledo and Tikak Margherita colliery railway.

Number of, outlay on, and

Progressive No.	GAUGE.	3' 3 3/4" - conchd.				2' 6"						
		19 (a) & (b).		20	21	22	23	24	25	26	3 (b) & (d).	2 (c) & (p).
		Particulars. (2)		R. & K. (3)	S. I. (4)	S. M. (5)	U. C. (6)	B. B. L. (7)	B. L. (8)	B. B. (9)	C. (10)	E. B. S. M. (11)	G. D. & R. (12)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

1	Passenger engines.	Number at close of 1906	83	42	1	...	...	...	...	...	...	...
2		Number added in 1907	38	38	1	...	...	...	...	...	...	...
3		Number at close of 1907	48	105	2	3	7	3	8	15	11	...
4		Number at close of 1906	6	11	...	1	1	...	...	...	...	...
5		Number added in 1907	54	165	2	4	7	4	3	15	11	...
6		Number at close of 1907	54	248	3	4	7	4	3	15	11	...
7		Total number of locomotives on the 31st December 1907	0.15	0.18	0.14	0.04	0.15	0.23	0.25	0.17	0.08	...
8		Number per mile of line open of all classes	8,868	31,246	27,400	...	...	...	...	...	...	...
9		Average mile- age run by each per annum.	8,988	14,571	18,788	19,317	14,283	18,030	7,150	6,451	18,201	15,839
10		Average mile- age run by each per diem.	24	36	75	...	...	...	...	...	...	...
11		Passenger	25	40	51	...	...	...	...	...	...	...
12		Goods	62	61	63	53	39	49	20	16	50	43
13		All classes	4,471	3,761	3,879	3,790	...	...	1	123	...	...
14		Ton-mileage hauled per engine, in thousands of tons	7	22	33	1	...	1	1	...	...	1
15		Average under repairs or renewals at any one time	12.79	59.24	62.60	95	1.01	...	99	28	...	1.44
16		Total value, in thousands of rupees	8,603	4,343	3,611	1,414	3,870	...	5,863	2,425	...	1,094
17		Total value per mile of line open	...	...	...	...	...	...	...	...	...	...

COACHING STOCK.

(In the table below where the value of coaching stock is not shown, it is included with that of goods.)

19	Number at close of 1906	227	*1,047	*1,011	26	23	33	19	3	*56	*49
20	Number added in 1907	49	49	...	...	...	...	...	...	...	...
21	Number at close of 1907	227	1,096	1,011	26	23	41	20	3	56	41
22	1st class	0.08	0.06	0.05	...	...	...	...	0.08	...	0.02
23	2nd class	0.04	0.08	0.04	...	...	...	...	...	...	0.06
24	Intermediate class	0.08	...	...	...	...	...	...	...	...	...
25	3rd class	0.33	0.56	0.32	...	...	...	...	0.08	...	0.20
26	All other classes	0.16	0.12	0.17	...	...	...	...	0.08	...	0.03
27	Total of all classes	0.64	0.80	0.53	0.39	0.28	0.52	1.08	0.24	0.63	0.31
28	1st class	...	38,940	...	...	...	...	...	...	...	...
29	2nd class	...	40,626	...	...	...	...	...	...	...	...
30	Intermediate class	...	...	...	...	...	...	...	...	...	...
31	3rd class	...	48,100	...	...	...	...	...	...	...	...
32	All other classes	...	38,684	...	...	...	...	...	...	...	...
33	Total of all classes	38,474	45,365	31,036	32,098	...	...	...	5,718	...	...
34	Average mileage run by each per diem	91	124	85	88	...	...	...	16	...	...
35	Freight ton-mileage per vehicle, in thousands of tons	25	44	27	31	...	...	...	...	...	...
36	Average under repairs or renewals at any one time	29	58	49	3	...	...	...	...	6	2
37	Total value, in thousands of rupees	...	53,49	...	1,19	...	...	...	1	...	...
38	Total value per mile of line open	...	3,922	...	1,771	...	...	...	78	...	...

GOODS STOCK.

39	Covered wagons	1,114	2,431	*3,804	25	6	27	16	...	108	*39
40	Open	173	1,381	*1,150	10	19	66	18	...	40	169
41	Timber trucks, including bolster trucks	76	71	*222	...	...	...	...	...	184	...
42	All other classes	18	*92	*231	...	...	...	...	...	*10	*11
43	Total of all classes	1,381	*3,975	*5,407	35	25	94	34	18	*287	*219
44	Covered wagons	1	8	...	...	...	40	...	...	...	16
45	Open	69	29	...	...	...	...	...	...	...	10
46	Timber trucks, including bolster trucks	...	...	...	...	...	...	...	...	...	...
47	All other classes	3	70	5	...	...	...	...	...	...	13
48	Total of all classes	71	49	5	...	...	...	...	...	...	...
49	Covered wagons	1,113	2,439	3,804	25	6	67	16	10	108	39
50	Open	242	1,352	1,150	10	19	66	26	28	40	179
51	Timber trucks, including bolster trucks	76	71	222	...	...	...	...	...	147	...
52	All other classes	21	162	286	...	...	...	...	...	10	12
53	Total of all classes	1,452	4,024	5,412	35	25	134	42	28	300	246
54	Number of all classes per mile of line open	4.09	2.95	3.12	0.52	0.36	1.71	2.27	2.33	3.38	1.86
55	Average mileage run by each per annum	10,263	11,829	12,449	15,785	...	...	...	...	2,777	...
56	Average mileage run by each per diem	28	32	34	42	...	...	...	...	8	...
57	Average tare in tons	4.61	4.45	3.98	4.02	...	5.90	...	...	...	2.03
58	Covered wagons	3.82	3.80	3.32	3.22	...	4.10	...	...	...	2.03
59	Open	11.79	7.97	7.96	7.40	...	14.10	...	...	...	4.58
60	Total	9.28	7.45	7.21	6.29	...	15.90	...	...	6.57	7.94
61	Average load of a goods vehicle, loaded and empty, per mile	4.11	3.76	4.08	2.24	...	...	...	0.28	...	...
62	Freight ton-mileage per vehicle, in thousands of tons	80	44	46	32	...	16	...	...	...	...
63	Average under repairs or renewals at any one time	39	156	183	1	...	2	...	...	20	1
64	Total value, in thousands of rupees	34,79	62.85	1,13,74	18	1.54	...	1.94	21	...	3.86
65	Total value per mile of line open	9.874	4.573	6.562	868	5,938	...	10,469	1,773	...	2,941
66	Grand total value of rolling-stock, in thousands of rupees	47.58	1,75,11	1,76,34	2,72	2.55	13,20	2.03	50	Included with E. B. S. Ry. 3' 3 3/4" gauge	5.32
67	Grand total value of rolling-stock per mile of line open	13,407	12,838	10,178	4,018	9,808	16,310	15,852	4,275	...	4,035

* Revised figures.

DIX 23—concluded.

work done by, rolling-stock.

2' 6"										2' 0"							Progressive No.
1 (b), (e)&(f).	8 (h) to (j).	6 (g) & (h).	18	1 (c).	1 (d).	19 (c).	29	30	31	8 (k).	33	5 (g).	34	35	36	5 (h).	
J. G. E., P. R. & & E. D. (13)	K. S., K. K. T. & N. D. (14)	M. D. & T. F. (15)	M. R. W. (16)	M. B. (17)	P. L. L. (18)	P. W. L. (19)	S. S. (20)	B. P. (21)	T. B. (22)	D. L. (23)	D. H. (24)	G. L. (25)	H. A. (26)	H. S. (27)	J. (28)	M. T. H. (29)		(30)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

6	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	1	
12	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	2	
18	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	3	
24	54	6	1	3	3	5	8	5	3	7	17	15	12	4	7	5	4	
30	54	6	1	3	3	5	8	5	3	7	17	15	12	4	7	5	5	
36	54	6	1	3	3	5	8	5	3	7	17	15	12	4	7	5	6	
42	0.11	0.28	0.14	0.24	0.09	0.12	0.13	0.09	0.15	0.15	1.13	0.33	0.10	0.32	0.20	0.28	0.40	7
48	...	...	4,993	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
54	6,707	13,655	18,252	6,364	9,791	16,450	12,671	5,463	19,933	...	...	13,611	9,663	9,399	8,657	...	1,503	9
60	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
66	18	87	50	18	27	45	35	15	55	...	...	87	26	26	24	...	...	11
72	2,520	777	1,273	...	552	542	...	...	...	...	...	...	...	...	...	...	...	12
78	2	7	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
84	...	13,81	2,05	92	69	76	...	...	...	...	...	...	...	...	...	...	...	14
90	...	7,230	4,668	4,466	2,129	3,040	...	...	2,640	...	...	6,058	...	7,070	3,281	...	...	15
96	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
102	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
108	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown, it is included with that of goods.)

78	172	21	51	9	8	18	...	25	15	...	99	73	78	20	22	...	19
84	172	21	51	9	8	18	31	25	15	...	97	79	78	20	19	32	20
90	...	0.05	...	0.06	0.04	0.05	...	0.07	0.15	...	0.50	...	...	...	...	35	21
96	...	0.04	...	0.04	0.02	0.05	...	0.04	...	...	0.50	...	...	...	...	55	22
102	...	...	...	0.02	...	...	...	0.08	...	...	...	...	...	...	...	...	23
108	...	0.23	...	0.10	0.14	0.33	...	0.45	0.45	...	0.73	...	...	...	...	48	24
114	...	0.16	...	0.06	0.12	0.03	...	0.11	0.15	...	0.11	...	...	...	...	16	25
120	0.22	0.90	0.48	2.46	0.28	0.32	0.46	0.33	0.75	0.75	1.90	0.43	2.10	1.01	0.60	2.54	26
126	27,576	...	...	10,519	...	...	...	...	...	...	...	...	...	...	...	...	27
132	32,924	...	...	21,901	9,000	...	...	...	...	...	...	...	...	...	...	...	28
138	63,869	...	...	21,787	...	...	...	...	...	...	...	...	...	...	...	...	29
144	61,671	...	...	42,769	89,848	...	...	...	...	...	...	...	...	...	...	...	30
150	30,142	...	...	6,729	2,910	...	...	...	...	...	...	...	...	...	...	...	31
156	52,373	16,959	19,769	22,944	19,352	...	...	...	...	...	...	...	...	...	...	...	32
162	143	46	54	63	53	...	...	...	...	...	...	...	...	...	...	...	33
168	31	9	14	12	16	...	...	...	...	...	...	...	...	...	...	...	34
174	1	15	...	...	...	1	...	...	...	...	...	...	...	...	...	...	35
180	...	6.28	1.18	1.40	...	31	...	70	...	...	...	...	...	...	...	...	36
186	...	3,290	2,686	6,783	...	1,240	...	2,099	...	...	...	...	...	...	...	...	37
192	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38

GOODS STOCK.

170	173	24	20	4	2	58	...	20	30	...	49	80	14	4	43	...	39	
176	393	24	47	8	14	3	...	21	18	...	191	155	18	4	29	...	40	
182	4	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	41
188	22	...	...	...	...	8	...	...	...	326	8	1	...	...	5	...	42
194	592	48	70	12	16	71	...	41	50	326	254	297	32	8	78	...	43	
200	...	...	...	...	...	...	50	...	...	...	21	44	...	...	...	...	44
206	...	...	...	...	...	...	100	...	6	...	-23	12	10	...	...	24	45
212	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	46
218	...	...	...	...	...	...	...	...	...	10	1	...	...	...	...	...	47
224	...	...	...	...	...	...	150	...	6	2	...	6	10	...	...	24	48
230	173	24	20	4	2	58	...	20	30	...	70	124	14	4	42	...	49	
236	393	24	47	8	14	3	...	21	18	...	163	167	28	4	24	...	50	
242	4	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	51
248	8	...	...	...	...	8	...	...	...	336	9	1	...	...	14	...	52
254	555	591	46	70	16	16	...	47	52	336	253	293	42	8	80	24	53	
260	1.46	3.09	1.09	3.33	0.49	0.65	1.80	1.61	1.41	2.59	4.96	1.59	1.13	0.40	2.52	1.90	54	
266	15,041	5,251	2,371	8,514	8,195	...	...	...	...	...	...	...	...	...	...	...	55
272	41	14	6	23	22	...	...	...	...	...	...	...	...	...	...	...	56
278	7.15	...	6.45	3.00	5.00	6.98	3.16	...	2.75	...	...	2.65	2.75	2.75	...	...	57
284	6.32	...	5.97	3.25	5.06	4.06	...	...	2.15	...	...	2.30	2.50	2.50	...	1.80	58
290	15.74	...	9.50	4.75	9.00	9.04	4.81	...	5.00	4.00	...	5.65	5.00	5.00	...	...	59
296	13.86	...	10.00	7.00	11.00	7.38	...	...	5.00	4.50	...	4.80	5.00	5.00	...	3.50	60
302	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	61
308	2.93	...	3.87	...	2.38	1.91	...	...	...	...	...	...	...	...	...	...	62
314	43	10	7	...	18	15	...	...	...	...	...	...	...	...	...	...	63
320	9	32	...	...	...	4	...	...	...	...	...	...	...	...	...	...	64
326	...	8.49	1.55	1.22	96	42	...	71	...	...	3.82	...	3.90	1.03	...	...	65
332	...	4.442	3,532	5,669	2,961	1,680	...	2,132	...	...	7,497	...	10,478	5,224	...	...	66
338	32.88	28.58	4.78	3.54	1.65	1.49	1.42	Information not furnished.	2.29	1.60	...	6.91	5.58	6.53	1.68	2.18	2.51	67
344	8,678	14,962	10,686	17,118	5,090	5,960	3,606	...	6,871	7,981	...	18,555	3,041	17,548	8,505	68,60	19,933	68

* Revised figures.

APPENDIX 24.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1907.

NUMBER.		Gauge.	RAILWAY SYSTEM. (Fide Appendix 38.)	LOCOMOTIVES.						COACHING VEHICLES, including passenger brake- vans.				GOODS VEHICLES, includ goods brake-vans bu excluding cranes.					
Main head.	Sub-head.			(1)	(2)	PASSENGER.			GOODS AND MIXED.			Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.
						Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Fitted.	Not fitted.	Proportion per cent. of fitted to total.								
1	(a)	5' 6"	Bengal-Nagpur . . .	74	...	100.00	115	115	50.00	785	...	5	99.37	1,956	950	5,792	8		
2	(a) to (g)		Bombay, Baroda and Central India.	87	...	100.00	119	29	80.41	536	4	...	100.00	27	49	5,220			
3	(a)		Eastern Bengal State . . .	71	7	91.03	80	48	62.50	605	75	35	95.10	...	12	4,639			
4	...		East Indian . . .	177	5	97.25	332	429	48.63	1,672	77	203	89.60	1,689	88	18,934			
5	(a) to (f)		Great Indian Peninsula . . .	205	...	100.00	252	232	52.07	1,337	...	62	95.57	345	125	8,788			
6	(a) to (d)		Indian Midland . . .	51	...	100.00	93	55	62.84	442	...	...	100.00	10	44	3,535	
7	(a) & (b)		Madras . . .	64	...	100.00	129	105	55.13	986	4	22	97.83	689	309	4,296			
8	(a) & (b)		Nizam's Guaranteed State . . .	10	2	83.33	...	49	...	34	3	59	59.59	...	...	1,126	
9	(a) to (g)		North Western State . . .	246	13	93.18	579	22	96.34	2,414	75	234	91.41	3,471	117	10,266			
10	(a) & (b)		Oudh and Rohilkhand State . . .	94	...	100.00	87	27	76.32	722	50	28	96.50	88	23	5,566			
11	...		Assam-Bengal . . .	...	...	...	78	9	89.66	254	5	...	100.00	460	119	1,647	
12	...		Bengal and North-Western . . .	49	...	100.00	63	177	26.25	547	46	605	49.50	...	5	6,368			
13	...		Bengal Dooars . . .	...	...	...	...	10	...	...	4	59	6.35	...	...	345	
14	...		Bhavnagar-Gondal-Junagad-Forbandar.	...	...	...	...	37	...	...	...	246	...	...	...	1,064	
15	...		Burma . . .	36	...	100.00	123	107	58.48	558	44	433	58.16	960	16	4,917			
16	...		Deoghur . . .	...	...	...	...	2	...	...	...	12	...	...	...	10	
17	...	Dibru-Sadiya . . .	...	...	...	...	26	...	...	...	72	...	...	...	1,113		
18	(b) & (c)	2' 6"	Eastern Bengal State . . .	69	...	100.00	59	29	67.05	476	45	154	77.19	...	16	3,879			
19	(c)		Hyderabad-Godavari Valley . . .	...	...	...	...	55	...	3	...	121	2.42	...	...	1,015	
20	...		Jodhpur-Bikaner . . .	...	...	...	...	54	...	...	4	213	1.84	...	...	1,059	
21	...		Morvi . . .	...	3	...	...	2	...	...	2	51	3.77	...	...	72	
22	(d) & (e)		Nilgiri and Shoranur-Cochin . . .	...	...	...	6	12	38.33	12	1	34	27.66	22	...	159	
23	(h) to (n)		Rajputana-Malwa . . .	87	64	57.62	27	286	8.63	409	462	805	51.97	417	589	7,036			
24	(a) & (b)		Rohilkund and Kumaon . . .	...	...	...	24	30	44.44	51	41	135	40.53	...	...	1,440	
25	...		South Indian . . .	39	44	46.39	54	111	32.73	307	2	787	28.19	15	65	3,936			
26	...		Southern Mahratta . . .	36	2	94.74	125	181	12.14	1,120	33	888	12.17	...	...	5,391	
27	...		Udaipur-Chitor . . .	...	1	...	...	2	...	...	...	26	...	...	...	35	
28	...		Baraset-Basirhat Light . . .	...	...	...	...	4	...	...	...	23	...	...	...	25	
29	...		Barsi Light . . .	...	...	...	...	4	42.86	34	...	7	82.93	...	...	133	
30	...		Bukhtiarpore-Bihar Light . . .	...	...	...	...	4	...	...	...	20	...	...	...	42	
31	(b) & (d)		Cooch Behar including 2' 6" gauge branches of Eastern Bengal State Railway.	...	...	...	...	15	...	...	...	56	...	...	...	300	
32	...		Cutch . . .	...	...	...	...	3	...	...	...	3	...	...	...	23	
33	(o) & (p)		Gaekwar's Dabhoi and Rajpura . . .	...	...	...	...	11	...	...	...	41	...	...	...	246	
34	(b) to (f)	Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purnia-Banchi and Raipur-Dhamtari . . .	18	...	100.00	16	12	57.14	65	...	86	64.36	455	...	132	7			
35	(h) to (j)	Kalka-Simla, Khushalgarh-Kohat-Thal and Nowshera-Durgai . . .	...	...	...	24	30	44.44	86	...	86	50.00	144	11	496	2	
36	(g) & (h)	Morepur-Dharmapuri and Tirupattur-Krishnagiri . . .	...	...	...	...	6	...	...	...	21	...	...	...	48		
37	...	Morvi . . .	...	4	...	...	1	...	...	...	51	...	...	...	70		
38	(c)	Powayan Light . . .	...	...	...	...	5	...	...	...	18	...	...	...	71		
39	...	Shahdara (Delhi)-Saharanpur Light . . .	...	...	...	...	8	...	...	...	31	...	...	...	150		
40	...	Tarakeswar-Magra Light . . .	...	...	...	...	5	...	...	...	25	...	...	...	47		
41	...	Tezpur-Balipara Light . . .	...	...	...	...	3	...	...	...	15	...	...	...	52		
42	(k)	Dandot Light . . .	...	...	...	...	7	...	...	...	...	...	...	...	336		
43	...	Darjeeling-Himalayan . . .	...	...	...	...	17	...	...	...	97	...	...	...	253		
44	(g) & (h)	Gwalior Light and Matheran . . .	...	...	...	2	21	8.70	...	...	111	...	...	...	317		
45	...	Howrah-Amta Light . . .	...	...	...	...	12	...	...	...	78	...	...	...	42		
46	...	Howrah-Sheakhala Light . . .	...	...	...	...	4	...	...	...	20	...	...	...	8		
47	...	Jorhat . . .	...	...	...	...	9	...	...	...	19	...	...	...	79		
Total . . .				1,412	150	90.40	2,290	2,422	48.61	12,505	947	6,047	68.99	10,698	2,578	110,463	1		

* Includes 4 engines fitted with the Westinghouse brake.
 † Includes 3 engines fitted with the Westinghouse brake.
 ‡ Includes 47 coaching vehicles fitted with the Westinghouse brake.
 § Piped for the Westinghouse brake.

APPENDIX 25.

Rolling-stock lighted by gas and electricity at the close of the calendar year 1907.

NUMBER.		Gauge.	RAILWAY SYSTEM. (Vide Appendix 38.)	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent. of fitted to total.	REMARKS.
Main head.	Sub-head.			Gas.	Electricity.	Total.			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	(a)	5' 6"	Bengal-Nagpur	809	18	827	104	88.88	
2	(a) to (g)		Bombay, Baroda and Central India	415	21	436	7	98.42	
3	(a)		Eastern Bengal State	541	3	544	163	77.05	
4	...		East Indian	1,547	10	1,557	187	89.28	
5	(a) to (f)		Great Indian Peninsula	998	88	1,086	63	94.52	
6	(a) to (d)		Indian Midland	395	2	397	...	100.00	
7	(a) to (b)		Madras	1,106	...	1,106	145	89.41	
8	(a) to (g)		Nizam's Guaranteed State	121	...	121	60	66.85	
9	(a) to (g)		North Western State	2,054	16	2,070	390	84.15	
10	(a) to (b)		Oudh and Rohilkhand State	724	9	733	128	85.13	
10	...		Assam-Bengal	253	...	253	...	100.00	
11	...		Bengal and North-Western . . . . .	...	329	329	869	27.46	
12	...		Bengal Dockers . . . . .	...	...	...	63	...	
13	...	Bhavnagar-Gondal-Junagad-Portbandar . . . . .	...	48	48	198	19.51		
14	...	Burma . . . . .	...	31	31	1,004	3.00		
15	...	Deoghur . . . . .	...	...	...	12	...		
16	...	Dibru-Sadiya . . . . .	...	...	...	72	...		
3	(b) to (c)	3' 3 3/4"	Eastern Bengal State	537	3	540	130	80.60	
7	(c)		Hyderabad-Godavari Valley	114	...	114	60	65.82	
17	...		Jodhpur-Bikaner . . . . .	...	164	164	53	75.57	
18	...		Morvi . . . . .	...	...	...	53	...	
6	(e) to (f)		Nilgiri and Shoranur-Cochin . . . . .	...	...	...	47	...	
2	(h) to (n)		Rajputana-Malwa . . . . .	...	1,093	1,093	583	65.21	
19	(a) to (b)		Rohilkund and Kumaon . . . . .	...	82	82	145	36.12	
20	...		South Indian . . . . .	...	132	132	929	12.44	
21	...		Southern Mahratta	973	2	975	54	94.75	
22	...		Udaipur-Chitor . . . . .	...	...	...	26	...	
23	...		Baraset-Basirhat Light . . . . .	...	...	...	23	...	
24	...		Barsi Light	6	35	41	...	100.00	
25	...		Bukhtiarpore-Bihar Light . . . . .	...	...	...	20	...	
3	(b) to (d)	Cooch Behar including 2' 6" gauge branches of Eastern Bengal State Railway.	...	...	...	56	...		
26	...	Cutch . . . . .	...	...	...	3	...		
2	(o) to (p)	Gaekwar's Dabhoi and Rajpipla . . . . .	...	...	...	41	...		
1	(b) to (f)	2' 6"	Jubbulpore-Gondia, Mourbhauj, Parlakimedi Light, Paralia-Ranchi and Raipur-Dhamtari.	63	...	63	36	68.64	
8	(h) to (j)		Kalka-Simla, Khushalgarh-Kohat-Thal and Nowshera-Durgai.	...	86	86	86	50.00	
6	(g) to (h)		Morappur-Dharmapuri and Tirapattur-Krishnagiri.	21	...	21	...	100.00	
18	...		Morvi . . . . .	...	...	...	51	...	
19	(c)		Powayan Light . . . . .	...	...	...	18	...	
29	...		Shahdara (Delhi)-Saharanpur Light . . . . .	...	...	...	31	...	
30	...		Tarakeshwar-Magra Light . . . . .	...	...	...	25	...	
31	...		Tezpur-Balipara Light . . . . .	...	...	...	15	...	
8	(k)		Dandot Light . . . . .	...	...	...	...	...
33	...		Darjeeling-Himalayan . . . . .	...	...	...	97	...	
5	(g) to (h)		Gwalior Light and Matheran . . . . .	...	...	...	111	...	
34	...		Howrah-Amta Light . . . . .	...	...	...	78	...	
35	...		Howrah-Sheakhala Light . . . . .	...	...	...	20	...	
36	...	Jorhat . . . . .	...	...	...	19	...		
TOTAL				10,677	2,172	12,849	6,274	67.19	

APPENDIX 25-A.

Statement showing the number of trains provided with means of communication throughout between passengers and guards and drivers on the 31st December 1907.

NUMBER.		Gauge.	RAILWAY SYSTEM (vide Appendix 38).	Particulars.	Mail.	Passen- ger.		Total.	REMARKS.
Main head.	Sub-head.					Mixed.	(9)		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
3	(a)	5' 6"	Eastern Bengal State	Total number of trains run	10	104	34	148	"Pull Handle," "Whistle" and "Disc" alarm com- munications.
				Total number of trains fitted with communication ...	8	82	16	106	
5	(a) to (f)		Great Indian Peninsula	Total number of trains run	12	132	88	232	Chain Passenger communication, Eng- lish pattern.
				Total number of trains fitted with communication...	2	4	...	6	
8	(b) & (c)	3' 3 1/2"	Eastern Bengal State	Total number of trains run	6	34	22	62	Heatly and Gresham Company's "Air valve with small handle and plate" alarm communication.
				Total number of trains fitted with communication...	4	13	...	17	
2	(h) to (n)		Rajputana-Malwa ...	Total number of trains run	8	20	59	87	Electric and vacuum inter-communication.
				Total number of trains fitted with communication...	6	5	...	11	
20	(a) to (f)	South Indian ...	Total number of trains run	8	49	157	214	Seven fitted with Winter's improved system and one with vacuum and electric combined.	
			Total number of trains fitted with communication...	8	...	...	8		

APPENDIX 25-B.

Statement showing the number of carriages provided with means of communication between passengers and guards and drivers on the 31st December 1907.

NUMBER		Gauge.	RAILWAY SYSTEM (vide Appendix 38).	Particulars.	1st.	2nd.	Inter.	3rd.	All other carriages including composites.	TOTAL.	REMARKS.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	(a)	5' 6"	Bengal-Nagpur	Total number of carriages ...	48	28	26	409	279	790	Company's vacuum brake communication.
				Total number of carriages fitted with communication.	5	5	5	34	21	70	
2	(a) to (g)		Bombay, Baroda and Central India.	Total number of carriages ...	28	33	17	308	159	540	English chain system in connection with automatic vacuum brake.
				Total number of carriages fitted with communication.	21	10	...	2	19	52	
3	(a)		Eastern Bengal State.	Total number of carriages ...	37	15	50	254	359	715	Full handle alarm communication. 75 carriages have been fitted with "Whistle" and 4 with "Disco" alarm communications.
				Total number of carriages fitted with communication.	6	5	19	78	95	203	
4	(a) to (d)		East Indian ...	Total number of carriages ...	139	77	88	1,003	645	1,952	Bamber's patent alarm apparatus.
				Total number of carriages fitted with communication.	26	39	...	...	103	168
5	(a) to (f)		Great Indian Peninsula.	Total number of carriages ...	127	145	...	901	668	1,841	Chain Passenger communication, English pattern.
				Total number of carriages fitted with communication.	21	...	...	27	53	101
6	(a) to (d)		Madras ...	Total number of carriages ...	65	79	4	590	274	1,012	Automatic vacuum brake communication.
				Total number of carriages fitted with communication.	1	...	...	...	...	1
8	(a) to (g)		North Western State.	Total number of carriages ...	160	91	140	1,089	1,243	2,723	Vacuum brake communication, "King's" device.
				Total number of carriages fitted with communication.	64	...	5	15	136	320	
9	(a) & (b)		Oudh and Rohilkhand State.	Total number of carriages ...	70	33	39	323	335	800	Vacuum brake system.
				Total number of carriages fitted with communication.	12	20	...	26	72	130	
10	(a)		Assam-Bengal ...	Total number of carriages ...	18	87	154	259	Gresham's patent communication.
				Total number of carriages fitted with communication.	...	...	...	9	14	23
14	(a) & (b)		Burma ...	Total number of carriages ...	70	39	...	523	403	1,035	Cord communication. Five carriages have been fitted with vacuum communication.
				Total number of carriages fitted with communication.	19	24	...	2	68	113	
3	(b) & (c)		Eastern Bengal State.	Total number of carriages ...	41	20	47	319	248	675	Healy and Gresham Company's "Air valve with small handle and plate" alarm communication.
				Total number of carriages fitted with communication.	11	13	14	62	43	143	
17	(a) to (c)	Jodhpur-Bikaner	Total number of carriages ...	21	6	17	96	77	217	Electric communication.	
			Total number of carriages fitted with communication.	21	6	17	96	77	217		
2	(h) to (n)	Rajputana-Malwa	Total number of carriages ...	121	64	43	859	589	1,676	Electric and vacuum inter-communications.	
			Total number of carriages fitted with communication.	99	40	43	499	330	1,011		
19	(a) & (b)	Rohilkhand and Kumaon.	Total number of carriages ...	17	6	3	112	89	227	Company's vacuum brake system of communication.	
			Total number of carriages fitted with communication.	6	3	...	37	16	62		
20	(a) to (f)	South Indian ...	Total number of carriages ...	31	29	...	712	324	1,096	Electric inter-communication. 34 carriages have been fitted with vacuum inter-communication and 11 with vacuum and electric combined.	
			Total number of carriages fitted with communication.	18	1	...	156	99	274		
21	...	Southern Maharastra.	Total number of carriages ...	62	37	...	522	330	1,011	Vacuum brake system of communication, Gresham's patent.	
			Total number of carriages fitted with communication.	...	...	...	1	...	1	

APPENDIX 26.

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1907.

NUMBER.		Gauge.	RAILWAY SYSTEM. (Vide Appendix 38.)	Total number of stations on railway.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.		STATIONS AT WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.	
Main head.	Sub-head.				No.	Name of system of interlocking.	No.	Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	(a)	5' 6"	Bengal-Nagpur	252	107	84 List and Morse's . 23 Experimental . 25 Mackenzie and Holland's .	14	2 Webb and Thomson's. 12 Theobald's Train Key. 60 Preece's single wire semaphore. Does not give out a token or tablet.
2	(a) to (g)		Bombay, Baroda and Central India	150	33	8 Experimental . 25 Ordinary double line interlocking .	86	26 Experimental. Pryce and Ferrera's. Token not necessary.
3	(a)		Eastern Bengal State	184	36	11 Experimental . 113 English system .	23	76 Pryce and Ferrera's. Token not necessary. 77 Neale's Patent Voucher. 87 Tyer's Tablet.
4	...		East Indian	427	256	142 Dutton's .	271	71 East Indian Railway double line block instrument. 10 East Indian Railway tablet.
5	(a) & (b)		Great Indian Peninsula	272	93	1 Experimental . 72 English system .	288	209 Preece's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used. 84 Neale's. 4 Tyer's—3 position.
5	(c) to (f)		Indian Midland	152	17	11 Wrench's . 5 English system . 1 Experimental .	62	42 Preece's. Does not give out a token or tablet. 21 Neale's. At one of these stations two kinds of instruments are used.
6	(a) to (d)		Madras	320	67	37 List and Morse's .	228	26 Winter's Block with starting semaphores. Does not give out a token or tablet. 18 Winter's Block without starting semaphores. Does not give out a token or tablet.
7	(a) & (b)		Nizam's Guaranteed State	45	2	30 Experimental . 1 Connell's . 1 Experimental	184 Theobald's Train Key.
8	(a) to (g)		North Western State	641	364	272 List and Morse's . 69 Tappet . 20 Key locking . 3 Experimental .	37	11 Tyer's Tablet. 26 Tyer's double line block instruments.
9	...		Oudh and Rohilkhand State	196	117	104 List and Morse's .	2	Experimental.
10	...	Assam-Bengal	128	...	18 Experimental .	2	Neale's.	
11	...	Bengal and North-Western	320	...	.....	2	Tyer's Tablet.
12	...	Bengal Doars	29	...	.....	...	.....
13	...	Bhavnagar-Gondal-Junagad-Forbandar	64	1	Experimental .	2	Experimental.	
14	...	Burma	263	28	12 List and Morse's .	33	10 Sykes'. 2 Tyer's Tablet. 15 Neale's. 6 Theobald's Train Key.	
15	...	Deoghur	1	...	16 Experimental .	...	.....
16	...	Dibru-Sadiya	18	...	.....	...	.....
3	(b) & (c)	Eastern Bengal State	144	20	19 List and Morse's . 1 Experimental .	21	Tyer's Tablet.	
7	(c)	Hyderabad-Godavari Valley	52	43	42 List and Morse's .	...	.....
17	...	Jodhpur-Bikaner	87	...	1 Experimental .	...	.....
18	...	Morvi	10	...	.....	...	.....
6	(e) & (f)	Nilgiri and Shoranur-Cochin	82	2	Experimental .	12	6 Winter's Block with starting semaphores. Does not give out a token or tablet. 6 Theobald's Train Key. 62 Tyer's Tablet.	
2	(h) to (n)	Rajputana-Malwa	296	105	88 Sydney Jones' .	65	3 Experimental.	
19	(a) & (b)	Rohilkhand and Kumaon	62	...	17 Experimental .	...	.....
20	...	South Indian	257	35	25 List and Morse's . 7 Dutton's . 3 Experimental .	25	23 Winter's Block and Ticket issuing. 2 Experimental.	
21	...	Southern Mahratta	245	1	Experimental .	106	93 Winter's. Does not give out a token or tablet. 10 Roberts' Key Staff. 3 Theobald's Train Key.	
22	...	Udaipur-Chitor	11	...	.....	...	.....
23	...	Baraset-Basirhat Light	11	...	.....	...	.....
24	...	Barsi Light	14	...	.....	...	.....
25	...	Bukhtiarpore-Bihar Light	7	...	.....	...	.....
3	(d)	Cooch Behar	7	...	.....	...	.....
26	...	Outch	2	...	.....	...	.....
2	(c) & (g)	Gaekwar's Dabhoi and Rajpura	33	2	Country made .	...	.....
1	(b) to (f)	Jubbulpore-Gondia, Mourbhani, Parlakimedi Light, Furulia-Ranchi and Raipur-Dhamtari	61	...	.....	...	.....
8	(i) & (j)	Khushalgarh-Kohat-Thal and Nowshera-Durgai	21	...	.....	...	.....
3	(h)	Kalka-Simla	20	...	.....	...	.....
6	(g) & (h)	Morappur-Dharmapuri and Tirupattur-Krishnagiri	8	...	.....	...	.....
18	...	Morvi	2	...	.....	...	.....
19	(c)	Powayan Light	9	...	.....	...	.....
29	...	Shahdara (Delhi)-Sharanpur Light	12	...	.....	...	.....
30	...	Tarakeswar-Magra Light	16	...	.....	...	.....
31	...	Tezpur-Balipara Light	8	...	.....	...	.....
33	...	Darjeeling-Himalayas	11	...	.....	...	.....
5	(g)	Gwalior Light	23	...	.....	...	.....
34	...	Howrah-Amta Light	20	...	.....	...	.....
35	...	Howrah-Sheakhala Light	12	...	.....	...	.....
36	...	Jorhat	8	...	.....	...	.....
5	(h)	Matheran Light	3	...	.....	...	.....
Total				4,916	1,329	1,279

APPENDIX 27.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907.

Number.	By system, vide App. 28.	Calendar year.	SOURCES OF SUPPLY.			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.									CONSUMPTION IN LBS.				REMARKS.
			NAME. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		FOREIGN COAL.			INDIAN COAL.			WOOD.			Per train mile.	Per engine mile.	Per 1,000 freight tons miles.	Per 1,000 gross ton miles.	
				Coal.	Wood.	Quantity in tons.	Including freight.	Excluding freight.	Quantity in tons.	Including freight.	Excluding freight.	Quantity in tons.	Including freight.	Excluding freight.					
1	C.B.	1903 1904 1905	Bengal.	162 162	...	...	Rs. ...	Rs. ...	10,623 9,789	6'00 5'67	3'00 3'00	...	...	...	51'10 51'24	41'10 40'35	1,378'70 1,113'51	256'18 186'82	
(2)	B.N.	1903 1904 1905 1906 1907	Bengal and Umaria.	283 228 219 227 224	...	...	Rs. ...	Rs. ...	184,066 148,725 177,960 199,707 229,382	3'71 5'52 5'16 5'40 6'67	2'43 2'58 2'34 2'43 3'87	206 219 237 163 46	4'20 ...	...	65'95 67'95 71'81 78'55 81'29	57'33 58'65 61'15 61'09 65'65	775'46 754'68 648'19 624'02 631'70	199'42 200'80 198'34 192'58 204'09	
(3)	B. & C.I.	1903 1904 1905 1906 1907	England, Bengal and Singareni.	121 129 148 145 113	...	10,384 13,545 12,621 28,692 34,899	19'38 19'62 16'87 19'37 21'02	...	63,172 67,666 75,769 64,635 78,436	14'56 12'92 12'53 12'95 13'99	...	2,226 2,344 2,494 2,491 2,664	3'00 3'00 3'06 3'27 4'79	...	57'58 59'27 57'81 57'18 57'43	48'16 49'22 48'43 47'42 47'54	514'46 536'53 514'00 478'62 447'59	148'09 152'36 149'83 142'15 188'81	
(4)	E.B.	1903 1904 1905 1906 1907	Bengal	156 182 180 188 196	...	...	...	...	69,266 69,974 90,396 119,032 142,012	5'65 5'02 4'82 5'81 6'12	2'81 2'39 2'48 2'81 3'44	...	...	72'02 72'78 78'38 80'20 84'57	50'20 49'11 53'59 54'74 58'90	919'95 868'33 975'41 998'93 1,097'67	212'73 206'85 232'28 249'48 288'91	† Of Bengal only.	
(5)	E.I.	1903 1904 1905 1906 1907	Bengal and Umaria.	256 244 245 257 247	...	...	...	...	476,581 468,271 505,916 532,758 600,045	4'19 4'05 4'01 4'04 4'64	2'00 1'97 1'92 1'85 2'53	...	...	65'75 66'47 69'75 68'79 69'89	51'97 51'66 52'07 51'07 51'80	457'12 406'83 431'67 428'30 453'95	151'16 137'59 145'77 141'43 165'93	* Bengal coal from R. 3'06 to R. 3'50 at Khost and Dandot co between R. 7 and R. 13.	
(6)	G.P.	1903 1904 1905 1906 1907	England, Bengal, Singareni, Umaria, Nerbudda and Warora.	327 304 304 304 389	...	202 329 635 4,894	...	...	456,794 463,917 453,414 477,265 596,375	3'47 3'39 9'25 9'59 9'74	6'07 6'45 7'37 6'75 7'70	4,439 5,117 4,896 4,486 5,351	3'91 3'58 3'51 4'00 4'33	68'43 68'91 67'43 68'48 71'82	59'65 60'50 59'09 59'73 62'70	798'03 776'00 755'75 754'29 770'81	206'82 205'09 200'52 195'91 208'53	†† There was no importation of foreign coal during those years.	
(7)	M.	1903 1904 1905 1906 1907	England, Bengal and Singareni.	338 191 352 380 245	27 38 24 36 46	...	31'32 28'49	...	112,647 130,755 156,312 157,081 165,282	10'29 10'82 10'23 10'52 13'38	5'12 3'95 5'15 5'70 11'52	96,577 59,148 42,059 34,115 16,074	4'97 4'81 4'48 4'84 5'27	4'42 4'01 3'98 4'09 4'21	73'02 70'78 74'98 74'98 71'51	60'39 53'69 63'35 63'74 60'84	1,069'81 946'28 874'82 895'19 934'55	240'40 224'48 221'69 228'97 227'11	‡ Bengal coal from R. 1'04 to R. 3'25, Ch. Dand coal R. 11' and Khost and Dand coal between R. 6' and R. 13.
(8)	G.N.	1903 1904 1905 1906 1907	Singareni	132 132 84 86 89	...	...	...	...	26,967 26,276 24,900 26,919 29,345	6'27 6'27 5'81 5'59 5'58	4'50 4'50 4'68 4'69 4'65	250 203	5'38 5'39	3'25 4'14	61'02 61'08	51'91 50'87	547'72 523'22	160'95 158'74	(a) Bengal coal via K. mari R. 11'08 and Ghaziabad R. 13'04
(9)	N.W.	1903 1904 1905 1906 1907	England, Bengal, Dandot, Bhaganwala and Khost.	1838 1838 1838 1838 1838	...	3,736 1,650 2,878 2,872 6,327	19'00	...	258,111 370,454 431,520 476,377 591,586	7 11 (a) (b) (c) (d) (e) (f)	...	216,097 163,151 76,336 77,122 19,907	5'31 5'35 ...	5'27 5'77	52'72 57'16 59'82 62'82 68'28	46'47 60'12 52'16 53'67 57'87	557'78 481'27 541'00 551'86 567'88	155'74 156'96 172'02 173'04 182'69	(c) Bengal coal via Kiamari R. 11' and via Ghaziabad R. 15'35.
(10)	O & R.	1903 1904 1905 1906 1907	Bengal	595 603 603 603 603	...	...	...	...	108,040 119,278 131,445 142,729 164,208	7'76 7'46 7'83 8'26 7'06	2'15 2'13 2'13 2'47 3'78	...	...	54'81 55'39 59'17 61'69 62'39	46'99 47'68 50'26 52'24 58'19	849'59 791'59 919'40 929'53 975'92	177'85 179'43 192'35 204'73 223'86	(d) Bengal coal from R. 2'25 to R. 4' and Khost and Dandot coal between R. 8' and R. 12.	
(11)	A.B.	1903 1904 1905 1906 1907	Bengal and Assam.	120 120 156 249 248	...	...	...	...	15,682 22,837 31,778 37,135 48,278	7'92 7'64 7'43 7'41 8'42	...	1,918	1'45	43'06 43'89 47'94 52'12 54'72	36'78 36'02 38'98 39'81 41'37	903'35 913'92 1,068'16 888'03 894'98	245'24 235'17 285'00 251'10 253'48	(f) Bengal coal between R. 3'50 and R. 5'50 at Dandot and Khost and R. 13' and R. 9'00.	

APPENDIX 27—continued.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907—contd.

Number.	Ry. system, vide App. 38.	Calendar year.	SOURCES OF SUPPLY.			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.									CONSUMPTION IN LBS.				REMARKS.	
			NAME. (The name of the source of supply is for coal only. Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)	FOREIGN COAL.			INDIAN COAL.			WOOD.			(Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)						
					Coal.	Wood.	Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Per train mile.	Per engine mile.	Per 1,000 freight ton miles.		Per 1,000 gross ton miles.
								Including freight.	Excluding freight.		Including freight.	Excluding freight.		Including freight.	Excluding freight.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
11	B. & N. W.	{ 1903 1904 1905 1906 1907 }	Bengal	{ 250 248 280 269 307 }	{ 25 18 18 71 33 }	...	...	...	87,652	5.61	2.73	4,783	4.28	4.28	49.95	41.78	825.63	225.02	
12	B. D.	{ 1903 1904 1905 1906 1907 }	Bengal	...	...	...	...	...	3,023	11.22	...	...	...	...	31.33	20.83	...	...
13	B. G. J. P.	{ 1903 1904 1905 1906 1907 }	England, Bengal and Palana.	{ 54 53 52 52 66 }	...	813	23.24	...	6,027	15.44	...	80	7.73	...	30.26	27.32	800.61	170.38		
14	B.	{ 1903 1904 1905 1906 1907 }	England, Bengal and Burma.	{ 109 128 150 162 133 }	...	968	21.36	...	72,740	10.63	...	66,406	3.81	...	51.98	42.70	1,087.55	258.16		
15	D.	{ 1903 1904 1905 1906 1907 }	Bengal	{ ... ... ... ... ... }	...	...	...	...	393	4.06	2.25	...	...	...	56.55	56.55	...	...
16	S.	{ 1903 1904 1905 1906 1907 }	Assam	{ ... ... ... ... ... }	...	...	...	...	3,983	8.50	8.50	12	2.56	2.00	43.67	29.46	...	...
17	J. B.	{ 1903 1904 1905 1906 1907 }	Bengal and Palana.	{ 280 285 281 299 323 }	...	...	...	...	47,247	6.52	3.78	...	...	...	44.07	35.65	844.38	229.44	
18	M. E. W.	{ 1903 1904 1905 1906 1907 }	Bengal.	{ 29 1386 445 1386 1386 }	...	...	...	...	1,541	21.20	12.35	30	10.66	10.66	24.27	23.32	...	...	† This distance is 1 rail; the distance by sea is 637 miles
6 (e) & (f)	N. & S. C.	{ 1903 1904 1905 1906 1907 }	England, Bengal and Singareni.	{ 688 148 207 204 191 }	{ 18 21 24 29 32 }	1,662	29.00	129.17	11	13.60	5.12	5,889	4.61	4.25	61.42	54.08	2,409.43	369.85	† Includi sea freight from England.	

APPENDIX 27—continued.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907—contd.

Number.	Ry. system, vide App. 38.	Calendar year.	SOURCES OF SUPPLY.			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.										CONSUMPTION IN LBS.				REMARKS.
			NAME. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		FOREIGN COAL.			INDIAN COAL.			WOOD.				(Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)				
				Coal.	Wood.	Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.		
							Including freight.	Excluding freight.		Including freight.	Excluding freight.		Including freight.	Excluding freight.						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
3 (h) to (n)	R. M.	1903	Bengal and Singaren.	725	95,725	15.79	6.03	2,615	5.00	5.00	37.60	31.98	474.48	161.48		
		1904		792	...	...	...	100,754	14.89	4.20	2,481	5.00	5.00	38.08	32.62	496.88	169.95	
		1905		780	...	...	...	194,200	14.15	4.03	2,055	5.00	5.00	40.27	34.74	485.11	171.85	
		1906		802	...	...	...	145,037	15.26	4.77	1,136	5.00	5.00	40.33	34.84	527.34	174.25	
		1907		954	...	...	...	156,612	12.87	4.94	1,232	5.00	5.00	40.82	35.29	532.15	175.01	
19 (a) & (b)	R. & K.	1903	Bengal	677	1,792	11.46	2.87	17,105	...	3.27	30.91	25.25	613.37	178.58		
		1904		606	...	...	...	1,719	13.63	3.00	10,678	...	3.47	32.25	26.28	632.13	183.90	
		1905		605	...	...	...	8,942	11.03	2.35	8,923	...	2.94	43.29	34.79	791.75	237.60	
		1906		612	...	...	...	8,749	10.85	2.75	17,779	...	3.49	45.98	36.55	500.71	121.08	
		1907		685	...	...	...	6,681	10.85	4.25	30,410	...	3.81	43.79	34.59	802.31	174.86	
20	S. I.	1903	Bengal and Singaren.	82	60,096	12.18	...	10,516	4.91	...	37.71	34.23	774.08	205.48		
		1904		83	...	...	...	68,680	11.40	...	11,295	4.99	...	38.21	34.79	810.61	218.52	
		1905		81	...	...	...	72,314	11.39	...	9,477	5.01	...	36.90	33.74	802.70	200.51	
		1906		79	24	...	...	73,541	11.53	...	5,587	4.94	...	36.36	33.13	777.67	190.32	
		1907		80	70	...	...	81,162	12.64	...	9,402	5.00	...	38.06	34.64	847.98	203.97	
21 (a) to (e)	S. M.	1903	England Singaren and Bengal.	351	74	133	18.88	18.88	38,492	14.25	8.40	65,629	5.44	4.19	40.71	36.27	803.88	219.75		
		1904		316	72	...	...	40,827	13.99	8.30	69,209	5.82	4.03	37.79	33.28	710.39	201.82	
		1905		...	82	...	...	43,125	13.68	8.95	70,137	5.36	4.00	37.04	32.82	718.13	200.65	
		1906		365	79	2,418	18.08	15.00	53,037	13.00	6.38	74,743	5.37	4.05	39.38	35.07	744.54	211.10		
		1907		292	56	4,112	20.72	18.00	61,234	13.91	8.78	69,699	4.99	4.05	42.61	37.30	745.00	220.64		
22	U. C.	1903	Bengal. Warora & Mohani.	977	863	18.71	3.65	4	7.00	7.00	37.37	35.02	1,438.32	207.76		
		1904		1,087	...	...	...	701	19.00	2.25	...	...	...	30.32	28.51	1,551.44	185.59	
		1905		1,087	...	...	...	762	19.00	2.25	11	...	...	31.91	29.88	1,117.8	167.86	
		1906		1,087	...	...	...	906	19.00	3.75	10	...	...	37.09	34.74	1,033.95	177.39	
		1907		1,087	...	...	...	816	15.50	5.50	...	...	...	34.89	32.71	590.07	166.73	
24	B. L.	1903	Singaren.	441	77	14.50	5.50	566	4.97	4.97	40.75	39.32	1,732.86	664.00		
		1904		
		1905		
		1906		273	
		1907		
3 (d)	C. B.	1903	Bengal and Assam.	85	...	...	...	...	960	9.86	9.04	...	...	...	23.76	21.50	...	...
		1904		72	...	...	...	1,271	9.45	9.40	...	...	...	36.36	30.57	...	...	
		1905		75	...	...	...	587	9.77	9.11	...	...	...	17.53	14.61	...	...	
		1906		71	...	...	...	8.6	9.62	9.50	...	...	...	20.40	17.21	...	...	
		1907		67	...	...	...	1,459	8.55	7.00	...	...	...	25.81	22.56	...	...	
26	C.	1905	...	...	...	...	...	...	123	17.25	...	2	24.50	...	64.16	64.16	...	...
		1906	...	...	...	...	...	...	215	18.00	...	8	21.50	...	29.71	29.71	3.76	3.35
		1907	...	...	...	...	...	...	179	17.55	...	1	25.56	...	16.78	13.22	3.07	1.10
2 (a) & (2)	G. D. & R.	1903	Bengal	...	...	...	...	...	1,417	...	...	70	...	...	25.50	25.17	...	...
		1904		1,246	83	25.39	25.12	
		1905		1,384	207	27.05	26.90	
		1906		1,833	79	28.91	28.80	
		1907		335	1,860	17.19	14.02	91	3.00	3.00	24.47	24.38	
1 (f) to (3)	J. G. E., P. E., E. D., M. B. & P. L. L.	1903	Bengal	515	...	...	...	...	1,236	6.71	2.12	...	...	...	33.11	32.92	1,783.92	477.10
		1904		575	4,811	9.78	2.46	47.98	42.90	1,67.65	374.01	
		1905		569	7,333	9.51	2.18	46.34	40.77	1,040.14	320.38
		1906		443	10,761	7.15	2.43	57.52	48.93	1,421.63	355.15
		1907		237	18,155	7.02	3.87	70.55	57.48	1,509.23	369.57
3 (h)	K. S.	1903	Bengal	1,021	...	...	...	...	288	20.00	2.25	...	...	...	46.43	35.75	...	...
		1904		1,018	5,166	21.00	2.25	144	12.19	...	69.46	59.97	7,984.93	1,135.26	
		1905		1,016	5,189	17.50	2.25	43	71.18	66.77	6,540.13	942.22	
		1906		904	4,917	18.15	4.00	3	14.00	77.29	67.65	5,107.71	893.13
		1907		1,012	7,081	...	5.00	73.53	65.26	5,879.28	887.70

APPENDIX 28.

Coal mined in India during the calendar years 1885 to 1907.

YEARS.	QUANTITY MINED IN EACH PROVINCE.												Quantity of Indian coal consumed by railways in India.	QUANTITY OF INDIAN COAL EXPORTED BY SEA.		QUANTITY OF FOREIGN COAL IMPORTED INTO INDIA.		
	Bengal.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Kashmir.	Baluchistan.	Rajputana. (Bikaner).	Madras.	Burma.	Total.		To Indian ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom.	From other countries.	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)		(13)	(14)	(15)	(16)	(17)	(18)
	Tons.	Tons.	Tons.	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	486,716	500	778,643	40,659	
1886.	1,186,802	117,287	70,859	18,539	...	...	...	...	...	...	...	1,368,437	470,075	199	698,462	44,652	
1887.	1,319,090	128,981	89,302	15,497	3,259	7,523	...	411	...	...	...	1,564,063	483,774	315	786,149	43,010	
1888.	1,380,594	157,768	101,528	41,530	13,382	11,249	...	2,802	...	...	...	1,708,903	551,770	Information is not available.	15,796	785,776	20,463
1889.	1,541,356	144,465	116,676	52,956	59,646	22,835	...	8,238	...	...	...	1,946,172	715,240		39,972	717,024	52,180
1890.	1,626,245	137,022	145,708	77,842	125,436	40,677	...	15,541	...	...	...	2,168,521	654,829		26,336	631,725	21,857
1891.	1,747,122	141,736	154,208	69,741	144,668	60,714	...	10,368	...	20	...	2,328,577	797,142		4,515	726,069	17,344	
1892.	1,920,050	182,005	164,050	88,623	149,601	66,352	...	13,264	...	61	3,670	2,537,696	885,492		15,725	628,374	23,123	
1893.	1,902,866	135,118	164,420	94,348	157,421	77,294	...	20,094	...	503	9,938	2,562,001	924,900	52,302	616,319	18,066		
1894.	2,035,934	140,495	169,448	132,837	240,525	66,467	...	24,753	...	1,337	12,111	2,823,907	1,062,748	143,813	154,282	675,043	57,112	
1895.	2,716,155	122,776	172,717	118,479	292,915	72,493	...	25,453	...	1,737	17,239	3,540,019	1,119,631	162,276	211,407	773,075	15,453	
1896.	3,037,920	141,155	177,259	115,386	262,631	79,017	...	26,257	...	...	22,993	3,868,698	1,182,051	339,842	191,030	524,420	33,212
1897.	3,142,497	131,629	185,533	124,778	365,550	92,792	...	12,043	...	...	11,472	4,066,294	1,328,120	731,742	390,979	210,257	47,016
1898.	3,622,090	149,709	200,329	134,726	394,622	85,362	...	13,372	511	...	6,975	4,608,196	1,418,241	737,689	490,290	297,076	84,209	
1899.	4,035,365	156,576	225,623	164,569	401,216	81,335	...	15,822	4,249	...	8,105	5,093,260	1,560,771	672,311	467,306	406,451	112,064	
1900.	4,978,492	172,842	216,736	164,489	469,291	74,083	...	23,281	9,250	...	10,228	6,118,692	1,858,061	1,030,709	711,874	91,710	43,939	
1901.	5,487,535	191,516	254,100	164,362	421,218	67,730	...	24,656	12,094	...	12,466	6,635,727	1,956,631	1,157,892	645,953	112,519	79,108	
1902.	6,259,236	196,981	221,096	171,538	455,424	55,373	1,060	33,839	16,503	...	13,302	7,424,402	2,091,992	974,602	723,316	198,574	20,773	
1903.	6,361,212	159,154	239,328	193,277	362,733	43,704	999	46,909	21,764	...	9,306	7,438,336	2,203,839	1,235,318	723,873	133,711	30,429	
1904.	7,063,630	139,027	266,765	135,774	419,546	45,594	270	49,867	45,078	...	1,105	8,216,706	2,447,341	1,447,867	896,385	176,705	77,169	
1905.	7,234,103	147,265	277,055	157,701	454,294	62,622	...	41,725	42,964	...	...	8,417,739	2,665,424	1,635,263	1,144,650	147,760	50,024
1906.	7,617,820	92,848	285,490	170,292	467,824	173,111	...	42,184	32,372	...	1,222	7,783,251	2,378,281	1,830,793	1,394,732	199,215	27,150	
1907.	9,993,343	134,038	295,795	178,533	414,221	60,749	...	42,483	23,062	...	...	11,147,339	3,343,219	1,365,056	1,040,242	227,176	74,412

* Up to 1893 the figures in this column are for official years and exclude exports to Burma Ports.

† Includes 1,000 tons produced in the North-Western Provinces.

‡ Revised.

APPEN
State collieries worked by Railway

PARTICULARS.	KUSHUBAREE AND SERAMPORE.		WARORA.		BALLARPUR.		MOHPANI.	
	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Name of owner	East Indian railway.		State.		State.		Great Indian Peninsula railway.	
Capital outlay Rs. ...	22,85,524	27,84,082	12,84,360	11,12,415	...	5,81,524	7,02,912	8,02,223
Output. { Large coal. Tons ...	510,044	513,792	24,714	...	...	...	24,210	36,768
	Small coal. Tons ...	20,060	29,387	7,613	...	...	...	...
	Slack coal. Tons ...	87,875	73,599	...	...	...	*3,298	*4,564
	Total. Tons ...	623,979	616,778	32,327	15,489	27,503	41,332
Quantity issued. Tons ...	649,959	617,095	32,498	...	...	13,154	25,944	40,855
Gross earnings. Rs. ...	10,81,339	11,39,841	1,77,470	...	...	65,879	1,44,457	2,21,051
Working expenses. Rs. ...	10,81,339	11,39,841	1,30,543	...	...	145,042	1,77,997	2,10,549
Net earnings or loss. Rs. ...	...	...	46,927	...	...	20,837	-33,540	10,402
Percentage on capital ...	...	...	3.65	...	...	3.53	...	1.30
Average number of persons employed daily.	6,900	6,149	413	...	...	329	790	979
Number of tons raised per person employed.	90	100	78	...	...	47	35	42
Number of persons killed ...	1	1	...	...	...	...	...	...
Number of persons injured. ...	10	21	2	...	...	...	1	...

DIX 29.

Companies or by the State.

DANDOT.		KHOST.		HARANPUR PRESSED FUEL FACTORY.		KHOST PRESSED FUEL FACTORY.		REMARKS.
1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	
North State	Western railway.	North State	Western railway.	North State	Western railway.	North State	Western railway.	
2,08,177	2,04,646	3,05,769	3,31,078	72,618	69,050	...	27,752	<i>Kurhurbare and Serampore collieries.</i> —The capital outlay is approximate and 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.
28,947	23,309	852	419	...	...	...	...
140	...	†73	†36	...	...	...	...
14,574	13,156	‡31,575	‡29,415	...	...	...	...
43,661	36,465	32,500	29,870	6,541	6,015	...	12,462	
43,661	36,465	32,500	29,378	6,541	6,015	...	12,462	
3,40,218	2,73,961	2,73,610	2,47,032	75,222	69,172	...	1,50,503	
3,45,709	2,82,942	2,95,382	2,87,766	71,149	75,121	...	1,36,747	
—5,491	—8,981	—21,772	—40,734	4,073	—5,949	...	13,756	
...	...	...	...	5.61	...	...	49.56
1,340	1,078	704	706	12	11	...	24	
33	34	46	42	1	2	...	292	
...	...	5	4	...	...	...	1
4	4	1	2	...	...	...	...

* Splint coal.
† Nut coal.
‡ Mixed coal.

APPENDIX 30.

Accidents and casualties to trains on railways treated as one system during the calendar years 1906 and 1907.

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1880, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBERS OF PASSENGERS AND OTHERS. (Figures in italics were not passengers.)				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1903.	1907.	1906.	1907.	1906.	1907.
(1)	(3)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1. Collisions between passenger trains or parts of passenger trains	5	7	6	10	11	17	1	15	24	19	3	6	6	7	4	21	30	26
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	40	55	26	39	68	94	3	30 1	77 4	104 2	7	21	36	35	10	52	117	142
3. Collisions between goods trains or parts of goods trains	20	15	71	106	91	121	...	3	...	1	8	...	31	14	8	8	31	15
4. Collisions between light engines	1	6	43	39	44	45	...	...	...	...	...	1	5	12	...	1	5	12
5. Passenger trains or parts of passenger trains leaving the rails	74	73	79	84	153	157	...	...	17	4	1	3	4	7	1	8	21	11
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	9	53	385	526	394	579	1	...	4	...	...	2	4	2	1	2	8	2
7. Trains or engines travelling in the wrong direction through points	11	31	143	151	154	182	...	1	...	6	...	2	1	13	...	3	1	19
8. Trains running into stations or sidings at too high a speed	4	6	24	27	28	33	...	...	...	...	3	...	...	...	3	...	...	...
9. Trains running over cattle on the line	6	15	3,632	4,175	3,633	4,190	...	1	5	2	...	1	1	6	...	2	6	8
10. Trains running over obstructions on the line	18	47	162	180	180	227	1 6	7	15 12	2 20	2	...	4	7	9	7	31	29
11. Trains running through gates at level crossings . . . . .	...	1	35	41	35	42	3	1	...	4	...	...	2	...	3	1	2	4
12. The bursting of boilers of engines . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a) The bursting of tubes, etc., of engines . . . . .	...	3	288	313	288	316	...	...	...	...	...	...	2	...	...	...	...	2
Carried over	168	312	4,894	5,691	5,082	6,003	6 9	45 14	137 21	129 35	24	36	94	105	39	95	252	269

APPENDIX 30—concluded.

Accidents and casualties to trains on railways treated as one system during the calendar years 1906 and 1907—concl'd.

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. (Figures in italics were not passengers.)				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Brought forward	188	312	4,894	5,691	5,082	6,003	{ 0 9	45 14	137 21	129 35	{ 24 36	94 105	39 95	252 269				
13. The failure of machinery, springs, etc., of engines	...	7	756	891	756	898	...	...	...	...	1	...	...	2	1	...	...	2
14. The failure of tyres	...	1	5	8	5	9	...	...	...	...	...	...	8	...	...	...	...	8
15. Ditto of wheels	...	2	16	17	16	19	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	6	10	71	93	77	103	...	...	...	...	...	...	1	...	...	...	...	1
17. Ditto of brake apparatus	1	1	6	8	7	9	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	6	34	353	375	359	409	...	...	29	...	1	...	4	...	1	...	33	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	3	3	3	4	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	3	180	282	181	285	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	36	25	158	104	194	129	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	10	7	64	59	74	66	...	...	1	...	1	...	...	...	1	...	1	...
23. Fire in trains	3	10	150	224	153	234	3	...	2	2	1	...	1	1	4	...	8	8
24. Fire at stations, or involving injury to bridges or viaducts	10	7	52	68	62	75	2	1	...	1	3	1	5	...	5	2	5	1
25. Other accidents	31	46	721	755	752	801	...	1	{ 25 1	19 5	{ 8 3	3	40	12	8	4	66	36
TOTAL	292	468	7,379	8,578	7,871	9,044	{ 9 11	45 16	194 22	150 41	{ 39 40	148	120	59	101	364	311	

Numerical return of servants of all races employed on each railway system (open lines only) and

NUMBER.		RAILWAY SYSTEM. (Vide Appendix 88.)	NUMBER OF SERVANTS EMPLOYED.							
			Europeans.		Eurasians.		Natives.		Total.	
			1906, Revised.	1907.	1906, Revised.	1907.	1906, Revised.	1907.	1906, Revised.	1907.
Main head.	Sub-head.	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	545	509	726	774	28,494	28,767	29,765	30,050
2	(a) to (g) & (o) & (p).	Bombay, Baroda and Central India	229	256	217	187	16,384	17,447	16,830	17,890
8	...	Eastern Bengal State	379	397	517	647	30,516	34,765	31,412	35,809
4	...	East Indian	1,584	1,625	1,064	1,174	82,221	86,070	84,819	88,869
5	...	Great Indian Peninsula	1,138	1,217	971	1,014	67,710	73,512	69,819	75,743
6	...	Madras	314	320	1,697	1,754	25,679	28,001	27,690	30,075
7	...	Nizam's Guaranteed State	90	95	390	388	7,854	8,073	8,334	8,556
8	...	North Western State	986	1,020	743	794	64,357	70,825	66,086	72,639
9	...	Oudh and Rohilkhand State	322	346	311	353	21,360	23,835	22,493	24,534
10	...	Assam-Bengal	84	91	108	207	6,311	8,494	6,498	8,792
11	...	Bengal and North-Western	173	194	237	234	21,779	24,930	22,189	25,358
12	...	Bengal Doonars	4	4	4	4	1,167	1,164	1,175	1,172
13	...	Bhavnagar-Gondal-Junagad-Forbandar	7	8	30	29	2,742	2,872	2,779	2,909
14	...	Burma	160	167	607	656	15,105	16,477	15,872	17,300
15	...	Deoghur . . . . .	...	...	1	1	61	61	62	62
16	...	Dibru-Sadiya	9	9	...	...	1,058	1,130	1,062	1,139
17	...	Jodhpur-Bikaner	11	12	4	5	3,771	4,106	3,786	4,123
18	...	Morvi	1	1	2	3	388	405	391	409
2	(h) to (n)	Rajputana-Malwa	462	499	518	516	28,154	29,508	29,129	30,523
19	...	Rohilkund and Kumaon	25	33	24	27	3,571	4,326	3,620	4,366
20	...	South Indian	158	169	717	717	15,143	15,224	16,018	16,110
21	...	Southern Mahratta	171	173	456	468	15,319	15,912	15,946	16,558
22	...	Udaipur-Ohitor	2	2	...	...	362	366	364	368
23	...	Baraset-Basirhat Light . . . . .	...	...	1	1	153	160	154	161
24	...	Barsi Light	2	2	6	12	353	519	366	533
25	...	Bukhtiarpore-Bihar Light	1	1	...	...	115	123	116	124
26	...	Cutch	1	1	...	...	55	55	56	56
29	...	Shahdara (Delhi)-Saharanpur . . . . .	...	1	...	3	...	385	...	389
30	...	Tarakeshwar-Magra Light . . . . .	...	...	1	1	223	232	229	233
31	...	Tezporo-Balipara Light	2	2	2	2	190	205	194	209
33	...	Darjeeling-Himalayan	24	20	9	8	894	638	927	866
34	...	Howrah-Amta Light	5	5	1	3	445	487	451	495
35	...	Howrah-Sheakhala Light . . . . .	...	...	...	...	95	98	95	98
36	...	Jorhat	1	1	...	...	225	222	226	223
TOTAL			6,840	7,180	9,354	9,382	462,759	499,594	478,958	516,756

DIX 31.

the amounts deposited by them in the Provident Fund at the close of the calendar year 1907.

AMOUNT DEPOSITED IN PROVIDENT FUND.						REMARKS.
Number of depositors.		Amount at credit on the 31st December 1907.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit	
(12)	(13)	(14)	(15)	(16)	(17)	
		Rs.	Rs.	Rs.	Rs.	
344	4,894	2,20,204	14,53,090	11,41,370	28,14,664	
2	3,263	26,554	22,33,938	14,08,837	36,69,329	Excludes the Provident Fund transactions of the Godhra-Rutlam-Nagda railway which are included with those of the Rajputana-Malwa railway.
171	6,583	89,024	15,14,908	14,73,139	30,77,071	
7,421	12,129	...	...	...	1,36,51,766	Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
3	8,420	1,047	1,18,46,273	...	1,13,47,320	The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
114	6,918	1,36,597	21,71,188	16,88,064	39,95,849	
...	1,494	...	6,64,042	5,97,930	12,61,972	
442	10,185	1,15,014	39,00,208	37,33,708	77,48,930	
164	3,545	35,241	11,36,564	9,87,520	21,59,325	
...	1,862	...	3,25,416	1,92,965	5,18,381	
10	2,507	74,155	9,50,127	9,17,672	19,41,954	
...	160	...	41,193	34,452	75,645	
183	484	39,110	2,35,010	1,72,630	4,46,750	
...	3,308	...	10,98,679	8,68,293	19,66,972	
...	
...	
31	488	5,933	1,05,166	94,747	2,05,846	
2	89	700	19,128	2,167	21,995	
396	4,646	1,01,191	20,37,046	18,83,881	40,23,118	
1	569	96	1,89,969	1,71,216	3,61,301	
29	3,948	23,215	14,61,045	6,76,427	21,60,687	
...	3,910	...	15,19,559	7,86,575	23,06,134	
...	40	...	8,783	4,253	13,036	
...	20	...	2,109	2,404	4,513	
...	
...	17	...	1,869	2,081	3,950	
...	
...	34	...	1,466	1,466	2,932	
...	77	...	1,578	256	1,834	
...	
...	153	...	1,05,371	1,34,107	2,39,478	
...	76	...	14,954	8,767	23,721	
...	26	...	2,419	2,385	4,804	
10	32	1,082	8,210	4,448	13,740	
9,323	78,661	8,69,163	3,25,49,828	1,69,91,760	6,40,62,017	

APPENDIX 32.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1906.

NUMBER.		Corps.	ENROLLED STRENGTH.					Total number of European and Eurasian servants on open lines of railway.	Sergeant Instructors furnished by the Army.	REMARKS.
Main head.	Sub-head.		EFFICIENTS.			Non-efficient.	Total number of volunteers of all nationalities in corps, including servants on construction work.			
			Officers.	Non-Commissioned officers.	Volunteers.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur ...	36	154	989	12	1,141	1,283	10	
2	(a) to (g) & (o) & (p)	Bombay, Baroda and Central India— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	22	64	487	8	526	448	5	
3	...	Eastern Bengal State ...	24	78	739	30	871	1,044	4	
4	...	East Indian ...	70	252	2,058	28	2,408	2,798	18	
5	...	Great Indian Peninsula— First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles ...	49	183	1,272	34	1,538	2,231	13	
6	...	Madras ...	43	216	1,370	14	1,643	2,074	12	
7	...	Nizam's Guaranteed State— Hyderabad Volunteer Rifles ...	11	26	172	19	228	488	3	
8	...	North Western State ...	42	180	1,066	76	1,314	1,314	12	
9	...	Oudh and Rohilkhand State— Oudh and Rohilkhand Railway Volunteer Rifles ...	15	70	560	6	651	699	4	
		Oudh Light Horse ...	...	1	2	...	3		...	
10	...	Assam-Bengal... ..	18	26	244	...	288	298	3	
11	...	Bengal and North-Western— Bengal and North-Western Railway Volunteer Rifles ...	18	47	265	10	340	428	5	
		United Provinces Light Horse, Gorakhpur Squadron ...	1	8	38	...	45		...	
13	...	Bhavnagar-Gondal-Junagad-Forbandar— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company ...	2	6	20	...	28	37	1	
14	...	Burma ...	25	78	640	14	757	823	9	
18	...	Morvi— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company ...	...	...	1	...	1	4	...	
2	(h) to (n)	Rajputana-Malwa— Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	28	101	661	3	793	1,015	11	
19	...	Rohilkhand and Kumaon— Bengal and North-Western Railway Volunteer Rifle Corps ...	1	4	26	1	32	60	...	
20	...	South Indian ...	18	75	395	69	557	886	8	
21	...	Southern Mahratta ...	24	116	493	1	634	641	7	
22	...	Udaipur-Chitor— Bombay, Baroda and Central India Railway Volunteer Rifles ...	1	1	...	...	2	2	...	
30	...	Tarakeshwar-Magra— East Indian Railway Volunteer Rifles ...	...	...	1	...	1	1	...	
32	...	Darjeeling-Himalayan— Northern Bengal Mounted Rifles, "A" and "B" Troops ...	1	3	11	...	15	28	1	
TOTAL ...			449	1,639	11,408	320	13,816	17,093	126	

APPENDIX 33.

Strength and cost of the Police force on each railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged, for the calendar year 1907.

NUMBER.		RAILWAY SYSTEM. (Vide Appendix 33.)	Subordi- nate officers.	Consta- bles and men.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY.				Cost of force to the railway per mile open.	Compen- sation payments on account of claims for goods lost or damaged.	REMARKS.
Main head.	Sub- head.				Supervi- sion.	Consta- bles and men.	Contin- gencies.	Total cost of force to the railway.			
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur	18	913	21,906	62,894	7,036	91,836	42'31	36,000	
2	(a), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India.	83	602	22,749	57,782	13,989	94,520	102'56	76,252	
3	...	Eastern Bengal State . .	100	1,114	780	97,238	377	98,395	72'58	2,67,693	
4	...	East Indian	89	2,245	82,063	1,78,772	47,489	3,08,324	124'74	1,56,571	
5	(a) to (f).	Great Indian Peninsula . .	37	1,595	68,598	1,37,438	21,237	2,27,273	30'77	2,99,263	
6	...	Madras	23	856	13,655	1,08,732	10,689	1,33,076	82'36	20,463	
7	...	Nizam's Guaranteed State .	10	397	18,104	44,947	3,106	66,157	89'07	311	
8	(a) to (g) & (i) to (k).	North Western State . . .	...	1,533	...	1,68,887	1,762	1,70,649	39'14	1,62,723	
9	...	Oudh and Rohilkhand State .	8	671	2,912	51,032	2,811	56,755	42'52	82,506	
10	...	Assam-Bengal	7	269	13,206	19,454	1,872	34,532	44'80	5,182	
11	...	Bengal and North-Western .	20	655	1,971	68,038	1,155	71,164	40'01	33,731	
12	...	Bengal Docars . . . . .	...	10	...	1,110	...	1,110	7'25	336	
13	...	Bhavnagar-Gondal-Junagad-For- bandar.	35	119	22,766	13,952	9,062	45,780	100'51	2,361	
14	...	Burma	148	461	35,867	82,769	19,321	1,37,957	93'54	13,832	
17	...	Jodhpur-Bikaner	3	42	1,886	4,230	363	6,479	7'78	5,989	
2	(b) & (h) to (n).	Rajputana-Malwa	131	1,359	54,416	87,223	5,714	1,47,353	65'04	97,774	
18	...	Morvi	6	14	2,296	1,732	1,396	5,424	57'31	47	
19	...	Rohilkhand and Kumaon . .	15	186	1,524	14,766	1,477	17,767	50'06	1,448	
20	...	South Indian . . . . .	...	253	...	75,986	...	75,986	55'70	5,241	
21	...	Southern Mahratta	14	765	20,515	78,641	9,508	1,03,664	61'68	18,631	
23	...	Baraset-Basirhat Light . .	...	2	...	568	...	568	21'35	...	
24	...	Barsi Light	1	18	315	1,499	353	2,167	27'78	63	
8	(h)	Kalka-Simla . . . . .	...	9	297	3,308	20	3,081	50'99	2,113	
5	(g)	Gwalior Light	1	37	240	3,156	258	3,654	19'90	...	
5	(h)	Matheran Light . . . . .	...	2	...	51	...	51	4'04	...	

APPENDIX 34.

Transactions of the Fine Funds for the calendar year 1907.

NUMBER.		RAILWAY SYSTEM. (Vide Appendix 33.)	ASSETS.				DISBURSEMENTS.						Balance on 31st December 1907.
Main head.	Sub-head.		Balance on 31st December 1906. (Revised)	Fines and bonus forfeited during 1907.	Interest on balance.	Total.	Hospitals for sick employed.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	35,786	19,054	1,240	56,080	...	30	2,571	8,943	5,846	17,390	38,690
2	(a),(c) to (g) & (o) & (p).	Bombay, Baroda and Central India	2,665	6,966	...	9,631	100	803	685	1,990	3,217	6,295	8,336
3	...	Eastern Bengal State	12,156	11,032	331	23,519	...	213	5,098	6,750	1,785	13,846	9,673
4	...	East Indian	81,612	18,341	2,537	1,02,540	...	490	2,909	2,784	15,574	21,757	80,783
5	...	Great Indian Peninsula	10,272	17,941	756	28,969	...	7,411	547	1,762	6,599	16,319	12,650
6	...	Madras	90,848	13,655	3,824	1,08,327	262	12,725	164	11	85,015	98,177	10,150
7	...	Nizam's Guaranteed State	11,433	2,339	467	14,239	...	...	155	100	1,552	1,807	12,432
8	(a) to (g) and (i) to (k)	North Western State	16,853	26,653	554	44,060	100	779	8,294	12,328	5,103	26,604	17,456
9	...	Oudh and Rohilkhand State	14,521	7,397	334	22,302	...	42	...	479	3,873	4,394	17,908
10	...	Assam-Bengal	8,624	9,537	...	18,161	...	11,493	1,336	1,794	2,544	7,167	10,994
11	...	Bengal and North-Western	93,842	17,766	1,338	1,17,946	...	40	2,157	230	1,236	3,663	1,14,233
12	...	Bengal Doocars	1,669	377	50	2,096	...	...	157	478	...	635	1,461
13	...	Bhavnagar-Gondal-Junagad-Forbandar	5,798	739	132	6,719	36	48	...	41	769	914	5,805
14	...	Burma	4,419	24,218	...	28,637	...	...	3,104	2,198	13,231	18,533	10,054
17	...	Jodhpur-Bikaner	8,576	2,633	...	11,209	130	...	294	549	196	1,169	10,040
18	...	Norvi	1,475	77	...	1,552	...	106	...	...	5	111	1,441
2	(b) & (h) to (n).	Rajputana-Malwa	44,229	12,542	1,067	57,838	100	1,736	6,147	150	21,800	29,933	27,905
19	...	Rohilkund and Kumaon	32,823	3,242	494	36,559	...	100	...	1,267	32	1,399	35,160
20	...	South Indian	1,48,098	14,706	4,492	1,67,296	...	1,025	529	2,435	4,217	8,206	1,59,090
21	...	Southern Mahratta	2,058	4,239	53	6,400	16	490	1,639	3,703	531	6,379	21
22	...	Udaipur-Chitor	417	33	...	450	...	...	...	...	...	...	450
23	...	Baraset-Basirhat Light	...	83	...	83	...	...	...	...	83	83	...
25	...	Bukhtiarpore-Bihar Light	...	9	...	9	...	...	...	...	9	9	...
8	(h)	Kalka-Simla	630	189	4	873	...	...	...	...	...	...	873
30	...	Tarakeshwar-Magra Light	...	20	...	20	20	...	...	...	...	20	...
31	...	Tezpor-Balipara Light	27	17	...	44	...	...	22	...	...	22	22
33	...	Darjeeling-Himalayan	92	143	...	240	...	...	...	100	2	102	138
34	...	Howrah-Amta Light	...	174	...	174	...	...	...	...	174	174	...
35	...	Howrah-Sheakhala Light	...	6	...	6	...	...	...	...	6	6	...
36	...	Jorhat	370	112	11	493	...	...	...	...	120	120	373

APPENDIX 35.

Railway and Railway aided schools at the close of the calendar year 1907.

NUMBER.		RAILWAY SYSTEM. (Vide Appendix 36.)	RAILWAY SCHOOLS.										RAILWAY AIDED SCHOOLS.					REMARKS.	
			ATTENDANCE.		CONTRIBUTIONS.								Expenditure.	AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			
					Number of schools.	Children.		Apprentices and workmen.		By Government.	By Railway.			By school fees.	Total.	Number of schools.	Children.		Apprentices and workmen.	From Revenue.	From Fine Fund.
Main head.	Sub-head.	Number on the rolls.	Average daily attendance.	Number on the rolls.		Average daily attendance.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.					Rs.				Rs.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	...	B. N. { European	10	337	230	3	3	6,555	6,060	850	6,405	19,870	15,348	4	72	...	900	131	
		{ Native .	4	417	329	5	5	1,955	1,803	1,590	1,542	6,587	6,159	...	...	...	...	...
2	(a) to (g) & (p)	B. & C.I. { European	3	69	50	3	2	1,365	1,770	160	2,029	5,324	5,592	24	78	...	3,108	525	
3	...	E. B.S. { European	...	...	...	...	...	...	...	...	...	...	...	5	126	4	1,764	3,628	
		{ Native .	5	86	69	261	94	...	2,098	...	...	2,098	2,098	12	418	...	1,148	1,472	
4	...	E.I. { European	21	906	803	89	72	16,495	38,488	...	1,06,772	1,56,755	1,60,124	7	264	...	2,441	...	
		{ Native .	68	2,590	1,927	3,420	1,467	4,386	4,086	2,762	11,644	22,878	21,605	1	240	...	...	147	
5	(a) & (b) & (h)	G. L.P. { European	5	247	208	...	...	3,559	18,496	372	2,449	24,876	24,876	17	359	...	5,859	...	
		{ Native .	...	...	...	...	...	...	...	...	...	...	...	4	169	...	731	...	
5	(c) to (g)	L. M. { European	2	102	64	...	...	1,210	7,001	165	1,336	9,712	9,712	2	9	...	205	10	
6	...	M. European	9	338	336	...	...	7,545	23,130	164	4,292	35,131	35,586	13	218	...	5,080	...	
7	(a) & (b)	N. G. S. { European	1	32	27	...	...	...	420	...	231	651	423	...	...	...	...	...
		{ Native .	1	12	6	...	...	...	59	...	15	74	59	3	164	...	120	155	
8	...	N. W. { European	2	63	42	32	28	2,916	2,975	825	992	7,708	7,127	17	695	...	18,275	3,668	
		{ Native .	26	96	88	7,411	465	...	5,736	156	284	6,176	5,296	4	179	3	2,508	694	In addition to these grants from the Fine Fund, the North Western State railway also contributed Rs. 2,889 for the "Oakgrove School" at Mussoorie and Rs. 62 to the Cathedral Orphanage, Lahore.
9	...	O. & R. { European	5	55	49	53	43	964	2,649	...	1,126	4,739	3,618	19	64	...	8,167	...	
		{ Native .	3	...	...	78	37	...	443	...	...	443	443	4	138	...	1,455	...	
10	...	A. B. { European	2	18	14	...	...	...	500	663	38	1,196	1,417	...	...	...	...	...
		{ Native .	...	...	...	...	...	...	...	...	...	...	...	2	26	...	...	673	
11	...	B. & N. W. { European	3	37	75	...	...	858	1,800	2,157	1,246	6,061	6,318	...	...	...	...	...
		{ Native .	...	...	...	...	...	...	...	...	...	...	...	2	45	...	324	...	
12	...	B. D. Native .	...	...	...	...	...	...	...	...	...	...	...	1	27	...	...	157	
13	...	B. G. J. P. { European	1	10	13	...	...	...	1,150	...	412	1,562	1,295	...	...	...	...	...
		{ Native .	2	38	66	...	...	...	680	...	244	924	859	...	...	...	...	...
14	...	B. { European	3	37	65	16	15	2,534	68	971	1,942	5,510	5,298	17	36	...	438	458	
		{ Native .	2	168	152	17	16	2,666	442	1,223	2,885	7,315	6,151	18	51	...	458	458	
16	...	D. S. Native .	1	55	42	...	...	...	300	...	439	739	1,495	...	...	...	...	...
17	...	J. B. Native .	1	17	10	...	...	...	...	294	...	294	294	...	...	...	...	...
7	(c)	H. G. V. { European	3	99	69	...	...	...	2,487	...	782	3,219	2,471	3	146	...	510	...	
		{ Native .	1	47	31	6	3	...	984	...	135	1,119	991	5	390	...	510	...	
2	(h) to (n)	R. M. { European	7	179	129	96	33	3,306	3,338	3,837	3,793	14,274	18,685	1	15	...	180	840	
		{ Native .	4	210	184	76	71	960	485	1,470	1,944	4,859	4,708	2	110	...	902	...	
20	...	S. I. { European	5	217	168	3	3	1,280	7,554	529	850	10,213	8,083	...	...	...	...	...
		{ Native .	1	32	32	...	...	113	861	...	129	803	501	...	...	...	...	...
21	...	S. M. { European	9	238	177	...	...	707	5,714	250	1,606	8,277	8,276	9	394	...	...	830	
		{ Native .	6	193	163	96	37	150	1,121	400	1,066	2,737	2,513	1	121	...	...	159	
31	...	T. B. Native .	1	...	...	13	7	...	61	22	...	83	83	...	...	...	...	...
		Total	217	7,140	5,625	11,678	2,466	59,524	1,37,101	18,559	1,56,623	3,72,107	3,62,564	197	4,254	7	49,626	13,998	

APPENDIX 38.

History of open lines of railways, and of lines under construction or to be constructed on the 31st December 1907.

INDEX.

NUMBER.		Railway.	Page.	NUMBER.		Railway.	Page.	
Main head.	Sub-head.			Main head.	Sub-head.			
A								
5	(b)	Agra-Delhi Chord	155	8	(h)	Kalka-Simla	1	
2	(h)	Ahmedabad-Dholka	131	20	(b)	Karaikkal-Peralam	2	
2	(i)	Ahmedabad-Parantaj	132	8	(i)	Khushalnagar-Kohat-Thal	1	
8	(b)	Amritsar-Patti	173	6	(e)	Kolar Gold-fields	1	
10	(a)	Assam-Bengal	183	21	(g)	Kolhapur	1	
6	(b)	Ashikal-Mangalore	163	2	(q)	Kosamba-Zankavav	2	
B								
5	(i)	Baran-Kotah	161					
23	(a)	Baraset-Basirhat Light	223					
24	(a)	Barsi Light	224	16	(b)	Ledo and Tikak-Margherita Colliery	1	
21	(b)	Bellary-Bayadrug	214	19	(b)	Lucknow-Bareilly	2	
11	(a)	Bengal and North-Western	184	8	(d)	Ludhiana-Dhuri-Jakhal	1	
12	(a)	Bengal Dooars	188					
12	(b)	Bengal Dooars extensions	189					
1	(a)	Bengal-Nagpur	121					
7	(b)	Bezwa extension	169	6	(a)	Madras	1	
21	(l)	Bezwa-Masulipatam	222	6	(d)	Madras (North-East line)	1	
13	(a)	Bhavnagar-Gondal-Junagad-Porbandar	190	5	(h)	Matheran Light	1	
5	(c)	Bhopal-Itarsi (British section)	155	17	(d)	Mirpur Khas-Jhudo	2	
5	(d)	Bhopal-Itarsi (Native State section)	155	6	(g)	Morappur-Dharmapuri	1	
5	(d)	Bhopal-Ujjain	156	1	(c)	Mourbhanj	1	
5	(c)	Bina-Gocna-Baran	157	18	(a)	Morvi	1	
21	(c)	Birur-Shimoga	215	3	(c)	Mymensingh-Jamalpur-Jagannathganj	2	
2	(a)	Bombay, Baroda and Central India	125	21	(h)	Mysore-Nanjangud	1	
25	(a)	Bukhtiarpore-Bihar Light	225	21	(i)	Mysore section (Southern Mahratta)	21	
14	(a)	Burma	194					
14	(b)	Burma extensions	195					
C								
9	(c)	Cawnpore-Burhwal (3' 3 1/2" gauge) link	162	2	(c)	Nagda-Matra	12	
3	(d)	Cooch Behar	145	2	(d)	Nagda-Ujjain	12	
26	(a)	Cutch	226	6	(e)	Nilgiri	16	
D								
8	(k)	Dandot Light	179	7	(a)	Nizam's Guaranteed State	16	
33	(a)	Darjeeling-Himalayan	230	8	(a)	North Western State	17	
4	(b)	Delhi-Umballa-Kalka	149	8	(j)	Nowshera-Durgai	17	
15	(a)	Deoghur	197					
27	(a)	Dholpur-Bari	227					
21	(m)	Dhone-Kurnool	222	2	(b)	Palampur-Deesa	135	
13	(b)	Dhrangadra	191	1	(d)	Parlakimedi Light	124	
16	(a)	Dibru-Sadiya	197	2	(e)	Petlad-Cambay (Anand-Tarapur section)	128	
28	(a)	Dwara-Therria Light	227	2	(f)	Petlad-Cambay (Tarapur-Cambay section)	128	
E								
3	(a)	Eastern Bengal State (5' 6" gauge section)	140	20	(c)	Pondicherry	209	
3	(b)	" " (3' 3 1/2" gauge section)	141	19	(c)	Powayan Light	205	
3	(b)	" " (2' 6" gauge section)	141	1	(e)	Purulia-Banchi	122	
4	(a)	East Indian	146					
F								
2	(o)	Gaekwar's Dabhoi	188					
2	(j)	Gaekwar's Mehsana	188	6	(i)	Salem-Attur	168	
2	(b)	Godhra-Rutlam-Nagda	127	21	(j)	Sangli	220	
1	(g)	Gondia-Chanda	124	29	(a)	Shahdara (Delhi)-Saharanpur Light	227	
5	(a)	Great Indian Peninsula	152	6	(j)	Shoranur-Cochin	166	
21	(d)	Guntakal-Mysore Frontier	216	4	(c)	South Bihar	150	
5	(g)	Gwalior Light	159	20	(a)	South Indian	206	
G								
9	(b)	Hardwar-Dehra	181	21	(a)	Southern Mahratta	212	
21	(e)	Hindupur (Yesvantpur-Mysore Frontier)	216	8	(f)	Southern Punjab	176	
21	(f)	Hospet-Kottur	217	8	(g)	Southern Punjab "Ludhiana" extension	177	
34	(a)	Howrah-Amta Light	231					
35	(a)	Howrah-Sheakhala Light	232					
7	(c)	Hyderabad-Godavari Valley	170					
H								
5	(f)	Indian-Midland	158					
I								
2	(k)	Jaipur (Siwai-Madhupur)	134					
8	(c)	Jammu and Kashmir (Native State section)	173					
13	(c)	Jamnagar	192					
13	(d)	Jetalsar-Rajkot	198					
17	(a)	Jodhpur-Bikaner (Jodhpur Section)	199					
17	(b)	Jodhpur-Bikaner (Bikaner)	200					
17	(c)	Jodhpur-Hyderabad (British section)	201					
36	(a)	Jorhat	233					
1	(b)	Jubbulpore-Gondia extension	122					
8	(l)	Jullundur-Kapurthalla-Sultanpur (British section)	179					
8	(m)	Jullundur-Kapurthalla-Sultanpur (Native State section)	179					
J								
K								
L								
M								
N								
O								
P								
R								
S								
T								
U								
V								
W								

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 1} _{Sub-heads (a) to (g)} BENGAL-NAGPUR RAILWAY SYSTEM—*contd.*1 (a) Bengal-Nagpur railway (5' 6" gauge)—*concl'd.*Terms of contracts—*concl'd.*

Terms of contracts.—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

Currency of contracts:—

(1) *Principal contract.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the original contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902: Northern section, East Coast (State) railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway, between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses—which may include any single item of capital expenditure classed as a 'Minor work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Railway Board subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast (State) railway, bear to the gross earnings of the latter section.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur railway stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

Statistics of working—See page 123.

1 (b) Jubbulpore-Gondia extension, Bengal-Nagpur railway (2' 6" gauge)—

Details of construction—

The open mileage of the Jubbulpore-Gondia extension amounts to 250.10 miles, which may be divided into main line (Jubbulpore to Gondia), 140.94 miles, and branches, 109.16 miles. Besides these 28.32 miles (Mandla branch) were under construction and work on 8.43 miles was held in abeyance. The construction of the line was sanctioned in 1901 and it was opened in July 1904.

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on 8½ sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—See page 123.

1 (c) Purulia-Ranohi branch, Bengal-Nagpur railway (2' 6" gauge)—

Details of construction—

The open mileage of the line is 72.45 miles. It was sanctioned in 1905 and opened in 1907.

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted with stone and gravel.

Fencing.—Only the important level crossings have posts and chains padlocked.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—See page 123.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 1 BENGAL-NAGPUR RAILWAY SYSTEM—contd.
Sub-heads (a) to (g)

1 (f) Raipur-Dhamtari branch, Bengal-Nagpur railway, (2' 6" gauge)—

Details of construction—

This branch is 56.94 miles in length and consists of the main line (Raipur to Dhamtari), 45.74 miles, and the branch (Abhanpur to Rajim), 11.20 miles. It was sanctioned in 1897 and opened in 1900.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

TABLE I.
[BENGAL-NAGPUR RAILWAY, INCLUDING THE NORTHERN SECTION OF THE EAST COAST (STATE) RAILWAY, THE JUBBULPORE-GONDIA EXTENSION, THE PURULIA-RANCHI AND THE RAIPUR-DHAMTARI BRANCHES.]

TABLE II.

Calendar year. (1)	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Company's share of surplus profits (based on terms of contract) attributable to each calendar year. (7)	Gain or loss to the State pertaining to each calendar year. (8)	Nagpur-Chattisgarh, 3' 3 1/2".		Kutni-Umaria, 5' 6".		(a) Bengal-Nagpur, 5' 6".		(b), (c) & (f) Jubbulpore-Gondia extension, Purulia-Ranchi and Raipur Dhamtari branches 2' 6".	
								Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)	Earnings per mile per week. (3)	Proportion of expenses to earnings. (4)	Earnings per mile per week. (5)	Proportion of expenses to earnings. (6)	Earnings per mile per week. (7)	Proportion of expenses to earnings. (8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1879	28,62,990	...	...	...	83,911	...	-83,911	...	...	...	...	...	...	...	...
1880	55,49,511	1,03,932	28,215	0.51	1,58,804	...	-1,30,589	51	79.54	...	...	...	...	...	...
1881	73,65,710	2,81,529	66,056	0.90	2,62,932	...	-1,96,876	87	76.53	...	...	...	...	...	...
1882	90,64,388	6,04,386	1,89,171	2.09	3,39,967	...	-1,50,796	114	68.70	...	...	...	...	...	...
1883	96,43,590	13,20,021	6,88,860	7.09	3,78,283	...	+3,10,577	170	48.19	...	...	...	...	...	...
1884	1,06,34,112	13,23,014	6,58,030	6.19	4,24,400	...	+2,33,630	171	57.82	...	...	...	...	...	...
1885	1,50,66,406	14,14,839	4,93,575	3.28	5,86,281	...	-92,706	183	65.12	...	...	...	...	...	...
1886	1,81,70,455	14,24,521	5,33,514	2.94	7,29,554	...	-1,96,040	184	62.51	37	104.35	...	...	...	...
1887	2,42,30,937	14,47,705	3,03,207	1.25	13,35,563	...	-10,32,356	177	59.09	41	116.41	...	...	...	...
1888	5,23,92,291	16,09,195	5,21,978	1.00	24,11,218	...	-18,89,240	...	...	...	164	67.56	...	...	...
1889	7,08,75,456	20,40,944	4,03,160	0.57	29,96,364	...	-25,93,204	...	...	...	134	80.25	...	...	...
1890	8,14,66,762	28,64,578	5,47,463	0.67	33,88,852	...	-28,41,389	...	...	...	101	80.89	...	...	...
1891	9,08,04,164	54,57,356	26,84,453	2.96	35,05,676	...	-8,21,223	...	...	...	129	50.81	...	...	...
1892	9,56,14,736	60,83,562	30,08,166	3.15	39,05,345	...	-8,97,179	...	...	...	141	50.55	...	...	...
1893	9,80,08,424	64,17,751	32,62,220	3.33	43,97,594	...	-11,35,374	...	...	...	144	49.17	...	...	...
1894	9,81,73,789	66,90,648	32,58,414	3.32	45,83,993	...	-13,25,579	...	...	...	149	51.30	...	...	...
1895	9,83,94,777	68,74,740	35,41,444	3.58	48,56,800	...	-13,15,856	...	...	...	153	49.49	...	...	...
1896	11,05,30,319	68,68,525	29,27,869	2.65	48,27,504	...	-18,99,635	...	...	...	142	54.03	...	...	...
1897	13,04,58,784	62,00,309	29,79,559	2.23	51,35,240	...	-21,55,681	...	...	...	138	51.94	...	...	...
1898	14,67,03,520	68,79,193	33,63,854	2.29	54,28,186	...	-20,59,332	...	...	...	143	51.10	...	...	...
1899	16,65,90,365	90,73,460	47,21,814	2.83	59,75,853	...	-12,54,039	...	...	...	152	47.96	...	...	...
1900	17,41,74,604	1,29,75,223	77,18,050	4.43	64,90,637	2,24,836	+9,97,577	...	...	...	207	40.56	...	...	...
1901	21,28,65,061	1,30,77,769	61,48,648	2.89	79,38,163	...	-18,39,515	...	...	...	161	52.68	25	72.13	...
1902	23,05,09,658	1,42,18,227	69,37,742	3.01	85,44,911	...	-16,06,569	...	...	...	176	51.09	21	77.27	...
1903	24,97,58,940	1,55,47,702	70,45,255	2.82	89,66,131	...	-19,20,876	...	...	...	178	54.63	21	61.98	...
1904	26,14,35,458	1,89,12,137	95,87,326	3.67	95,41,624	...	+45,702	...	...	...	210	48.97	31	67.32	...
1905	27,83,72,570	2,44,70,900	1,34,04,052	4.90	1,00,32,318	6,73,547	+26,98,187	...	...	...	270	44.53	42	71.83	...
1906	28,49,48,582	2,69,47,181	1,41,51,252	4.97	1,03,41,779	7,69,268	+30,40,205	...	...	...	295	46.88	56	65.56	...
1907	30,91,90,534	2,89,80,537	1,48,46,149	4.80	1,07,18,305	9,15,910	+32,16,934	...	...	...	308	48.24	72	61.31	...

1 (c) Mourbhanj railway (2' 6" gauge)—

Details of construction—

This railway is 32.41 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 1} _{Sub-heads (a) to (g).} BENGAL-NAGPUR RAILWAY SYSTEM—concl'd.

1 (c) Mourbhanj railway (2' 6" gauge)—concl'd.

Terms of contract—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1905.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Maharaja of Mourbhanj.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	P centage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1905	8,29,160	81,494	9,444	1.50	19	70.01
1906	6,76,547	44,825	21,888	3.24	27	51.17
1907	7,12,765	43,532	21,567	3.03	26	50.46

1 (d) Parlakimedi Light railway (2' 6" gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Details of construction—

This railway is 24.62 miles long. Its construction was sanctioned in 1898 and it was opened in 1900. It runs from Naupada to Parlakimedi.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Parlakimedi Light railway is worked under an agreement, dated the 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1903	7,10,974	16,633	—9,267	...	13	155.70
1904	7,10,974	20,675	—1,301	...	16	106.29
1905	7,12,466	27,181	+4,479	0.63	21	83.52
1906	7,12,466	21,494	—9,703	...	17	145.14
1907	7,12,602	25,440	—5,877	...	20	123.11

1 (g) Gondia-Chanda railway (2' 6" gauge)—

Details of construction—

This railway, which runs from Gondia to Chanda (148.65 miles), with a branch from Nagbhir to Nagpur (63.75 miles) total length 212.40 miles, was sanctioned in 1904 and work was started in November 1905.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (q)} **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—***Chairman—*COLONEL SIR W. S. S. BISSET, K.C.I.E., R.E.*Secretary—*COLONEL W. V. CONSTABLE, R.E.*Offices—*Gloucester House, Bishopsgate Street without, London, E.C.**Lines comprising the system—**The Bombay, Baroda and Central India railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(a) Bombay, Baroda and Central India railway	(5' 6" gauge) 465.12	504.35	...	504.35
(b) Godhra-Butlam-Nagda railway	(5' 6" gauge) 39.23	141.14	...	141.14
(c) Nagda-Muntra railway	(5' 6" gauge)	101.00	239.47	340.47
(d) Nagda-Ujjain railway	(5' 6" gauge)	34.32	...	34.32
(e) Petlad-Cambay railway (Anand-Tarapur section)	(5' 6" gauge)	21.50	...	21.50
(f) Petlad-Cambay railway (Tarapur-Cambay section)	(5' 6" gauge)	12.30	...	12.30
(g) Tapti Valley railway	(5' 6" gauge)	155.48	...	155.48
(h) Ahmedabad-Dholka railway	(3' 3 1/2" gauge)	33.50	...	33.50
(i) Ahmedabad-Parantij railway	(3' 3 1/2" gauge)	54.70	...	54.70
(j) Gaekwar's Mehsana railway	(3' 3 1/2" gauge)	92.63	45.34	138.47
(k) Jaipur (Siwai-Madhapur) railway	(3' 3 1/2" gauge)	72.84	...	72.84
(l) Palanpur-Deesa railway	(3' 3 1/2" gauge)	17.28	...	17.28
(m) Rajputana-Malwa railway	(3' 3 1/2" gauge)	1,778.06	...	1,778.06
(n) Vijapur-Kalol-Kadi railway	(3' 3 1/2" gauge)	41.87	...	41.87
(o) Gaekwar's Dabhoi railway	(2' 6" gauge)	94.48	...	94.48
(p) Rajpipla railway	(2' 6" gauge)	37.37	...	37.37
(q) Kosamba-Zankayav railway	(2' 6" gauge)	...	26.44	26.44
Total		3,192.32	811.75	3,504.07

Running powers—*Home line over foreign line —*

Dadar Junction to Carnac Bridge, Great Indian Peninsula railway (for goods trains only) . . . Miles. 4.39

Foreign lines over home lines :—

East Indian railway, Agra East Bank to Agra Fort (for goods trains only)	1.00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0.24
" " " Dadar Junction to Colaba (for goods trains only)	7.25
" " " at Agra (for passenger and goods trains)	2.89
Total	11.38

2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—**Details of construction—**

The open mileage amounts to 504.35 miles, which may be divided into 389.35 miles of main line and 115 miles of branches. 251.90 miles are double line.

First sanction to the construction of the main line [Bombay (Colaba) to Wadhwan] was accorded in 1856 and the line was opened throughout in 1872.

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41 1/2-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Patri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Patri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 and of 1 in 100 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Patri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Terms of contract—

The railway is worked under the following contract :—

*Contract of—*8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the share and stock capital of £2,000,000 of the new Company. All capital moneys required for the purposes of the Bombay, Baroda and Central India railway, and of the Rajputana-Malwa railway, so long as it shall form part of the undertaking, to be either provided by Government at such rate of interest as will from time to time be agreed upon or raised by the Company by the issue of further capital stock or of debentures or debenture stock on such terms as to interest as will be determined by Government.

Terms of contract.—The line was purchased from the Bombay, Baroda and Central India Guaranteed Railway Company by the Secretary of State on the 31st December 1905, when all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily with effect from the 1st January 1906, under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract which was executed on the 8th April 1907. The purchase price was fixed at the sum of £11,685,581 and the Secretary of State agreed to create and issue to the Company on the 31st December 1905 India 3 per cent. stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 2 BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.
Sub-heads (a) to (g)

2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—contd.

Terms of contract—concl'd.

Currency of contract.—The contract may be determined by either party on the 31st December 1930 or on the 31st December in any succeeding fifth year by giving to the other party in England twelve calendar months' notice in writing of this intention.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, *i.e.*, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, there will be deducted—

(i) the working expenses of the undertaking which may include any single item of capital expenditure to be classed as a new minor work which is not to exceed the limits laid down for each line subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(ii) the amount by which the gross earnings of the subsidiary lines forming part of the undertaking exceed the sums payable to the Company in respect of the working of the subsidiary lines;

(iii) rebate payable to the Tapti Valley, Ahmedabad-Parantij and Ahmedabad-Dholka railways;

(iv) payment to the Secretary of State of a sum of Rs. 2,00,00,000 per annum;

(v) payment to the Secretary of State of the interest payable on any capital stock or debenture stock created and issued after the 31st December 1905 in excess of £2,000,000 and interest on amounts provided by the Secretary of State for capital expenditure on the Bombay, Baroda and Central India and the Rajputana-Malwa railways after the 31st December 1905.

If the net earnings of the undertaking for any calendar year exceed the payments as detailed above for the same period, the surplus arising from such excess is to be applied in payment of surplus profits to the Company in the following proportions:—

One-tenth part of the total surplus, provided that if the $\frac{1}{10}$ th part of the total surplus exceeds in any year $\frac{1}{2}$ per cent. on the average amount of the capital stock of the Company in existence during the year then the share of the Company in such surplus will be $\frac{1}{10}$ th part of so much surplus as will be required to make the Company's $\frac{1}{10}$ th share thereof $\frac{1}{2}$ per cent. on the average amount of the capital stock and $\frac{1}{10}$ th part of the residue of the surplus. The Secretary of State will be entitled to so much of the surplus as will not belong to the Company.

In the event of the Rajputana-Malwa railway ceasing to form part of the undertaking the amount to be paid to the Secretary of State under (iv) above shall be reduced from Rs. 2,00,00,000 to Rs. 70,00,000 per annum.

Rates and fares.—The Secretary of State will from time to time authorize maxima and minima rates within which the Company will 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.

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, <i>i.e.</i> , (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earn- ings on total capital out- lay given in column (2).	Guaran- teed interest (converted at current rates of exchange up to 1905).	Company's share of surplus profits (based on terms of con- tract) attribu- table to each calendar year.	Gain or loss to the State per- taining to each calendar year.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
879	8,54,16,162	71,52,798	32,13,354	8.76	43,69,254		
880	8,47,31,626	82,44,376	47,34,654	5.58	43,69,254	5,83,846	-11,55,900
881	8,66,45,448	97,45,133	56,78,755	6.55	43,69,254	8,30,798	-2,18,446
882	8,75,89,091	1,01,76,190	50,15,619	5.73	43,69,254	8,30,798	+4,78,703
883	8,89,91,377	1,19,22,209	67,16,067	7.54	43,69,254	8,30,798	-98,461
884	9,02,69,608	1,21,95,590	68,87,562	7.63	43,69,254	11,44,829	+12,33,049
885	9,22,58,686	1,31,40,336	74,01,987	8.02	43,69,254	13,17,768	+5,70,453
886	9,16,92,002	1,35,05,635	78,73,228	8.50	55,87,440	14,57,541	+7,09,257
887	9,32,12,200	1,21,64,856	69,98,127	7.50	55,87,440	16,97,985	+5,87,803
888	9,45,87,848	1,27,33,933	70,48,164	7.45	57,17,318	12,56,055	+24,754
889	9,49,45,797	1,32,34,371	75,41,081	7.94	60,29,893	12,68,879	-2,50,608
890	9,53,16,045	1,29,40,870	74,28,195	7.79	61,10,257	14,86,390	-55,566
891	9,55,86,799	1,41,37,769	82,25,120	8.60	54,66,227	14,22,120	+5,34,848
892	9,55,23,735	1,42,44,478	81,30,959	8.51	58,61,996	18,06,348	+5,56,776
893	9,62,57,802	1,50,96,045	95,78,044	9.95	65,57,945	17,86,755	-2,13,741
894	9,77,45,855	1,59,48,434	1,00,70,974	10.30	66,44,227	25,09,537	+4,24,280
895	9,97,90,965	1,75,53,087	1,09,37,063	10.96	76,09,071	27,35,713	-2,78,810
896	10,91,57,107	1,62,03,933	89,00,862	8.60	77,03,258	81,37,619	+96,186
897	10,63,10,220	1,42,61,298	64,70,202	6.09	73,03,613	20,78,128	-4,30,379
898	10,85,60,144	1,58,62,726	87,42,205	8.05	69,36,853	9,51,545	-14,18,196
899	11,40,73,358	1,74,65,045	92,90,365	8.15	67,87,071	19,49,477	+5,657
1900	11,60,94,044	1,75,98,486	82,28,632	7.03	67,46,668	21,68,922	+3,74,775
901	11,95,61,022	1,59,38,798	87,53,789	7.32	68,85,449	15,66,577	-1,75,394
902	12,18,78,965	1,57,43,536	79,37,622	6.51	70,04,560	18,11,890	-62,670
903	12,37,83,839	1,69,63,028	84,95,201	6.87	71,28,187	12,93,644	-4,84,209
1904	12,44,90,478	1,78,23,863	93,87,312	7.54	72,59,871	15,12,518	-2,77,188
1905	12,52,43,397	1,93,82,065	1,08,90,134	8.70	73,86,912	18,91,136	+1,09,284
1906	12,55,09,078	1,99,81,754	1,05,39,683	8.40	73,82,579	26,03,049	+9,04,506
1907	12,88,84,026	2,10,78,442	1,18,80,851	9.22	72,58,353	3,95,833	+23,55,502
					71,98,558	4,52,599	+42,29,694

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number—Main head 2 BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.
Sub-heads (a) to (g)

2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—concl'd.

Statistics of working—concl'd.

TABLE II.

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	Rs.			Rs.			Rs.			Rs.	
1860 . . .	49	70·17	1873 . . .	290	59·97	1884 . . .	509	42·95	1896 . . .	676	45·07
1861 . . .	73	54·97	1878 . . .	260	59·23	1885 . . .	548	43·11	1897 . . .	595	54·63
1862 . . .	94	50·14	1874 . . .	565	52·12	1886 . . .	564	41·12	1898 . . .	662	44·89
1868 . . .	138	49·51	1875 . . .	285	54·41	1887 . . .	508	41·89	1899 . . .	729	46·81
1864 . . .	156	85·33	1876 . . .	296	54·74	1888 . . .	532	44·11	1900 . . .	734	52·50
1865 . . .	223	63·83	1877 . . .	345	41·97	1889 . . .	552	42·44	1901 . . .	665	44·06
1866 . . .	278	71·93	1878 . . .	298	46·61	1890 . . .	540	42·06	1903 . . .	659	49·00
1867 . . .	291	66·56	1879 . . .	309	46·97	1891 . . .	590	41·23	1903 . . .	753	49·46
1868 . . .	287	73·66	1880 . . .	355	42·57	1892 . . .	594	42·92	1904 . . .	718	47·12
1869 . . .	307	74·32	1881 . . .	423	41·04	1893 . . .	630	36·55	1905 . . .	780	43·73
1870 . . .	327	60·54	1882 . . .	427	50·76	1894 . . .	665	36·85	1906 . . .	809	47·27
1871 . . .	300	59·98	1883 . . .	497	43·10	1895 . . .	732	37·69	1907 . . .	852	43·48

2 (b) Godhra-Butlam-Nagda railway (5' 6" gauge)—

Details of construction—

This railway is 141·14 miles long. Its construction was sanctioned in 1890 and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.*Ballast.*—The line is ballasted throughout with broken stone and gravel.*Fencing.*—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.*Curves.*—The sharpest curve is of 1,000 feet radius.*Gradients.*—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jekot.

Terms of contracts—

This is a State line and is worked as a part of the Rajputana-Malwa railway under the contracts and conditions embodied in the contract of the 8th April 1907 between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Statistics of working—

Included with the Rajputana-Malwa railway.

2 (c) Nagda-Muttra railway (5' 6" gauge)—

This railway is being constructed by the State, to be worked provisionally by the Bombay, Baroda and Central India Railway Company.

Details of construction—

The present open mileage from Nagda to Morak amounts to 101 miles; the sanction to its construction was given in 1905 and it was opened in 1907. The section from Morak to Muttra, 239·47 miles, was under construction.

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian sleepers.*Ballast.*—Broken stone.*Fencing.*—The line is not yet fenced.*Curves.*—The sharpest curve is of 1,275 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Terms of contracts—

The open sections of the line are being worked by the Bombay, Baroda and Central India Railway Company, on the basis of actual charges incurred under the different abstracts. This provisional arrangement will hold good until the line is opened throughout.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1907 . . .	2,76,57,016	70,180	7,610	0·10	8,09,524	—8,01,914	57	89·15

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (g)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (a) Nagda-Ujjain railway (5' 6" gauge)—

Details of construction—

This railway is 34.32 miles long. Its construction was sanctioned in 1894, and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Gwalior State and worked under the following:—

Agreement of—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Gwalior State.

Currency of agreement.—

Power to determine agreement.—

} The agreement may be terminated at any time on one year's notice from either party expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2' 6" gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.

Rates and fares.—Conform generally to those in force on the Godhra-Rutlam-Nagda railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay, to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1895.	5,83,660	...	...	...	...	...
1896	20,71,251	40,701	17,762	0.86	49	56.36
1897	22,19,919	1,04,639	47,756	2.15	58	54.36
1898	22,31,596	1,29,627	71,509	3.20	73	44.83
1899	22,34,346	1,47,175	77,732	3.48	83	47.18
1900	22,29,753	2,51,783	1,20,956	5.42	141	51.96
1901	22,31,983	1,12,366	67,208	3.01	63	40.19
1902	22,39,663	1,57,311	85,851	3.83	88	45.39
1903	22,41,230	1,20,951	62,949	2.81	68	47.95
1904	22,41,231	1,23,654	66,441	2.96	69	46.27
1905	22,40,441	1,71,435	99,907	4.46	96	41.72
1906	22,40,441	1,71,491	91,060	4.06	96	46.90
1907	22,40,441	1,99,985	1,06,620	4.76	112	46.69

2 (a) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 21.50 miles long. Its construction was sanctioned in 1888, and it was opened throughout in 1901.

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Anand to Petlad and on creosoted pine sleepers from Petlad to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Anand and Petlad, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (g)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (e) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—contd.

Terms of contracts—

The line is owned by the Baroda State and worked under the following :—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.— } Either party may terminate the agreement at any time on giving one year's
Power to determine agreement.— } notice.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2' 6" gauge lines, in proportion to the total earnings of the Anand-Tarapur section.

Rates and fares.—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.					TABLE II.			
CALENDAR YEAR.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	GAEKWAR'S PETLAD, 5' 6".		PETLAD-CAMBAY (ANAND-TARAPUR SECTION), 5' 6".	
					Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)
	Rs.	Rs.	Rs.		Rs.		Rs.	
1888	11,030	...	...	...	...	...	...	...
1889	4,71,822	...	...	...	...	...	...	...
1890	6,47,922	32,649	20,870	3.22	71	36.08	...	...
1891	7,10,118	59,113	36,346	5.12	85	38.51	...	...
1892	7,11,081	61,243	34,757	4.89	88	43.25	...	...
1893	7,12,768	68,953	40,627	5.70	92	36.47	...	...
1894	7,23,482	69,668	44,037	6.09	100	36.79	...	...
1895	7,23,189	73,891	46,594	6.44	106	36.96	...	...
1896	7,23,616	1,17,540	82,847	11.45	169	29.52	...	...
1897	7,55,769	64,737	33,946	4.49	93	47.56	...	...
1898	7,49,047	51,121	28,156	3.76	74	44.92	...	...
1899	7,52,439	70,668	39,312	5.22	102	44.87	...	...
1900	7,52,097	88,481	41,713	5.55	127	52.86	...	...
1901	11,86,331	98,233	51,769	4.36	...	...	101	44.47
1902	11,85,980	1,05,951	56,818	4.79	...	...	95	46.37
1903	11,48,092	98,451	50,289	4.38	...	...	88	48.92
1904	11,46,552	1,20,974	64,876	5.66	...	...	108	46.37
1905	11,31,273	1,40,463	81,966	7.25	...	...	126	41.65
1906	11,30,873	1,39,209	73,634	6.51	...	...	124	47.11
1907	11,30,869	1,66,973	88,288	7.81	...	...	149	47.13

2 (f) Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 12.30 miles long. It was sanctioned in 1899 and was opened to Cambay in 1901.

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short bit of 1 in 200 between Sayama and Cambay.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (g)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (f) Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)—concl'd.

Terms of contracts—

The line is owned by the Cambay State and worked under—

Agreement of—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Cambay State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party, expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2' 6" gauge lines, in proportion to the total earnings of the Tarapur-Cambay railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Cambay State, and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1901	7,49,676	12,011	5,950	0.79	40	50.46
1902	7,49,676	25,497	18,622	1.81	45	46.57
1903	7,49,676	25,151	12,803	1.71	44	49.10
1904	7,68,728	32,199	17,276	2.25	57	46.35
1905	8,06,492	33,638	19,603	2.43	59	41.72
1906	8,11,255	34,531	18,265	2.25	55	47.11
1907	8,10,876	42,318	22,355	2.76	66	47.17

2 (g) Tapti Valley railway (5' 6" gauge)—

Details of construction—

This railway connects Kankra Khari, a station on the main line of the Bombay, Baroda and Central India railway, with Amalner. It is 155.48 miles long. It was sanctioned in 1896 and opened in 1900.

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Tapti Valley Railway Company and worked under the following contracts:—

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

26th August 1907 (between the Secretary of State and the Tapti Valley Railway Company) as to

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (e)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (g) Tapti Valley railway (5' 6" gauge)—concl'd.

Terms of contracts—concl'd.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway, so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company nor be less than such capital expenditure; or Government may determine them on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—Government undertake to construct (from funds supplied by the Company), work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2' 6" gauge lines, are divided in proportion to the gross earnings of the component parts, the Tapti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from B., B. & C. I. By.	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1896	8,390	...	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	...	...
1897	20,96,294	...	...	...	...	...	...		...	...
1898	82,70,413	2,836	...	...	...	...	...		18	43.70
1899	1,21,09,183	2,42,593	...	...	...	...	...		71	47.40
1900	1,28,31,291	6,68,475	...	...	...	...	...		84	44.00
1901	1,29,18,730	6,00,553	3,42,243	2.65	33,226	3,75,469	2.90	Excluding interest, Rs. 4,483, on the capital cost of works at Amalner junction, the percentage of total income on capital outlay in 1903 was 4.00.	74	43.07
1902	1,29,70,581	8,26,485	4,64,242	3.57	45,196	5,09,438	3.92		102	43.95
1903	1,30,02,400	8,62,753	4,88,142	3.72	40,258	5,23,400	4.03		107	44.00
1904	1,30,77,018	6,58,740	3,68,894	2.82	28,441	3,97,335	3.04		81	44.00
1905	1,30,83,629	10,11,222	5,86,921	4.49	2,928	5,89,849	4.51		125	41.95
1906	1,30,82,853	11,34,712	6,35,460	4.86	...	6,35,460	4.86		140	44.00
1907	1,30,97,236	10,34,612	5,79,383	4.42	...	5,79,383	4.42	128	44.00	

2 (h) Ahmedabad-Dholka railway (3' 3½" gauge)—

Details of construction—

This railway connects Sabarmati, a station on the Rajputana-Malwa railway, with Dholka. It is 33.50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (g)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*2 (A) Ahmedabad-Dholka railway (3' 3½" gauge)—*concl'd.*

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—25th March 1902 (between the Secretary of State and the Ahmedabad-Dholka Railway Company) for construction.

18th July 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2' 6" gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Dholka Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the undertaking.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
1903	Rs. 10,13,420	Rs. 64,261	Rs. 35,986	3.55	Rs. ...	Rs. 35,986	3.55	Rs. 45	44.00
1904	10,17,808	99,044	55,465	5.45	...	55,465	5.45	57	44.00
1905	10,44,995	98,214	57,203	5.47	...	57,203	5.47	56	41.76
1906	10,83,722	1,00,743	56,418	5.21	...	56,418	5.21	58	44.00
1907	11,11,330	1,15,159	64,489	5.80	...	64,489	5.80	66	44.00

2 (i) Ahmedabad-Parantij railway (3' 3½" gauge)—

Details of construction—

This railway connects Ahmedabad, a station on the Bombay, Baroda and Central India railway, with Idar Road. It is 54.70 miles long. Its construction was sanctioned in 1896 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (g)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (z) Ahmedabad-Parantij railway (3' 3½" gauge)—concl'd.

Terms of contracts—

The Ahmedabad-Parantij railway is worked under the following contracts:—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

17th September 1907 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) as to working charges.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such capital expenditure; or Government may determine them on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2' 6" gauge lines, proportionate to its total earnings but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from B., B. & C. I. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	13,12,752	---	---	---	---	---	---	---	---
1897	19,42,211	69,069	36,665	1.89	---	36,665	1.89	46	46.92
1898	19,42,971	1,49,790	85,836	4.42	---	85,836	4.42	53	42.70
1899	19,49,616	2,10,634	1,21,687	6.24	---	1,21,687	6.24	74	42.23
1900	19,55,805	2,65,105	1,55,952	7.93	---	1,55,952	7.93	93	41.17
1901	19,49,355	1,77,438	99,365	5.10	---	99,365	5.10	63	44.00
1902	19,70,012	1,79,794	1,00,685	5.11	---	1,00,685	5.11	63	40.04
1903	19,88,860	1,50,112	84,063	4.45	---	84,063	4.45	53	44.00
1904	19,89,045	1,86,227	1,04,287	5.24	---	1,04,287	5.24	65	44.00
1905	19,91,753	1,98,713	1,15,469	5.80	---	1,15,469	5.80	70	41.89
1906	19,98,023	2,20,934	1,23,727	6.19	---	1,23,727	6.19	78	44.00
1907	20,08,966	2,64,637	1,48,197	7.33	---	1,48,197	7.33	93	44.00

2 (j) Gaekwar's Mehsana railway (3' 3½" gauge)—

Details of construction—

The total length of this railway is 92.63 miles. It consists of three branches, Mehsana to Kheralu, 27.73 miles, Mehsana to Viramgam, 40.21 miles, and Mehsana to Patan, 24.69 miles. The first branch was opened throughout in 1888 and the other two in 1891.

Besides the above 45.84 miles were under construction.

Permanent-way.—The Kheralu and Viramgam branches are laid with 41½-lb. flat-footed steel rails on transverse steel and deodar sleepers. The Mehsana-Patan section is laid with 40-lb. iron rails on deodar sleepers, except in station yards and for the first 3 miles which are laid with 41½-lb. steel rails.

Ballast.—The line between Mehsana and Kheralu is ballasted with sand and the rest with kunkur.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.2 (j) Gaekwar's Mehsana railway (3' 3 $\frac{1}{2}$ " gauge)—concl'd.

Details of construction—concl'd.

Fencing.—The whole line, except 41 $\frac{1}{2}$ miles which are fenced by wire, 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.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1887	13,55,492	27,890	5,564	0.41	33	30.05
1888	9,16,565	47,502	16,872	1.82	43	64.90
1889	11,18,448	53,290	20,348	1.82	37	61.82
1890	25,44,340	59,241	23,308	0.92	41	60.66
1891	29,04,050	1,94,247	1,05,801	3.64	49	45.53
1892	29,71,610	2,58,968	1,53,005	5.15	54	40.92
1893	30,26,752	3,36,859	1,98,250	6.55	70	41.12
1894	30,94,578	3,79,972	2,36,887	7.64	79	37.79
1895	32,55,044	3,38,444	2,02,440	6.22	70	40.18
1896	32,61,448	4,23,283	2,71,262	8.32	88	35.91
1897	32,63,900	3,39,125	1,18,358	3.63	70	46.58
1898	32,82,612	3,46,491	1,99,052	6.07	72	42.55
1899	32,83,612	3,76,160	2,16,654	6.60	79	42.40
1900	33,01,950	4,28,545	2,36,754	7.17	89	44.75
1901	33,48,911	3,92,227	2,15,111	6.42	81	45.16
1902	33,63,329	3,74,515	1,98,977	5.92	78	46.87
1903	33,78,132	3,47,083	1,77,466	5.25	72	48.87
1904	33,95,678	3,82,249	2,04,906	6.06	79	46.39
1905	34,36,885	4,52,184	2,62,904	7.65	94	41.86
1906	42,78,388	4,20,777	2,24,124	5.25	87	46.74
1907	50,55,731	4,34,908	2,30,317	4.56	90	47.04

2 (k) Jaipur (Siwai Madhopur) railway (3' 3 $\frac{1}{2}$ " gauge)—

Details of construction—

From Jaipur the Rajputana-Malwa railway is utilized as far as Sanganer, from which station this railway actually starts. The open mileage (Sanganer to Siwai Madhopur) is 72.84 miles. It was sanctioned in 1897 and was opened through in 1907.

Permanent-way.—The permanent-way consists of 41 $\frac{1}{2}$ -lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Terms of contracts—

The railway is owned by the Jaipur State and worked by the Bombay, Baroda and Central India Railway Company under—

(1) *Agreement of*—11th September 1906 (between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company) for working, and

(2) Railway Board's letter No. 1310 R.T. of 30th October 1907, as to the payment of rebate.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (g)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

1 (k) Jaipur (Siwai Madhopur railway) (3' 3½" gauge)—concl'd.

Terms of contracts—concl'd.

The general conditions are as follows:—

Government aid.—Out of the Government share of the net earnings of the Rajputana-Malwa railway, a rebate is allowed up to 10 per cent. of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent. per annum on the capital expenditure incurred.

Currency of agreement.—The agreement remains current for 2 years from the 17th October 1907, after which either party may terminate it on giving 12 calendar months' notice expiring on the 30th June or 31st December of any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 2,000 subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) in proportion to the total earnings of the Jaipur railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Jaipur Durbar.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1905	Rs. 18,20,421	Rs. 12,299	Rs. 6,779	0.51	52	44.88
1906	14,77,168	68,943	36,617	2.48	41	46.89
1907	28,42,013	97,784	49,708	2.12	46	49.14

2 (l) Palanpur-Deesa railway (3' 3½" gauge)—

Details of construction—

This railway is 17.28 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of line which are laid with 41½-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under—

Terms contained in Despatch No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and Despatch No. 82 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

Contract of.—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to working.

The general conditions are as follows:—

Government aid.—The line is owned jointly by Government and the Palanpur Durbar.

Currency of contract.—The contract is coterminous with the Company's contract for working the Rajputana-Malwa railway.

Power of Company to surrender contract.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2' 6" gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5' 6" gauge sub-structure.

Rates and fares.—Same as on the Rajputana-Malwa railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 2 BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.
Sub-heads (a) to (g)

2 (i) Palanpur-Deesa railway (3' 3½" gauge)—concl'd.

Statistics of working—

Calendar year.	TABLE I.						TABLE II.				
	TOTAL CAPITAL OUTLAY TO END OF EACH YEAR, i.e., OUTLAY ON		Gross earnings.	NET EARNINGS.		PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY GIVEN IN COLUMNS (2) AND (3).		Interest on Government capital.	Gain or loss to Government pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
	(i) LINES OPEN, (ii) LINES PARTLY OPEN AND (iii) LINES WHOLLY UNDER CONSTRUCTION.	Contributed by the Palanpur Durbar.		Contributed by Government.	Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.					On capital contributed by Government.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
1892	Rs. 20,000	Rs. 46,746	...	...	...	0.72	0.63	1,081	-1,081	...	...
1893	1,85,000	1,78,953	4,486	1,335	1,110	6.14	5.49	5,371	-4,261	33	44.87
1894	1,85,000	2,14,601	37,544	11,365	11,781	6.18	5.35	8,783	+2,998	42	38.35
1895	1,85,000	2,15,374	38,182	11,333	11,512	7.62	6.47	8,378	+3,134	42	40.17
1896	1,85,000	2,32,746	51,629	14,101	15,072	5.88	5.25	9,149	+5,923	57	43.50
1897	1,85,000	2,33,264	43,264	10,383	12,248	5.59	4.99	9,305	+2,938	48	46.55
1898	1,85,000	2,53,264	36,199	10,384	11,628	6.54	5.84	9,331	+2,297	43	42.50
1899	1,85,000	2,33,264	44,628	12,102	13,618	7.70	5.41	9,380	+4,288	50	42.37
1900	1,85,000	2,33,264	47,669	14,238	12,616	5.07	4.52	9,380	+3,286	53	43.66
1901	1,85,000	2,33,264	36,805	9,375	10,548	4.50	3.52	9,408	+1,218	41	45.87
1902	1,85,000	2,36,786	33,690	8,329	8,330	4.01	3.33	9,432	-1,078	37	47.01
1903	1,85,000	2,37,069	29,734	7,423	7,898	3.94	3.52	9,474	-1,534	33	43.47
1904	1,85,000	2,37,069	29,185	7,380	8,340	5.12	4.58	9,472	+1,134	33	46.48
1905	1,85,000	2,37,069	35,178	9,469	10,848	4.76	4.97	9,531	+1,376	39	42.24
1906	1,85,000	2,39,155	40,154	9,862	11,376	5.54	4.97	7,223	+1,845	45	47.11
1907	1,85,000	2,39,155	42,061	10,266	11,378				+4,655	47	47.35

2 (m) Rajputana-Malwa railway (3' 3½" gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior 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.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

Details of construction—

The open mileage of the Rajputana-Malwa railway is 1,778.06 miles. It is made up of the following sections:—
(1) *Rajputana section*, main line (Delhi to Ahmedabad), 539.37 miles; Rewari-Bandikui-Phulera loop, 173.89 miles; and branches, 139.03 miles; (2) *Malwa section*, main line (Khandwa to Ajmer), 393.19 miles; branch, 14.28 miles; (3) *Cawnpore-Achnera section*, main line (Cawnpore to Achnera), 243.20 miles; branches, 12.33 miles; (4) *Rewari-Fazilka section*, 262.77 miles.

The Rajputana section was sanctioned in 1870 and was opened in 1881; the Malwa section was sanctioned in 1872, opened in 1881; the Cawnpore-Achnera section was sanctioned in 1874, opened in 1884; and the Rewari-Fazilka section was sanctioned in 1881, opened in 1885. 2.92 miles of the line are double track.

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41½-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41½-lb. and 50-lb. steel rails on deodar sleepers. The Rewari-Fazilka section has 41½-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *via* the Rewari-Phulera Chord, 402.27 miles; Rewari-Bandikui-Phulera loop, 173.76 miles, and branches, 93.84 miles; (2) Malwa section, main line, Khandwa to Ajmer, 84.93 miles, and branch 2.17 miles; (3) Cawnpore-Achnera section, main line, 145.47 miles and Brindaban branch, 3.71 miles; and (4) Rewari-Fazilka section 112.59 miles including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the Malwa section between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani where it is 1 in 40.

Terms of contracts—

The Rajputana-Malwa and Godhra-Rutlam-Nagda railways are worked together as one undertaking under the following contract:—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

For general conditions, see 2 (a), Bombay, Baroda and Central India railway proper.

APPENDIX 38—contd.

History of railways constructed and in progress.
[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (q)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (m) Rajputana-Malwa railway (3' 3 3/4" gauge)—concl'd.

Statistics of working—

TABLE I (including the Godhra-Rutlam-Nagda railway).

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	7,06,47,354	38,64,997	15,41,903	2.18	28,43,439	...	-13,01,536
1880	8,38,87,014	59,12,511	17,33,714	2.07	35,81,449	...	-18,47,785
1881	9,30,43,645	94,70,410	35,96,044	3.86	37,43,505	...	-1,52,461
1882	9,94,83,933	1,14,82,614	52,84,668	5.31	38,74,919	...	+14,09,749
1883	11,08,57,933	1,35,64,166	63,39,208	5.72	40,74,808	...	+22,64,400
1884	11,92,08,595	1,46,20,446	61,92,677	5.19	43,90,548	...	+18,02,129
1885	12,22,63,117	1,73,00,501	79,71,964	6.52	49,10,379	...	+30,81,585
1886	12,80,59,407	1,82,98,610	89,55,549	6.99	51,72,731	5,75,389	+32,07,429
1887	12,87,69,487	1,65,28,203	81,24,547	6.21	51,86,578	3,91,932	+25,46,037
1888	12,96,59,656	1,86,14,714	96,31,727	7.43	52,27,345	6,70,044	+37,34,338
1889	13,02,53,556	1,99,30,005	1,07,97,217	8.29	52,48,393	9,11,158	+46,37,166
1890	13,00,01,510	1,74,28,281	86,42,525	6.65	52,61,238	4,80,624	+29,00,613
1891	13,17,20,440	2,17,89,570	1,23,17,065	9.35	53,13,844	12,04,507	+57,98,714
1892	14,34,24,072	2,24,00,454	1,32,14,774	9.21	56,14,176	13,52,989	+62,47,609
1893	14,30,06,325	2,26,33,265	1,33,25,640	9.33	57,00,508	13,12,591	+63,12,241
1894	14,72,89,588	2,51,44,200	1,54,75,342	10.51	58,77,844	16,90,156	+79,07,342
1895	15,55,56,871	2,45,42,974	1,44,02,358	9.26	59,78,606	14,48,443	+65,75,309
1896	15,03,08,343	2,10,21,002	1,13,79,807	7.57	60,63,242	8,24,541	+44,92,024
1897	14,94,51,054	1,84,74,358	1,00,97,008	6.76	60,48,581	5,67,228	+34,81,199
1898	15,03,74,730	2,23,17,315	1,19,05,991	7.91	66,77,309	10,73,133	+47,55,549
1899	15,14,26,773	2,60,94,541	1,47,30,143	9.73	60,92,658	15,12,259	+71,25,231
1900	15,31,25,211	2,91,75,054	1,60,55,050	10.48	61,35,151	13,30,625	+85,89,274
1901	15,43,58,824	2,78,62,296	1,48,89,645	9.65	61,89,498	...	+87,00,147
1902	15,64,35,445	2,58,96,694	1,36,25,409	8.71	62,80,315	5,644	+73,39,450
1903	15,78,84,712	2,27,25,664	1,13,42,360	7.18	62,84,957	...	+50,57,403
1904	16,17,31,683	2,33,65,288	1,21,57,833	7.52	64,55,047	...	+57,02,786
1905	16,28,49,828	2,24,44,243	1,62,29,896	9.97	64,41,437	...	+97,88,459
1906	16,65,57,367	2,80,04,905	1,47,43,530	8.85	65,99,940	...	+81,43,590
1907	16,85,93,587	2,87,22,171	1,43,93,902	8.54	53,09,963	...	+90,83,939

TABLE II.

Calendar year.	Rajputana-Malwa, 3' 3 3/4".		Holkar and Sindia-Neemuch, 3' 3 3/4".		Western Rajputana, 3' 3 3/4".		Rewari-Ferozepore, 3' 3 3/4".		Muttra-Hathras, 3' 3 3/4".		Cawnpore-Farukhabad, 3' 3 3/4".		Muttra-Achnera, 3' 3 3/4".		Cawnpore-Achnera, 3' 3 3/4".		Godhra-Rutlam-Nagda, 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.	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.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1873	32	96.59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874	69	80.37	60	84.02	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875	98	64.04	123	91.71	...	...	...	...	108	53.18	...	...	...	...	...	...	...	...
1876	114	65.40	99	92.87	...	...	...	...	55	57.74	...	...	...	...	...	...	...	...
1877	130	67.99	86	76.86	...	...	...	...	66	54.86	...	...	...	...	...	...	...	...
1878	136	61.97	122	67.50	...	...	...	...	65	53.33	...	...	...	...	...	...	...	...
1879	153	66.74	128	74.53	86	86.08	...	...	83	54.97	...	...	...	...	...	...	...	...
1880	152	66.88	118	74.74	151	85.79	...	...	89	57.35	18	233.15	...	...	...	...	...	...
1881	189	60.41	132	69.11	...	...	...	...	90	69.19	65	69.76	39	89.01	...	...	...	...
1882	188	53.07	...	...	...	...	...	...	84	76.97	80	67.36	57	86.42	...	...	...	...
1883	219	52.18	...	...	...	...	75	81.28	...	...	...	...	...	80	63.98	...	...	...
1884	223	56.92	...	...	...	...	96	67.28	...	...	...	...	...	81	69.17	...	...	...
1885	224	52.81	...	...	...	...	...	...	...	...	...	...	...	70	87.87	...	...	...
1886	212	50.27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887	191	50.84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1888	215	48.26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1889	230	45.82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890	200	50.41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1891	251	43.47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1892	257	41.01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1893	259	41.12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	41.61
1894	285	38.19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	106	40.64
1895	269	46.29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	184	57.01
1896	227	44.35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	189	62.27
1897	212	46.60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	146	72.02
1898	241	42.83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	181	51.14
1899	285	42.06	...	...	...	...	...	...	...	...	...	...	...	...	...	...	172	58.34
1900	317	43.18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	219	46.84
1901	313	46.29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	156	45.15
1902	291	47.54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140	46.27
1903	253	49.16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	147	48.29
1904	260	47.63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	158	47.62
1905	296	42.95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	224	42.78
1906	287	47.37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	217	47.04
1907	292	50.35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	247	43.02

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (q)}: BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2(a) Vijapur-Kalol-Kadi railway (3' 3½" gauge)—

Details of construction—

This railway is 41.37 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—16 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and shingle.

Fencing.—Only station yards and 11.07 miles of the Vijapur-Kalol section are fenced.

Curves.—The sharpest curve is of 3,820 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1899	Rs. 7,534	Rs. ...	Rs. ...	...	Rs. ...	...
1900	29,835	...	...	...	...	...
1901	6,60,716	...	...	...	...	...
1902	10,47,188	19,514	9,226	1.18	23	52.72
1903	11,84,246	56,916	28,732	2.43	31	49.43
1904	13,35,402	74,572	40,083	3.00	35	46.25
1905	13,19,586	87,131	50,496	3.83	40	42.05
1906	13,24,625	95,660	50,648	3.82	44	47.05
1907	13,05,631	1,14,340	60,246	4.61	53	47.31

2 (o) Gaekwar's Dabhoi railway (2' 6" gauge)—

Details of construction—

The total length of the railway is 94.48 miles. It consists of three sections, Miyagam to Chandod, 30.62 miles; Dabhoi to Bodeli, 22.41 miles; and Dabhoi to Masor Road, 41.45 miles. The construction of these sections was first sanctioned in 1872, 1877 and 1879, respectively, and they were opened throughout in 1879, 1890 and 1904, respectively.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road.

Ballast.—The line is chiefly ballasted with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Terms of contracts—

The line is owned by the Baroda State and worked under—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.
_{Sub-heads (a) to (g)}

2 (o) Gaekwar Dabhoi railway (2' 6" gauge)—concl'd.

Terms of contracts—concl'd.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Baroda State.*Currency of agreement.*—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December.*Terms of working.*—The Company work the railway at actual cost, plus 12½ per cent. of total working expenses (but not less than Rs. 500 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.*Rates and fares.*—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally to those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.						TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	REMARKS.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)
	Rs.	Rs.	Rs.				Rs.	
1879	9,62,450	72,083	31,608	3.28		1878	21	98.34
1880	11,65,540	1,28,825	65,188	5.59		1874	32	75.78
1881	12,57,448	1,41,288	48,849	3.88		1875	33	78.11
1882	12,78,942	1,44,022	46,747	3.66		1876	38	75.85
1883	12,73,680	1,46,970	38,585	3.05		1877	45	75.20
						1878	48	62.42
						1879	46	56.15
1884	12,80,177	1,49,091	48,560	3.80		1880	51	49.44
1885	13,11,229	1,52,288	55,628	4.24		1881	46	65.41
1886	13,58,502	1,53,699	39,398	2.90		1882	47	67.54
1887	13,46,259	1,56,352	47,339	3.52		1883	48	73.75
1888	13,74,295	1,45,757	43,854	3.19		1884	49	67.43
						1885	50	63.47
						1886	50	74.37
1889	16,10,398	1,42,989	49,398	3.07		1887	51	69.78
1890	17,53,877	1,95,028	74,570	4.25		1888	48	69.91
1891	17,94,157	2,01,165	63,126	3.50		1889	47	65.45
1892	18,47,408	3,36,609	1,06,510	5.77		1890	57	61.76
1893	18,55,158	2,52,108	1,82,507	7.14		1891	54	66.18
						1892	64	55.36
1894	18,88,774	2,40,316	95,429	5.05		1893	68	47.44
1895	19,08,757	2,34,473	96,764	5.02		1894	65	60.29
1896	20,74,756	2,58,788	1,25,657	6.06		1895	63	58.73
1897	21,08,574	2,20,901	50,949	2.42		1896	69	51.44
1898	21,18,491	2,10,240	-26,538	...		1897	56	76.94
						1898	51	112.65
1899	21,17,536	2,45,974	87,571	4.14		1899	60	64.40
1900	21,17,523	2,35,281	61,606	2.94		1900	57	73.82
1901	21,14,302	2,53,986	73,427	3.47		1901	62	71.08
1902	22,34,828	2,22,573	76,367	3.42		1902	54	65.69
1903	23,60,588	2,60,550	7,467	0.32				
					The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.	1903	60	97.13
1904	24,64,882	2,98,906	1,26,426	5.13		1904	65	57.70
1905	24,72,909	3,72,467	2,04,004	8.25		1905	76	45.23
1906	24,75,537	3,94,617	1,78,685	7.22		1906	80	54.75
1907	25,62,795	4,69,515	2,62,120	10.23		1907	95	44.17

2 (p) Rajpipla railway (2' 6" gauge)—

Details of construction—

This line, which connects Anklesvar with Nandod, is 37.37 miles long. Its construction was sanctioned in 1894 and it was opened in 1899.

Permanent-way.—The line is laid with 41½-lb. flat-footed steel rails on half-round jungle teak sleepers.*Ballast.*—The line is chiefly ballasted with coarse river sand.*Fencing.*—Only the station yards and small lengths at miles 4 and 9 are fenced.*Curves.*—The sharpest curve is of 1,432 feet radius.*Gradients.*—The ruling gradient is 1 in 150.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 2} _{Sub-heads (a) to (g)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—concl'd.

2 (p) Rajpipla railway (2' 6" gauge).—concl'd.

Terms of contracts—

The line is owned by the Rajpipla State and is worked under—

Agreement of—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Rajpipla State.

Currency of agreement.—The agreement may be terminated by either party at the end of any calendar half-year or one year's notice from either side.

Terms of working.—The Rajpipla State is debited with the actual cost of working; and in addition one per cent on the net earnings of the Rajpipla railway as contribution to the Provident Fund and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Rajpipla State and to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i. e., (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1894	12,674	...	...	...	...	...
1895	77,265	...	...	...	...	...
1896	4,09,141	...	...	...	...	...
1897	7,55,792	5,705	—6,534	...	11	214.53
1898	11,03,333	10,624	—9,172	...	11	186.53
1899	13,07,820	35,809	8,478	0.65	22	76.32
1900	13,10,159	49,463	12,139	0.93	25	75.46
1901	13,06,822	47,182	10,487	0.80	24	77.77
1902	13,05,415	38,726	10,131	0.78	20	73.84
1903	13,04,281	44,830	10,674	0.82	23	76.19
1904	13,04,522	49,207	16,890	1.29	25	65.68
1905	13,04,522	62,017	28,194	2.16	32	54.54
1906	13,04,867	67,137	32,526	2.49	35	51.53
1907	13,51,850	80,163	42,829	3.17	41	46.58

2 (q) Kosamba-Zankavav railway (2' 6" gauge).

The line will be 26.44 miles long. Its construction by the Bombay, Baroda and Central India Railway Company from funds provided by the Gaekwar of Baroda was sanctioned in 1907.

Number ^{Main head 3} _{Sub-heads (a) to (d)} EASTERN BENGAL STATE RAILWAY SYSTEM—

Lines comprising the system.—The Eastern Bengal State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Eastern Bengal State railway, Eastern, Southern and Central sections (5' 6" gauge)	507.47	...	507.47
(b) { Eastern Bengal State railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati and Katihar Godagari extensions (3' 3½" gauge) Ranaghat-Krishnagar and Teesta-Kurigram branches and British section of the Santrabari extension (2' 6" gauge)	711.11	225.26	936.37
(c) Mymensingh-Jamalpur-Jagannathganj railway (3' 3½" gauge)	55.03	...	55.03
(d) Cooch Behar railway (2' 6" gauge)	53.90	...	53.90
	33.60	...	33.60
Total	1,361.11	225.26	1,586.37

Running powers—

Foreign line over home line:—

East Indian railway	{	Naihati to Kidderpore Dock Junction	for passenger and goods trains	} 34.50
		" " " " " "	for goods trains only	
		" " " " " "	for coal only	

3 (a) Eastern Bengal State railway, Eastern, Southern and Central sections (5' 6" gauge)—

Details of construction—

The open mileage of the standard gauge portion of this system amounts to 507.47 miles, which may be divided into (1) Eastern section, main line, 145.07 miles, branches, 163.89 miles; (2) Southern section, main line, 29.20 miles, branches, 41.62 miles; (3) Central section, main line, 104.51 miles, branches, 23.18 miles. Of these 111.34 miles are double and 3.13 miles quadruple line.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 3} _{Sub-heads (a) to (d).} EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.*3 (a) Eastern Bengal State railway, Eastern, Southern and Central sections (5' 6" gauge)—*concl'd.*Details of construction—*concl'd.*

Sanction was first given to the construction of the above mentioned sections of the Eastern Bengal State railway in 1859, 1862 and 1881, respectively, and they were opened throughout in 1871, 1863 and 1884.

Permanent-way.—The permanent-way on the double line portion of the Eastern section consists of 73-lb. and 75-lb. double-headed steel rails, with Denham-Olpherts' cast iron sleepers, except on the length between Calcutta and Naihati which is laid with 85-lb. bull-headed steel rails, with sal and jarrah sleepers at the joints, and the line between Naihati and Ranaghat which is laid with 90-lb. flat-footed steel rails on wooden sleepers. The single line portion of the Eastern section is also laid chiefly with 73-lb. and 75-lb. double-headed steel rails, the greater part on Denham and Olpherts' cast iron sleepers and the remainder on cast iron bowl and sal wood sleepers. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on sal sleepers.

The double line portion of the Southern section and the Budge-Budge branch are laid with 85-lb. bull-headed steel rails, the greater part on cast iron and the remainder on wooden sleepers. The single line portion of the Southern section consists of 72-lb. and 73-lb. double-headed iron and steel rails mostly on Denham and Olpherts' cast iron sleepers. The Diamond Harbour branch is laid with 64-lb. and 73-lb. double-headed steel rails mostly on Denham and Olpherts' cast iron sleepers.

The Central section is laid with flat-footed steel rails 62-lbs. to the yard on sal sleepers, except on the length between Dum Dum Cantonment and Baraset which is laid with 90-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone.

Fencing.—The whole of the Eastern section is fenced, except between Panchooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur; beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budge-Budge branches are fenced. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

3 (b) Eastern Bengal State railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati extension (3' 3½" gauge)—

Details of construction—

The metre gauge section comprises an open mileage of 711.11 miles and may be divided into (1) *Northern section* main line, 196.85 miles, branches, 161.51 miles; (2) *Behar section*, main line, 84.88 miles, branches, 95.18 miles; (3), *Dacca section*, 85.92 miles; (4) *Kaunia-Dhubri section*, 51.02 miles and (5) Gauhati extension, 35.75 miles.

In addition to the above 225.26 miles were under construction.

Sanction was first given to the construction of (1), (2), (3) and (4) of the above-mentioned sections in 1874, 1881, 1882 and 1899, respectively, and they were opened through in 1878, 1889, 1885 and 1902. (5) was sanctioned in 1902 and opened up to mile 35.75 only in 1906.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 50 lbs. and 41½ lbs. per yard, on sal sleepers. On the Northern section, Sara to Siliguri, and the Brahmaputra-Sultanpur and Kaunia-Bonarpara branches and on the Gauhati extension the rails are 50-lb. On the Behar and Kaunia-Dhubri sections, Manihari Ghat to Dhubri, the greater part of the rails are 50-lb., and the remainder are 41½-lb. On the Kosi branch and the Dacca section the rails are all 41½-lb. On the Barsoi-Kissengunge branch the rails are mostly flat-footed iron, 40 lbs. per yard, the remainder being 41½-lb. steel. The sleepers are mostly sal, but there are also metal sleepers of various types.

Ballast.—The whole of the line, except the portion from Golokganj Junction to Dhubri, the Kaunia-Bonarpara branch and the Gauhati extension, is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

Fencing.—The whole of the 3' 3½" gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension and the portions from Golokganj Junction to Dhubri and Dacca to Mymensingh.

Curves.—The sharpest curve is of 1,416 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

3 (c) Eastern Bengal State railway, Ranaghat-Krishnagar and Teesta-Kurigram branches, and the British section of the Santrabari extension (2' 6" gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal State railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2' 6" gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharila branch. The line from Teesta Junction to Mogalhat has been converted to the 3' 3½" gauge to form an integral part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Details of construction—

The Ranaghat-Krishnagar branch is 20.25 miles long. Its construction was sanctioned in 1895 and it was opened in 1899.

The Teesta-Kurigram branch is 14.99 miles long; it was opened in 1881.

The British section of the Santrabari extension of the Cooch Behar railway is 19.79 miles long. Its construction was sanctioned in 1897 and it was opened in 1901.

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pyinkado and sal. On the Santrabari extension the rails are flat-footed iron, 40-lbs. per yard, and flat-footed steel, 41½ lbs. per yard, laid on sal sleepers.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted; the Teesta-Kurigram branch is not ballasted; and the Santrabari extension is now being ballasted with stone.

Fencing.—No lines on the 2' 6" gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santrabari extension the ruling gradient is 1 in 100, and there is a short grade of 1 in 50 near the terminus (Jainti.)

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 3 EASTERN BENGAL STATE RAILWAY SYSTEM—contd.
Sub-heads (a) to (d)
3 (a) and (b) Eastern Bengal State railway (5' 6", 3' 3½" and 2' 6" gauge sections)—contd.
Statistics of working—
TABLE I.

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	REMARKS.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	6,23,44,476	60,22,372	25,79,314	4.14	28,51,165	...	3,67,326	-6,39,177	
1880	6,33,72,354	66,91,060	33,75,186	5.33	29,27,692	...	5,34,950	-87,456	
1881	6,39,51,905	75,05,736	42,86,406	6.70	28,50,922	...	8,24,125	+6,11,359	
1882	6,50,12,846	85,79,404	47,17,459	7.26	27,92,607	...	8,95,329	+10,29,523	
1883	7,01,85,023	80,73,465	47,10,716	6.70	29,48,783	3,50,920	4,93,223	+12,63,710	
1884	6,58,68,080	78,12,979	24,80,526	3.77	15,92,486	7,22,920	...	+5,37,120	
1885	7,31,60,273	72,85,916	25,25,336	3.45	21,82,794	...	...	-8,80,378	
1886	8,00,56,752	82,73,918	30,89,720	3.86	24,34,239	19,04,750	...	-12,49,269	
1887	8,11,53,166	94,30,399	45,04,782	5.55	41,71,008	14,90,152	...	-11,56,378	
1888	8,59,09,629	1,05,19,210	55,25,424	6.44	28,83,744	20,11,011	...	+6,30,669	
1889	8,79,71,516	1,11,76,874	61,91,025	7.04	30,18,708	20,48,953	...	+11,28,966	
1890	10,00,68,626	1,14,78,382	60,70,323	6.07	30,96,150	18,14,110	...	+11,60,063	
1891	10,31,46,023	1,28,75,440	65,82,100	6.33	33,97,743	17,51,621	...	+18,82,736	
1892	10,60,47,429	1,15,56,446	62,83,727	5.88	38,86,181	16,53,922	...	+6,93,624	
1893	10,68,29,000	1,20,51,147	66,35,138	6.21	39,53,310	16,49,185	...	+10,32,643	
1894	10,73,52,685	1,40,15,726	83,55,559	7.78	41,01,624	18,91,850	...	+28,60,085	
1895	10,71,92,132	1,45,09,789	89,74,474	8.37	41,50,415	18,72,565	...	+29,51,494	
1896	10,97,80,618	1,50,81,670	90,02,286	8.20	41,06,132	17,56,150	...	+31,40,004	
1897	11,47,69,205	1,47,62,238	80,60,613	7.02	42,80,568	16,53,278	...	+21,26,831	
1898	11,78,54,619	1,47,17,879	83,85,064	7.07	43,89,358	15,75,020	...	+23,70,688	
1899	12,16,49,777	1,56,12,486	83,01,083	6.82	45,00,276	15,62,391	...	+22,38,416	
1900	12,62,77,100	1,71,00,460	92,46,424	7.32	47,02,516	15,66,769	...	+29,77,139	
1901	13,24,19,708	1,65,99,440	83,08,281	6.27	41,11,665	23,87,123	...	+18,59,493	
1902	14,04,15,194	1,78,93,098	91,48,340	6.52	44,25,893	23,29,895	...	+23,92,562	
1903	15,21,86,102	1,81,52,429	88,57,094	5.82	47,10,867	23,33,377	...	+18,12,850	
1904	16,55,23,769	1,94,63,098	88,23,372	5.33	50,38,906	23,33,925	33,597	+14,16,945	
1905	19,29,72,987	2,03,73,194	96,19,904	4.99	56,28,338	23,33,750	...	+16,57,836	
1906	20,23,66,593	2,46,31,081	1,06,08,661	5.24	63,28,666	23,33,925	...	+19,46,070	
1907	21,54,21,452	2,65,68,569	1,03,15,731	4.79	59,75,335	25,06,710	...	+18,33,736	

TABLE II.

Calendar year.	3 (a)				3 (b)							
	Eastern, Southern and Central sections (5' 6" gauge).		Calcutta and South-Eastern section (5' 6" gauge).		Northern Bengal (State) (3' 3½" gauge).		Kannia-Dharlla (2' 6" gauge).		Northern, Bihar and Kannia-Dhurbri sections and Ganhati extension, including the Ranaghat-Krishnagar and Teesta-Kurigram branches and the British section of the Santrabari extension (3' 3½" and 2' 6" gauges).		Dacca section (3' 3½" gauge).	
	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.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
1862	94	55.59	36	128.39	...	...	...	...	...	...	...	...
1863	149	48.43	38	131.07	...	...	...	...	...	...	...	...
1864	176	53.07	53	137.03	...	...	...	...	...	...	...	...
1865	233	43.98	75	114.32	...	...	...	...	...	...	...	...
1866	243	51.05	79	118.59	...	...	...	...	...	...	...	...
1867	279	49.71	64	133.60	...	...	...	...	...	...	...	...
1868	308	46.33	60	173.12	...	...	...	...	...	...	...	...
1869	313	50.29	55	145.54	...	...	...	...	...	...	...	...
1870	335	55.69	55	104.83	...	...	...	...	...	...	...	...
1871	270	56.01	40	90.82	...	...	...	...	...	...	...	...
1872	344	66.60	40	92.07	...	...	...	...	...	...	...	...
1873	377	40.08	70	102.56	...	...	...	...	...	...	...	...
1874	433	52.18	68	78.35	...	...	...	...	...	...	...	...
1875	356	62.16	71	80.48	...	...	...	...	...	...	...	...
1876	401	43.66	68	108.62	...	...	...	...	...	...	...	...
1877	529	41.07	81	81.74	20	140.29	...	...	...	...	...	...
1878	512	43.71	56	75.08	81	75.31	...	...	...	...	...	...
1879	494	45.97	92	68.44	101	99.96	...	...	...	...	...	...
1880	540	44.81	08	71.32	114	60.10	...	...	...	...	...	...
1881	621	40.91	104	66.43	137	51.23	...	...	...	...	...	...
1882	611	40.60	130	97.42	160	49.04	25	92.97	...	...	...	...
1883	468	50.14	109	54.97	169	49.20	33	81.49	...	...	...	...
1884	422	54.06	...	...	156	69.93	39	78.26	...	...	...	...
1885	330	61.25	...	...	153	70.16	31	107.29	...	...	...	...
1886	403	61.97	Included with Eastern and Southern sections.	...	189	52.85	29	122.87	...	...	47	141
1887	268	52.23	...	...	...	...	...	...	...	...	56	111
1888	546	47.47	...	...	Included with Eastern and Southern sections.	...	...	...	Included with Eastern and Southern sections.	...	...	...
1889	563	44.60	...	...	...	...	...	...	...	...	...	...
1890	521	47.12	...	...	...	...	...	...	...	...	...	...
1891	562	43.61	...	...	...	...	...	...	...	...	...	...
1892	562	41.32	...	...	...	...	...	...	...	...	...	...
1893	529	43.74	...	...	...	...	...	...	181	55.48	93	63
1894	621	40.33	...	...	...	...	...	...	165	47.82	85	64
1895	649	35.97	...	...	...	...	...	...	182	45.17	96	62
1896	676	39.74	...	...	...	...	...	...	191	39.14	112	54
1897	676	46.48	...	...	...	...	...	...	199	40.29	120	51
1898	652	41.86	...	...	...	...	...	...	212	40.04	115	53
1899	646	49.30	...	...	...	...	...	...	195	42.44	114	51
1900	689	47.75	...	...	...	...	...	...	201	44.88	129	51
1901	678	50.89	...	...	...	...	...	...	218	42.21	131	51
1902	728	48.18	...	...	...	...	...	...	245	42.14	146	51
1903	707	50.27	...	...	...	...	...	...	225	46.91	157	61
1904	751	53.14	...	...	...	...	...	...	235	48.65	146	61
1905	613	54.61	...	...	...	...	...	...	239	50.14	144	61
1906	545	58.91	...	...	...	...	...	...	238	55.69	145	61
1907	677	62.97	...	...	...	...	...	...	241	48.77	165	61
			...	...	...	...	...	...	243	54.06	199	51
			...	...	...	...	...	...	233	57.96	220	61

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 3 EASTERN BENGAL STATE RAILWAY SYSTEM—contd.
Sub-heads (a) to (d)

3 (a) and (b) Eastern Bengal State railway (5' 6", 3' 3½" and 2' 6" gauge sections)—contd.

Statistics of working—contd.

The tables below show the statistics of working of the Central section, the Brahmaputra-Sultanpur and Ranaghat-Krishnagar branches before they were purchased by the State.

Central section (late Bengal Central railway) (5' 6" gauge).

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1881	10,51,983	...	...	...	51,616	...	-51,616	...	...
1882	46,38,355	...	...	...	1,85,534	...	-1,85,534	...	...
1883	79,36,225	1,07,954	-39,390	...	3,17,449	...	-3,56,839	64	186.50
1884	90,54,719	4,54,897	-1,19,682	...	3,62,189	...	-4,81,871	76	126.31
1885	90,04,061	5,95,958	8,238	0.09	3,60,182	...	-3,51,929	82	98.46
1886	89,65,705	5,67,348	-42,528	...	3,75,210	...	-4,17,738	87	102.70
1887	91,09,422	6,48,494	-7,928	...	4,60,840	...	-4,89,768	100	101.22
1888	92,58,170	7,12,901	1,58,145	1.71	5,19,942	...	-3,61,797	110	77.82
1889	94,46,671	7,97,191	2,95,983	3.13	5,18,693	...	-2,22,705	113	59.85
1890	96,88,212	6,67,804	2,45,907	2.54	4,39,962	58,992	-2,53,017	103	63.18
1891	99,44,945	8,11,666	3,27,736	3.30	4,72,482	73,429	-2,18,175	125	59.62
1892	1,00,65,784	7,69,347	3,12,903	3.11	5,30,251	74,600	-2,91,948	118	59.33
1893	1,00,88,983	7,83,529	3,14,992	3.12	5,37,007	79,647	-3,01,662	121	59.80
1894	1,01,41,094	8,20,179	2,41,182	2.97	6,11,415	...	-3,70,233	126	60.92
1895	1,01,77,466	9,47,391	3,98,809	3.92	6,08,944	85,023	-2,95,158	146	57.90
1896	1,06,38,927	9,83,266	3,44,465	3.20	5,69,175	92,806	-3,16,016	144	62.85
1897	1,17,36,810	11,38,199	5,15,922	4.40	5,36,800	95,371	-1,15,158	175	56.98
1898	1,23,58,300	10,24,657	3,68,008	2.99	5,19,231	1,20,642	-2,71,865	158	64.08
1899	1,26,78,629	11,39,689	4,41,613	3.48	5,07,035	97,581	-1,62,803	158	61.23
1900	1,26,96,415	13,33,419	5,50,699	4.34	5,04,985	1,24,611	-76,897	185	53.70
1901	1,29,54,075	14,05,248	6,42,940	4.96	5,08,291	1,46,144	-11,495	194	54.25
1902	1,31,11,415	13,17,214	5,73,918	4.38	5,11,298	1,53,667	-91,047	182	56.43
1903	1,31,88,943	15,08,506	5,07,425	3.85	5,15,051	1,21,380	-1,29,456	209	66.36
1904	1,31,50,312	15,59,668	5,39,679	4.10	5,15,679	1,30,367	-1,06,967	216	65.40
1905	1,31,77,027	6,66,363	1,58,575	1.20	4,475	38,525	+1,15,575	181	76.20
Amalgamated with the Eastern Bengal State railway.									

Brahmaputra-Sultanpur (3' 3½" gauge) branch.

TABLE I.								TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1897	2,02,919	...	...	...	...	...	...	Net earnings during 1899 and 1900 were paid over to the Company and interests up to 1900 were charged to capital.	...	...
1898	12,55,457	...	...	...	...	...	...		...	...
1899	19,58,137	86,300	...	...	...	...	...		38	45.00
1900	24,20,811	1,86,587	...	...	...	...	...		58	45.00
1901	28,27,619	1,96,848	61,375	2.17	42,414	...	+18,961	64	45.00	
1902	29,17,993	2,40,424	1,32,233	4.53	86,750	9,480	+36,003	78	45.00	
1903	29,42,486	2,54,379	1,89,908	4.75	83,185	22,742	+28,981	82	45.00	
1904	...	...	...	...	...	...	...	...	...	...
Amalgamated with the Eastern Bengal State railway.										

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 3} Sub-heads (a) to (d) EASTERN BENGAL STATE RAILWAY SYSTEM—contd.

3 (a) and (b) Eastern Bengal State railway (5' 6", 3' 3½" and 2' 6" gauge sections)—concl'd.

Statistics of working—concl'd.

Ranaghat-Krishnagar (2' 6" gauge) branch.

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	7,22,369	...	...	...	...	...	...	...	...
1899	7,27,809	46,348	8,415	1·16	12,852	20,767	2·85	59	81·84
1900	7,51,809	69,802	19,422	2·59	9,472	28,914	3·85	66	71·95
1901	7,51,157	69,117	15,185	2·02	1,465	16,650	2·22	66	78·08
1902	7,51,158	76,180	21,858	2·84	15,960	37,318	4·97	72	71·97
1903	7,43,657	86,434	33,832	4·55	5,674	39,506	5·31	82	60·83
1904	...	40,861	12,160	...	2,876	15,086	...	...	...
1st half	...	...	...	...	...	...	...	...	...
2nd half	...	...	...	...	...	...	...	...	...
				Amalgamated with the Eastern Bengal State railway.					

3 (c) Mymensingh-Jamalpur-Jagannathganj branch railway (3' 3½" gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal State railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services.

Details of construction—

This railway is 53·90 miles long. Its construction was sanctioned in 1896 and it was opened throughout in 1899.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sál sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,864 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts—

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

Government aid.—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal State railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings of the receipts from traffic stores interchanged between the Eastern Bengal State railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual capital expenditure. Land was provided free of charge.

Currency of contracts.—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent., nor being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deduction of 45 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which are included all such...

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 3 Sub-heads (a) to (d). **EASTERN BENGAL STATE RAILWAY SYSTEM—contd.****3 (c) Mymensingh-Jamalpur-Jagannathganj branch railway (3' 3½" gauge)—concl'd.**

Terms of contracts—concl'd.

Rates and fares.—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal State railway.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from E. B. S. Ry.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	1,950	...	...	...	...	...	...	...	...
1897	5,54,888	...	...	...	...	...	...	...	...
1898	10,44,638	7,660	4,218	0.40	...	4,218	0.40	27	45.00
1899	16,11,248	66,499	36,575	2.27	...	36,575	2.27	35	45.00
1900	18,78,395	1,62,028	89,116	4.74	...	89,116	4.74	58	45.00
1901	20,84,346	1,67,756	92,285	4.43	...	92,285	4.43	60	45.00
1902	22,85,677	2,05,251	1,12,888	4.94	...	1,12,888	4.94	74	45.00
1903	23,28,917	2,22,825	1,24,998	5.37	...	1,24,998	5.37	82	48.90
1904	23,51,113	2,21,168	1,24,312	5.29	...	1,24,312	5.29	81	48.79
1905	23,86,029	2,16,642	1,18,748	4.98	...	1,18,748	4.98	81	45.19
1906	24,15,248	2,72,929	1,50,030	6.21	...	1,50,030	6.21	108	45.03
1907	24,34,018	3,31,673	1,82,402	7.50	...	1,82,402	7.50	122	45.00

3 (d) Cooch Behar railway (2' 6" gauge)—

Details of construction—

This railway is 93.60 miles long, consisting of main line, 22.15 miles and branch, 11.45 miles known as the Native State section of the Cooch Behar-Santrabari extension. Its construction was sanctioned in 1891 and it was opened throughout in 1900.

Permanent-way.—The line is laid for 19.55 miles with 25-lb. and for 1.83 miles with 41½-lb. steel rails on s&l and pinkado sleepers, and for 12.22 miles with 40-lb. iron rails on s&l sleepers. All rails are flat-footed.

Ballast.—The line is laid without ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 2,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Cooch Behar railway is worked under the following agreement:—

Agreement—of 25th February 1907, having effect from the 1st January 1907, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cooch Behar State.

Currency of agreement.—The agreement came into force on and from 1st January 1907 and shall be subject to revision from time to time, and shall remain in force until the expiration of six months notice from either side.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number Main head 3 EASTERN BENGAL STATE RAILWAY SYSTEM—*concl'd.*
Sub-heads (a) to (d).3 (a) Cooch Behar railway (2' 6" gauge)—*concl'd.*Terms of contract—*concl'd.*

Terms of working.—The Eastern Bengal State railway to receive 40 per cent. of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal State railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal State railway will receive and retain up to, but not exceeding, 45 per cent. of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New minor works' up to the limit of Rs. 30 per mile per annum.

Rates and fares.—The Eastern Bengal State railway administration have full control over rates and fares.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1891	14,685	...	...	...	...	...
1892	4,09,136	...	...	...	...	...
1893	6,65,172	5,846	2,455	...	18	188.94
1894	7,14,318	40,280	8,576	1.20	35	78.71
1895	7,30,958	53,174	19,200	2.63	46	63.89
1896	7,66,734	70,128	33,570	5.03	61	45.00
1897	9,01,219	64,262	35,344	3.92	51	43.00
1898	10,82,938	66,124	6,687	0.65	57	45.00
1899	12,99,031	82,773	43,073	3.32	53	47.95
1900	12,83,906	94,792	51,602	4.02	50	49.41
1901	13,94,923	1,27,596	74,667	5.35	72	41.48
1902	13,95,766	1,34,741	74,452	5.33	71	40.31
1903	14,91,329	1,42,540	83,834	5.62	82	41.19
1904	14,71,331	1,47,575	86,996	5.91	84	41.05
1905	14,82,493	1,43,488	87,313	5.88	85	41.26
1906	14,87,786	1,68,754	77,815	5.23	97	53.69
1907	15,20,857	1,79,263	91,484	6.01	103	49.97

Number Main head 4 EAST INDIAN RAILWAY SYSTEM—
Sub-heads (a) to (d).*Chairman.*—Bazett Wetenhall Colvin, Esq.*Secretary.*—Charles W. Young, Esq.*Offices.*—Nicholas Lane, London, E. C.

Lines comprising the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) East Indian railway (5' 6" gauge)	2,208.29	218.10	2,426.39
(b) Delhi-Umballa-Kalka railway (5' 6" gauge)	162.36	...	162.36
(c) South Behar railway (5' 6" gauge)	78.76	...	78.76
(d) Tarkessur railway (5' 6" gauge)	22.23	...	22.23
Total	2,471.64	218.10	2,689.74

Running powers—

Home line over Foreign lines:—

Agra East Bank to Agra Fort, Rajputana-Malwa railway	for goods trains only	Miles.	1.00
Naihati to Kidderpore Dock Junction, Eastern Bengal State railway	} for passenger and goods trains	}	34.50
" Sealdah, " " " "			
" Chitpore, " " " "			
" Brace Bridge Junction, " " " "			
Mughal Sarai to Benares Cantonment, Ondh and Rohilkhand State railway, for passenger trains only	for coal only		10.00
Total			45.50

Foreign lines over Home line:—

Bengal-Nagpur railway at Katni	} for passenger and goods trains	}	0.30
" " " at Asansol			
" " " at Howrah	} for passenger trains only	}	1.00
Great Indian Peninsula railway, Agra to Tundla			
" " " at Cawnpore			
" " " at Manikpur	} for goods trains only	}	0.97
" " " at Katni			
North Western and Ondh and Rohilkhand State railways, Ghaziabad to Delhi	for passenger and goods trains		0.38
Total			30.05

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 4} _{Sub-heads (a) to (d)}. EAST INDIAN RAILWAY SYSTEM—contd.

4 (a) East Indian railway proper (5' 6" gauge)—

Details of construction—

The open mileage of the East Indian railway proper is 2,208.29 miles. This may be divided into (1) main line (Howrah to Delhi), 955.98 miles; (2) Grand Chord line (Sitarampur to Moghal Sarai), 281 miles; (3) Loop line (Khana junction to Kiul), 250.39 miles; and (4) branches, 720.92 miles. Of these 533.29 miles are double, 13.50 miles triple and 1.74 miles quadruple line.

There were in addition 218.10 miles of single line sanctioned for construction, of which 102.70 miles were actually under construction. The first sanction to constructing the main line was given in 1851 and it was opened throughout in 1871. The Loop line was opened in 1862 and the Grand Chord in 1906.

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Baran-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Mokameh, a distance of 284 miles, the rails are 85-lb. bull-headed, with the exception of a few short lengths which still remain to be relaid. 85-lb. bull-headed rails have also been laid on the single line between Moghal Sarai and Khaga, a distance of 147 miles, and Sitarampur to Paharpur, a distance of 134 miles. The rest of the main line and branches are laid with double-headed rails weighing 75 lbs. per yard.

As at present laid, about thirty per cent. of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sal and deodar; but of late Jharrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damuda, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia Chords. The Grand Chord is being fenced.

Curves.—The sharpest curve is of 1,525 feet radius.

Gradients.—The ruling gradient of the main line is 1 in 300, except between Raneegunge and Luckeesraï where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhaudi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildarnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digha Ghat (Bankipore junction to the right bank of the Ganges at Digha Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Khairabad, Nundi to Panuria and Salaupur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj).

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows:—

Government aid.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital representing the deferred portion, i.e., one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

Terms of contracts.—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital

sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

Currency of contracts.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

Power of Company to surrender contract.—See currency of contracts.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided in proportion of four-fifths to Government and one-fifth to the Company.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 4. EAST INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (d)

4 (a) East Indian railway proper (5' 6" gauge)—concl'd.

Terms of contracts—concl'd.

Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifteenths to Government and one-fifteenth to the Company.

Rates and fares.—Certain maxima and minima rates and fares have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	REMARKS.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	34,32,77,360	4,35,46,730	2,86,14,479	8.34	1,65,74,363	...	61,25,877	+ 59,14,239	
1880	34,35,77,327	4,35,04,947	2,86,72,035	8.35	*1,98,06,268	...	17,72,690	+ 70,93,082	* Interest in 1880 includes minority charges, which cannot be separated.
1881	34,87,68,677	4,54,11,472	3,08,35,036	8.84	31,05,426	1,73,92,000	20,68,867	+ 82,78,748	
1882	35,07,21,455	4,71,17,594	2,96,57,086	8.46	32,81,764	1,73,92,000	17,88,073	+ 71,95,249	
1883	35,24,91,304	4,94,67,085	3,11,50,980	8.84	38,16,170	1,72,57,772	19,99,731	+ 80,77,307	
1884	35,57,88,760	4,88,98,714	2,78,22,008	7.68	35,58,035	1,78,50,459	11,72,323	+ 47,41,186	
1885	35,85,96,619	4,68,86,914	3,30,16,960	9.21	38,13,262	1,79,75,714	16,29,502	+ 95,98,492	
1886	36,06,85,918	4,66,70,853	3,05,13,359	8.46	39,91,104	1,89,50,137	14,97,276	+ 60,74,842	
1887	36,12,14,691	4,60,65,661	3,18,34,263	8.67	40,70,944	1,92,18,333	15,87,252	+ 64,62,784	
1888	36,09,27,530	4,54,36,902	3,08,35,075	8.40	40,73,297	2,03,43,530	11,64,693	+ 47,53,555	
1889	36,19,22,300	4,49,57,901	2,94,05,230	8.12	41,84,108	2,09,60,000	8,31,347	+ 34,29,775	
1890	36,21,32,758	4,40,57,665	2,98,26,815	8.24	41,83,278	2,08,48,530	10,37,019	+ 42,62,988	
1891	36,15,18,827	4,56,87,001	3,60,37,028	9.97	43,93,426	1,86,94,054	26,45,392	+ 1,03,04,156	
1892	36,24,97,506	4,91,41,600	3,48,16,719	9.60	37,25,754	2,06,47,164	20,88,760	+ 83,55,041	
1893	36,91,20,357	5,08,44,654	3,60,94,293	9.78	46,90,869	2,34,46,780	17,04,125	+ 68,16,499	
1894	37,24,36,356	5,26,89,485	3,64,26,405	9.78	43,37,988	2,43,89,582	15,39,767	+ 61,59,068	
1895	37,32,18,020	5,41,50,856	3,78,34,726	10.00	45,73,681	2,61,01,122	14,29,078	+ 57,30,845	
1896	38,27,66,003	5,40,69,142	3,67,77,892	9.61	46,90,562	2,58,59,455	12,45,733	+ 49,81,932	
1897	39,39,91,173	5,88,28,013	4,14,93,469	10.53	48,20,238	2,47,84,406	23,87,763	+ 95,51,082	
1898	40,71,94,336	5,97,96,060	4,08,07,269	10.02	50,46,514	2,32,64,533	24,99,244	+ 99,96,978	
1899	42,70,40,208	6,35,45,974	4,26,60,018	9.99	54,64,902	2,21,45,516	30,09,920	+ 1,20,39,680	
1900	44,28,43,540	6,84,74,972	4,47,15,571	10.10	60,18,054	2,15,60,963	18,09,104	+ 1,53,27,450	
1901	45,66,59,069	7,08,96,636	4,57,13,311	10.01	65,46,878	2,16,82,360	18,51,450	+ 1,56,32,623	
1902	47,06,40,852	6,77,38,713	4,29,30,833	9.13	70,34,492	2,16,46,868	16,19,965	+ 1,26,79,508	
1903	48,79,61,454	6,99,72,699	4,63,98,422	9.52	74,46,371	2,16,15,000	16,82,231	+ 1,56,54,920	
1904	50,26,09,029	7,59,71,544	5,05,64,422	10.06	80,23,978	2,16,15,000	20,64,276	+ 1,83,61,168	
1905	52,58,72,727	7,50,47,139	4,81,85,134	9.16	86,75,860	2,16,15,000	18,62,075	+ 1,60,32,199	
1906	54,79,28,490	8,02,50,910	4,87,80,504	8.90	94,14,920	2,16,15,000	18,50,039	+ 1,59,00,545	
1907	56,77,47,624	8,11,29,807	4,84,37,624	8.87	1,01,92,970	2,16,15,000	18,14,901	+ 1,48,14,753	

TABLE II.

Calendar year.	East Indian (5' 6" gauge).		Patna-Gya (5' 6" gauge).		Nalhati (4' 0" gauge).		Dildarnagar-Ghazipur (5' 6" gauge).		Calendar year.	East Indian (5' 6" gauge).		Patna-Gya (5' 6" gauge).		Nalhati (4' 0" gauge).		Dildarnagar-Ghazipur (5' 6" gauge).	
	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.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
1854	Rs. 131	62.18	...	...	...	...	...	...	1881	Rs. 578	31.85	Rs. 173	65.11	Rs. 47	79.20	Rs. 63	99.52
1855	108	51.97	...	...	...	...	...	...	1882	601	36.94	184	60.51	51	73.05	73	85.24
1856	167	40.62	...	...	...	...	...	...	1883	630	36.95	158	51.93	57	69.63	80	49.87
1857	232	38.12	...	...	...	...	...	...	1884	558	37.61	174	57.48	55	90.84	75	58.87
1858	279	46.49	...	...	...	...	...	...	1885	589	35.25	174	52.52	54	82.08	75	52.23
1859	253	44.77	...	...	...	...	...	...	1886	591	34.59	180	52.01	59	85.29	76	52.05
1860	231	48.36	...	...	...	...	...	...	1887	583	31.70	178	46.53	65	70.57	77	46.45
1861	240	46.49	...	...	...	...	...	...	1888	587	33.24	168	47.97	74	78.39	74	91.13
1862	192	53.81	...	...	...	...	...	...	1889	557	34.59	175	48.70	73	78.18	...	...
1863	222	55.01	...	...	...	...	...	...	1890	538	31.85	174	45.80	71	78.01	...	...
1864	253	50.79	...	...	...	...	...	...	1891	615	27.21	204	42.76	66	62.97	...	...
1865	311	44.82	...	...	...	...	...	...	1892	587	28.47	193	42.94	66	62.97	...	...
1866	374	44.24	...	...	36	105.15	...	...	1893	584	27.44	...	...	...	...	...	...
1867	369	48.91	...	...	45	68.81	...	...	1894	604	30.87	...	...	...	...	...	...
1868	346	44.88	...	...	57	83.60	...	...	1895	603	31.07	...	...	...	...	...	...
1869	399	44.42	...	...	60	59.64	...	...	1896	597	31.98	...	...	...	...	...	...
1870	424	43.68	...	...	60	48.77	...	...	1897	649	29.47	...	...	...	...	...	...
1871	333	43.36	...	...	55	59.07	...	...	1898	658	31.76	...	...	...	...	...	...
1872	368	41.44	...	...	53	57.14	...	...	1899	697	32.84	...	...	...	...	...	...
1873	382	38.75	...	...	60	60.06	...	...	1900	708	34.78	...	...	...	...	...	...
1874	474	35.70	...	...	61	67.22	...	...	1901	733	35.06	...	...	...	...	...	...
1875	374	39.58	...	...	57	78.42	...	...	1902	687	36.55	...	...	...	...	...	...
1876	452	35.08	...	...	54	111.15	...	...	1903	692	33.64	...	...	...	...	...	...
1877	565	31.85	...	...	64	100.47	...	...	1904	749	33.39	...	...	...	...	...	...
1878	507	35.69	...	...	64	79.41	...	...	1905	738	35.74	...	...	...	...	...	...
1879	552	32.86	121	55.64	65	67.56	...	...	1906	732	138.65	...	...	...	...	...	...
1880	549	33.04	162	56.13	49	105.39	56	128.33	1907	1682	139.74	...	...	...	...	...	...

† Excluding the annual rental paid to the South Bihar Railway Company.

* Includes the South Bihar railway which is now worked as part of the undertaking.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 4} Sub-heads (a) to (d). **EAST INDIAN RAILWAY SYSTEM—contd.**

4 (b) Delhi-Umballa-Kalka railway (5' 6" gauge)—

Chairman.—Colonel Alexander Jerome Filgate, R.E.

Secretary.—C. E. Rutter, Esq.

Offices.—17, Victoria Street, Westminster, S. W.

Details of construction—

This railway is 162·36 miles long. It was opened throughout in 1891.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham Olpherts' cast-iron plate and wooden sleepers with cast iron chairs.**Ballast.**—The line is ballasted throughout with stone.**Fencing.**—The line is fenced throughout.**Curves.**—The sharpest curve is of 1,010 feet radius.**Gradients.**—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings previously retained by Government.

24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3½ per cent. on the share capital.

The general conditions of the contracts are as follows:—

Government aid.—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3½ per cent. per annum on their share capital. Land was also provided free of cost.**Currency of contracts.**—The contracts may be determined by effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contracts on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.**Power of Company to surrender contracts.**—Nil.**Terms of working.**—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 52 per cent. to the Company. Surplus profits in excess of 3½ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.**Rates and fares.**—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.

Statistics of working—

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	TABLE II.	
								Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1889	58,90,335	...	...	...	...	...	...	...	...
1890	1,35,55,580	...	...	...	...	...	...	...	...
1891	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894	1,55,25,547	18,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895	1,55,06,120	14,60,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898	1,53,43,537	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899	1,53,01,272	14,49,373	7,29,541	4·77	...	7,29,541	4·77	172	48·00
1900	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901	1,52,92,648	13,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903	1,55,49,998	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904	1,55,51,763	18,53,475	9,63,807	6·19	...	9,63,807	6·19	218	48·00
1905	1,56,07,499	20,16,936	10,48,807	6·73	...	10,48,807	6·73	238	48·00
1906	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	43·00

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 4} _{Sub-heads (a) to (d)} EAST INDIAN RAILWAY SYSTEM—contd.

4 (c) South Behar railway (5' 6" gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—E. Z. Thornton, Esq.

Offices.—46, Queen Anne's Gate, Westminster, S. W.

Details of construction—

This railway is 78·76 miles long. It connects Luckeeserai with Gya and was opened in 1899.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham Olpherts' cast-iron plate sleepers.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.*Curves.*—The sharpest curve is of 3,000 feet radius.*Gradients.*—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction, as modified by the contract of the 11th December 1906 (between the Secretary of State and the South Behar Railway Company) as to the payment of a rental to the Railway Company during the continuance of the contract of 7th August 1895.

16th January 1907 (between the Secretary of State and the East Indian Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free. Up to the 31st December 1905, Government allowed to the South Behar Railway Company, by way of rebate, a certain percentage of the East Indian railway's share of the receipts from traffic interchanged between that railway and the Company's line towards a dividend of 4 per cent. per annum on the total capital expenditure not exceeding Rs. 120 lakhs. With effect from the 1st January 1906 the Company relinquished the railway to the Secretary of State to be held by him for his benefit without any interference or control on the part of the Company in return for a payment to the Company, until the determination of the contract of 7th August 1895, of an annual rental of £30,000 by half-yearly payments of £15,000 on the 30th June and 31st December of each year.*Currency of contracts.*—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England £684,580 as capital expended on the undertaking with the authorisation of the Secretary of State.*Power of Company to surrender contracts.*—Nil.*Terms of working.*—With effect from the 1st January 1906 the line is worked by the East Indian Railway Company as a part of their undertaking, the annual rental of £30,000 payable to the South Behar Railway Company together with interest at 3½ per cent. per annum on the Government advances for the purposes of the South Behar railway forming a charge against the net revenue of the undertaking.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from E. I. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895	5,17,988	...	...	...	...	...	...	...	...
1896	30,88,036	...	...	...	...	...	...	...	...
1897	62,72,345	...	...	...	...	...	...	...	...
1898	97,45,791	...	...	...	...	...	...	...	...
1899	1,18,16,730	2,03,928	1,32,163	1·12	33,408	1,65,566	1·40	101	35·00
1900	1,23,15,110	4,67,138	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901	1,23,66,533	5,14,870	3,08,322	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	1,19,72,914	5,70,358	3,18,697	2·62	1,65,882	4,79,079	4·00	138	45·00
1905	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	1,19,74,947								
1907	1,19,77,154								

} See "terms of working" above.

4 (d) Tarkessur railway (5' 6" gauge)—

Details of construction—

This railway, which connects Seoraphuli, a station on the East Indian railway, with Tarkessur, is 22·23 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ EAST INDIAN RAILWAY SYSTEM—concl'd.

4 (d) Tarkessur railway (5' 6" gauge)—concl'd.

Details of construction—concl'd.

Permanent-way.—The permanent-way consists of 74-lb. iron rails laid on Denham Olpherts' cast-iron plate sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—The line is fenced throughout.
Curves.—The sharpest curve is of 2,700 feet radius.
Gradients.—The ruling gradient is 1 in 500.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free of cost.

Currency of contracts.—The contract of 1883 terminates on the 7th September 1982; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

Power of Company to surrender contracts.—Nil.

Terms of working.—From the gross earnings of the railway are deducted (1) working expenses (which may include capital expenditure classed as 'Minor works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, (2) 5 per cent. of the gross earnings for the hire of rolling-stock, and (3) contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

Rates and fares.—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open, and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1885	Rs. 16,68,995	Rs. 2,62,819	1,24,324	7.37	Rs. 227	52.57
1886	17,24,717	2,49,003	1,19,136	6.91	215	52.15
1887	17,28,410	2,63,792	1,32,274	7.65	228	49.60
1888	17,34,822	2,78,717	1,36,780	7.89	242	51.10
1889	17,28,138	2,84,895	1,36,578	7.90	246	55.51
1890	17,23,77	2,86,526	1,44,283	8.35	248	49.64
1891	17,29,021	3,05,132	1,63,478	9.45	264	46.42
1892	17,32,567	2,93,674	1,54,887	8.94	274	47.28
1893	17,47,230	2,89,051	1,50,420	8.61	245	46.86
1894	17,47,840	3,06,159	1,56,469	8.95	265	48.96
1895	17,53,340	3,08,156	1,59,091	9.07	267	48.37
1896	17,56,898	3,18,243	1,57,005	8.95	271	49.88
1897	17,57,160	3,12,656	1,62,563	9.25	270	49.01
1898	17,77,065	3,14,056	1,53,461	8.92	272	49.54
1899	17,84,166	3,09,759	1,52,491	8.55	267	50.58
1900	17,84,166	3,32,065	1,61,132	9.03	288	51.61
1901	17,92,293	3,30,390	1,57,928	8.81	285	52.23
1902	17,91,412	3,28,510	1,53,348	8.56	283	53.32
1903	17,93,985	3,33,924	1,63,741	9.13	288	50.06
1904	17,97,555	3,30,635	1,63,006	9.07	284	50.70
1905	17,98,615	3,26,715	1,55,221	8.62	252	52.49
1906	17,99,166	3,51,888	1,58,989	8.84	304	54.82
1907	17,99,776	3,53,248	1,58,366	8.80	307	55.55

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—
Sub-heads (a) to (i)

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.

Managing Director.—Colonel F. Firebrace, R.E.

Offices.—48, Copthall Avenue, E. C., London.

Lines comprising the system.—The Great Indian Peninsula railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(a) Great Indian Peninsula railway	(5' 6" gauge)	1,561·63	45·78	1,607·41
(b) Agra-Delhi Chord railway	(5' 6" gauge)	125·99	...	125·99
(c) Bhopal-Itarsi railway	(5' 6" gauge)	57·89	...	57·89
(d) Bhopal-Ujjain railway	(5' 6" gauge)	113·27	...	113·27
(e) Bina-Goonna-Baran railway	(5' 6" gauge)	145·63	...	145·63
(f) India Midland railway	(5' 6" gauge)	809·85	...	809·85
(g) Gwalior Light railway	(2' 0" gauge)	183·58	66·39	249·97
(h) Matheran Light railway	(2' 0" gauge)	12·61	...	12·61
(i) Baran-Kotah railway	(5' 6" gauge)	...	40·78	40·78
		<u>Total</u>	<u>152·95</u>	<u>3,162·85</u>

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Rajputana-Malwa railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile, for passenger trains and 0·52 mile for goods trains	1·49
At Manikpur, East Indian railway, for passenger and goods trains	0·63
At Katni, East Indian railway, for goods trains only	0·38
At Katni, Bengal-Nagpur railway, for passenger trains only	1·60
At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains	0·24
At Cawnpore, Oudh and Rohilkhand (State) railway, for passenger and goods trains	0·86
From Cawnpore to Lucknow, Oudh and Rohilkhand (State) railway, for passenger and goods trains	44·68
<u>Total</u>	<u>59·97</u>

Foreign lines over home line :—

Bombay, Baroda and Central India railway, Dadar Junction to Carnac bridge, for goods trains only	Miles. 4·39
Bengal-Nagpur railway at Nagpur for passenger and goods trains	0·65
<u>Total</u>	<u>5·04</u>

5 (a) Great Indian Peninsula railway proper (5' 6" gauge) —

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new Contract, dated the 21st December 1900.

Details of construction—

The open mileage of the Great Indian Peninsula railway proper is 1,561·63 miles. This may be divided into (1) *North-East line*, main line (Bombay to Jubbulpore), 615·10 miles, and branches, 384·99 miles; (2) *South-East line*, main line (Kalyan to Raichur), 408·86 miles, and branches, 152·68 miles. Of these 573·07 miles are double and 4·29 miles quadruple line.

There were under construction 45·78 miles of single line.

First sanction to the construction of the North-East line was given in 1850 and it was opened throughout in 1870. The South-East line was sanctioned in 1854 and it was opened throughout in 1871.

Permanent-way.—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the ghat sections, is laid with iron pots.

Ballast.—The line is fully ballasted throughout with sand gravel or broken stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, and Jalgaon-Amalner branches the line is fully fenced.

Curves.—The sharpest curve has a radius of 990 feet.

Gradients.—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the ghat sections is 1 in 87.

Terms of contract—

The railway is worked under the following contract :—

Contract of—21st December 1900 for working the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum 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 Great Indian Peninsula Railway Company, which is at present authorised at £2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum, or at such other rate as may be agreed upon, or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of contract.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable, up to the 17th August 1943, in the form of a terminable annuity of £1,268,516.

Company's stock at date of purchase	£ 34,850,218
Debentures and debenture stock	5,922,350
<u>Total</u>	<u>40,781,568</u>

Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 5 **GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (i).**5 (a) Great Indian Peninsula railway proper (5' 6" gauge)—contd.**

Terms of contract—concl'd.

Midland railways, there will be deducted—

(i) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(ii) A sum of Rs. 1,00,00,000 which is payable in each half-year to Government;

(iii) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period, $\frac{1}{10}$ ths of the surplus are paid to the Secretary of State and $\frac{9}{10}$ th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{9}{10}$ th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

TABLE I.									TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Guaranteed interest.	Annuity.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Calendar year.	Earnings per mile per week.	Pro of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)	(3)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	
1879	25,59,56,152	2,52,48,815	1,01,90,602	3'98	1,24,65,616	...	6,14,291	-23,89,335	1853	119	45'00
1880	25,58,96,118	2,49,53,253	1,11,05,551	4'34	1,24,93,200	...	5,53,836	-19,41,485	1854	88	60'81
1881	25,75,86,095	3,20,56,823	1,61,74,097	6'28	1,24,93,200	...	18,23,748	+18,57,149	1855	89	70'21
1882	25,75,90,499	3,53,63,201	1,80,83,438	7'02	1,24,93,200	...	32,05,833	+23,89,400	1856	113	42'17
1883	26,07,58,700	3,51,14,365	1,75,36,005	6'72	1,25,12,825	...	33,22,918	+17,00,262	1857	168	45'27
1884	26,34,97,600	3,26,56,544	1,59,55,250	6'06	1,42,81,503	...	24,76,043	-8,02,301	1858	173	42'19
1885	26,34,43,316	3,64,32,047	1,79,31,397	6'68	1,51,17,467	...	26,97,344	+1,16,586	1859	172	51'19
1886	26,92,99,673	3,02,57,917	2,08,78,330	7'75	1,60,91,138	...	39,59,569	+7,97,683	1860	144	60'97
1887	27,03,76,543	3,99,27,463	2,10,80,257	7'80	1,66,44,568	...	41,03,068	+3,32,601	1861	180	76'35
1888	27,25,93,364	4,10,59,219	2,16,35,667	7'94	1,72,81,176	...	43,31,246	+23,245	1862	149	62'02
1889	27,50,39,981	3,70,68,814	1,78,91,616	6'51	1,74,32,160	...	26,82,255	-22,22,799	1863	149	62'02
1890	27,77,29,064	3,81,45,242	1,90,22,952	6'85	1,55,23,271	...	31,04,971	+3,94,710	1864	175	67'55
1891	27,75,19,781	4,52,55,333	2,32,50,708	8'38	1,97,57,262	...	51,89,008	+13,04,488	1865	119	72'07
1892	27,72,17,255	4,03,65,627	2,01,95,097	7'28	1,88,04,314	...	33,18,506	-21,27,723	1866	414	59'54
1893	27,72,93,860	3,88,13,742	1,79,90,922	6'40	1,91,65,618	...	29,25,476	-41,00,172	1867	357	58'07
1894	27,91,09,112	3,62,74,236	1,62,42,786	5'82	2,18,32,651	...	39,40,331	-86,30,196	1868	368	55'09
1895	27,95,39,235	3,37,90,194	1,47,16,901	5'26	2,16,97,060	...	16,20,361	-86,00,520	1869	357	61'80
1896	27,90,29,178	3,44,19,629	1,54,05,060	5'52	2,02,18,372	...	21,58,257	-69,67,069	1870	348	67'79
1897	27,92,65,611	2,84,32,402	93,83,654	3'36	1,89,46,479	...	...	-95,62,325	1871	300	62'25
1898	28,18,37,621	3,43,77,496	1,41,02,053	5'00	1,83,20,513	...	18,57,327	-55,75,767	1872	307	63'03
1899	28,55,49,758	3,58,09,431	1,56,57,520	5'48	1,79,65,944	...	17,77,032	-40,85,456	1873	284	64'25
1900 { 1st half }	30,53,31,717	3,46,31,925	95,37,730	3'15	89,65,500	...	14,48,208	-8,76,578	1874	284	64'09
1900 { 2nd half }			66,30,038	2'17	24,34,267	94,58,839	...	-52,98,073	1875	303	59'17
1901	30,64,49,134	4,16,57,453	2,16,48,151	7'06	48,96,916	1,90,87,970	1,97,661	-25,34,396	1876	324	47'28
1902	30,83,54,126	4,23,12,668	2,10,98,968	6'24	49,58,679	1,90,56,785	2,64,702	-31,81,198	1877	369	47'60
1903	31,08,53,055	4,68,61,534	2,38,12,514	7'66	50,67,701	1,90,28,730	3,79,633	-6,63,550	1878	493	48'30
1904	32,00,72,108	4,62,41,344	2,41,79,728	7'55	53,19,948	1,90,28,595	3,84,935	-5,53,750	1879	429	48'01
1905	32,65,20,023	5,22,33,877	2,70,20,162	8'28	57,50,359	1,90,28,535	5,08,418	+17,32,355	1880	429	48'01
1906	33,57,64,973	5,05,23,479	2,53,01,900	7'54	61,23,516	1,90,28,535	4,46,777	-2,96,928	1881	383	59'64
1907	35,22,04,837	5,23,77,202	2,49,15,559	7'07	61,14,699	1,90,28,340	4,28,268	-6,55,748	1882	372	55'49
									1883	428	49'40
									1884	470	48'00
									1885	406	43'67
									1886	502	53'31
									1887	467	50'46
									1888	508	46'49
									1889	511	46'84
									1890	526	46'96
									1891	494	51'42
									1892	508	49'80
									1893	584	48'25
									1894	525	49'93
									1895	501	53'57
									1896	468	55'18
									1897	436	56'38
									1898	444	55'20
									1899	387	66'06
									1900	450	59'49
									1901	462	55'76
									1902	439	52'49
									1903	518	43'03
									1904	523	50'18
									1905	575	49'18
									1906	592	49'83
									1907	641	48'27
									1908	623	49'92
									1909	649	52'33

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Main head 5. GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

Number Sub-heads (a) to (i)
5 (a) Great Indian Peninsula railway proper (5' 6" gauge)—contd.
Statistics of working—contd.

Calendar year.	WARDHA COAL BRANCH.							DHOND-MANMAD BRANCH.								
	TABLE I.				TABLE II.			TABLE I.				TABLE II.				
	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (1).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
1879	55,92,772	1,65,158	6,073	0.11	2,51,434	-2,45,361	69	31.64	98,90,308	4,67,557	-27,664	...	4,07,525	-4,35,189	62.10	...
1880	57,32,921	3,02,879	-1,31,730	...	2,57,032	-3,88,762	65	152.90	1,07,29,227	6,95,094	65,145	0.61	4,76,299	-4,11,154	91.8	...
1881	58,80,993	4,75,988	1,19,447	2.08	2,37,916	-1,18,469	197	104.35	99,49,346	6,83,862	1,22,588	1.23	3,93,428	-2,70,850	*	...
1882	60,94,186	5,95,822	98,267	1.61	2,38,334	-1,40,547	255	76.80	99,25,416	7,89,558	1,59,192	1.60	3,97,802	-2,38,610	*	...
1883	63,98,758	7,64,702	5,89,382	9.22	2,47,602	+3,41,781	126	59.80	1,00,64,757	8,22,833	1,92,189	1.91	4,08,585	-2,10,446	109.7	...
1884	66,20,641	6,81,037	2,11,360	3.20	2,61,176	-49,316	121	64.80	1,02,49,438	8,77,100	2,03,785	1.93	4,08,263	-2,04,498	116.7	...
1885	66,65,755	6,53,649	1,46,395	2.20	2,64,219	-1,17,824	108	80.66	1,02,68,275	9,07,422	2,20,623	2.15	4,10,544	-1,89,921	...	...
1886	71,93,093	7,28,205	1,35,936	1.89	2,78,228	-1,42,292	114	92.23	1,09,26,745	9,64,718	2,33,764	2.14	4,30,358	-1,96,589	...	...
1887	71,00,635	7,68,052	1,31,931	1.86	2,89,165	-1,57,484	125	80.76	1,09,46,935	9,60,390	2,27,398	2.08	4,37,893	-2,10,555	...	...
1888	70,91,380	8,71,430	1,98,020	2.79	2,84,518	-86,508	185	74.21	1,09,75,115	10,31,762	2,55,445	2.33	4,38,456	-1,83,018	...	...
1889	70,54,755	8,62,694	2,99,621	4.25	2,82,844	+16,777	142	57.24	1,09,88,830	10,08,616	2,49,427	2.27	4,39,819	-1,89,892	...	...
1890	74,06,181	9,33,326	2,75,901	3.93	2,81,298	-6,295	140	63.64	1,09,98,448	10,61,316	2,64,134	2.39	4,39,689	-1,76,495	...	...
1891	49,81,106	2,58,971	60,053	1.21	2,03,779	-1,43,726	...	...	1,10,44,039	11,90,340	3,02,583	2.79	4,40,296	-1,31,713	...	...
1892	49,87,689	2,32,986	34,096	0.68	1,99,337	-1,65,241	...	...	1,10,73,022	12,19,412	3,28,335	2.96	4,42,535	-1,14,200	...	...
1893	49,87,689	2,10,856	89,217	1.79	1,99,484	-1,10,271	...	...	1,11,37,125	12,90,798	3,48,572	3.13	4,44,246	-95,571	...	...
1894	49,87,689	2,20,287	89,289	1.79	1,99,509	-1,23,177	...	...	1,12,11,642	13,61,866	3,81,998	3.41	4,48,018	-66,025	...	...
1895	49,90,794	1,98,552	76,862	1.53	1,99,549	-1,15,886	...	...	1,13,18,247	14,04,021	4,08,238	3.61	4,50,104	-41,874	...	...
1896	49,96,305	2,06,078	83,859	1.68	1,99,745	-1,41,263	...	...	1,13,73,050	18,11,885	3,67,395	3.23	4,55,018	-87,623	...	...
1897	49,96,325	1,98,858	58,531	1.17	1,99,794	-1,22,026	...	...	1,14,06,584	12,01,143	2,81,272	2.47	4,56,230	-1,74,958	...	...
1898	49,96,325	2,09,600	77,627	1.56	1,99,853	-1,22,026	...	...	1,14,23,076	11,18,296	2,89,635	2.53	4,56,411	-1,66,776	...	...
1899	49,96,325	2,07,216	82,501	1.65	1,99,832	-1,17,352	...	...	1,15,34,107	11,55,032	2,99,555	2.60	4,59,296	-1,59,711	...	...
1900	1st half 2nd half	1,75,380	60,754	...	99,927	-19,173	...	...	*	7,25,613	2,11,534	...	2,80,220	-18,686	...	...
1901	Amalgamated with the Great Indian Peninsula railway.	...	...	...	...	...	...	...	Amalgamated with the Great Indian Peninsula railway.	...	...	...	...	...	...	...

Calendar year.	KHAMGAON BRANCH.							AMRAOTI BRANCH.						
	TABLE I.				TABLE II.			TABLE I.				TABLE II.		
	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Pro: of exp: to earnings.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (1).	Earnings per mile per week.	Pro: of exp: to earnings.		
(1)	(2)	(3)	(4)	(5)	(1)	(2)	(1)	(2)	(3)	(4)	(1)	(2)		
1879	5,35,617	38,086	266	...	146	100.69	4,77,043	69,904	10,175	3.39	...	...
1880	5,19,888	27,363	4,922	0.94	91	84.44	4,45,595	50,866	3,639	0.82	...	...
1881	4,99,271	41,506	4,161	0.82	*	*	4,45,668	53,934	24,124	7.72	...	...
1882	4,91,164	75,966	30,389	6.19	*	*	4,14,651	85,147	39,535	9.59	...	...
1883	4,91,916	62,657	22,469	4.63	151	64.14	4,44,880	96,160	44,937	9.88	...	...
1884	4,90,908	46,840	13,137	2.66	113	72.16	4,44,774	76,782	34,174	7.68	...	...
1885	4,90,739	41,363	11,020	2.25	...	...	4,44,730	80,803	34,447	7.75	...	...
1886	4,89,613	59,452	20,233	4.13	...	...	4,44,686	95,111	44,137	9.23	...	...
1887	4,89,180	53,479	16,990	3.47	...	...	4,44,308	88,157	35,855	8.07	...	...
1888	4,88,357	52,635	15,797	3.23	...	...	4,43,892	81,710	30,886	6.96	...	...
1889	4,90,911	65,372	22,528	4.59	...	...	4,45,615	1,02,023	41,671	9.85	...	...
1890	4,90,520	65,284	26,092	5.82	...	...	4,45,155	1,01,502	46,254	10.39	...	...
1891	4,90,408	66,675	32,620	6.65	...	...	4,49,395	1,12,909	52,393	11.88	...	...
1892	4,89,132	65,548	30,009	6.82	...	...	4,50,160	1,05,762	43,637	10.80	...	...
1893	4,87,567	21,697	21,997	4.51	...	...	4,49,998	43,941	43,056	9.57	...	...
1894	4,86,003	21,966	21,667	4.46	...	...	4,49,461	42,795	41,910	9.32	...	...
1895	5,20,947	26,031	2,031	5.00	...	...	4,49,988	39,137	38,253	8.50	...	...
1896	5,22,603	24,446	24,416	4.63	...	...	4,51,119	43,756	42,871	9.50	...	...
1897	5,22,150	13,901	13,901	2.66	...	...	4,52,445	30,744	29,862	6.60	...	...
1898	5,22,150	24,326	24,326	4.66	...	...	4,54,498	40,057	39,172	8.62	...	...
1899	5,22,150	41,850	14,850	2.84	...	...	4,54,417	33,099	32,214	7.19	...	...
1900	5,22,150	33,783	13,924	2.67	...	...	4,54,418	73,532	32,436	7.14	...	...
1901	5,22,150	49,378	28,337	4.47	120	52.74	4,51,915	1,08,578	50,537	11.12	365	52		
1902	1st half	...	...	...	120	52.35	*	79,582	41,099	...	488	58
1903	2nd half	...	...	...	...	...	...	...	...	...	...	...
	Amalgamated with the Great Indian Peninsula railway.	...	...	...	...	...	Amalgamated with the Great Indian Peninsula railway.	...	...	...	...	...

* Included with the Great Indian Peninsula railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 5} _{Sub-heads (a) to (g)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (b) Agra-Delhi Chord railway (5' 6" gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Details of construction—

This railway is 125·99 miles long. Its construction was sanctioned in 1898 and it was opened in 1904.

Permanent-way.—The line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The Kosi-Delhi section is fenced and the Agra-Kosi section is being fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-Ki-Mandir Junction and Agra Jail and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Terms of contract—

This railway is being worked under a contract (between the Secretary of State and the Great Indian Peninsula Railway Company) which is under consideration and which is to be deemed to have commenced on and from the day on which the Agra-Delhi Chord railway was opened for public traffic.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contract.—The contract may during its subsistence be terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

Terms of working.—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi chord railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares.—The same as are in force on the Great Indian Peninsula railway undertaking.

Statistics of working—

TABLE I.						TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per cent- age of net earnings on total capital outlay given in column (2)	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of ex- penses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 . . .	1,05,90,556	18,070	9,992	0·09	2,95,164	-2,85,172	43	44·71
1905 . . .	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	-556	140	47·85
1906 . . .	1,27,90,307	16,46,320	8,15,863	6·37	4,70,233	+3,45,030	253	50·4
1907 . . .	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87

5 (c) Bhopal-Itarsi railway (5' 6" gauge)—

Details of construction—

This railway is 57·39 miles long. Its construction was sanctioned in 1880 and it was opened in 1884.

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Terms of contracts—

The Bhopal-Itarsi railway is worked under the following:—

Agreements of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerhudda, or in all about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contract.—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts.—Nil.

Terms of working.—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
Sub-heads (a) to (i)

5 (c) Bhopal-Itarsi railway (5' 6" gauge)—concl'd.

Terms of contracts—concl'd.

Rates and fares.—The same rates and fares as are in force on the Great Indian Peninsula railway.

Statistics of working—

Calendar year.	BHOPAL-ITARSI (BRITISH SECTION).						BHOPAL-ITARSI (NATIVE STATE SECTION).				TABLE II.			
	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	British section.		Native State section.	
											Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1)	(2)	(3)	(4)
1880.	Rs. ...	Rs. ...	Rs. ...	...	Rs. ...	Rs. ...	Rs. 1,21,846	Rs. ...	Rs. ...	...	Rs. ...	...	Rs. ...	...
1881.	...	...	...	...	...	...	15,78,157	...	...	...	...	...	...	...
1882.	12,50,000	14,376	2,704	0·08	50,000	-47,298	34,60,091	14,376	2,704	0·08	70	81·90	...	...
1883.	12,50,000	25,573	-9,185	...	50,000	-59,185	38,23,236	25,573	-9,185	...	43	135·72	Includ	ded with
1884.	12,50,000	7,664	-1,406	...	50,000	-51,406	45,83,261	25,102	-5,152	...	40	104·18	Britis	h section
1885.	12,50,000	27,425	-3,874	...	50,000	-53,874	47,71,875	1,04,683	-14,789	...	Includ	ed with	Great	Indian
1886.	12,50,000	27,823	-3,240	...	50,000	-53,240	48,26,036	1,47,416	-12,501	...	Penin	sula rail	way.	
1887.	12,50,000	48,227	3,850	0·31	50,000	-46,150	48,09,939	1,85,576	14,813	0·31				
1888.	12,50,000	55,117	5,340	0·43	50,000	-44,660	48,01,701	1,86,548	18,072	0·38				
1889.	12,50,000	79,163	-5,422	...	50,000	-55,422	48,40,846	2,67,936	-18,351	...	117	106·85	117	106·85
1890.	12,85,077	87,765	-16,672	...	50,351	-66,923	50,00,000	2,97,049	-56,093	...	130	118·88	130	118·88
1891.	15,13,568	1,30,884	48,607	3·21	57,713	-9,106	50,00,000	4,60,431	1,73,154	3·46	200	62·50	199	62·50
1892.	17,46,203	1,53,099	56,897	3·23	69,131	-12,734	50,00,000	4,47,797	1,65,883	3·82	226	68·16	195	62·96
1893.	20,25,053	1,69,162	52,038	2·57	78,429	-26,391	50,00,000	4,24,236	1,30,925	2·62	248	69·17	185	69·17
1894.	21,71,496	1,61,638	61,455	2·83	83,509	-22,054	50,00,000	3,80,217	1,44,607	2·89	237	61·98	166	61·97
1895.	22,47,963	1,42,658	46,114	2·05	89,323	-43,209	50,00,000	3,15,074	1,02,821	2·06	209	67·68	138	67·64
1896.	22,71,377	1,63,688	62,744	2·76	90,107	-27,363	50,00,000	3,61,363	1,38,532	2·77	241	61·75	157	61·63
1897.	22,97,134	1,52,215	61,135	2·66	91,805	-30,670	50,00,000	3,31,379	1,33,096	2·66	223	59·84	144	59·84
1898.	23,24,365	1,93,364	79,435	3·42	92,477	-13,042	50,00,000	4,17,010	1,71,375	3·43	284	58·81	181	58·90
1899.	23,61,938	2,09,611	84,080	3·56	93,303	-9,223	50,00,000	4,47,225	1,79,444	3·59	307	59·89	194	59·88
1900.	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	50,00,000	5,35,369	2,67,288	5·35	375	50·12	234	50·06
1901.	25,46,891	2,92,861	1,44,235	5·66	98,939	+45,246	50,00,000	5,85,152	2,88,838	5·77	430	50·75	254	50·64
1902.	28,02,330	3,46,103	1,71,286	6·11	1,06,632	+64,604	50,00,000	6,37,038	3,16,683	6·33	503	51·51	278	49·74
1903.	30,92,687	3,77,177	1,91,441	6·19	1,17,285	+74,156	50,00,000	6,31,911	3,21,328	6·43	553	49·48	276	48·84
1904.	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	50,00,000	6,43,742	3,22,374	6·45	583	50·14	279	49·81
1905.	31,76,934	3,25,637	1,67,305	5·27	1,23,241	+44,064	50,00,000	5,21,619	2,67,959	5·36	477	49·37	227	48·63
1906.	32,57,341	3,60,294	1,78,761	5·49	1,25,079	+53,682	50,00,000	5,66,833	2,81,376	5·63	531	50·37	246	50·36
1907.	33,98,742	4,83,589	2,27,071	6·68	1,21,565	+1,05,506	50,00,000	7,32,284	3,44,438	6·88	710	53·04	318	52·96

5 (d) Bhopal-Ujjain railway (5' 6" gauge)—

Details of construction—

This railway is 113·27 miles long. Its construction was sanctioned in 1892 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.*Ballast.*—The line is fully ballasted throughout with broken stone.*Fencing.*—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.*Curves.*—There are no curves with a radius of less than 990 feet.*Gradients.*—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following:—

Agreements of—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

The general conditions are as follows:—

Government aid.—Nil. The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section, by the Gwalior Durbar.*Currency of agreements.*—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.*Terms of working.*—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 5} Sub-heads (a) to (i). GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (d) Bhopal-Ujjain railway (5' 6" gauge)—concl'd.

Terms of contracts—concl'd.

For the Parbati-Ujjain section the Company retains 50 per cent. of its gross receipts for each half-year' and receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1892	Rs. 88,462	Rs. —	Rs. —	—	—	—
1893	22,76,863	—	—	—	—	—
1894	53,53,849	—	—	—	—	—
1895	69,69,381	1,958	979	0·01	—	50·00
1896	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899	76,54,290	5,82,941	2,77,911	3·63	99	52·28
1900	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901	77,61,569	5,45,956	2,62,044	3·38	98	52·00
1902	78,02,855	5,82,068	2,77,292	3·75	99	52·86
1903	78,11,402	4,44,766	2,14,841	2·86	76	49·85
1904	78,14,670	4,54,721	2,17,562	2·91	77	49·99
1905	78,35,712	6,08,240	2,96,639	3·91	103	51·23
1906	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907	78,58,669	17,81,578	3,74,678	4·77	133	52·06

5 (e) Bina-Goonna-Baran railway (5' 6" gauge)—

Details of construction—

This railway is 145·63 miles long. Its construction was sanctioned in 1892 and it was opened in 1899.

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Terms of contracts—

The railway is worked under the following :—

Agreements of—15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goonna section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

Agreement of—16th March 1905 between the Tonk and Gwalior Durbars for purchase by the latter of the Dharnaoda-Chabra section.

The general conditions are as follows :—

Government aid.—Nil. The Bina-Goonna, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bina-Goonna section the Company retains 50 per cent. of its gross receipts for each half-year, and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent. of the gross receipts in the case of the Goona-Dharnaoda section.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 5} _{Sub-heads (a) to (i)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (e) Bina-Goonna-Baran railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I					TABLE II	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1891	51,905	...	...	...	...	...
1892	2,57,611	...	...	...	...	...
1893	35,18,701	...	...	...	...	...
1894	47,79,618	...	...	...	...	...
1895	49,31,085	48,701	22,198	...	19	54.42
1896	54,16,074	91,140	36,821	0.68	24	59.60
1897	87,73,621	1,02,386	48,446	0.50	27	57.57
1898	97,66,068	1,30,004	58,040	0.59	35	55.96
1899	99,31,680	2,67,359	1,26,108	1.27	48	52.83
1900	1,00,31,605	4,34,847	2,20,490	2.20	57	49.29
1901	1,00,43,286	2,52,716	1,22,970	1.22	33	51.34
1902	99,14,442	2,38,825	1,12,945	1.14	32	52.71
1903	99,62,459	3,21,585	1,55,600	1.68	42	49.49
1904	99,87,016	3,91,886	1,90,897	1.91	52	51.28
1905	99,90,894	3,68,669	1,81,269	1.88	49	50.83
1906	99,94,053	4,90,644	2,41,081	2.41	65	50.72
1907	99,94,424	5,63,802	2,71,691	2.72	74	51.81

5 (f) Indian Midland railway (5' 6" gauge)—

Chairman.—Bt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E.C.

Details of construction—

The open mileage of the Indian Midland railway is 809.85 miles, which may be divided into main line (Bhopal to Agra Road), 318.59 miles, and branches, 491.26 miles.

Sanction was first given to the construction of this line in 1876 and the main line was opened throughout in 1889.

Permanent-way.—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326.64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 331.64 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham Olpherts sleepers. The East Indian railway type rails and Denham Olpherts' sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

Ballast.—The line is ballasted with gravel, laterite, kunkur or stone.

Fencing.—The main line is fenced throughout and the branches are partially fenced.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmanu where it is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.

18th March, 1890—Contract for the acquisition of the Scindia railway.

13th June 1896—Contract for the Saugor-Katni railway.

21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Government aid.—Interest at 4 per cent. per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government the Company raising only the amount required for expenditure in England. Land was provided free.

Currency of contracts—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885 to which they are supplemental.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 5 Sub-heads (a) to (i). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.**

5 (f) Indian Midland railway (5' 6" gauge)—concltd.

Terms of contracts—concltd.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	TABLE II.				
								SCINDIA.		INDIAN MIDLAND.		
								Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)	
1878	Rs. ...	Rs. ...	Rs. ...	...	Rs. ...	Rs. ...	Rs. ...	Rs. 54	183.30	...	...	...
1879	78,22,551	90,916	—33,772	...	3,06,178	...	—3,89,950	39	184.95	...	...	...
1880	81,68,258	2,01,823	20,129	0.25	3,57,620	...	—3,37,491	58	88.05	...	...	...
1881	88,16,668	3,01,681	78,342	0.91	3,48,809	...	—2,70,467	81	77.35	...	...	...
1882	87,63,714	3,29,299	92,231	1.05	3,47,303	...	—2,55,072	85	71.99	...	...	...
1883	92,92,537	3,38,511	1,59,716	1.72	3,56,750	...	—1,97,034	87	52.82	...	...	...
1884	1,18,68,111	3,68,326	1,72,603	1.45	3,74,122	...	—2,01,519	95	53.14	...	...	...
1885	1,60,14,107	3,94,081	1,99,680	1.24	6,48,112	...	—4,48,432	101	49.33	...	...	...
1886	2,48,06,293	3,91,832	2,14,526	0.86	18,69,268	...	—16,54,742	101	49.69	56	82.03	...
1887	5,10,96,457	6,32,204	2,78,043	0.54	20,00,184	...	—17,22,141	117	46.62	81	80.63	...
1888	6,96,63,213	10,27,638	3,74,204	0.54	28,55,488	...	—24,81,284	95	47.74	99	72.53	...
1889	7,84,45,085	90,69,255	6,33,111	0.81	31,24,456	...	—24,91,345	...	...	92	77.32	...
1890	8,32,79,427	31,24,365	5,99,780	0.72	33,94,157	...	—27,94,377	...	...	86	80.90	...
1891	8,52,46,148	41,62,361	13,52,172	1.59	33,12,200	...	—19,60,028	...	...	115	67.51	...
1892	8,65,79,006	44,77,625	17,26,260	1.99	37,23,985	...	—19,97,725	...	...	124	61.45	...
1893	8,71,62,843	44,59,053	17,00,409	1.95	41,40,194	...	—24,39,785	...	...	123	61.87	...
1894	8,73,06,437	52,22,038	22,02,334	2.51	42,59,815	...	—20,57,481	...	...	144	57.83	...
1895	8,81,49,985	44,91,707	16,48,360	1.87	45,97,495	...	—29,49,135	...	...	124	63.30	...
1896	9,25,53,896	48,51,951	20,17,329	2.18	44,23,983	...	—24,06,154	...	...	134	58.41	...
1897	9,77,94,421	54,89,540	24,06,565	2.46	42,53,893	...	—18,47,328	...	...	150	56.16	...
1898	9,90,74,805	56,25,823	25,11,911	2.52	39,91,036	...	—14,79,125	...	...	147	55.35	...
1899	10,16,34,077	64,77,226	27,82,950	2.74	39,75,411	...	—11,92,461	...	...	152	57.03	...
1900	10,31,35,002	90,60,560	48,72,287	4.72	37,79,188	1,97,526	+ 8,95,573	...	...	213	46.23	...
1901	10,58,27,081	82,43,068	42,50,587	4.02	39,22,132	...	+ 3,28,455	...	...	199	48.43	...
1902	10,62,11,714	90,49,628	44,74,612	4.21	41,04,505	...	+ 3,70,107	...	...	209	50.55	...
1903	10,98,96,302	80,86,118	40,92,942	3.73	41,35,502	...	— 92,560	...	...	150	49.35	...
1904	11,22,35,779	82,90,712	41,43,362	3.70	42,59,767	...	— 1,10,905	...	...	183	49.96	...
1905	11,31,43,178	79,91,323	40,81,528	3.61	42,77,173	...	— 1,92,645	...	...	178	48.89	...
1906	11,41,69,155	98,69,294	49,19,560	4.31	42,96,283	...	+ 6,23,277	...	...	234	50.15	...
1907	11,51,84,261	1,14,73,958	53,43,778	4.64	43,03,928	1,17,055	+ 9,22,795	...	...	256	53.43	...

5 (g) Gwalior Light railway (2' 0" gauge)—

Details of construction—

The open mileage of this railway is 183.53 miles, and may be divided into the following sections:—(1) Gwalior to Sipri, 73.81 miles, (2) Gwalior to Bhind, 52.33 miles, and (3) Gwalior to Sabalgarh, 57.39 miles. The first two sections were opened in 1899 and the third in 1904.

Besides the above there were 66.39 miles under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sal and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stones, sand and moorum.

Fencing.—The line is fenced between Gwalior and Morar only.

Curves.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract.—Either party may determine the agreement by giving three months' notice.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 5} _{Sub-heads (a) to (i)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (g) Gwalior Light railway (2' 0" gauge)—concl'd.

Terms of contract—concl'd.

Terms of working.—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments, for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal, plus 10 per cent. to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares.—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1896	2,166	...	...	...	...	...
1897	1,03,552	...	...	...	...	...
1898	9,80,815	...	...	...	6	258.32
1899	22,79,267	4,094	4,113	...	18	100.16
1900	27,10,557	84,617	—137	...	18	100.63
	31,00,762	82,227	—520	...	17	91.47
1901	39,77,104	1,09,577	9,346	0.33	25	58.90
1902	41,76,953	1,66,002	68,226	1.63	22	71.36
1903	46,62,993	1,83,284	52,501	1.13	20	72.20
1904	54,72,847	1,89,785	52,745	0.96	27	56.54
1905	57,87,428	2,58,222	1,12,211	1.94	32	62.52
1906	63,00,513	3,08,791	1,15,709	1.84		
1907						

5 (h) Matheran Light railway (2' 0" gauge)—

Details of construction—

The line, from Neral station on the Great Indian Peninsula railway to the hill station of Matheran, is 12.61 miles long. Its construction by Mr. Abdul Husein Adamjee Peerbhoy of Bombay was authorized in 1904 and it was opened in 1907.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Terms of contract—

This railway is maintained and worked under the terms of—

The Order accompanying Bombay Government, Public Works Department, (Railway) Notification No. 34, dated the 28th July 1904.

Agreement.—Of May 1906 (between the Promoter and the Great Indian Peninsula Railway Company).

The general conditions are as follows:—

Government aid.—Free provision of Government land.

Currency of agreement.—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

Terms of working.—Actual out of pocket expenses.

Rates and fares.—Certain maxima have been fixed.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Total capital outlay to end of the year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1907	10,11,300	17,529	—12,783	...	34	172.92

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 5} Sub-heads (a) to (i). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concl'd.***

5 (i) Baran-Kotah railway (5' 6" gauge)—

Details of construction—

This railway, from Baran to Kotah, will be 40·78 miles long. Its construction was sanctioned in 1906 and it was opened temporarily for about four months in 1907.

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sal sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line will not be fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The line is the property of the State. The agreement for working by the Great Indian Peninsula Railway Company is under consideration.

Number ^{Main head 6} Sub-heads (a) to (i). **MADRAS RAILWAY SYSTEM—**

Chairman.—Lieutenant-Colonel R. Gardiner, R.E.

Secretary.—W. H. Cole, Esq., M.I.C.E.

Offices.—1, Broad Street Place, Finsbury Circus, London, E. C.

Lines comprising the system.—The Madras railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Madras railway (5' 6" gauge)	905·02	...	905·02
(b) Azhikal-Mangalore extension (5' 6" gauge)	77·26	...	77·26
(c) Kolar Gold-fields railway (5' 6" gauge)	9·88	...	9·88
(d) Madras (North East line) [Southern section of the East Coast (5' 6" gauge) (State) railway].	498·03	...	498·03
(e) Nilgiri railway (3' 3½" gauge)	16·99	11·75	28·74
(f) Sboranur-Cochin railway (3' 3½" gauge)	64·75	...	64·75
(g) Morappur-Dharmapuri railway (2' 6" gauge)	18·53	...	18·53
(h) Tirupattur-Krishnagiri railway (2' 6" gauge)	25·38	...	25·38
(i) Salem-Attur railway (5' 6" gauge)	...	36·06	36·06
Total	1,615·84	47·81	1,663·65

Running powers—*Foreign lines over Home line—*

Bengal-Nagpur railway, Waltair to Vizagapatam (including Wharf and Swamp lines)	} for passenger and goods trains.	Miles.
Southern Mahratta railway, Tadepalli to Bezwada		4·97
Nizam's Guaranteed State railway, distant signal at Bezwada to Bezwada station		2·97
Total		0·89

6 (a) Madras railway proper (5' 6" gauge)—

Details of construction—

The open mileage of the Madras railway proper amounts to 905·02 miles. This may be divided into (1) the *South-West line*, main line (Madras to Azhikal), 472·73 miles; branches, 124·01 miles; and (2) the *North-West line* (Arkonam to Raichur), 308·28 miles. Of these 44·45 miles are double line.

Sanction was first given to the construction of the South-West line in 1853 and it was opened through to Calicut in 1888. The North-West line was sanctioned in 1859 and was opened through to Raichur in 1871.

Permanent-way.—The present type of permanent-way for the main line is 80-lb. bull-headed steel rails, laid on cast iron pots, each weighing 112 lbs. The section, Calicut to Azhikal, is laid with 60-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Mallapuram is 1 in 200; between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 66); between Podanur and Mettupalaiyam, 1 in 80; between Olavakkot and Palghat, 1 in 106; between Walajah Road and Ranipet, 1 in 150; and between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66).

Terms of contracts—

The Madras railway is worked under the following contracts:—

Contracts of—22nd December 1852 (South-West line).

19th December 1855 (South-West line).

13th August 1858 (North-West line).

2nd January 1871 (Amalgamation).

18th January 1901 (Calicut-Azhikal extension).

1st November 1901 (Walajah Road (Arcot)-Ranipet branch).

The general conditions of the contracts are as follows:—

Government aid.—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land was provided free of cost.

Currency of contracts.—In ninety-nine years from 1st April 1857 the line reverts to Government on paying for the rolling-stock at its fair value, provided the Company does not previously give notice of its intention to surrender the contract. Government may, within six months after the expiration of 25 or 50 years of the term, determine the contract by purchase at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fails to observe its obligations, Government repaying the capital expended.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Main head 6. MADRAS RAILWAY SYSTEM—contd.
Sub-heads (a) to (c)

6 (a) Madras railway proper (5' 6" gauge)—concl'd.

Terms of contracts—concl'd.

Power of Company to surrender contract.—The Company may, at any time, surrender on six months' notice, receiving back (either in cash or by annuity at the option of the Government) the capital expended.

Terms of working.—As to the lines covered by the contract of 2nd January 1871, after deducting from the gross earnings the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), the surplus profits, after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1s. 10d. per rupee, are divided equally between Government and the Company. As to the Calicut-Azhikal railway working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any deficiency in one half-year is a first charge on the net receipts of that and the next succeeding half-year of every line of railway for the time being belonging to the Company. Subject to the provisions in the contract of 18th January 1901 the covenants and provisions of the several principal indentures apply to the Calicut-Azhikal railway.

Rates and fares.—Under the contract Government fixed maxima rates and fares, which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay. The fixed maxima rates cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary its rates within the prescribed maxima without reference to Government.

Statistics of working—

TABLE I.								TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Guaranteed interest (at current rates of exchange).	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1879	11,45,68,493	66,26,486	20,75,170	1·81	57,04,205	...	-36,29,035	1856	75	51·66
1880	11,39,78,220	61,62,546	19,57,137	1·73	57,16,382	...	-37,59,195	1857	91	47·13
1881	11,40,07,908	63,11,312	20,75,856	1·82	57,16,365	...	-36,40,509	1858	98	55·53
1882	11,39,69,608	69,18,571	25,70,841	2·25	56,89,011	...	-31,18,170	1859	122	60·35
1883	11,39,92,074	66,31,909	25,26,549	2·22	57,08,416	...	-31,81,867	1860	117	73·50
1884	11,42,51,164	71,41,318	29,35,687	2·57	64,23,432	...	-34,87,745	1861	91	71·03
1885	11,50,33,160	76,57,993	32,79,168	2·85	67,36,206	...	-34,57,038	1862	84	74·02
1886	11,59,81,297	79,66,097	32,29,243	2·78	71,24,952	...	-38,95,709	1863	110	68·57
1887	11,40,70,190	81,72,535	28,80,029	2·52	73,20,207	...	-44,40,178	1864	133	49·62
1888	11,53,78,656	85,31,054	35,21,615	3·05	76,23,851	...	-41,02,236	1865	145	45·69
1889	11,63,84,605	91,10,894	37,39,421	3·21	76,69,984	...	-39,31,513	1866	147	45·62
1890	11,79,84,234	95,06,134	45,21,430	2·83	68,85,958	...	-23,64,478	1867	153	43·47
1891	11,89,52,099	93,44,638	39,06,529	3·28	73,92,186	...	-34,85,657	1868	181	41·48
1892	11,97,71,835	96,24,670	42,92,133	3·58	83,62,369	...	-40,70,236	1869	171	49·16
1893	12,03,89,499	1,05,05,036	54,21,742	4·50	84,82,732	...	-30,60,990	1870	146	52·84
1894	12,05,25,315	1,03,21,012	49,47,863	4·10	96,56,469	...	-47,08,606	1871	139	51·27
1895	12,06,91,797	1,12,08,407	58,10,310	4·80	96,17,435	53,195	-33,60,320	1872	143	52·19
1896	12,11,52,091	1,08,80,251	53,85,291	4·44	89,92,684	...	-36,07,393	1873	157	56·94
1897	12,15,01,808	1,14,65,314	59,82,565	4·92	84,81,597	91,135	-25,90,167	1874	132	64·67
1898	12,22,69,990	1,07,20,483	54,12,657	4·43	82,40,191	90,546	-29,18,080	1875	144	70·23
1899	12,34,93,025	1,05,45,102	50,16,254	4·06	80,58,144	...	-30,41,890	1876	159	64·38
1900	12,62,82,369	1,13,89,222	53,70,820	4·25	81,24,701	...	-27,53,881	1877	225	59·26
1901	13,13,51,379	1,14,86,803	57,85,603	4·40	83,15,733	...	-25,30,130	1878	148	76·05
1902	13,50,23,683	1,18,41,074	57,91,420	4·29	84,41,464	...	-26,50,044	1879	148	68·63
1903	13,64,08,517	1,26,21,022	55,67,861	4·08	84,39,831	...	-28,71,967	1880	139	68·24
1904	13,71,10,000	1,37,65,064	62,73,135	4·57	86,30,058	...	-23,56,923	1881	141	67·11
1905	13,85,08,336	1,39,16,956	58,69,047	4·24	87,03,239	...	-28,84,192	1882	155	62·84
1906	14,03,39,676	1,50,91,141	61,78,289	4·40	87,71,265	1,25,000	-27,17,976	1883	148	61·90
1907	14,54,01,254	1,57,49,921	53,29,084	3·67	87,15,204	...	-38,86,120	1884	160	58·89
								1885	171	57·13
								1886	178	59·46
								1887	189	64·76
								1888	195	58·72
								1889	209	58·97
								1890	218	52·44
								1891	214	58·20
								1892	221	55·40
								1893	241	48·39
								1894	237	52·06
								1895	257	47·55
								1896	249	50·50
								1897	263	47·65
								1898	246	49·51
								1899	240	52·43
								1900	254	51·75
								1901	253	49·63
								1902	256	50·25
								1903	261	55·88
								1904	293	54·48
								1905	296	57·83
								1906	321	59·05
								1907	335	66·16

[NOTE.—Government relinquished their right to determine the contracts at the end of the 25th year; but on the 30th April 1907 the Secretary of State for India gave notice of his intention to purchase the Company's property with effect from the 1st January 1908, and negotiations have been concluded for working the line by the agency of the Madras and Southern Mahratta and South Indian railways.]

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 6
Sub-heads (a) to (i). **MADRAS RAILWAY SYSTEM—contd.**

6 (b) Azhikal-Mangalore extension (5' 6" gauge)—**Details of construction—**

The open mileage (Azhikal to Mangalore) is 77·26 miles. It was sanctioned in 1901 and opened throughout in 1907.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on pyinkado, sal and jarrah sleepers.

Ballast.—The line is ballasted with laterite broken to 2" gauge in cuttings and sand with laterite covering in banks.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 90.

Terms of contract—

The line is worked under the following contract :—

Contract of—30th December 1903 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working—supplemental to the contract of 31st December 1902, for working a portion of the late East Coast (State) railway.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following :—

The actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way," "Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters;" and

the share of general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the State railway.

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906	1,20,19,858	80,810	14,990	0·12	4,17,122	—4,02,132	93	50·54
1907	1,33,15,260	1,67,958	70,695	0·53	4,16,846	—3,46,151	48	57·91

[NOTE.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (c) Kolar Gold-fields railway (5' 6" gauge)—

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

Details of construction—

The railway is 9·88 miles long and connects Bowringpet with Marikuppam. Its construction was sanctioned in 1892 and it was opened in 1894.

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—1st July 1902 (between the Mysore Government and the Madras Railway Company) for working and maintenance with effect from 1st January 1901.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of the Mysore State.

Currency of agreement.—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working.—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, and 5 per cent. of the gross earnings of the railway for rolling-stock.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 6 MADRAS RAILWAY SYSTEM—contd.
Sub-heads (a) to (i)

6 (c) Kolar Gold Fields railway (5' 6" gauge)—concl'd.

Terms of contract—concl'd.

Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras railway.

Statistics of working—

TABLE I					TABLE II	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1892	27,661	...	...	...	...	...
1893	5,27,634	...	...	...	...	...
1894	6,56,175	75,771	29,273	4.46	249	61.37
1895	6,61,654	1,52,953	66,379	10.03	294	56.60
1896	7,45,004	1,55,317	63,287	8.50	299	59.25
1897	7,91,074	2,08,854	90,278	11.41	402	56.77
1898	8,09,537	2,04,002	82,133	10.15	392	59.82
1899	10,79,552	1,77,667	56,327	5.27	342	68.01
1900	10,77,901	2,08,892	67,093	6.22	402	67.88
1901	11,20,330	2,17,661	91,877	8.20	421	57.79
1902	11,38,480	2,16,629	84,864	7.45	422	60.83
1903	11,62,504	2,07,257	75,237	6.47	403	67.70
1904	11,73,128	2,44,744	89,230	7.61	476	68.54
1905	11,87,864	1,88,402	67,600	5.69	367	64.12
1906	11,96,520	2,00,400	68,275	5.71	390	65.98
1907	12,02,068	2,11,113	55,749	4.64	411	73.60

[NOTE.—With effect from the 1st January 1908, the working of the line was transferred to the Madras and Southern Mahratta Railway Company.]

6 (d) Madras (North-East line) railway (5' 6" gauge)—

Details of construction—

The North-East line, which is the southern portion of the old East Coast (State) railway, is 498.03 miles long. It consists of 486.11 miles of main line (Washermenpet to Waltair) and 11.92 miles of branches.

Its construction was sanctioned in 1890 and it was opened throughout in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.**Ballast.**—The line is ballasted with stone and sand, chiefly the former.**Fencing.**—The line is fenced only in the vicinity of towns, stations and level crossings.**Curves.**—There are no curves with a radius of less than 1,000 feet.**Gradients.**—The ruling gradient between Madras and Kistna canal is 1 in 200, and between Kistna canal and Waltair 1 in 150.

Terms of contract—

The line is worked under the following contract:—

Contract of—31st December 1902 (between the Secretary of State and the Madras Railway Company) for maintenance, management and working.

The general conditions of the contract are as follows:—

Currency of contract.—The contract is to continue in force till the 31st December 1907. If the original contract with the Company, dated the 2nd January 1871, is for any reason terminated under the provisions thereof prior to the expiry of the term of this contract, the latter also will, *ipso facto*, terminate at the same time. The contract may also be terminated after twelve months' notice on the 1st April of any year subsequent to 1904.

If the contract is determined by notice at any time previous to the 1st April 1907, and if the ratio of the working expenses to the gross earnings of the Company shall have been raised, by reason of the Company having worked the State railway under this contract, so that the total working expenses of the Company's system from the 1st January 1901 to the termination of the contract shall exceed 50 per cent. of the total gross earnings of the Company's system during such period, the Company will be entitled to suitable compensation for such increase.

Terms of working.—The working expenses of the State railway are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following:—

- the actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way," "Repairs of bridges, etc.; wages and materials," "Conservancy of rivers," and "Repairs of staff quarters";
- the share of the general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the State railway;
- the allowances and interest payable under the contract for the use by the State railway of the Company's terminal station at Madras;
- and the expenditure incurred by the Company in replacing or repairing the State railway locomotive engines and tenders.

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 6} Sub-heads (a) to (c) MADRAS RAILWAY SYSTEM—contd.

6 (d) Madras (North-East line) railway (5' 6" gauge)—concl'd.

Terms of Contract—concl'd.

Government have reserved the power to require, at six months' notice, the re-transfer of the Junction station at Waltair and the branch taking off from the Junction to Vizagapatam.

Statistics of working—

TABLE I.							TABLE II.		REMARKS.
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1890 . . .	3,79,490	7,590	-7,590	
1891 . . .	1,10,69,894	2,33,786	-2,33,786	
1892 . . .	2,60,11,131	7,41,621	-7,41,621	
1893 . . .	3,58,67,473	4,98,660	1,53,732	0.43	13,48,843	-11,95,136	68	84.69	
1894 . . .	4,39,47,727	14,30,678	1,50,921	0.34	15,92,909	-14,41,988	98	89.81	
1895 . . .	5,09,41,876	19,04,251	3,29,184	0.65	19,12,886	-15,83,702	90	82.71	
1896 . . .	6,33,64,948	24,66,573	5,39,901	0.85	23,72,875	-18,32,974	94	77.98	The figures of tables I and II prior to 1901 relate to the whole of the East Coast (State) railway.
1897 . . .	7,22,26,070	29,21,162	8,92,453	1.23	26,96,798	-18,04,343	100	69.59	
1898 . . .	8,24,02,269	28,10,742	6,69,331	0.81	30,98,828	-24,28,997	94	76.46	
1899 . . .	8,65,93,097	43,92,237	15,37,294	1.78	35,14,602	-19,77,308	104	65.11	
1900 . . .	8,80,71,731	64,04,543	26,54,794	3.01	34,46,555	-7,91,761	143	56.10	
1901 . . .	6,07,27,375	45,68,155	20,31,210	3.34	24,51,072	-4,19,862	176	65.62	
1902 . . .	6,16,89,605	45,46,551	16,19,128	2.62	24,46,187	-8,27,059	177	64.89	
1903 . . .	6,33,83,510	45,18,656	15,53,337	2.45	24,82,162	-9,28,825	176	65.62	
1904 . . .	6,43,95,839	50,48,367	15,61,375	2.43	25,44,580	-9,82,705	196	69.03	
1905 . . .	6,50,33,641	67,36,215	26,65,781	4.10	25,77,504	+88,277	262	60.43	
1906 . . .	6,57,16,088	60,68,407	24,19,766	3.68	26,07,349	-1,67,583	236	60.13	
1907 . . .	6,64,26,189	59,31,210	18,01,215	2.71	20,02,200	-2,00,985	230	69.63	

[NOTE.—With effect from the 1st January 1908, the line was merged in the Madras and Southern Mahratta Railway Company's system.]

6 (e) Nilgiri railway (3' 3½" gauge)—

The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903.

Details of construction—

The open mileage of this railway is 16.99 miles. The line connects Mettupalaiyam with Coonoor. It was sanctioned in 1892 and was opened in 1899.

Besides the above there are under construction 11.75 miles, viz., from Coonoor to Ootacamund.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pyinkado sleepers. Between Kallar and Coonoor there is also a central rack rail.

Ballast.—The line is ballasted with clean broken granite.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12.5.

Terms of contract—

The railway is worked by the Madras Railway Company under the following terms (approved in Government of India letter No. 563 R. T., dated the 27th June 1903)—

Government aid.—The line is the property of the State.

Currency of agreement— } The agreement may be terminated at any time on six months' notice from either party.
Power to determine agreement— }

Terms of working.—The Nilgiri railway to pay actual outlay on engineering maintenance and for fuel, and repairs and renewals of engines and carriage and wagon stock. For all other expenses of working the Madras railway to receive 25 per cent. of gross earnings, plus 10 per cent. of the net receipts.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 6. MADRAS RAILWAY SYSTEM—contd.
Sub-heads (a) to (i)

6 (e) Nilgiri railway (3' 3½" gauge)—contd.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1890	67,850	...	...	...	...	...	...	...	...	...	...
1891	2,89,184	...	...	...	...	...	...	...	...	...	...
1892	8,89,751	...	...	...	...	...	...	...	...	...	...
1893	15,50,000	...	...	...	...	...	...	...	...	...	...
1894	18,50,000	...	...	...	...	...	...	...	...	...	...
1895	22,60,000	...	...	...	...	...	...	...	...	...	...
1896	18,92,610	...	...	...	...	...	...	...	...	...	...
1897	36,84,977	...	...	...	...	...	...	...	...	...	...
1898	44,54,085	...	...	...	...	...	...	...	...	...	...
1899	47,89,944	84,448	20,209	0.42	24,892	44,601	0.93	...	...	175	76.06
1900	48,96,490	1,76,032	86,642	1.77	28,008	1,09,648	2.24	...	...	200	42.88
1901	46,74,254	2,41,836	1,37,838	2.83	...	1,37,838	2.83	...	...	275	42.87
1902	49,08,431	3,09,063	1,12,111	2.28	...	1,12,111	2.28	...	...	352	63.73
1903	35,24,265	2,74,905	73,968	2.10	...	73,968	2.10	1,65,497	-91,509	311	73.09
1904	35,84,423	2,90,129	66,162	1.85	...	66,162	1.85	1,33,334	-67,323	328	77.20
1905	43,86,192	3,15,492	48,972	1.12	...	48,972	1.12	1,35,878	-86,906	357	84.48
1906	50,08,547	3,20,242	37,202	0.74	...	37,202	0.74	1,39,327	-1,01,125	362	88.38
1907	57,98,328	3,34,093	50,044	0.86	...	50,044	0.86	1,19,303	-69,259	378	85.02

[NOTE.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (f) Shoranur-Cochin railway (3' 3½" gauge)—

Details of construction—

The railway is 64.75 miles long and connects Shoranur with Ernakulam. It was sanctioned in 1899 and opened in 1902.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations, and level crossings.

Curves.—The sharpest curve is of 818.57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contract—

The Shoranur-Cochin railway is worked under the following agreement:—

Agreement of—1st January 1901 (between His Highness the Raja of Cochin and the Madras Railway Company) for construction and working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cochin State.

Currency of agreement.—This agreement is to remain in force until the termination of the agreement, dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.

Terms of working.—The Company charges for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur-Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing, from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Durbar and the Madras Railway Company in the proportion of four-fifths to the Durbar and one-fifth to the Company.

Rates and fares.—The same as are generally applicable from time to time to the system of railways worked by the Company.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 6} Sub-heads (a) to (i) MADRAS RAILWAY SYSTEM—contd.

6 (f) Shoranur-Cochin railway (3' 3½" gauge)—conold.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1898	53,921	...	...	...	...	...
1899	80,927	...	...	...	...	...
1900	28,47,394	...	...	...	...	...
1901	50,82,280	...	...	...	...	...
1902	63,66,301	1,34,945	73,299	1.15	69	45.64
1903	64,41,390	3,52,964	1,98,023	3.07	105	43.90
1904	67,88,610	3,92,782	1,94,244	2.86	117	50.55
1905	68,30,214	3,86,945	1,61,395	2.86	115	58.29
1906	68,59,349	3,91,378	1,55,689	2.27	116	60.23
1907	69,34,602	4,17,179	1,35,752	1.96	124	67.46

[NOTE.—With effect from the 1st January 1908, the working of the line was transferred to the South Indian Railway Company.]

6 (g) Morappur-Dharmapuri railway (2' 6" gauge)—

Details of construction—

The railway is 18.53 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1906.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pyinkado.*Ballast.*—The line is ballasted with stone in cuttings and in banks with moorum with stone covering broken to 2" gauge.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 67.

Terms of contract—

The line is worked under the following contract:—

Contract of—4th October 1904 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.*Currency of contract.*—The contract is to continue in force till the 31st December 1907.*Terms of working.*—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of open line for Government supervision and control; the Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system including this line bear to the gross earnings of that system, provided that such share shall in no case be less than an average sum of Rs. 35 per mile per week. The balance of the gross earnings to belong to Government.*Rates and fares.*—Government exercise full control over rates and fares.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906	8,86,836	32,702	—431	0.28	30,280	—30,711	37	101.32
1907	8,42,351	37,622	2,318		26,972	—24,654	39	93.84

[NOTE.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (h) Tirupattur-Krishnagiri railway (2' 6" gauge)—

Details of construction—

The railway is 25.38 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1905.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.*Ballast.*—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2" gauge.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 67.

76RB

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

A

Number ^{Main head 6} _{Sub-heads (a) to (i)} **MADRAS RAILWAY SYSTEM—concl'd.**

6 (h) Tirupattur-Krishnagiri railway (2' 6" gauge)—concl'd.

Terms of contract—

The line is the property of the State and is worked under the same contract and on the same terms and conditions as apply to the Morappur-Dharmapuri railway [6 (g)].

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	10,63,690	12,840	—1,067	...	18,802	—19,869	34	108·81
1906	10,78,762	46,276	—1,825	...	39,194	—41,019	35	103·94
1907	10,86,531	55,119	6,764	0·62	34,654	—27,890	42	88·73

[NOTE.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (i) Salem-Attur railway (5' 6" gauge)—

Details of construction—

The railway will be 36·06 miles long. It was sanctioned in 1903 as a famine feeder line; but the commencement of work has not yet been authorised.

Number ^{Main head 7} _{Sub-heads (a) to (c)} **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—H. Rendel, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system.—The Nizam's Guaranteed State railway system is made up of—

(a) Nizam's Guaranteed State railway (5' 6" gauge)	330·13
(b) Bezwada Extension railway (5' 6" gauge)	20·58
(c) Hyderabad-Godavari Valley railway (3' 3½" gauge)	391·13
Total	741·84

Running powers—

Home line over foreign line :—

Distant signal at Bezwada to Bezwada station, Madras (North-East line), for passenger and goods trains 1·01

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. 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 it was transferred to the East Coast (State) railway. It was transferred back to the Company for working from the 1st January 1901.

7 (a) Nizam's Guaranteed State railway proper (5' 6" gauge)—

Details of construction—

The open mileage of the Nizam's Guaranteed State railway proper is 330·13 miles, which may be divided into main line (Wadi junction to the British frontier), 310·10 miles, and branches, 20·03 miles. Its construction was first sanctioned in 1871 and it was opened through in 1889.

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb. double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5' 6" and 3' 3½") gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station-yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following :—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

Letter No. 257 of—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares.

The general conditions are as follows :—

Terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing, on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note.—The guarantee of His Highness the Nizam's Government on the share capital of £2,000,000 and £984,640 for the first 20 years.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 7.} _{Sub-heads (a) to (c).} NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.

7 (a) Nizam's Guaranteed State railway proper (5' 6" gauge)—concl'd.

Terms of contract—concl'd.

Currency of contract.—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working.—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

Rates and fares.—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

Statistics of working—

TABLE I.					TABLE II. (Includes Bezwada Extension.)	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1879	1,16,46,997	6,94,401	89,925	0.77	110	87.01
1880	1,21,90,870	7,02,716	2,24,810	1.84	112	68.08
1881	1,22,85,291	7,56,834	2,92,776	2.88	120	61.32
1882	1,22,27,794	8,59,418	3,75,099	3.07	141	58.35
1883	1,22,83,560	8,53,521	2,97,932	1.94	137	72.12
1884	1,23,08,720	9,72,917	3,59,774	2.92	155	63.02
1885	2,47,70,823	11,13,950	4,87,024	1.97	176	56.26
1886	2,89,19,499	13,81,077	6,94,524	2.40	143	49.71
1887	3,27,45,397	15,43,891	5,52,905	1.69	143	64.31
1888	3,54,89,073	17,76,075	7,57,467	2.13	118	57.35
1889	3,59,09,620	22,57,462	7,72,513	2.15	129	66.90
1890	3,76,96,721	25,07,268	10,39,590	2.76	140	59.74
1891	3,94,81,752	27,76,437	12,57,860	3.19	151	54.70
1892	3,95,48,395	27,80,642	13,24,959	3.35	151	52.95
1893	4,01,96,909	30,61,605	14,36,451	3.57	136	53.08
1894	4,02,33,826	32,56,885	16,22,028	4.03	177	50.20
1895	4,06,43,818	32,15,541	15,77,149	3.88	185	53.77
1896	4,08,24,737	33,03,522	17,28,196	4.23	187	50.02
1897	4,09,60,944	36,10,354	19,36,769	4.73	205	48.67
1898	4,10,54,449	39,07,612	22,74,580	5.54	221	44.20
1899	4,15,68,731	41,10,201	25,01,048	6.02	240	43.45
1900	4,17,49,124	49,12,056	28,41,985	6.81	286	41.52
1901	4,24,30,543	40,77,927	26,48,120	6.24	236	35.59
1902	4,02,89,527	44,06,494	26,82,533	6.25	254	39.89
1903	4,38,13,663	43,18,630	25,38,386	5.90	251	41.79
1904	4,32,66,412	43,32,440	27,90,690	6.45	252	36.18
1905	4,35,86,043	42,78,161	28,49,703	6.54	251	33.93
1906	4,36,45,097	44,84,105	27,98,897	6.41	262	33.12
1907	4,49,34,824	49,85,081	33,02,905	7.35	287	34.22

7 (b) Bezwada Extension railway (5' 6" gauge)—

Details of construction—

This railway is 20.58 miles long and extends from the Hyderabad frontier to Bezwada. Its construction was sanctioned in 1886 and it was opened in 1889.

Permanent-way.—The line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, except at miles 317 and 318 which are laid on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The line is maintained and worked for the same percentage of its gross earnings as the aggregate working expenses of the amalgamated undertaking of the 5' 6" gauge system bear to the aggregate gross earnings for the same half-year. The cost of Government of the gross earnings of the Bezwada extension railway for the use of rolling-stock, and the cost of Gov-

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 7 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.
 Sub-heads (a) to (c).
 7 (b) Bezwada Extension railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.	...	Rs.	Rs.	Rs.	
1887	8,11,654	...	...	...	16,368	-16,368		
1888	11,56,237	...	...	1.21	39,357	-39,357		
1889	13,47,666	76,671	16,326	1.17	53,580	-37,204		
1890	13,90,380	73,781	16,318		54,530	-38,212		
1891	14,11,077	87,367	28,699	2.03	56,266	-27,567	Included with the Nizam's Guaranteed State railway proper.	
1892	14,17,674	98,779	28,347	2.00	56,584	-28,237		
1893	14,21,456	1,08,386	33,972	2.89	56,888	-22,916		
1894	14,26,901	1,71,016	71,270	5.00	57,122	+14,148		
1895	14,31,842	1,95,767	95,119	6.64	57,239	+37,980		
1896	14,35,598	1,54,322	73,056	5.09	57,406	+15,650		
1897	14,35,418	1,66,800	80,808	5.40	58,323	+22,425		
1898	15,01,343	1,69,061	95,390	6.35	59,569	+35,821		
1899	15,02,651	3,12,172	1,84,365	12.27	60,101	+1,24,264		
1900	15,02,618	3,56,446	2,38,989	15.90	60,106	+1,78,883		
1901	11,51,678	2,77,177	1,56,929	13.63	35,509	+1,21,420		
1902	11,60,425	2,89,643	1,40,329	12.09	46,375	+93,954		
1903	11,77,047	3,07,113	1,54,222	13.10	46,617	+1,07,605		
1904	11,75,731	3,20,655	1,78,955	15.22	46,898	+1,32,057		
1905	11,78,645	3,47,490	2,04,239	17.33	47,046	+1,57,193		
1906	11,81,020	3,49,206	1,91,737	16.23	47,182	+1,44,555		
1907	11,81,952	3,15,376	1,83,833	15.56	35,691	+1,48,192		

7 (c) Hyderabad-Godavari Valley railway (3' 3 3/4" gauge)—

Details of construction—

This railway connects Manmad with Hyderabad and is 391.13 miles long. Its construction was sanctioned in 1897 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers from mile 0 to 37 1/2, except within station limits, on steel and wooden sleepers from mile 300 to 384 and on wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377 1/4 to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133.3.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows :—

Terms of contract.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of contract.—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc.; by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government the remaining moiety being dealt with as above.

Rates and fares.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 7} _{Sub-heads (a) to (c)} **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—concl'd.**
7 (c) Hyderabad-Godavari Valley railway (3' 3½" gauge)—concl'd.
 Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1896	Rs. 3,74,350	Rs. ...	Rs. ...	...	...	...
1897	17,64,352	...	...	...	...	...
1898	98,45,434	...	...	...	...	...
1899	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	2,31,94,817	10,63,028	4,20,826	1·81	70	60·41
1901	2,44,58,951	20,10,033	9,23,300	3·77	99	54·07
1902	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50

Number ^{Main head 8} _{Sub-heads (a) to (m)} **NORTH WESTERN STATE RAILWAY SYSTEM—**
 Lines comprising the system.—The North Western State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) North Western State railway (5' 6" gauge)	3,423·47	213·30	3,636·77
(b) Amritsar-Patti railway (5' 6" gauge)	27·49	...	27·49
(c) Jammu and Kashmir (Native state section) (5' 6" gauge)	15·98	...	15·98
(d) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)	78·65	...	78·65
(e) Rajpura-Bhatinda railway (5' 6" gauge)	107·05	...	107·05
(f) Southern Punjab railway (5' 6" gauge)	423·75	...	423·75
(g) Southern Punjab "Ludhiana" Extension railway (5' 6" gauge)	152·04	...	152·04
(h) Kalka-Simla railway (2' 6" gauge)	59·44	...	59·44
(i) Khushalgarh-Kohat-Thal railway (2' 6" gauge)	91·73	...	91·73
(j) Nowshera-Durgai railway (2' 6" gauge)	40·25	...	40·25
(k) Dandot Light railway (2' 0" gauge)	6·18	...	6·18
(l) Jullundur-Kapurthalla-Sultanpur (British section)	Gauge not yet finally settled. ...	6·80	6·80
(m) Jullundur-Kapurthalla-Sultanpur (Native State section).	...	22·02	22·02
Total	4,426·03	242·12	4,668·15

Running powers—

	Miles.
Home line over foreign line:—	
East Indian railway, Ghaziabad to Delhi, for passenger and goods trains.	13·00

8 (a) North Western State railway proper (5' 6" gauge)—

Details of construction—

The open mileage of the North Western State railway proper is 3,423·47 miles, of which 408·19 miles are double line. This may be divided into (1) the *Commercial section*, main line (Ghaziabad to Peshawar and Lahore to Karachi), 1,443·52 miles, and branches, 858·33 miles; (2) *Military section, Sind Sagar*, main line (Lala Musa to Sber-Shah), 344·59 miles, and branches, 227·14 miles; (3) *Military section, Sind Pishin* (Ruk to Chaman), 336·03 miles; (4) *Military section, Mushkaf-Bolan*, main line (Sibi to Quetta), 84·42 miles, and branches, 35·74 miles; (5) *Military section, Quetta-Nushki* (Spezand Junction to Nushki), 82·66 miles; and (6) *Peshawar-Jamrood branch*, 11·04 miles. The first sanction to the main line of this railway was given in 1859. It was opened through to Peshawar in 1883 and from Lahore to Karachi in 1889.

There were 213·30 miles, single line, under construction.

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed, 68-lb. double-headed, 60-lb. bull-headed, 82-lb. double-headed and 68-lb. bull-headed; of steel rails there are 70-lb. flat-footed, 62-lb. flat-footed, 75-lb. flat-footed, 64-lb. double-headed, 68-lb. double-headed, 75-lb. double-headed, 68-lb. bull-headed, 84-lb. bull-headed, 100-lb. flat-footed, 77½-lb. bull-headed, 73-lb. bull-headed and 85-lb. bull-headed. On the double line, of iron rails there are 68-lb. double-headed; of steel rails there are 68-lb. double-headed, 75-lb. flat-footed, 77½-lb. bull-headed and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 408 feet radius.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

NORTH WESTERN STATE RAILWAY SYSTEM—contd.

Number Main head 8 8 (a) North Western State railway proper (5' 6" gauge)—concl'd.

Details of construction—concl'd.

Gradients.—The ruling gradient between Kotri and Rohri, and Sibi and Rak, is 1 in 500; between Ghaziabad and Lala Musa, and Kotri and Lahore, 1 in 400; between Karachi and Kotri, 1 in 189; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 400, 1 in 80, 1 in 40 and 1 in 25, respectively.

Terms of contracts—

N% The line is owned and worked by the State.

Statistics of working—

TABLE I.

Table with 12 columns: Calendar year, Total capital outlay to end of each year, Gross earnings, Net earnings, Percentage of net earnings on total capital outlay given in column (2), Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company, Total income (column 4+column 6), Percentage of total income on total capital outlay given in column (3), Interest, Annuity, Old Guaranteed Company's share of surplus profits (based on terms of contract) attributable to each calendar year, Gain or loss to the State—pertaining to each calendar year.

TABLE II.

Table with 30 columns: Calendar year, Sind-Punjab and Delhi, 5' 6", Punjab-Northern, 5' 6", Indus Valley and Kandahar, 5' 6", Amritsar-Pathankot, 5' 6", North Western State (Commercial section, Military section, Entire line), Sind-Punjab and Delhi, 5' 6", Punjab-Northern, 5' 6", Indus Valley and Kandahar, 5' 6", Amritsar-Pathankot, 5' 6", North Western State (Commercial section, Military section, Entire line).

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 8} _{Sub-heads (a) to (m)} **NORTH WESTERN STATE RAILWAY SYSTEM—contd.**

8(b) Amritsar-Patti railway (5' 6" gauge)—

Details of construction—

This line, from Amritsar *via* Tarn Taran to Patti, is 27·49 miles long. It was sanctioned in 1905 and opened in 1906.

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line has not yet been ballasted.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 2,292 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The railway is worked under the following contract:—

Contract of.—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—A rebate is allowed up to 45 per cent. of the gross earnings from traffic (except the earnings derived from the carriage of stores) interchanged between the North Western State railway and the Amritsar-Patti railway so as to make up an amount equal to interest for the year at a rate of 5 per cent. per annum on the actual capital expenditure plus Rs. 6,000 for each year for or towards the office expenses and the expenses of management and direction. Land provided free.

Currency of contract.—Government may, by giving 12 months' notice, determine the contract on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company nor be less than such capital expenditure.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 45 per cent. of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent. per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 for such year and the balance, if any, shall be divided equally between Government and the Company.

Rates and fares.—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working.—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1906	11,90,964	15,368	8,452	0·71	69	45·00
1907	14,19,465	1,61,289	88,704	6·02	113	45·00

8(c) Jammu and Kashmir (Native State section) (5' 6" gauge)—

Details of construction—

This line, which extends from the Kashmir frontier to the left bank of the Tawi river near Jammu, is 15·98 miles long. Its construction was sanctioned in 1888 and it was opened in 1890.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 500.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 8} _{Sub-heads (a) to (m)} NORTH WESTERN STATE RAILWAY SYSTEM—contd.

8(c) Jammu and Kashmir (Native State section) (5' 6" gauge)—contd.

Terms of contract—

The railway is worked by the State under the following agreement :—

Agreement of—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

Government aid.—Government allow this railway, in addition to 44·5 per cent. of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent. per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western State railway from traffic interchanged with this section.

Currency of agreement.—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working.—The North Western State railway works and maintains the line for 55·5 per cent. of its gross earnings, which includes both hire of necessary locomotives and rolling-stock and the cost, subject to a limit of Rs. 80 per mile per annum, of such new minor works as are usually charged to revenue on the North Western State railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western State railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares.—Rates and fares are those which are from time to time in force on the main line of the North Western State railway.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i. e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from North Western State railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1888	29,545	...	...	...	...	...	...	...	...
1889	7,51,458	...	...	...	...	...	...	...	...
1890	12,37,071	45,667	18,770	1·11	...	...	...	...	...
1891	18,80,083	57,812	15,904	1·15	...	...	...	...	...
1892	9,45,802	41,718	15,444	1·63	...	...	...	...	...
1893	9,56,327	54,637	14,332	1·50	...	...	...	...	...
1894	9,59,773	60,463	17,555	1·83	...	...	...	...	...
1895	9,60,010	56,239	25,026	2·60	...	...	...	...	...
1896	9,60,011	55,185	24,558	2·55	...	...	...	...	...
1897	9,65,151	48,509	21,587	2·24	...	...	...	...	...
1898	9,62,346	48,164	21,483	2·23	...	...	...	...	...
1899	9,60,320	51,532	22,932	2·39	...	...	...	...	...
1900	9,60,492	55,215	24,571	2·56	...	...	...	58	55·50
1901	9,60,636	52,184	23,355	2·43	...	...	...	62	55·50
1902	9,62,471	51,865	23,080	2·40	...	...	...	67	55·50
1903	9,62,284	54,881	24,422	2·54	...	...	...	63	55·50
1904	9,62,208	56,231	25,028	2·60	9,258	38,680	3·50	63	55·50
1905	9,62,208	66,842	29,745	3·09	8,655	33,678	3·50	66	55·50
1906	9,78,586	77,688	34,571	3·53	4,540	34,285	3·57	68	55·50
1907	9,79,109	80,172	35,677	3·64	684	35,255	3·60	80	55·50
					—684	34,993	3·57	96	55·50

(d) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—

details of construction—

This railway is 78·65 miles long. Its construction was sanctioned in 1899 and it was opened in 1901.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$ NORTH WESTERN STATE RAILWAY SYSTEM—contd.

8(d) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—contd.

Terms of contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Malerkotla and Jind Durbars.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western State railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western State railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—After deduction of 55 per cent. of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{4}$ th and $\frac{3}{4}$ ths, respectively.

Rates and fares.—Rates and fares as in force on the North Western State railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Rs.	Rs.	Rs.			Rs.	
1901 . . .	48,10,407	2,02,297	91,034	2.11	The decrease in capital outlay in 1903 was due to credits.	68	55.00
1902 . . .	48,21,799	4,05,005	1,32,252	4.21		99	55.00
1903 . . .	41,19,964	3,15,026	1,41,762	3.44		77	55.00
1904 . . .	41,19,334	3,46,959	1,55,727	3.78		85	55.00
1905 . . .	41,22,517	5,15,007	2,31,753	5.62		126	55.00
1906 . . .	41,70,608	6,44,063	2,89,829	6.95		157	55.00
1907 . . .	41,81,658	6,45,356	2,90,410	6.94		153	55.00

8(e) Rajpura-Bhatinda railway (5' 6" gauge)—

Details of construction—

This railway is 107.05 miles long. Its construction was first sanctioned in 1883 and it was opened through in 1889.

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Terms of contract—

The railway is owned by the Patiala State and is worked by the North Western State railway under the following :—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R. T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western State railway for working, from 55 to 52, with effect from 1st January 1904.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Patiala Durbar.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western State railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—55 per cent. of the gross earnings to end of 1903 and 52 per cent. thereafter.

Rates and fares.—Rates and fares as in force on the North Western State railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 8} _{Sub-heads (a) to (m)} NORTH WESTERN STATE RAILWAY SYSTEM—contd.

8(e) Rajpura-Bhatinda railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1884	11,12,259	5,111	—496	—	17	109.72
1885	12,29,141	48,769	—4,255	—	59	106.09
1886	12,29,141	64,628	13,816	1.12	78	78.62
1887	12,43,250	} Not available	15,425	1.24	} Included with Northern State railway.	}
1888	22,61,990		18,640	0.82		
1889	62,33,918	1,02,480	58,403	0.93	74	55.00
1890	65,00,534	5,66,946	2,55,126	3.99	101	55.00
1891	65,81,553	7,19,859	3,23,987	4.92	128	55.00
1892	66,41,382	5,64,053	2,53,824	3.82	100	55.00
1893	67,26,941	6,84,347	3,07,956	4.58	122	55.00
1894	67,01,669	12,59,082	5,66,565	8.45	224	55.00
1895	67,02,457	18,18,902	5,93,506	8.86	235	55.00
1896	66,95,813	9,97,826	4,49,022	6.71	178	55.00
1897	66,96,451	6,96,927	3,13,617	4.68	124	55.00
1898	67,04,520	7,02,637	3,16,187	4.72	125	55.00
1899	67,05,785	6,79,520	3,05,784	4.56	122	55.00
1900	67,05,785	6,93,804	3,12,211	4.66	125	55.00
1901	67,10,823	8,60,642	3,87,239	5.77	155	55.00
1902	67,12,977	8,40,947	3,78,426	5.64	151	55.00
1903	67,18,890	9,64,002	4,33,801	6.46	173	55.00
1904	67,23,431	10,67,925	5,12,604	7.62	192	52.00
1905	67,18,831	12,53,390	6,01,628	8.95	225	52.00
1906	68,02,580	11,87,134	5,69,825	8.37	213	52.00
1907	68,14,790	14,80,997	7,10,878	10.43	266	52.00

8(f) Southern Punjab railway (5' 6" gauge)—

Chairman.—Sir Bradford Leslie, M.I.C.E., K.C.I.E.

Secretary.—Urban Broughton, Esq.

Offices.—70, Cornhill, London, E. C.

The railway runs from Delhi, *via* Bhatinda, to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *via* Umballa and Lahore.

Details of construction—

The mileage amounts to 423.75 miles, which may be divided into main line (Delhi to Samasata), 400.37 miles, and branch, 23.38 miles. The main line was opened through in 1897.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contract of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" Extension, 8 (g).

The general conditions of the contracts are as follows:—

Government aid.—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western State railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western State railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

Currency of contract.—Government may, by giving twelve months' notice, determine the contract on the 31st December 1923, or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent. the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

Power of Company.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 8} _{Sub-heads (a) to (m)} NORTH WESTERN STATE RAILWAY SYSTEM—contd.

8(f) Southern Punjab railway (5' 6" gauge)—concl'd.

Terms of contracts—concl'd.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent. of the gross earnings. Surplus profits in excess of 3½ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western State railway take all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western State railway and foreign lines.

Rates and fares.—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

TABLE I.								TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from N. W. S. ry., (+), or share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1895	21,49,441	...	...	...	...	...	...	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.	...	...
1896	1,30,67,048	...	...	...	...	...	...		...	...
1897	1,99,08,812	1,61,038	77,298	0.39	+19,942	97,240	0.54		52	52.00
1898	2,23,62,921	16,29,122	7,81,978	3.49	...	7,81,978	3.49		74	52.00
1899	2,26,68,262	16,11,010	7,78,235	3.41	+17,818	7,90,603	3.48		73	52.00
1900	2,26,57,063	16,36,280	7,89,360	3.48	+ 3,562	7,92,922	3.50		74	52.00
1901	2,25,70,734	24,96,333	11,98,240	5.31	-1,73,653	10,24,587	4.54		113	52.00
1902	2,27,93,660	19,41,541	9,31,940	4.09	-41,523	8,90,418	3.90		88	52.00
1903	2,28,27,906	21,59,158	10,36,396	4.54	-90,308	9,46,088	4.14		98	52.00
1904	2,29,43,454	27,47,442	13,18,772	5.74	-2,30,878	10,88,094	4.74		124	52.00
1905	2,30,18,696	36,40,372	17,47,379	7.59	-4,43,110	13,04,269	5.66		165	52.00
1906	2,31,30,148	41,67,059	20,00,188	8.65	-5,67,842	14,32,346	6.19		188	52.00
1907	2,31,79,761	50,37,456	24,17,978	10.48	-7,75,023	16,42,955	7.09		228	52.00

8(g) Southern Punjab "Ludhiana" Extension (5' 6" gauge)—

Details of construction—

The open mileage, from Ludhiana, *via* Ferozepore, to McLeod Ganj is 152.04 miles. This extension was sanctioned in 1903 and opened through in 1906.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is being ballasted chiefly with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [8 (f)], except as follows:—

Government aid.—Government allow the Company, by way of rebate on the net earnings of the North Western State railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana Extension, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the net earnings of the Company in respect of the Ludhiana Extension will make up interest at the rate of 5 per cent. per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract.—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent. of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working.—Surplus profits in excess of 5 per cent. per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 8} _{Sub-heads (a) to (m)} NORTH WESTERN STATE RAILWAY SYSTEM—contd.

8 (g) Southern Punjab "Ludhiana" Extension (5' 6" gauge)—contd.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from North Western State railway, (+), or share of surplus profits payable to the Secretary of State in England, (-).	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	7,06,564	...	...	...	...	...	...	...	...
1904	53,88,747	...	...	...	...	...	...	...	...
1905	70,09,669	73,332	35,200	0.50	+10,500	45,700	0.65	68	52
1906	79,33,781	6,29,557	3,02,187	3.81	+33,318	3,35,505	4.23	83	52
1907	83,43,814	8,95,142	4,31,108	5.15	+31,168	4,62,271	5.58	112	52

8 (h) Kalka-Simla railway (2' 6" gauge)—

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000 the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western State railway administration with effect from the 1st January 1907.

Details of construction—

The line is 59.44 miles long. Its construction was sanctioned in 1893 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.*Ballast.*—The line is ballasted with stone.*Fencing.*—The line is fenced only along the Kalka camping ground and through the skirts of the town of Kalka.*Curves.*—Most of the curves are compound, the limiting radius being 120 feet.*Gradients.*—The ruling gradient is 1 in 33.*Terms of contract.*—Nil. The line is owned and worked by the State.*Rates and fares.*—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	
	Rs.	Rs.	Rs.				Rs.		
99	5,53,228	...	...	...	...	...	...	...
100	18,18,465	...	...	...	...	...	...	...
101	34,86,993	...	...	...	...	...	...	...
102	92,81,656	...	...	...	...	...	...	...
103	1,41,32,684	32,052	7,022	0.04	...	...	...	...
104	1,68,25,512	5,90,403	2,08,240	1.24	...	...	7	78.09
105	1,76,11,644	7,52,460	4,00,818	2.28	...	...	191	64.75
06	1,77,93,538*	7,64,322	3,07,125	1.72*	5,90,655	-2,83,530	243	46.73	
07	1,76,82,568	9,35,979	4,05,868	2.29	5,27,265	-1,21,897	247	59.82	
							300	56.22	

(i) Khushalgarh-Kohat-Thal railway (2' 6" gauge)—

Details of construction—

The line is 91.73 miles long. Its construction was sanctioned in 1900 and it was opened through in 1903. The line is under conversion to the 5' 6" gauge.

Permanent-way.—The permanent-way between Khushalgarh and Kohat consists of flat-footed steel rails, 35 lbs. to the yard, laid on wooden sleepers; the Kohat-Thal section is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 8} _{Sub-heads (a) to (m)} NORTH WESTERN STATE RAILWAY SYSTEM—concl'd.

8 (i) Khushalgarh-Kohat-Thal railway (2' 6" gauge)—concl'd.

Details of construction—concl'd.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient between Khushalgarh and Kohat is 1 in 83·3 and between Kohat and Thal 1 in 100.

Terms of contract.—*Nil.* The line is owned and worked by the State.

Statistics of working—

TABLE I.	TABLE II.		
	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
Included with the North Western State railway	1902	Rs. 31	67·88
	1903	34	174·56
	1904	34	222·38
	1905	38	166·36
	1906	50	143·68
	1907	48	174·49

8 (j) Nowshera-Durgai railway (2' 6" gauge)—

Details of construction—

This railway is 40·25 miles in length. Its construction was sanctioned in 1899 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 35 lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 477 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract.—The railway is owned and worked by the State.

Statistics of working—

TABLE I.	TABLE II.		
	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
Included with the North Western State railway	1902	Rs. 51	152·27
	1903	53	101·67
	1904	69	97·29
	1905	68	109·17
	1906	72	92·46
	1907	83	94·27

8 (k) Dandot Light railway (2' 0" gauge)—

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

Details of construction—

The line is 6·18 miles long. The section from Dandot station to the mouth of the main mine was opened in 1889.

Permanent-way.—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Terms of contract.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included with the North Western State railway.

8 (l) Jullundur-Kapurthalla-Sultanpur (British section)—

This line, which will be 6·80 miles long, has not yet been commenced, nor has the gauge been settled.

8 (m) Jullundur-Kapurthalla-Sultanpur (Native State section)—

The Native State section will be 22·02 miles long. The same remarks apply to this as are made against the British section.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

**Number Main head 2 OUDH AND ROHILKHAND STATE RAILWAY SYSTEM
Sub-heads (a) to (c)**

Lines comprising the system.—The Oudh and Rohilkhand State railway system is made up of—

	Open line.	Under construction or sanctioned for construc- tion.	Total.
	Miles.	Miles.	Miles.
(a) Oudh and Rohilkhand State railway { 5' 6" gauge { 3' 3½" gauge	1,221·42	88·48	1,309·90
(b) Hardwar-Dehra railway (5' 6" gauge)	1·81	...	1·81
(c) Cawnpore-Burhwal link (3' 3½" gauge)	32·04	...	32·04
	79·60	...	79·60
Total	<u>1,334·87</u>	<u>88·48</u>	<u>1,423·35</u>

Running powers—

	Miles.
Home line over Foreign line:— Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only	13·00
Foreign lines over Home line:— Great Indian Peninsula railway at Cawnpore " " " " Cawnpore to Lucknow } granted for passenger and goods trains, but exercised for the former only. {	0·88 44·83
" " " " Moghal Sarai to Benares Cantonment, for certain passenger trains only	10·00
	55·49
Bengal and North Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal " " " " " 34·57 miles (Cawnpore-Burhwal link, 3' 3½" gauge) " " " " " Benares Cantonment to Benares City (Oudh and Rohilkhand State railway, 3' 3½" gauge)	79·60 1·81 81·41

9(a) Oudh and Rohilkhand State railway proper (5' 6" gauge) —

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company 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.

Details of construction.

The total open mileage of the railway is 1,223·23 miles. This may be divided into (1) Main line (Moghal Sarai to Saharanpur), 518·49 miles; (2) Benares-Lucknow loop, 199·03 miles; (3) Bareilly-Moradabad loop, 70·50 miles; and branches, 433·40 miles; and 1·81 miles of 3' 3½" gauge at Benares.

First sanction to construction was given in 1864. The main line *via* Rae Bareli was opened through in 1898. The Benares-Lucknow loop was opened through in 1874 and the Bareilly-Moradabad loop in 1878.

There were 88·48 miles sanctioned for construction but on which commencement of work was not authorized.

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails. During the year 1907, 40 miles of the relaying on the main line from Lucknow towards Saharanpur was completed. The Benares-Lucknow loop is laid throughout with 75-lb. flat-footed steel rails. On most of the branches the greater part of the rails are 75-lb. flat-footed steel. On the Ajudhya Ghat, Bahramghat, Madhoganj and Kotdwara branches they are partly 60-lb. flat-footed iron and partly 60-lb steel rails. The portions of the Bareilly-Moradabad loop and Aligarh branch which were previously laid with 60-lb. flat-footed steel rails are now being relaid with the second hand 75-lb. flat-footed steel rails removed from the main line.

The sleepers are of the following types:—stamped steel bowls, cast-iron pots, steel trough transverse and wood (sal, deodar, jarrah and New South Wales hard wood). There are a few wrought iron saddle back sleepers still in the Kotdwara and Aligarh branches and Bareilly-Moradabad loop.

Ballast.—The main line is ballasted throughout with kunkur, stone, or shingle.

The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi, Cawnpore and Hardwar branches which are ballasted with kunkur, stone or shingle.

Fencing.—The line is fenced throughout with the exception of the Madhoganj, Meerut, and Kotdwara branches.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the whole of the railway is 1 in 400.

Terms of contract—

Nil. The railway is owned and worked by the State.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 9} _{Sub-heads (a) to (c)}, **ODDH AND ROHILKHAND STATE RAILWAY SYSTEM—contd.**

9 (a) Oudh and Rohilkhand State railway proper (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
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	...	...	...	...	...	...	...	56	72.91
1874	...	...	...	...	...	...	...	72	64.41
1875	...	...	...	...	...	...	...	97	59.71
1876	...	...	...	...	...	...	...	120	68.93
1877	...	...	...	...	...	...	...	153	52.93
1878	...	...	...	...	...	...	...	163	54.23
1879	5,80,95,764	43,44,843	18,19,936	3.14	23,00,000	...	-9,80,064	153	58.11
1880	6,02,24,081	44,55,150	19,04,409	3.16	23,19,946	...	-9,15,537	157	57.25
1881	6,25,30,935	49,23,730	19,75,699	3.16	29,14,137	...	-9,38,488	173	59.91
1882	6,52,79,840	52,62,844	18,01,371	2.76	30,67,622	...	-12,66,251	185	65.77
1883	7,07,69,446	54,56,255	24,80,362	3.51	31,35,405	...	-6,55,133	192	54.54
1884	7,91,43,363	52,75,198	23,26,146	2.94	41,14,587	...	-17,88,441	182	55.99
1885	8,54,34,426	55,37,369	19,05,361	2.23	46,53,333	...	-27,47,972	176	65.59
1886	8,95,12,775	65,05,408	28,60,755	3.20	51,38,014	...	-23,27,259	180	56.02
1887	9,17,06,668	66,46,213	31,35,249	3.42	53,98,339	...	-22,63,090	186	52.83
1888	9,18,41,649	70,77,053	30,16,005	3.28	51,67,494	...	-21,51,489	197	57.38
1889	9,22,32,226	75,39,633	42,04,076	4.56	49,71,898	...	-7,67,822	209	44.24
1890	9,27,89,280	73,81,396	37,54,478	4.05	44,23,109	...	-6,68,631	205	49.14
1891	9,28,38,358	85,64,200	49,42,458	5.32	47,25,666	...	+2,16,792	233	42.29
1892	9,51,44,770	85,42,836	50,16,329	5.27	52,79,411	...	-2,63,082	237	41.23
1893	10,34,32,031	87,15,926	50,17,053	4.85	55,01,058	...	-4,84,005	239	42.44
1894	11,08,04,516	1,05,18,886	57,36,138	5.20	63,11,123	...	-5,74,985	262	45.47
1895	10,64,94,395	1,02,94,880	52,55,948	4.94	63,69,949	...	-11,14,001	243	48.95
1896	10,76,42,655	86,97,076	43,50,907	4.04	61,30,729	...	-17,79,322	209	49.97
1897	11,04,84,893	85,15,356	36,96,778	3.85	59,77,486	...	-22,80,708	186	56.59
1898	11,66,56,000	98,51,599	53,07,727	4.55	53,76,247	...	-5,63,520	190	46.12
1899	12,23,50,210	1,11,38,990	60,76,595	4.97	59,75,202	...	+1,01,398	203	45.45
1900	12,57,60,656	1,15,15,132	55,91,727	4.45	62,28,185	...	-6,36,453	208	51.44
1901	12,89,85,151	1,32,54,991	72,20,007	5.60	63,12,044	...	+9,07,963	231	45.53
1902	13,66,82,342	1,31,65,792	64,11,336	4.69	64,75,905	...	-64,569	230	51.30
1903	14,54,28,164	1,39,49,922	72,31,362	4.97	68,00,305	...	+4,31,557	226	48.16
1904	17,96,63,929	1,52,96,206	71,33,117	4.76	70,55,640	...	+77,477	235	53.37
1905	15,37,92,910	1,53,85,913	63,43,867	4.12	71,68,431	...	-8,24,764	236	58.77
1906	15,71,99,731	1,64,67,329	78,15,731	4.97	75,66,010	...	+2,49,721	249	52.54
1907	16,40,20,113	1,81,93,089	65,62,413	4.00	70,99,564	...	-5,37,151	269	63.93

9 (b) Hardwar-Dehra railway (5' 6" gauge)—

Details of construction—

This railway is 32.04 miles long. Its construction was sanctioned in 1896 and it was opened in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sal and Australian sleepers.

Ballast.—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Terms of contract—

The Hardwar-Dehra railway is worked under the following contract:—

Contract of—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows:—

Government aid.—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land was provided free of charge.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 9} _{Sub-heads (a) to (c).} OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—concl'd.

9 (b) Hardwar-Dehra railway (5' 6" gauge)—concl'd.

Terms of contract—concl'd.

Terms of contract.—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs. of rupees as capital and, except for *bonâ fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

Currency of contract.—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., nor is less than, the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—After deduction of 50 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Rates and fares.—Rates and fares to be arranged between Government and the working agency within one and a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand State railway.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1897	1,96,017	...	...	...	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.	...	...
1898	10,70,515	...	...	...	...	...	...		...	...
1899	23,42,687	...	...	...	...	...	...		...	...
1900	25,67,093	1,60,485	80,243	1.33	...	...	...		...	...
1901	28,12,301	2,13,456	1,06,728	3.80	84,220	11,253	+11,255	115	50.00	
1902	28,36,486	2,52,495	1,26,242	4.45	85,048	20,597	+20,597	128	50.00	
1903	28,44,541	2,62,719	1,31,359	4.62	85,260	23,050	+23,049	152	50.00	
1904	29,12,992	2,63,612	1,31,806	4.52	86,777	22,515	+22,514	158	50.00	
1905	29,20,650	3,13,476	1,56,738	5.87	87,590	34,574	+34,574	158	50.00	
1906	29,24,284	3,34,110	1,67,055	5.71	87,688	39,633	+39,684	188	50.00	
1907	29,27,912	3,86,565	1,93,238	6.61	87,822	52,730	+52,731	201	50.00	
								232	50.00	

(c) Cawnpore-Burhwal (3' 3½" gauge) link—

The construction of the Cawnpore-Burhwal (3' 3½" gauge) link was sanctioned as a part of the project for linking up the 3' 3½" gauge systems of Northern India.

Details of construction—

The link is 79.60 miles long. Its construction was sanctioned in 1894 and it was opened through in 1897.

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone, or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand State railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand State railway 80 per cent., which has, with effect from the 1st July 1905, been reduced to 75 per cent., of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand State railway [9(a)].

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 10} _{Sub-head (a)} ASSAM-BENGAL RAILWAY (3' 3 $\frac{3}{8}$ " gauge)—*Chairman.*—Henry Luttmann-Johnson, Esq.*Managing Director.*—James Meadows Rendel, Esq.*Offices.*—Bishopsgate House, Bishopsgate Street within, London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, 34.90 miles, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Details of construction—

The total open mileage of the line is 775.28 miles which may be divided into (1) main line (Chittagong to Tinsukia), 573.61 miles, and (2) branches, 198.67 miles, of which the length between Noakhali and Shaheb Ghatta, 4.44 miles, was temporarily closed to traffic. The main line was opened through to Tinsukia in 1903.

Besides the above 35.32 miles were sanctioned for construction, of which 19.32 miles are actually under construction.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sal and pyinkado, and partly on bastard il, nageshur, jarrah wood and ironbark sleepers. The Noakhali branch is laid with 41 $\frac{1}{2}$ -lb. steel rails on sal sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Laksam and Chandpur, Gauhati Ghat and Gauhati, and half a mile from Gauhati towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding is 1 in 60, with a 1 in 37 banking section 8.54 miles long; between Gauhati and Tinsukia, 1 in 100; between Laksam and Noakhali, 1 in 200; between Laksam and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150.

Terms of contracts—

The Assam-Bengal railway is worked under the following contracts:—

Contracts of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

The general conditions of the contracts are:—

Government aid.—Government guarantee interest in sterling at 3 per cent. on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3 $\frac{1}{2}$ per cent. Land was provided free of charge.

Terms of contract.—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings), are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

Currency of contract.—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three-half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earning of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, limited to one per cent. of net earnings. With effect from 2nd half of 1907 the second bonus to subscribers has been fixed at a minimum of 25 per cent. of deposits, irrespective of the condition that the bonus should be restricted to one per cent. of net earnings;

(2) The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than $\frac{1}{4}$ ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds $\frac{3}{4}$ ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement;

and the residue is divisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 10} _{Sub-head (a)} ASSAM-BENGAL RAILWAY (3' 3½" gauge)—contd.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1891	1,53,203	...	...	...	5,893	-5,893	...	...
1892	80,16,133	...	...	...	2,66,378	-2,66,378	...	...
1893	1,07,63,192	...	...	...	5,42,648	-5,42,648	...	...
1894	2,46,89,198	...	...	...	8,59,681	-8,59,681	...	...
1895	4,04,38,298	2,14,426	-8,047	...	18,95,686	-14,03,683	64	188.7
1896	5,21,39,904	6,18,785	33,238	0.06	23,73,034	-23,89,796	71	94.6
1897	6,37,67,401	9,90,640	72,214	0.11	22,56,279	-21,84,065	68	92.7
1898	7,58,41,721	13,03,124	54,551	0.07	24,45,275	-23,90,724	86	95.8
1899	8,69,56,236	16,19,646	3,22,704	0.37	28,63,081	-25,40,380	75	80.0
1900	9,56,01,772	17,09,955	3,64,364	0.38	33,31,390	-29,67,026	75	78.6
1901	10,41,49,467	21,34,252	4,56,654	0.44	35,06,252	-30,49,598	70	78.6
1902	11,11,34,922	20,96,058	2,54,418	0.23	38,08,987	-35,53,969	63	87.8
1903	12,40,28,543	23,97,658	4,48,963	0.36	40,71,450	-36,27,487	72	80.5
1904	12,60,09,639	29,53,962	1,05,310	0.08	41,66,535	-40,61,145	77	94.7
1905	12,78,56,722	34,14,295	1,25,615	0.10	42,61,306	-41,35,691	88	94.6
1906	13,25,20,704	42,20,044	4,27,858	0.32	44,53,487	-40,25,629	104	89.8
1907	13,49,01,242	48,90,137	6,40,251	0.47	37,92,277	-31,52,023	122	86.9

Noakhali (Bengal) railway (3' 3½" gauge)—

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from Assam-Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	21,04,827	30,090	2,409	0.11	28,389	25,798	1.23	90	92.00
1904	21,59,851	55,840	-3,282	...	50,775	47,543	2.20	31	105.79
1905	21,35,528	68,498	1,666	0.08	56,055	57,721	2.71	38	97.87
1906		Amalgamated with the Assam-Bengal railway,							

Number ^{Main head 11} _{Sub-heads (a) & (b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—

Chairman.—Colonel T. Gracey, R.E., C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E., M. Inst. C. E.

Offices.—237, Gresham House, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction, or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bengal and North-Western railway (3' 3½" gauge)	1,014.90	144.15	1,159.05
(b) Tirhoot railway (3' 3½" gauge)	763.54	19.40	782.94
Total	1,778.44	163.55	1,941.99

Running powers—

Home line over Foreign lines—

	Miles.
Cawnpore to Aishbagh, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand State railway	45.03
Aishbagh to Daliganj, Lucknow-Bareilly railway	3.40
Daliganj to Burhwal, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand State railway	34.57
Benares Cantonment to Benares City, Oudh and Rohilkhand State railway (3' 3½" gauge)	1.81
Total	84.81

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 11} Sub-heads (a) & (b). **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

11 (a) Bengal and North-Western railway proper (3' 3 $\frac{3}{8}$ " gauge)—**Details of construction—**

The total open mileage of the railway is 1,014·90 miles.

This may be divided into main lines : (1), Sonopore to Burhwal, 274·75 miles; (2), Bhatni to Benares, 105·75 miles and (3), Aunrihar to Chand-deara Ghat, 95·75 miles ; and branches, 538·65 miles. First section of the main line was sanctioned in 1882 and it was opened throughout in 1885.

Besides the above 144·15 miles were sanctioned, of which 84·36 miles were actually under construction.

Permanent-way.—The main line between Sonopore and Burhwal is laid with 50-lb. steel rails on sāl sleepers. The rest of the line north of the Gogra is laid with 41 $\frac{1}{2}$ -lb. steel rails mostly on sāl sleepers. The Ganges-Gogra Doab lines are laid with 50-lb. steel rails on sāl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 900 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various ghat lines the gradients are steeper.

Terms of contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts :—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1894.—Contract supplemental to those of 1882 and 1886, providing for the Revelganj, Manjhi Ghat (Bahramghat), Burhwal, Tulsipur, Katarnian Ghat and Turtipar branches of the Company's railway, and for the exercise of running powers over the Cawnpore-Burhwal (3' 3 $\frac{3}{8}$ " gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1894, providing for the Ganges-Gogra Doab lines of the Company's railway, known as the Ganges-Gogra Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

24th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North-Western Railway Company after the expiration, on the 31st December 1904, of the contract of 1890.

7th October 1907.—Contract, supplemental to those of 1882, 1886, 1894, 1896 and 1903 and providing for the extensions, Gorakhpur to Bagaha, Daronda to Maharajgunj, Savan to Thawe, Benares to Jhoosi and extensions towards Allahabad, Kopaganj to Dohrihat and Uska to Tulsipur with a branch from Gainsari to Jarwa.

The general conditions of the contracts are as follows :—

Government aid.—Land alone was provided free.

Currency of contracts.—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

(2) *Ganges-Gogra Doab contract.*—The contract of 1896, *viz.*, that covering the Ganges-Gogra Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903 ; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

NOTE.—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1932.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1904, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 11. BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) & (b)

11 (a) Bengal and North-Western railway proper (3' 3½" gauge)—concl'd.

Terms of contracts—concl'd.

Power of Company to surrender contracts.—Nil.

Terms of working.—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

4 per cent. on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonapore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent. on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1904.

The residue of net earnings to be dealt with as follows:—

(a) if the residue does not exceed ten lakhs, ¼ths to Government and ¾th to the Company;

(b) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (a) and the excess over 10 lakhs shall belong ¼ths to Government and ¾th to the Company.

Rates and fares.—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

Statistics of working—

TABLE I							TABLE II. Including the Tirhoot railway from 1890.	
Calendar year.	Total capital outlay to end of each year, i.e., (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
884	1,52,47,423	77,670	Information not available.	Information not available.	—26,221	...	29	183.76
885	2,01,86,380	12,05,320			6,10,799	3.03	72	49.33
886	2,35,16,102	18,51,074			8,09,189	3.43	106	56.86
887	2,56,22,684	19,44,002			8,37,004	3.27	90	56.94
888	2,61,51,543	22,09,543			9,88,844	3.78	102	55.25
889	2,63,41,872	22,11,924			10,53,964	4.00	103	52.35
890	2,57,91,904	22,18,615			12,92,397	4.96	121	44.08
891	2,76,68,842	24,76,909	15,54,509	69,484	16,23,993	5.87	121	40.04
892	2,83,88,821	23,39,077	16,84,194	67,160	17,01,254	5.99	120	41.12
893	2,84,84,284	26,14,546	15,81,860	66,842	16,48,702	5.79	123	43.20
894	2,87,24,887	26,17,242	16,95,265	72,358	17,67,623	6.15	130	41.79
895	3,12,95,704	25,71,036	16,82,766	72,909	17,55,675	5.61	133	42.45
896	3,42,36,114	26,26,033	16,70,172	71,614	17,41,786	5.07	134	43.97
897	4,10,32,207	27,55,713	17,24,277	74,905	17,99,182	4.38	128	43.78
898	4,66,78,822	33,31,890	19,74,920	75,825	20,50,805	4.39	129	43.37
899	5,16,06,783	42,44,861	26,70,911	61,940	27,32,851	5.30	131	46.67
900	5,24,73,119	44,56,593	24,74,433	49,568	25,23,996	4.82	123	49.56
901	5,50,91,830	53,66,794	30,97,372	76,858	31,74,225	5.76	140	44.51
902	5,84,82,525	55,60,234	23,72,183	76,671	30,48,854	5.91	154	46.82
903	6,21,09,547	61,95,433	38,53,972	1,04,369	39,58,941	6.47	161	40.64
904	6,43,92,183	67,16,933	43,28,496	1,16,384	44,45,330	6.90	168	39.68
905	6,77,55,568	61,79,116	34,72,077	1,69,446	36,41,163	5.37	151	43.11
906	7,13,61,623	77,02,978	40,92,199	1,92,092	42,84,731	6.00	168	47.39
907	7,50,01,758	89,59,804	49,72,741	1,79,231	51,51,972	6.87	177	44.28

(b) Tirhoot railway (3' 3½" gauge)—

stalls of construction—

The open mileage of this railway is 763.54 miles, consisting of (1) main line (Katihar to Sonapore) 169.50 miles, (2) ajipur to Bachhwara via Muzaffarpur and Samastipur loop, 86.50 miles, and (3) branches, 507.54 miles. Of these 0.05 miles are double line. First sanction to the construction of the main line was accorded in 1874 and the first section is opened throughout in 1890. There were in addition 19.40 miles under construction.

Permanent-way.—The following types of rails are in use:—50-lb. flat-footed steel, 41½-lb. flat-footed steel and 1-lb. iron. The sleepers are of sal, pyinkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3.42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Terms of contracts—See under Bengal and North-Western railway proper, 11 (a).

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 11 BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—concl'd.
Sub-heads (a) & (b)

11 (b) Tirhoot railway (3' 3½" gauge)—concl'd.

statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1875	...	...	...	...	...	...	...	...		...	...
1876	...	...	...	...	...	...	...	...		39	107.62
1877	...	...	...	...	...	...	...	...		71	68.67
1878	...	...	...	...	...	...	...	...		77	69.85
1879	58,38,320	4,58,733	Information not available.	Information not available.	1,07,819	2.02	2,37,411	-1,29,592		108	75.34
1880	56,13,274	5,51,068	Information not available.	Information not available.	2,33,662	4.16	2,50,659	-16,997		113	76.49
1881	72,02,917	5,34,255	Information not available.	Information not available.	2,36,200	3.28	2,67,245	-31,045		102	56.40
1882	1,07,92,877	6,60,022	Information not available.	Information not available.	2,51,047	2.36	3,86,612	-1,32,565		110	59.57
1883	1,32,83,024	8,92,441	Information not available.	Information not available.	2,58,705	1.96	4,99,014	-2,39,309		186	61.50
1884	1,48,64,982	11,90,072	Information not available.	Information not available.	2,66,582	1.70	5,74,369	-3,07,787		103	70.90
1885	1,44,47,916	12,78,634	Information not available.	Information not available.	3,59,269	2.49	5,86,195	-2,26,926		105	77.60
1886	1,54,33,549	14,98,633	Information not available.	Information not available.	5,01,189	3.25	6,30,944	-1,29,755		98	71.90
1887	1,97,49,195	17,22,955	Information not available.	Information not available.	6,95,725	3.52	7,79,801	-84,076		109	66.56
1888	2,07,78,252	18,07,283	Information not available.	Information not available.	7,98,875	3.85	8,17,485	-18,610		122	59.62
1889	2,12,28,094	18,96,674	Information not available.	Information not available.	9,78,246	4.61	8,41,932	+1,36,314		128	55.80
										122	48.42
										Included with Bengal and North-Western railway.	
1890	2,29,94,165	23,92,977	14,23,332	69,484	18,21,797	5.75	9,14,207	+4,07,590		...	...
1891	2,34,99,148	24,80,379	18,82,875	67,060	18,53,948	5.76	9,34,335	+4,19,463		...	...
1892	2,43,25,804	21,94,882	16,29,812	74,905	18,15,815	5.41	9,50,025	+3,65,790		...	...
1893	2,49,08,833	26,81,190	14,09,975	66,842	18,43,183	5.39	10,01,205	+3,41,928		...	...
1894	2,50,08,061	29,42,305	15,35,581	72,358	14,63,223	5.85	9,98,363	+4,64,835		...	...
1895	2,56,02,092	30,89,614	15,61,276	72,909	14,88,367	5.81	10,18,018	+4,70,354		...	...
1896	2,60,38,655	31,61,172	15,56,944	71,614	14,85,330	5.70	10,27,821	+4,57,509		...	...
1897	3,11,00,098	32,38,109	16,29,812	74,905	15,54,907	5.00	10,38,630	+5,16,277		...	...
1898	3,46,43,176	31,44,140	16,67,068	75,885	15,91,183	4.59	13,18,764	+2,72,419		...	...
1899	3,80,27,533	34,24,808	14,42,101	61,940	13,80,161	3.63	14,62,603	-82,442		...	...
1900	4,30,15,249	36,47,197	15,66,413	49,563	15,16,850	3.53	16,19,231	-1,02,381		...	...
1901	4,61,91,293	43,16,760	22,75,660	76,853	21,98,807	4.76	17,67,799	+4,31,008		...	...
1902	4,91,41,200	45,50,632	24,55,201	76,671	23,78,530	4.84	18,77,205	+5,01,325		...	...
1903	5,08,63,468	56,72,952	31,92,619	1,04,369	30,88,350	6.07	19,86,515	+11,01,785	Includes Sagauli-Baxaul branch from 11th April 1904.	...	...
1904	5,64,95,579	62,63,114	34,98,567	1,16,834	38,81,733	5.99	21,48,021	+12,33,712		...	...
1905	6,21,36,962	61,81,754	35,57,423	1,69,446	38,87,977	5.45	23,54,563	+10,33,414		...	...
1906	6,73,40,339	66,80,324	38,97,310	1,92,032	37,05,273	5.50	23,17,307	+13,87,971		...	...
1907	7,19,69,253	75,89,243	42,21,002	1,79,231	40,41,771	5.61	23,80,668	+16,61,103		...	...

Sagauli-Baxaul branch, before it was purchased by the State.

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1896	1,26,044	...	...	...	...	...
1897	6,68,763	...	...	...	...	...
1898	8,07,550	...	...	...	...	...
1899	10,81,740	5,433	...	...	30	40.00
1900	12,12,073	25,830	...	...	50	52.62
1901	10,67,014	37,142	13,593	1.37	40	63.44
1902	11,73,421	39,296	18,633	1.74	42	52.57
1903	11,16,252	43,809	18,571	1.66	51	57.61
1904 (up to 10th April)	11,16,252	18,740	10,114	0.91	74	46.03
	Amalgamated with the	Tirhoot railway	from 11th April	1904.		

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL DOOARS RAILWAY SYSTEM—**

Chairman—Colonel A. J. Filgate, R.E.

Secretary—H. Rendel, Esq.

Offices—271, Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(a) Bengal Dooars railway (3' 3½" gauge)	36.40
(b) Bengal Dooars railway extensions (3' 3½" gauge)	116.56
Total	152.96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

12 (a) Bengal Dooars railway proper (3' 3½" gauge)—

Details of construction—

The total length of open mileage is 36.40 miles, divided into main line (East Bank of the Teesta to Dam Dim), 31 miles and branch, 5.40 miles. Construction was sanctioned in 1891 and the line was opened through in 1893.

Permanent-way.—The line is laid with 41½-lb. flat-footed steel rails on s&al sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432.50 feet radius.

Gradients.—The ruling gradient is 1 in 166.

Terms of contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1893 and 1900 (extending period for completion of Mal-Madarihat extension).

The general conditions of the contracts are as follows:—

Government aid.—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 per annum as may be required to make up the net profits of the undertaking to five per cent. per annum on the capital outlay.

Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the Company, nor less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working.—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal State railway the Secretary of State retains in each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of the income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent. on the capital, Government may reduce maxima to the extent of 25 per cent., except in the case of certain special rates.

Extension from Barnes Junction to Lalmanirhat—

Certain maxima and minima have been fixed within which rates may be varied.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120].

Number **Main head 12** **BENGAL DOOARS RAILWAY SYSTEM—concl'd.**
 Sub-heads (a) and (b).
12 (a) Bengal Dooars railway proper (3' 3½" gauge)—concl'd.
 Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1891	16,479	...	...	...	...	...	...	...	...	...
1892	12,67,626	...	...	...	...	...	...	...	...	...
1893	18,49,091	1,14,812	57,639	3.12	...	57,639	3.12	...	69	49.80
1894	22,84,224	2,05,286	1,04,291	4.57	4,000	1,08,291	4.74	...	109	49.20
1895	23,26,476	3,53,537	1,27,453	5.48	4,000	1,31,453	5.65	...	125	49.73
1896	24,33,213	2,70,450	1,31,313	5.42	...	1,31,313	5.42	*Including cost of flood damages.	136	61.26
1897	26,50,713	2,86,407	1,45,289	5.48	...	1,45,289	5.48		145	49.27
1898	26,63,050	2,69,089	1,10,620	4.15	4,000	1,14,620	4.30		135	37.40
1899	26,23,748	2,73,037	1,18,416	4.51	...	1,18,416	4.51		137	55.41
1900	26,42,695	3,32,730	1,89,461	7.17	...	1,89,461	7.17		168	43.06
1901	26,44,873	3,10,320	1,76,399	6.67	...	1,76,399	6.67		156	43.27
1902	26,50,627	2,73,340	1,71,455	6.47	...	1,71,455	6.47		144	37.27
1903	26,95,547	3,09,965	2,23,786	8.30	...	2,23,786	8.30		156	27.80
1904	26,64,642	3,46,277	2,56,651	9.63	...	2,56,651	9.63		175	25.88
1905	27,26,891	3,70,343	2,49,598	9.15	...	2,49,598	9.15		196	32.60
1906	27,33,098	4,08,623	2,96,703	10.86	...	2,96,703	10.86		216	27.38
1907	27,56,535	4,20,705	* 3,05,788	11.09	...	* 3,05,788	11.09		222	27.32

12 (b) Bengal Dooars railway extensions (3' 3½" gauge)—
 Details of construction—

The total open mileage of the extensions is 116.56 miles, comprised of (1) Eastern extension (Mal to Madarihat) 44 miles, (2) Southern extension (Barnes junction to Lalmanirhat), 65.80 miles, and (3) Western extension (Dam Dim to Bagrakote), 6.76 miles. The construction of the extensions was sanctioned in 1898 and they were opened in 1903, 1900 and 1902, respectively.

Permanent-way.—The line has been laid with 4½-lb. flat-footed steel rails on s&l sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Terms of contracts.—See under Bengal Dooars railway proper, 12 (a).

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.	
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	
	Rs.	Rs.	Rs.			Rs.		
1897	72,151	...	...	...	...	...	...
1899	4,03,611	...	...	...	...	...	...
1899	26,75,455	...	...	...	...	...	...
1900	47,11,632	16,191	5,015	0.11	...	13	2.31	
1901	62,26,567	1,76,399	68,937	1.11	*Including cost of flood damages.	47	69.92	
1902	72,66,166	2,53,634	86,266	1.19		62	65.99	
1903	79,30,172	3,47,832	1,05,916	1.34		71	69.55	
1904	84,97,571	4,15,179	1,08,680	1.28		68	73.85	
1905	87,93,080	5,12,343	1,97,824	2.25		85	61.39	
1906	89,99,516	5,33,852	2,91,256	3.23		96	50.11	
1907	90,70,826	6,04,133	* 2,90,883	3.21		99	51.85	

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—

Number Main head 13
Sub-heads (a) to (d)

Lines comprising the system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

	Open line, Miles
(a) Bhavnagar-Gondal-Junagad-Porbandar railway (3' 3½" gauge)	334.19
(b) Dhrangadra railway (3' 3½" gauge)	20.83
(c) Jamnagar railway (3' 3½" gauge)	54.22
(d) Jetalsar-Rajkot railway (3' 3½" gauge)	46.21
Total	455.45

13 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3½" gauge)—

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

Details of construction—

The line is 334.19 miles long. It consists of the following sections, (1) Bhavnagar to Wadhwa, 105.03 miles, (2) Dhola to Porbandar Bandar, 159.51 miles, and (3) Jetalsar to Veraval Bandar, 69.65 miles. Sanction to the construction of the first section was given in 1879, to the second section in 1879 and 1888, and they were opened through in 1880 and 1889, respectively. The third section was sanctioned in 1886 and opened through in 1890.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodke teak sleepers except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwa which is ballasted with kuukur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows:—

Government aid.—Nil.

Terms of agreement.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," i.e., votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

Currency of agreement.—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

Power of Board to determine agreement.—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until the expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent. per annum for any additional accommodation required by the open system.

Rates and fares.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 13} Sub-heads (a) to (d) BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—contd.

13 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3½" gauge)—concl'd.

statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1879	Rs. 4,80,177	...	...	...	...	...
1880	49,19,304	...	...	...	...	...
1881	74,46,353	6,88,385	2,05,254	2.76	78	70.18
1882	86,75,711	8,76,836	3,54,648	4.09	87	59.55
1883	90,49,232	8,99,179	3,26,613	3.61	89	63.47
1884	92,92,040	10,92,312	4,97,471	5.85	109	54.46
1885	96,25,031	10,04,660	3,91,247	4.07	93	59.55
1886	98,57,553	9,65,379	4,15,149	4.21	96	57.00
1887	1,08,28,028	9,80,327	4,42,103	4.08	98	54.98
1888	1,30,88,663	11,20,260	5,58,675	4.23	109	50.58
1889	1,62,60,477	13,80,417	5,99,332	3.69	97	56.55
1890	1,68,42,051	15,71,788	6,00,267	3.56	91	61.81
1891	1,71,24,771	14,77,263	4,75,786	2.78	85	67.79
1892	1,72,52,030	15,73,178	4,37,876	2.54	91	72.25
1893	1,72,28,360	20,63,104	8,88,708	5.16	119	56.92
1894	1,73,65,592	18,40,287	7,91,335	4.56	106	49.61
1895	1,76,00,032	19,52,221	8,21,220	4.67	118	57.93
1896	1,75,63,395	19,80,878	9,89,274	5.63	114	50.06
1897	1,76,53,652	13,21,640	8,19,081	4.64	105	55.04
1898	1,78,56,546	16,93,657	7,09,781	3.98	97	58.22
1899	1,79,56,272	18,53,483	9,26,935	5.16	107	49.99
1900	1,80,00,616	19,53,365	10,10,773	5.62	113	48.27
1901	1,80,96,671	15,37,378	6,80,089	3.76	89	55.76
1902	1,80,87,538	13,71,337	5,66,342	3.13	79	58.72
1903	1,81,53,314	16,04,888	8,36,870	4.61	92	47.86
1904	1,80,44,250	18,60,565	10,39,916	5.76	107	44.11
1905	1,80,09,429	18,51,324	9,90,981	5.50	106	46.47
1906	1,81,74,947	19,57,290	11,07,581	6.09	118	43.41
1907	1,82,09,673	22,36,316	12,54,293	6.89	129	43.93

13 (b) Dhrangadra railway (3' 3½" gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The line is 20.83 miles long and connects Wadhwan with Dhrangadra. Its construction was sanctioned in 1897 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an

Agreement—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows:—

Government aid.—Nil.

Currency of agreement.—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

Terms of working.—Forty per cent. of gross earnings (subject to a biennial revision) plus 5 per cent. for hire of rolling stock and, in addition, actual expenditure on the maintenance of way, works and stations.

Rates and fares.—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

APPENDIX 38—contd.

History of railways constructed, and in progress.

[For Index see page 120.]

Number ^{Main head 13} _{Sub-heads (a) to (d)} BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—contd.
 13 (b) Dhrangadra railway (3' 3½" gauge)—concl'd.
 Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1897	5,830	23,395	10,617	1.79	37	54.63
1898	5,98,589	63,876	20,978	3.46	59	67.16
1899	6,06,104	57,366	18,984	3.24	53	66.91
1900	5,86,584					
1901	5,86,100	46,196	11,765	2.01	43	74.53
1902	5,85,911	37,781	8,075	1.38	35	78.60
1903	5,86,638	43,058	11,713	1.99	40	72.80
1904	5,87,116	47,516	15,446	2.63	44	67.49
1905	5,86,695	49,042	13,875	2.28	45	72.73
1906	5,86,791	65,121	25,707	4.33	60	60.52
1907	5,87,610	66,614	24,953	4.25	61	62.54

13 (c) Jamnagar railway (3' 3½" gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The railway is 54.22 miles long and connects Rajkot with Bedi Bandar. Its construction was sanctioned in 1893 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodh teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an Agreement—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [13 (b)] except as follows:—

Terms of working.—*Forty per cent. of gross earnings (subject to a biennial revision), plus actual expenditure on the

*Reduced with effect from the 1st July 1906 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

maintenance of way, works and stations; the locomotives and rolling-stock being supplied by the proprietary State.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1894	17,000	...	...	...	...	...
1895	62,956	...	...	...	...	...
1896	14,91,727	...	...	...	...	...
1897	22,50,538	84,476	28,954	1.29	41	65.73
1898	23,18,498	1,02,945	31,782	1.37	36	69.12
1899	23,08,558	1,26,323	51,540	2.23	45	59.20
1900	23,09,481	1,49,153	59,540	2.58	53	60.09
1901	23,09,969	1,36,314	51,401	2.22	48	62.29
1902	23,58,210	1,31,104	53,751	2.28	46	59.00
1903	23,58,338	1,39,756	60,132	2.55	50	56.98
1904	23,27,281	1,41,030	56,721	2.44	50	59.78
1905	23,27,105	1,48,341	62,008	2.66	53	58.20
1906	23,26,826	1,51,335	60,076	2.58	54	60.30
1907	23,26,953	2,14,652	1,02,785	4.42	76	52.12

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 13} _{Sub-heads (a) to (d)}. BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—concl'd.

13 (d) Jetalsar-Rajkot railway (3' 3½" gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

This line is 46.21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway [13. (b)] except as follows :—

Terms of working.—* Forty per cent. of gross earnings (subject to a biennial revision), plus actual expenditure on maintenance of way, works and stations; the locomotives and rolling-stock to be† supplied by the proprietary States.

* Reduced with effect from 1st January 1907 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.
† The proprietary States not having supplied the locomotives and rolling-stock a farther deduction of 5 per cent. from gross earnings is made as hire for stock.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1892	7,89,792	...	...	...	...	...
1893	14,35,593	1,03,006	50,896	3.55	59	50.59
1894	14,99,605	1,55,556	61,152	4.08	65	60.68
1895	15,08,585	1,83,338	77,448	5.15	76	57.76
1896	15,29,265	1,97,116	84,238	5.51	82	57.26
1897	15,47,468	2,05,253	84,720	5.47	85	58.72
1898	15,78,017	1,78,941	76,057	4.82	74	57.50
1899	15,83,208	1,98,927	78,726	4.97	83	60.43
1900	15,74,022	2,02,718	86,214	5.48	84	57.47
1901	15,74,033	1,76,388	67,251	4.27	73	61.87
1902	15,78,583	1,44,317	54,485	3.45	60	62.25
1903	15,78,658	1,66,404	63,230	4.01	69	62.00
1904	15,78,655	1,88,439	69,248	4.39	78	63.25
1905	15,80,207	1,91,155	74,882	4.74	80	60.83
1906	15,82,472	1,83,261	65,653	4.15	76	64.18
1907	15,99,904	2,38,523	1,07,094	6.69	99	55.16

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number Main head 14
Sub-heads (a) & (b)

BURMA RAILWAYS SYSTEM—

Chairman.—Colonel Alfred Glynn Begbie, R.E.*Managing Director.*—Walter Home, Esq., C.I.E.*Offices.*—199, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Burma railways (3' 3 $\frac{1}{2}$ " gauge)	1,840·15	72·95	1,413·10
(b) Burma railways extensions (3' 3 $\frac{1}{2}$ " gauge)	134·77	52·16	186·93
Total	1,474·92	125·11	1,600·03

14 (a) Burma railways proper (3' 3 $\frac{1}{2}$ " gauge).—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3' 3 $\frac{1}{2}$ " gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Details of construction—

The open mileage of the Burma railways, 1,840·15 miles, consists of (1) *Main line section*, main line (Rangoon to Mandalay), 386 miles, branches, 81·60 miles; (2) *Irrawaddy section* (Rangoon to Prome), 161 miles; (3) *Mu Valley section*, main line (Sagaing to Myitkyina), 331·29 miles; branches, 91·46 miles; (4) *Lashio branch* (Myohaung to Lashio), 177·84 miles, and (5) *Bassein-Henzada-Letpadan section*, 110·96 miles. Of these 38·79 miles are double line.

First sanction to the construction was given in 1874; and the first three sections were opened through in 1889, 1877 and 1898, respectively, and the last two sections in 1903.

Besides the above 72·95 miles were sanctioned for construction, *viz.*, (1) from Thamaing to Malagaon, 8·70 miles, and (2) from Neikban to Begayet, 66·25 miles. Work on (1) has not yet been commenced while that on (2) has been suspended.

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41 $\frac{1}{2}$ -lb. flat-footed steel. The sleepers throughout are generally of teak, pyinma and pyinkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Lashio branch is unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch of 337 feet on the Mu Valley line, the Katha branch and the Nankan-Mohnyin section of 573 feet.

Gradients.—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

Terms of contracts—

The railways are worked under the following contracts:—

*Contracts of—*9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

21st March 1907 (between the Secretary of State and the Burma Railways Company) supplemental to the contract of 8th March 1897.

The general conditions of the contracts are as follows:—

Government aid.—Interest is guaranteed at 2 $\frac{1}{2}$ per cent. on the Company's share capital. Land provided by Government.

Currency of contracts.—Government may determine the contracts, after giving six months' notice, if the Company fails to perform its obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contracts on the 31st December 1926, or the 31st December 1931, or on the 31st December of any subsequent tenth year, by giving twelve months' previous notice. On the determination of the contracts from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open in traffic to be made half-yearly to Government for supervision) and contribution to the Provident Fund, which is contingent on the net earnings of the lines, the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;

(2) the equivalent of the guaranteed interest at 2 $\frac{1}{2}$ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 14} _{Sub-heads (a) and (b)} BURMA RAILWAYS SYSTEM—contd.

14(a) Burma railways proper (3' 3½" gauge)—concl'd.

Terms of contracts—concl'd.

(3) the equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government at rates fixed for specified overdrawals.

After payment of the interest above mentioned, the surplus profits in any year ending on the 30th June are to be divided between Government and the Company in the following proportions:—

(i) ⅔ths to Government and ⅓th to the Company up to the date of issue of the debenture stock of £1,000,000 referred to in the contract of 21st March 1907, and

(ii) after the issue of the debenture stock—

(a) for the first five years, ⅓ths to the Company and ⅔ths to Government, and

(b) for the second five years, £45,000 or ⅓ths, whichever is less, to the Company and the balance to Government,

(iii) in the event of the Company issuing, with the sanction of the Secretary of State, further debenture stock, the Company's share of surplus profits to be as follows, the balance belonging to Government:—

(c) for the first five years, ⅓ths plus a sum in the ratio of ⅓th of the surplus for £1,000,000 of the debenture stock, and

(d) for the second five years, £45,000 or the amount mentioned in (c), whichever is less.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open, and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expense to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1877	...	...	...	...	...	...	...	61	129.36
1878	...	...	...	...	...	...	...	115	93.03
1879	1,23,86,597	9,55,913	1,41,743	1.14	5,47,433	...	-4,05,695	114	85.17
1880	1,25,87,340	13,22,710	5,21,085	4.14	5,62,331	...	-41,246	153	60.60
1881	1,36,51,992	15,43,622	6,45,077	4.73	5,86,210	...	+58,867	184	58.21
1882	1,78,39,222	15,75,691	6,30,430	3.53	6,23,969	...	+6,461	188	59.39
1883	2,19,77,689	15,62,836	5,52,366	2.51	7,46,068	...	-1,93,702	187	64.66
1884	2,56,37,089	21,05,421	8,21,936	3.21	9,69,215	...	-1,47,279	181	60.96
1885	2,72,35,343	21,63,656	4,78,123	1.73	10,61,184	...	-5,88,061	143	78.13
1886	2,88,52,604	26,57,955	9,43,271	3.26	12,64,342	...	-3,20,971	156	64.51
1887	3,66,52,847	33,24,263	15,53,303	4.25	13,15,249	...	+2,43,054	192	53.12
1888	4,33,73,677	33,76,218	12,71,960	2.63	18,18,560	...	-5,46,600	171	62.33
1889	5,12,49,153	46,90,263	15,73,552	3.07	20,17,224	...	-4,43,672	169	66.45
1890	5,56,22,295	54,71,432	23,48,191	4.22	21,35,308	...	+2,12,383	210	57.08
1891	6,03,31,289	58,55,197	23,71,392	3.90	23,28,287	...	+43,105	199	59.50
1892	6,64,02,875	71,00,618	33,96,088	5.10	24,90,221	...	+8,95,887	237	52.31
1893	7,03,47,005	67,22,508	22,42,492	3.19	27,19,995	...	-4,77,503	178	66.64
1894	7,37,14,721	62,87,354	23,23,328	3.15	28,94,375	...	-5,71,047	164	63.05
1895	7,57,29,659	67,11,062	27,02,356	3.57	30,01,163	...	-2,98,807	169	59.78
1896	8,13,44,229	76,08,558	29,85,751	3.67	34,43,442	...	-4,57,691	167	60.76
1897	8,73,31,890	86,76,403	33,32,673	4.45	38,31,671	1,13,696*	-62,697	188	55.25
1898	9,24,93,509	89,91,451	37,88,523	4.10	39,49,899	1,94,988	-3,56,364	184	57.87
1899	10,11,17,647	88,25,724	35,78,407	3.54	38,35,209	1,67,935	-4,24,737	179	59.45
1900	11,03,96,635	1,10,29,947	48,94,824	4.43	33,49,026	4,22,384	+6,23,414	195	55.62
1901	11,99,22,408	1,18,85,329	49,89,656	4.16	40,41,108	4,38,924	+5,09,824	197	58.02
1902	12,70,23,590	1,25,02,671	52,72,683	4.66	43,94,623	4,49,065	+4,28,795	203	57.83
1903	13,01,30,277	1,36,14,478	52,19,322	4.01	44,06,500	4,37,976	+3,74,846	197	61.68
1904	13,34,32,391	1,51,02,418	65,70,760	4.92	44,71,268	6,90,759	+14,08,733	216	56.49
1905	13,55,91,056	1,57,75,957	61,81,063	4.56	45,35,974	6,02,907	+10,42,132	226	60.32
1906	13,97,87,863	1,57,33,205	53,61,913	4.19	46,13,499	5,26,164	+7,22,250	225	62.74
1907	14,50,55,112	1,66,16,416	59,31,463	4.09	43,49,484	5,00,698	+10,81,281	238	64.30

14 (b) Burma railways extensions (3' 3½" gauge)—

Details of construction—

The open mileage of the extensions amounts to 134.77 miles, consisting of (1) Pegu-Moulmein section, 121.27 miles and (2) Henzada-Danbi section, 13.50 miles. The first section was sanctioned for construction in 1903 and the second section in 1904. Both were opened in 1907.

Besides the above, 52.16 miles, Danbi to Kyangin, were under construction.

Permanent-way.—The permanent-way consists of 50-lb. flat footed steel rails laid principally on pyinkado sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Total crossings are provided with either gates or chains and posts.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 14} _{Sub-head (a) and (b)} BURMA RAILWAYS SYSTEM—*conold.*14 (b) Burma railways extensions (3' 3½" gauge)—*conold.*Details of construction—*conold.*

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Dal section is 1,432·5 feet.

Gradients.—The ruling gradient is 1 in 300 uncompensated.

Terms of contract—

The extensions are worked under the following contract :—

Contract of—22nd February 1907 (between the Secretary of State and the Burma Railways Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Funds allotted by Government. Land provided by the Secretary of State.

Currency of contract.—The contract may be determined on twelve months' notice being given by either side on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the railways or on the 30th June of any subsequent fifth year. If the principal contract shall at any time be determined then this contract shall also thereupon cease and determine. On the failure by the Company to effectually remedy a breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice of such determination.

Terms of working.—After deducting from the gross earnings of the railways—

- (a) the actual expenditure incurred on sub-heads II to VII of abstract A (Maintenance of way and works) for which a separate account has to be kept and which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as "Minor work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year ;

Note—(For the first twelve months after opening this expenditure is charged to capital.)

- (b) the proportionate share of other working expenses as appearing in the general working expenses account which is kept for the whole of the Company's system and in which the total expenditure, including : payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision, is divided between the railways and the rest of the Company's system in the ratio of their respective gross earnings ;

- (c) the contribution to the Provident Fund, which is contingent on the net earnings of the lines ;

the net receipts are applied in payment of interest on the total capital outlay, including the value of land, and the surplus for the twelve months ending 30th June is divided between the Secretary of State and the Company in the proportion of three-fourths to the former and one-fourth to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open, and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1904	3,95,787	...	...	...	...	...	...	...	...
1905	66,58,481	...	...	...	...	...	...	...	...
1906	1,24,05,008	...	...	...	...	...	...	...	...
1907	1,64,71,233	1,68,518	70,441	0·43	2,67,896	...	-1,97,455	82	58·20

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 15 DEOGHUR RAILWAY (3' 3 $\frac{3}{8}$ " gauge)—
Sub-head (a)

Details of construction—

This line connects Deoghur with Baidyanath, a station on the East Indian railway, and is 4.79 miles long. It was sanctioned in 1881 and opened in 1882.

Permanent-way.—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 2,640 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following contract:—

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of charge.

Terms of contract.—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

Currency of contract.—If the Company fails to perform its obligations Government may after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent. of the value so arrived at.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1883	2,73,331	19,639	6,242	2.28	79	68.00
1884	2,75,000	23,735	10,704	3.90	88	54.90
1885	2,75,000	23,987	9,908	3.60	88	58.69
1886	2,75,042	25,017	11,743	4.27	100	53.06
1887	2,75,043	24,532	12,103	4.40	98	50.64
1888	2,81,180	25,812	11,521	4.10	104	55.37
1889	2,82,676	28,533	12,695	4.49	115	55.51
1890	2,82,616	26,095	10,915	3.86	105	58.17
1891	2,82,752	31,165	15,429	5.46	125	50.49
1892	2,88,329	26,964	9,707	3.37	108	64.00
1893	2,87,364	37,809	19,103	6.65	152	49.47
1894	2,87,526	29,425	9,659	3.36	118	67.17
1895	2,88,086	33,611	15,308	5.31	130	54.46
1896	2,87,797	30,014	11,498	4.00	120	61.69
1897	2,87,942	30,320	11,152	3.87	122	63.22
1898	2,88,453	32,000	6,601	2.28	129	79.44
1899	2,87,525	33,262	6,678	2.32	134	79.92
1900	2,87,379	34,900	7,376	2.56	140	78.67
1901	2,95,265	48,293	18,616	6.53	194	61.45
1902	3,01,057	29,758	6,025	2.00	120	79.75
1903	3,01,057	40,453	10,622	3.53	162	73.75
1904	3,01,058	46,635	14,701	4.88	167	68.48
1905	3,00,558	45,397	13,562	4.52	182	70.08
1906	3,01,256	53,532	20,553	6.82	215	61.61
1907	2,97,054	56,506	15,849	5.84	227	71.95

Number Main head 16 DIBRU-SADIYA RAILWAY SYSTEM—
Sub-heads (a) and (b)

Chairman.—Lord Ribblesdale.

Secretary.—Evan A. Jack, Esq.

Offices.—85, London Wall, London, E.C.

Lines comprising the system.—The Dibru-Sadiya railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Dibru-Sadiya railway (3' 3 $\frac{3}{8}$ " gauge)	77.50	8.52	86.02
(b) Ledo and Tikak-Margherita Colliery railway (3' 3 $\frac{3}{8}$ " gauge)	8.50	—	8.50
Total	86.00	8.52	94.52

16 (a) Dibru-Sadiya railway proper (3' 3 $\frac{3}{8}$ " gauge)—

Details of construction—

This line is 77.50 miles long and may be divided into main line (Dibrugarh to Dihing Bridge), 61.50 miles, and the Taluk branch, 16 miles. Its construction was sanctioned in 1881 and it was opened through in 1885.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 16 DIBRU-SADIYA RAILWAY SYSTEM—contd.
Sub-heads (a) and (b)

16. (a) Dibru-Sadiya railway proper (3' 3½" gauge)—concl'd.

Details of construction—concl'd.

There are, in addition, 8.52 miles under construction.

Permanent-way.—The main line is laid with 50-lb. flat-footed steel rails on uriam sleepers and cast iron plate of the Denham-Olpherts' type. The Talap branch is laid with 41½-lb. flat-footed steel rails on uriam sleepers.*Ballast.*—The line is partially ballasted with broken stone.*Fencing.*—The line is unfenced, with the exception of a short length at Dibrugarh.*Curves.*—The sharpest curve is of 700 feet radius.*Gradients.*—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.

25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

Government aid.—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000 twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.*Currency of contract.*—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

NOTE.—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

Power of Company to surrender contract.—Nil.*Terms of working.*—The Company to maintain the railway and the road on which the rails are laid and the rolling stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.*Rates and fares.*—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

TABLE I									TABLE II	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
1883	Rs. 22,22,253	Rs. 48,220	—35,375	...	...	—35,375	...		Rs. 52	171.70
1884	40,65,288	2,08,133	—68,406	...	54,550	—18,856	...		67	131.61
1885	49,46,729	2,57,335	—63,864	...	54,500	—9,364	...		62	128.03
1886	49,73,753	3,46,479	53,154	1.07	54,654	1,07,808	2.17		81	80.65
1887	53,32,605	4,04,928	1,02,540	1.92	1,00,000	2,02,540	3.80		94	74.68
1888	53,73,445	4,25,530	1,01,759	1.89	1,00,000	2,01,759	3.75		105	76.09
1889	55,18,750	4,64,018	1,25,147	2.27	1,00,000	2,25,147	4.08		114	73.03
1890	57,06,682	5,14,266	1,76,960	3.10	1,00,000	2,76,960	4.85		127	65.59
1891	67,05,474	4,98,632	1,70,526	2.54	1,00,000	2,70,526	4.03		123	65.80
1892	69,56,304	5,13,213	1,63,719	2.35	1,00,000	2,63,719	3.79		127	68.10
1893	71,70,562	5,12,098	1,52,972	2.13	1,00,000	2,52,972	3.53		127	70.13
1894	70,97,487	5,31,645	1,95,732	2.76	1,00,000	2,95,732	4.17		132	63.13
1895	74,02,729	6,01,142	2,69,543	3.64	1,00,000	3,69,543	4.99		149	55.16
1896	74,01,496	6,47,360	3,12,286	4.22	1,00,000	4,12,286	5.57		161	51.76
1897	74,20,119	7,74,189	2,64,750	3.57	1,00,000	3,64,750	4.92		192	68.12
1898	74,40,474	7,81,415	2,82,478	3.80	50,000	3,32,478	4.33		194	68.85
1899	74,56,188	8,59,414	4,49,688	6.03	87,978	4,87,666	6.54		218	47.68
1900	77,14,349	9,00,347	4,62,331	5.99	...	4,62,331	5.99	The amount shown as subsidy received during 1899 was due for a previous period.	224	48.67
1901	82,00,747	9,23,578	4,73,307	5.77	...	4,73,307	5.77		230	49.03
1902	82,00,694	8,51,880	4,11,187	5.01	...	4,11,187	5.01		211	51.73
1903	82,32,530	9,16,777	4,57,974	5.56	...	4,57,974	5.56		227	50.05
1904	87,01,363	9,48,473	4,21,317	4.84	...	4,21,317	4.84		285	55.53
1905	87,31,147	9,54,293	4,32,053	4.95	...	4,32,053	4.95		237	54.73
1906	88,18,873	10,08,261	4,03,634	4.63	...	4,03,634	4.63		250	53.47
1907	89,99,076	10,39,442	3,90,987	4.34	...	3,90,987	4.34		258	62.39

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 16} _{Sub-heads (a) and (b)} **DIBRU-SADIYA RAILWAY SYSTEM—concl'd.**

6 (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Details of construction—

The line is 8·50 miles long, *viz.*, main line (Dihing bridge to Ledo) 5·50 miles, and branch (Margherita to Namdang) 3 miles. The main line was opened in 1884 and the branch in 1901.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The main line is three-fourths ballasted with broken stone, but the Namdang branch is unballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following contract:—

Contract of.—30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal-fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms.—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

The general conditions are as follows:—

Government aid.—Nil.

Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract.—Nil.

Terms of working.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it and 5 per cent. of its gross earnings for the use of rolling stock; all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares.—Certain rates and fares have been sanctioned by Government.

Statistics of working—

TABLE I					TABLE II	
Calendar year.	Total capital outlay to end of each year, <i>i.e.</i> , outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1897	11,46,240	45,871	8,024	0·70	88	82·51
1898	12,00,698	55,313	3,752	0·31	142	99·22
1899	12,88,416	68,084	22,053	1·72	162	65·04
1900	12,94,375	65,724	17,981	1·40	169	72·64
1901	16,30,162	70,293	11,145	0·68	123	84·15
1902	16,53,446	58,259	437	0·03	102	99·25
1903	16,62,082	59,077	-8,208	...	103	118·89
1904	16,62,088	56,108	13,158	0·79	120	76·55
1905	16,78,156	59,439	27,210	1·62	127	54·22
1906	16,83,031	65,115	25,052	1·49	189	61·52
1907	16,94,069	60,036	22,762	1·34	128	62·09

Number ^{Main head 17} _{Sub-heads (a) to (d)} **JODHPUR-BIKANER RAILWAY SYSTEM—**

Lines comprising the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)	463·89	61·32	525·21
(b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)	245·95	135·68	381·63
(c) Jodhpur-Hyderabad railway (British section) (3' 3½" gauge)	128·98	...	128·98
(d) Mirpur Khas-Jhudo (3' 3½" gauge)	...	43·00	43·00
Total	833·22	245·00	1,078·22

17 (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)—

Details of construction—

The open mileage of the section is 463·89 miles. First sanction to construction was accorded in 1881 and the line was opened through to the British frontier in 1900. The Merta city branch was opened in 1905.

There were, in addition, 61·32 miles under construction.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 17} _{Sub-heads (a) to (d)} JODHPUR-BIKANER RAILWAY SYSTEM—contd.

17 (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)—concl'd.

Details of construction—concl'd.

Permanent-way.—The line is laid with 36-lb., 41½-lb. and 50-lb. flat-footed steel rails. There are also some 36-lb. iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for
30th July 1889 } constructing and working the line.

The general conditions of the contracts are as follows:—

Government aid.—The line is the exclusive property of the two Durbars.

Currency of contracts.—These contracts may be modified at any time by mutual consent.

Terms of working.—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares.—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1883	Rs. 4,99,866	Rs. 40,361	Rs. 23,110	4.62	Rs. 42	42.74
1884	8,09,995	64,262	31,748	3.92	39	50.59
1885	15,40,335	1,70,691	1,12,505	7.30	54	34.80
1886	21,22,593	2,05,723	1,33,318	6.23	62	35.20
1887	22,31,433	3,18,703	1,91,677	8.40	55	39.86
1888	22,80,006	3,60,803	1,91,558	8.40	56	46.91
1889	22,73,978	3,59,353	1,92,258	8.45	56	46.50
1890	22,73,338	3,70,825	1,96,192	8.63	58	47.09
1891	41,87,110	6,12,839	3,34,364	7.99	66	45.44
1892	60,59,552	9,46,980	5,28,941	8.73	74	44.14
1893	64,74,611	8,31,765	4,33,695	6.70	52	47.83
1894	64,49,374	10,81,156	6,69,373	10.38	65	38.09
1895	64,32,934	9,74,738	5,69,246	8.85	58	41.60
1896	64,78,328	11,64,465	7,38,273	11.40	70	36.60
1897	74,90,176	11,22,658	7,44,799	9.94	67	33.66
1898	1,00,35,594	12,22,726	7,20,956	7.25	73	42.22
1899	1,18,42,183	19,09,097	11,66,344	10.29	102	38.88
1900	1,14,23,508	16,28,473	9,07,480	7.94	81	44.27
1901	1,17,24,896	15,67,073	7,14,826	6.10	66	54.39
1902	1,18,69,424	16,76,216	8,35,202	7.04	71	50.17
1903	1,19,31,439	16,84,708	8,91,196	7.47	69	45.43
1904	1,21,90,804	16,87,624	9,58,365	7.86	71	43.21
1905	1,22,63,774	19,16,254	11,01,294	8.98	79	42.53
1906	1,22,77,415	20,91,368	12,23,531	9.97	87	41.50
1907	1,27,43,482	21,40,652	11,64,748	9.14	89	45.59

17 (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)—

Details of construction—

The section is 245.35 miles long. Its construction was first sanctioned in 1890 and it was opened through to Bhatinda in 1902. Besides these 135.68 miles were under construction.

Permanent-way.—The permanent-way consists of 36-lb. flat-footed steel rails on steel trough and deodar sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

See under Jodhpur section, 17 (a).

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number **Main head 17** **JODHPUR-BIKANER RAILWAY SYSTEM—concl'd.**
 Sub-heads (a) to (d) **17 (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)—concl'd.**
 Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i. e., outlay on (i) lines open, (ii) line partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1890	4,15,590	---	---	---	---	---
1891	14,32,706	5,189	2,724	0.19	36	46.99
1892	9,48,622	76,547	24,904	2.63	34	67.47
1893	9,65,771	66,725	25,735	2.66	30	61.43
1894	9,69,407	80,274	40,447	4.17	35	49.61
1895	9,71,084	86,589	45,086	4.64	38	47.89
1896	9,73,294	1,20,727	75,382	7.75	53	37.56
1897	9,73,473	1,17,010	65,504	6.73	52	44.02
1898	23,14,152	1,37,472	77,616	3.35	31	48.54
1899	23,61,917	1,74,539	1,04,344	3.65	37	40.22
1900	32,60,432	1,92,353	1,04,962	3.22	43	45.43
1901	48,93,535	2,46,875	1,05,697	2.16	30	57.18
1902	52,49,339	3,22,122	1,42,580	2.72	30	55.72
1903	51,30,925	5,25,829	2,66,197	5.19	41	49.83
1904	50,93,549	7,23,901	4,05,677	7.96	57	43.96
1905	51,73,406	8,83,432	5,62,383	10.87	69	36.34
1906	52,70,205	10,92,839	4,74,514	9.00	86	56.58
1907	55,15,481	8,82,608	3,38,372	6.13	69	61.66

17 (c) Jodhpur-Hyderabad (British section) (3' 3½" gauge)—

Details of construction—

The line connects Hyderabad (Sind) with the Jodhpur system and is 123.98 miles long. Its construction was first sanctioned in 1891 and it was opened through in 1900.

Permanent-way.—The section is laid with 60-lb. iron, and 50-lb. and 41½-lb. flat-footed steel rails on deodar and Denham-Olpherts' cast-iron sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3' 3½" gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

The general conditions of the agreement are as follows:—

Currency of agreement.—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

Terms of working.—Working expenses, excluding maintenance, are divided between the British and Native State sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.

Rates and fares.—Maximum and minimum rates and fares and the classification in force on the North Western State railway from time to time to be in force on the British section.

NOTE.—Government of India, in letter No. 255 B. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western State railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, i. e., (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	2,31,401	---	---	---	5,356	-5,356	The figures of capital outlay in 1900 include the outlay on the Hyderabad-Rahoki section.	---	---
1892	16,31,818	33,206	-1,949	---	59,649	-61,598		29	105.87
1893	16,61,091	1,30,817	16,471	0.99	65,767	-49,296		43	87.41
1894	17,27,619	36,062	36,062	2.08	68,940	-32,378		47	75.17
1895	17,74,095	1,68,189	46,609	2.63	71,080	-24,471		55	72.23
1896	18,00,799	1,87,503	64,376	3.57	71,420	-7,044		61	65.67
1897	18,37,796	2,05,182	59,413	3.23	73,552	-14,189		67	71.04
1898	20,19,772	2,22,647	70,159	3.47	77,553	-7,394	The gain to the State in 1901 was due to the completion of the line which was previously only partially open.	74	68.49
1899	33,48,948	2,25,242	83,468	2.64	1,07,380	-19,917		74	60.73
1900	41,71,400	1,93,211	65,933	1.10	1,78,984	-1,13,051		65	65.93
1901	38,81,361	4,24,307	1,73,567	4.47	1,52,429	+21,133		66	59.09
1902	40,45,972	5,04,008	2,18,314	5.41	1,59,771	+59,043		78	56.59
1903	40,45,338	5,84,094	2,62,379	6.49	1,60,179	+1,02,200		91	55.08
1904	39,58,081	6,48,723	3,45,007	8.72	1,54,846	+1,90,161		101	46.82
1905	39,67,948	7,23,989	3,69,002	9.30	1,58,622	+2,10,380		112	49.03
1906	40,70,635	8,91,456	5,11,933	12.53	1,57,778	+3,54,160		138	42.57
1907	40,23,073	8,05,017	3,57,918	8.90	1,48,490	+2,09,428		125	55.54

17 (d) Mirpur Khas-Jhudo railway (3' 3½" gauge)—

The line will be 48 miles long. Its construction by a private company was sanctioned in 1907.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 18 . MORVI RAILWAY (3' 3½" and 2' 6" gauges)—
Sub-head (a)

The 2' 6" gauge connection between Wadhwan and Rajkot by this railway has been converted to the 3' 3½" gauge from Wadhwan to Than Road, 31.34 miles, on a new alignment and onwards to Rajkot, 42.60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi has been retained on the 2' 6" gauge.

Details of construction—

The line is 94.64 miles long, divided into the 3' 3½" gauge section (Wadhwan to Rajkot), 73.94 miles, and the 2' 6" gauge section (Vankaner to Morvi and a quarry siding), 20.70 miles. The construction of the 3' 3½" gauge section sanctioned in 1902 and this section was opened in 1905. The construction of the 2' 6" gauge section was sanctioned in 1883 and it was opened in 1887.

Permanent-way.—The permanent-way on the 3' 3½" gauge section consists of 41½-lb. flat-footed steel rails on round teak and creosoted pine sleepers; and that on the 2' 6" gauge section consists of 29-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated) trap.

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3' 3½" gauge is of 950 feet radius; and that on the 2' 6" gauge is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 150 on both gauges.

Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

Statistics of working—

Calendar year. (1)	TABLE I.				TABLE II.	
	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proport of expen to earnin (2)
	Rs.	Rs.	Rs.		Rs.	
1886	6,88,671	84,822	Not available.	...	30	108
1887	11,06,500	1,29,407	16,994	1.54	39	86
1888	11,77,842	1,62,087	21,984	1.87	46	86
1889	12,46,800	1,77,321	56,727	4.55	50	68
1890	20,25,868	2,95,227	87,550	4.32	60	70
1891	20,55,599	3,09,419	1,08,617	5.28	63	64
1892	24,04,519	3,09,171	1,30,370	6.19	63	57
1893	21,57,365	3,22,918	1,45,732	6.76	66	54
1894	22,23,526	3,20,348	1,42,667	6.42	65	55
1895	23,99,396	3,69,972	2,00,127	8.34	75	45
1896	23,82,315	3,86,883	1,81,621	7.62	79	53
1897	24,76,757	4,27,488	2,11,642	8.55	87	50
1898	24,79,448	3,76,220	1,63,990	6.61	77	56
1899	25,06,414	4,20,486	1,70,053	6.78	86	59
1900	27,28,115	4,23,308	1,58,794	5.82	87	62
1901	27,59,452	3,58,668	1,25,534	4.55	73	65
1902	27,32,748	3,05,058	1,13,299	4.14	62	62
1903	27,88,452	2,98,066	1,44,749	5.19	61	51
1904	34,06,196	3,54,636	1,88,909	5.55	73	46
1905	43,90,817	3,23,640	1,74,476	3.97	69	46
1906	44,90,459	3,07,560	1,59,584	3.55	62	48
1907	45,73,550	4,11,791	2,55,762	5.59	85	37

Number Main head 19 . ROHILKUND AND KUMAON RAILWAY SYSTEM—
Sub-heads (a) to (c)

Chairman.—Sir Charles Turner, K.C.I.E.

Managing Director—Alexr. Izat, Esq., C.I.E., M.I.C.E.

Offices.—237 Gresham House, Old Broad Street, London, E.C.

Lines comprising the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
(a) Rohilkund and Kumaon railway (3' 3½" gauge)	Miles. 170.87	Miles. 31.12	Miles. 201.99
(b) Lucknow-Bareilly railway (3' 3½" gauge)	237.04	—	237.04
(c) Powayan Light railway (2' 6" gauge)	39.50	—	39.50
Total	447.41	31.12	478.53

Running powers—

Home line over foreign lines—

Bhojpur to Bareilly, Lucknow-Bareilly railway, for passenger and goods trains Miles.
12.00

Foreign line over home line—

Bengal and North-Western, Daliganj to Aishbagh, for passenger and goods trains 3.40

19 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—

Details of construction—

The open mileage of the Rohilkund and Kumaon railway proper is 170.87 miles, made up of (1) main line, Bhojpur to Kathgodam, 53.92 miles, (2) the Bareilly-Kasganj section, 63.95 miles and (3) Lalkua to Ramnagar, 53 miles.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 19} _{Sub-heads (a) to (c)} **ROHILKUND AND KUMAON RAILWAY--*contd.***

19 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)--*contd.*

Details of construction--concl'd.

The main line was sanctioned for construction in 1832 and opened in 1834. The portion of the Bareilly-Kasganj section from Bareilly to Soron was sanctioned in 1903 and opened in 1906 and the portion from Soron to Kasganj was taken over from the Rajputana-Malwa railway in 1906.

There were 31.12 miles under construction.

Permanent-way.—The permanent-way consists of 50-lb. steel rails on sāl, Australian and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 70.

Terms of contracts—

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts:—

Contracts of—12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.

15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

The general conditions of the contracts are as follows:—

Government aid.—Company's section.—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantee as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under the agreement dated the 5th February 1901.

Terms of contract.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

Currency of contracts.—

(1) *Rohilkund and Kumaon railway contract.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932), by giving 12 months' notice. If the contract terminates by such notice or by efflux of time, Government have to pay 25 times the average net earnings deducting the Government share of surplus profits during the 5 years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) *Lucknow-Bareilly railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Power of Company to surrender contract.—Nil.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 19 **ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.** Sub-heads (a) to (c)

19 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—concl'd.

Terms of contracts—concl'd.

Terms of working.—Company's section.—During the period that the Government are liable to pay interest, after deducting from the gross earnings the working expenses, (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year) has been appropriated to the Company, are to be applied in repayment to Government of arrears of guaranteed interest and interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897 Government to receive half the surplus profits in excess of 6 per cent.

Notes.—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as its share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

Lucknow-Bareilly section.—The working expenses of the system, (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied (i) in meeting payment of interest on the debentures and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; (ii) in payment to Government of interest at 4 per cent. on their capital in the undertaking; and (iii) the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (i) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Total capital outlay to end of each year, i. e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1884	19,40,266	36,543	1,734	0.09	...	1,734	0.09		51	95.16
1885	21,71,124	2,38,572	40,153	1.85	40,000	80,153	3.69		63	66.40
1886	22,52,062	3,00,191	88,882	3.92	40,000	1,23,882	5.50		86	58.75
1887	22,91,619	3,19,274	76,800	3.35	40,000	1,16,800	5.10		92	63.42
1888	23,40,100	3,34,092	1,02,120	4.36	40,000	1,42,120	6.07		96	57.46
1889	23,96,624	3,72,370	1,20,135	5.01	40,000	1,60,135	6.69		107	56.98
1890	20,37,223	3,14,834	1,11,003	5.45	40,000	1,51,003	7.41		90	52.04
1891	20,49,458	3,85,084	1,33,440	5.62	20,000	1,53,440	7.49		112	58.22
1892	20,58,575	5,20,567	1,57,780	6.82	40,000	1,97,780	9.61		127	54.17
1893	20,82,280	4,25,909	1,43,180	6.17	40,000	1,83,180	8.80		124	56.78
1894	20,80,440	4,59,315	1,75,191	7.16	40,000	2,15,191	10.34		134	52.91
1895	20,78,251	4,04,504	1,52,978	7.36	...	1,52,978	7.36		118	62.18
1896	20,79,863	4,26,905	1,54,595	7.43	...	1,54,595	7.43		125	63.79
1897	21,20,428	4,23,720	1,73,184	8.17	...	1,73,184	8.17		124	59.33
1898	21,42,552	4,62,308	2,21,899	10.36	...	2,21,899	10.36		135	52.24
1899	21,43,313	4,65,623	2,34,020	10.89	...	2,34,020	10.89		136	49.74
1900	21,53,125	4,37,572	2,28,048	10.59	...	2,28,048	10.59	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line and in 1906 to the net earnings of the Bareilly-Soron extension having been credited to capital.	156	48.64
1901	22,09,423	3,84,314	2,09,896	9.50	...	2,09,896	9.50		112	45.38
1902	23,36,911	4,10,626	2,18,317	19.34	...	2,18,317	9.34		146	46.83
1903	25,89,790	4,13,147	2,20,405	8.51	...	2,20,405	8.51		121	46.65
1904	43,55,575	4,18,787	2,24,403	5.15	...	2,24,403	5.15		122	46.41
1905	93,34,539	4,40,664	1,54,126	1.65	...	1,54,126	1.65		123	65.02
1906	1,16,53,319	8,03,607	1,79,124	1.54	...	1,79,124	1.54		124	54.56
1907	1,28,55,065	10,67,928	5,69,506	4.43	...	5,69,506	4.43		158	67.46

9 (b) Lucknow-Bareilly railway (3' 3½" gauge)—

Details of construction:—

The open mileage is 237.04 miles, and is divided into main line (Lucknow to Bareilly), 198.55 miles and branches 38.49 miles. Sanction to the construction of the main line was accorded in 1884 and it was opened through in 1891.

Permanent-way.—The permanent-way consists of 4½-lb. and 50-lb. steel rails on sal sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 19} _{Sub-heads (a) to (c)} **ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.**

19 (b) Lucknow-Bareilly railway (3' 3½" gauge)—concl'd.

Terms of contracts—
See under Rohilkund and Kumaon railway proper, 19 (a).

Statistics of working—

TABLE I.								TABLE II.					
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per cent- age of net earnings on total capital outlay given in column (2).	Interest.	Com- pany's share of sur- plus pro- fits (based on terms of con- tract) attri- butable to each calendar year.	Gain or loss to the State pertaining to each calen- dar year.	BAREILLY-PILIBHIT, 3' 3½".		LUCKNOW-SITAPUR- SERRAMAU, 3' 3½".		LUCKNOW-BAREIL- LY 3' 3½".	
								Earnings per mile per week.	Propor- tion of expenses to earnings.	Earnings per mile per week.	Propor- tion of expenses to earnings.	Earnings per mile per week.	Propor- tion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)	(5)	(6)
1883	Rs. 4,84,915	Rs. ...	Rs. ...	...	Rs. 11,192	Rs. ...	Rs. -11,192	Rs. ...	...	Rs. ...	...	Rs. ...	...
1884	13,43,699	10,239	839	0.06	86,572	...	-35,738	32	91.81	...	...	...	...
1885	25,45,567	82,827	17,243	0.68	53,247	...	-36,004	44	88.79	...	...	...	...
1886	42,16,146	1,15,296	28,729	0.68	1,48,570	...	-1,19,841	53	77.46	45	76.29	...	...
1887	52,24,221	2,92,470	67,924	1.30	1,85,046	...	-1,17,122	52	71.47	46	78.49	...	...
1888	52,82,870	3,52,327	99,031	1.87	2,03,503	...	-1,04,472	50	70.81	47	70.81	...	...
1889	54,59,585	4,28,731	1,47,868	2.70	2,16,189	...	-68,321	59	66.45	59	65.10	...	...
1890	65,33,324	4,56,738	1,32,338	2.02	2,30,699	...	-98,361	64	66.08	62	72.78	...	...
1891	79,17,946	4,95,068	1,73,011	2.19	2,72,065	...	-69,054	...	...	...	...	56	65.05
1892	81,66,804	6,82,836	2,74,601	3.36	3,07,651	10,636	-43,686	...	...	...	...	66	59.72
1893	83,89,362	7,28,878	2,73,541	3.26	3,26,770	3,495	-56,724	...	...	...	...	67	62.29
1894	85,93,058	9,72,269	4,48,218	5.22	3,45,323	1,152	+1,01,743	...	...	...	...	87	59.25
1895	87,22,466	8,25,934	3,13,116	3.59	3,56,596	15,334	-59,314	...	...	...	...	74	61.90
1896	89,63,620	8,27,599	3,02,071	3.37	3,48,885	13,415	-60,229	...	...	...	...	75	63.32
1897	93,02,715	8,27,371	3,35,776	3.61	3,61,550	11,570	-37,344	...	...	...	...	69	50.42
1898	94,90,476	10,34,088	5,00,200	5.27	3,64,853	68,058	+67,290	...	...	...	...	94	51.62
1899	94,97,485	12,72,160	6,33,355	6.63	3,65,587	1,25,640	+1,42,178	...	...	...	...	114	50.21
1900	99,21,432	12,53,801	6,51,957	6.57	3,78,097	1,34,915	+1,43,945	...	...	...	...	107	48.72
1901	1,01,83,243	13,72,520	7,58,124	7.44	3,91,796	75,769	+2,90,559	...	...	...	...	123	44.76
1902	1,12,96,019	14,53,329	7,69,568	6.81	4,23,528	67,704	+2,78,336	...	...	...	...	132	47.05
1903	1,15,01,911	14,03,266	7,48,669	6.51	4,53,835	53,222	+2,41,642	...	...	...	...	126	46.65
1904	1,17,14,505	14,96,120	7,97,671	6.81	4,43,328	61,426	+2,87,917	...	...	...	...	133	46.68
1905	1,17,99,857	15,47,488	8,20,992	6.96	4,50,448	65,048	+3,05,496	...	...	...	...	138	46.95
1906	1,20,09,658	16,55,250	8,36,732	6.97	4,57,588	65,252	+3,13,942	...	...	...	...	143	49.45
1907	1,24,59,395	16,97,182	9,07,863	6.70	4,40,235	73,229	+3,94,899	...	...	...	...	149	46.51

19 (c) Powayan Light railway (2' 6" gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Details of construction—

This line, which connects Shahjahanpur with Mailani, is 39.50 miles long. Its construction was first sanctioned in 1889 and it was opened through in 1894.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 25 lbs. to the yard, laid on sal sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Terms of contracts—

The Powayan Light railway is worked under the following contracts:—

Contracts of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

13th July 1906 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to provision of moneys for capital expenditure and acquisition by the Railway Company of interest in the Powayan Light Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—Land.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number. ^{Main head 19} _{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—concl'd.

19 (c) Powayan Light railway (2' 6" gauge)—concl'd.

Terms of contracts—concl'd.

Currency of contract.—The contract is terminable on the 31st December 1932 or at any time thereafter on one year's notice being given by either party.

Terms of working.—The working agency is to retain 70 per cent. of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half-year.

Rates and fares.—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

Statistics of working.—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1901	8,41,038	66,862	20,059	2.99	33	70.00
1902	8,93,456	75,675	22,521	2.52	37	70.24
1903	8,94,619	71,815	28,432	3.18	35	60.34
1904	8,94,751	78,015	30,937	3.46	38	60.34
1905	8,94,751	92,614	36,707	4.10	45	60.37
1906	8,94,751	99,566	39,491	4.41	48	60.34
1907	8,94,751	87,302	34,626	3.87	42	60.34

Number ^{Main head 20} _{Sub-heads (a) to (f)} SOUTH INDIAN RAILWAY SYSTEM—

Chairman.—Sir Henry Kimber, Bart., M. P.

Managing Director.—Major-General J. Shaw-Stewart, R.E.

Offices.—55, Grace Church Street, London, E. C.

Lines comprising the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) South Indian railway (3' 3 3/4" gauge)	1,129.85	13.88	1,143.73
(b) Karaikkal-Peralam railway (3' 3 3/4" gauge)	14.65	...	14.65
(c) Pondicherry railway (3' 3 3/4" gauge)	7.85	...	7.85
(d) Tanjore District Board railway (3' 3 3/4" gauge)	103.86	...	103.86
(e) Tinnevely-Quilon (Travancore) (British section) (3' 3 3/4" gauge)	50.48	...	50.48
(f) Tinnevely-Quilon (Travancore) (Native state section) (3' 3 3/4" gauge)	57.98	...	57.98
Total	1,364.17	13.88	1,378.05

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 20} _{Sub-heads (a) to (f)} SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10 (a) South Indian railway proper (3' 3½" gauge)—

Details of construction—

The total open mileage of the South Indian railway proper is 1,129·85 miles. This may be divided into (1) *Madras-Tuticorin section*, main line (Madras to Tuticorin), 446·80 miles; branches, 319·77 miles; (2) *Villupuram-Dharmavaram section*, main line (Villupuram to Dharmavaram), 279·18 miles; Gudur branch, 84·10 miles. First sanction of the construction of (1) was given in 1859 and it was opened through in 1879. (2) was sanctioned in 1888 and opened through in 1892.

In addition to the above there were 13·88 miles under construction or sanctioned for construction.

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41½-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, Denham-Olpherts' cast iron, and wooden.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—With the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections and the Pamban branch which are fenced only at stations, the line is fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Dharmavaram, Pakala-Gudur, Trichinopoly-Madura, and Karur-Erode sections where it is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch.

The general conditions of the contracts are as follows :—

Terms of contract.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its

contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

Currency of contract.—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and aid to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government), the net receipts shall be applied in payment to Government of the equivalent in rupees of interest at 3 per cent. on £1,000,000, the Company's capital; at 4½ per cent. on £425,000, the irredeemable debenture stock of the old Company; at 3½ per cent. on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch; and 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts. After deducting the equivalent in rupees of the sums referred to above, the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$ SOUTH INDIAN RAILWAY SYSTEM—contd.

20(a) South Indian railway proper (3' 3½" gauge)—contd.

Statistics of working—

TABLE I [INCLUDING THE TINNEVELLY-QUILON (TRAVANCORE) RAILWAY (BRITISH AND NATIVE STATE SECTIONS) UP TO 1904].								TABLE II (INCLUDING THE PONDICHERY RAILWAY UP TO 1904).					
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)	(5)	(6)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.			Rs.	
1879	4,41,96,588	33,62,067	10,63,253	2.16	20,95,206	...	-10,31,953	1861	77	47.45	1887	148	68.24
1880	4,46,77,075	35,59,593	9,30,017	2.08	21,28,643	...	-11,98,626	1862	61	44.43	1888	159	68.91
1881	4,52,22,730	37,55,688	12,37,726	2.73	21,30,568	...	-8,92,842	1863	74	44.60	1889	167	70.11
1882	4,53,69,280	37,58,714	14,02,328	3.09	21,40,371	...	-7,38,543	1864	69	57.55	1890	181	57.50
1883	4,53,97,614	38,69,668	13,22,334	2.91	21,46,579	...	-8,24,245	1865	79	49.53	1891	154	65.47
1884	4,67,51,662	41,89,049	14,92,491	3.19	25,40,471	...	-10,47,280	1866	106	49.28	1892	187	63.01
1885	4,93,74,900	45,60,126	15,81,714	3.20	27,02,145	...	-11,20,431	1867	86	49.66	1893	149	61.25
1886	5,15,40,172	49,20,176	14,75,914	2.86	29,80,496	...	-15,04,582	1868	90	48.64	1894	148	58.99
1887	5,40,64,399	51,79,324	15,86,729	2.89	31,25,720	...	-15,38,991	1869	84	64.44	1895	165	56.13
1888	5,57,91,978	56,58,668	16,31,692	2.92	33,80,057	...	-17,48,365	1870	84	62.10	1896	165	54.89
1889	6,25,01,638	59,39,378	17,63,111	2.82	35,29,935	...	-17,66,824	1871	84	55.61	1897	170	53.01
1890	7,27,15,494	64,25,510	26,67,305	3.66	35,19,564	1,43,341	-9,45,600	1872	87	56.87	1893	157	54.50
1891	7,72,11,805	70,36,756	23,58,724	3.05	35,89,726	...	-12,31,012	1873	120	49.99	1899	159	52.41
1892	7,82,83,761	77,14,998	27,77,005	3.55	39,51,093	...	-11,74,068	1874	101	60.81	1900	166	50.27
1893	7,63,31,043	80,92,415	30,34,332	3.98	38,36,152	...	-8,23,820	1875	96	48.16	1901	188	46.17
1894	7,64,13,362	80,46,559	32,83,365	4.30	42,81,312	1,55,059	-11,53,076	1876	90	53.27	1902	189	45.60
1895	7,68,38,604	89,14,947	38,96,987	5.07	42,77,578	2,60,599	-6,41,190	1877	107	50.38	1903	203	39.99
1896	7,67,63,525	89,45,581	40,27,489	5.25	40,60,677	2,86,156	-3,19,844	1878	102	66.65	1904	214	44.35
1897	7,66,46,833	91,81,409	42,96,757	5.61	38,76,142	3,37,792	+ 82,823	1879	105	68.38	1905	221	49.51
1898	7,45,28,344	84,67,581	38,35,527	5.15	37,49,521	2,66,004	-1,79,998	1880	106	73.57	1906	227	55.61
1899	7,54,25,280	84,74,462	39,83,540	5.28	36,39,891	3,01,776	+ 41,873	1881	109	67.04	1907	240	49.22
1900	7,77,90,997	89,04,825	43,97,916	5.65	36,77,879	3,48,699	+ 3,51,338	1882	109	62.69			
1901	8,54,42,411	1,01,44,857	54,15,176	6.34	37,23,736	5,43,690	+ 11,47,550	1883	112	65.83			
1902	9,25,79,064	1,05,98,282	57,14,254	6.17	39,64,367	5,01,783	+ 12,48,124	1884	122	64.18			
1903	9,71,09,682	1,23,82,517	73,77,644	7.60	40,28,068	7,69,547	+ 25,60,029	1885	132	65.12			
1904	10,01,55,636	1,28,18,085	71,16,981	7.11	45,90,992	7,16,725	+ 18,09,264	1886	143	69.78			
1905	8,62,95,191	1,29,34,476	65,77,380	7.62	27,08,867	6,30,603	+ 82,37,860						
1906	8,91,97,605	1,32,75,295	58,92,976	6.62	27,49,511	4,94,281	+ 26,09,184						
1907	9,06,35,408	1,41,19,421	71,69,813	7.91	28,45,583	6,71,818	+ 86,52,412						

[Note — With effect from the 1st January 1908 the Jalarpet-Mangalore section of the Madras railway and its branches were taken over by the South Indian Railway Company, who from the same date made over to the amalgamated Madras and Southern Mahratta Railway Company their metre gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur and obtained running powers over the Madras-Bangalore section.]

20 (b) Karaikkal-Peralam railway (3' 3½" gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Details of construction—

The line is 14.65 miles long. Its construction was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 4½-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 20} Sub-heads (a) to (f) . SOUTH INDIAN RAILWAY SYSTEM—contd.

20(b) Karaikkal-Peralam railway (3' 3½" gauge)—contd.

Terms of contract—

The railway is worked under the following contract :—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract.—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working.—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, plus 5 per cent. of the gross receipts of the line for the use of the main line rolling-stock and Rs. 1,500 per annum for interest on the main line revenue stores and stores and workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1895	4,759	...	...	...	...	...
1896	59,009	...	...	...	...	...
1897	5,93,082	...	...	...	...	...
1898	7,21,665	19,739	7,855	1.09	27	60.19
1899	7,25,844	27,685	9,037	1.25	37	67.36
1900	7,29,715	24,608	9,478	1.30	32	61.48
1901	7,23,786	30,450	18,314	1.34	40	56.28
1902	7,23,786	32,736	14,619	2.02	43	55.34
1903	7,23,786	33,933	19,864	2.74	51	48.98
1904	7,23,786	36,945	29,432	...	48	179.66
1905	7,23,786	36,922	4,406	0.61	46	88.07
1906	7,23,786	39,035	4,420	...	51	111.32
1907	7,23,786	41,108	9,108	1.30	54	77.11

20(c) Pondicherry railway (3' 3½" gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

Details of construction—

The line is 7.95 miles long. Its construction was sanctioned in 1878 and it was opened in 1879.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers and with 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract :—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

Currency of contract.—The contract will be terminable by either party on giving 12 months' notice expiring on the 31st December in any year.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking including the Pondicherry railway.

Rates and fares.—Same as on the South Indian railway.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 20} _{Sub-heads (a) to (f)} SOUTH INDIAN RAILWAY SYSTEM—*contd.*20 (c) Pondicherry railway (3' 3½" gauge)—*concl'd.*

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1879 to 1889	Information	not available.				
1890	5,68,543	---	---	---		
1891	5,68,543	20,106	20,107	3.54		
1892	5,68,543	15,341	15,341	2.70		
1893	5,68,543	18,014	18,014	3.17		
1894	5,68,543	27,958	18,425	3.24		
1895	5,68,543	50,328	22,711	3.99		
1896	5,68,543	39,681	17,776	3.13		
1897	5,68,543	36,592	17,169	3.02		
1898	5,68,543	31,830	14,394	2.53	Included with Indian railway	the South proper.
1899	5,68,543	45,305	21,627	3.80		
1900	5,68,543	59,583	23,193	4.08		
1901	5,68,543	60,174	32,366	5.69		
1902	5,68,543	70,478	37,960	6.68		
1903	5,68,543	73,416	44,258	7.78		
1904	5,68,543	60,119	33,662	5.92		
1905	5,68,543	58,414	29,927	5.23	143	48.94
1906	5,68,543	55,036	24,536	4.32	135	55.41
1907	5,68,543	66,210	33,966	5.97	162	48.70

20 (d) Tanjore District Board railway (3' 3½" gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 8 pies in the rupee on all lands which would be served by the railway, or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways, for which Government are unable to find the money immediately, when the District Board has raised sufficient capital from its cess.

Details of construction—

The open mileage (Mayavaram to Arantangi), including the quarry branch, is 103.36 miles. Construction was first sanctioned in 1890 and the line was opened through in 1903.

Permanent-way.—The line is laid with first class 41½-lb. flat-footed steel and 40.3-lb. flat-footed second class iron rails on sal, pyinkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Terms of contract—

The railway is worked under the following contract:—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of cost.

Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent. per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1898).

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 20} Sub-heads (a) to (f) . SOUTH INDIAN RAILWAY SYSTEM—contd.

20 (d) Tanjore District Board railway (3' 3½" gauge)—concl'd.

Terms of contract—concl'd.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which percentage shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), plus 5 per cent. of the gross receipts of the line for use of rolling-stock.

Rates and fares.—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1890	61,509	...	...	...	1,230	—1,230	...	...
1891	4,82,149	...	...	...	10,878	—10,878	...	...
1892	13,84,423	...	...	...	37,831	—37,831	...	...
1893	21,62,957	...	...	...	70,947	—70,947	...	...
1894	23,79,123	1,68,460	62,942	2.65	1,00,701	—37,759	103	61.50
1895	24,47,438	2,42,024	93,669	3.83	95,700	—2,031	86	61.30
1896	24,49,680	2,47,772	99,361	4.06	97,861	+1,500	88	59.90
1897	24,91,854	2,66,081	1,11,496	4.47	99,159	+12,337	95	58.10
1898	24,94,905	2,46,199	77,627	3.11	99,848	—22,216	88	68.47
1899	24,97,355	2,42,061	96,798	3.88	99,845	—3,047	86	60.01
1900	26,50,776	2,32,280	97,782	3.69	1,02,734	—4,952	83	32.02
1901	32,17,511	2,90,637	1,35,765	4.22	1,38,841	—3,076	103	53.29
1902	38,18,202	3,08,879	1,46,764	3.84	1,91,711	—44,947	103	52.48
1903	45,70,190	3,90,747	2,09,167	4.58	1,97,476	+11,691	106	46.47
1904	46,82,763	5,24,490	2,61,364	5.64	2,25,868	+35,496	101	50.17
1905	47,83,090	5,86,680	2,65,302	5.61	2,42,754	+22,548	118	54.78
1906	47,98,375	6,01,066	2,32,833	4.85	2,34,648	—1,815	116	61.26
1907	47,86,554	6,83,181	2,86,169	5.98	2,07,676	+78,493	118	54.80

20 (e) Tinnevely-Quilon (Travancore) (British section) (3' 3½" gauge)—

Details of construction—

The line is 50.48 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432.5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Travancore branch is worked under the following contract :—

Contract of—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Government guarantee interest at 3½ and 3½ per cent. on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Currency of contract.—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working.—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them, had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares.—Same as on the South Indian railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 20} SOUTH INDIAN RAILWAY SYSTEM—concl'd.
_{Sub-head (a) to (f)}

20 (e) Tinnevelly-Quilon (Travancore) (British section) (3' 3½" gauge)—concl'd.

Statistics of working—

Calendar year.	TABLE I.													TABLE II.		
	TOTAL CAPITAL OUTLAY TO END OF EACH YEAR, i.e., OUTLAY ON (i) LINES OPEN, (ii) LINES PARTLY OPEN AND (iii) LINES WHOLLY UNDER CONSTRUCTION.			GROSS EARNINGS.	NET EARNINGS.		PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY GIVEN IN COLUMNS (2) AND (3).		INTEREST CHARGES.		GAIN OR LOSS—pertaining to each calendar year.			(INCLUDING THE NATIVE STATE SECTION.)		
	British section.	Native State section.			British section.	Native State section.	British section.	Native State section.	British section.	Native State section.	South Indian Railway Company.	State.	Native State section.			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)		
	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
1902	Included	with the South Indian railway proper				...	...	...	...	...	...	...	81	44.84
1903															101	41.18
1904															85	51.04
1905	43,40,925	1,17,84,077	4,86,757	68,344	1,80,963	1.57	1.54	1,49,273	3,99,750	-13,234	-67,695	-2,18,787	86	48.78		
1906	43,62,235	1,18,26,747	4,97,648	61,824	1,60,655	1.42	1.36	1,49,700	3,98,925	-38,989	-73,937	-2,38,270	88	55.29		
1907	43,86,635	1,18,07,091	5,97,098	84,209	2,20,652	1.92	1.87	1,50,301	3,98,773	-10,269	-55,823	-1,78,121	106	48.94		

20 (f) Tinnevelly-Quilon (Travancore) (Native State section) (3' 3½" gauge)—

Details of construction—

The Native State section is 57.98 miles long. Its construction was sanctioned in 1899 and it was opened through in 1904.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24.56 miles, between Ponalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.**Ballast.**—The line is ballasted throughout with broken stone.**Fencing.**—The line is fenced only at stations and at a few places where it runs close to villages and public roads.**Curves.**—The sharpest curve is of 477 feet radius.**Gradients.**—The ruling gradient between Quilon and Ponalur is 1 in 100 and between Ponalur and Shencottah 1 in 50.

Terms of contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) (British section) [20 (e)].

Statistics of working—

See under British section [20 (e)].

Number ^{Main head 21} SOUTHERN MAHRATTA RAILWAY SYSTEM—
_{Sub-heads (a) to (m).}**Chairman.**—Colonel Sir William S. S. Bisset, R.E., K.C.I.E.**Secretary.**—E. Z. Thornton, Esq.**Offices.**—46, Queen Anne's Gate, S. W.

Lines comprising the system.—The Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Southern Mahratta railway (3' 3½" gauge)	1,042.91	...	1,042.91
(b) Bellary-Rayadrug railway (3' 3½" gauge)	33.35	...	33.35
(c) Birur-Shimoga railway (3' 3½" gauge)	37.92	...	37.92
(d) Guntakal-Mysore frontier railway (3' 3½" gauge)	119.50	...	119.50
(e) Hindupur (Yesvantpur-Mysore frontier) railway (3' 3½" gauge)	51.35	...	51.35
(f) Hospet-Kottur railway (3' 3½" gauge)	48.03	...	48.03
(g) Kolhapur railway (3' 3½" gauge)	29.27	...	29.27
(h) Mysore-Nanjangud railway (3' 3½" gauge)	15.80	...	15.80
(i) Mysore section (Southern Mahratta) (3' 3½" gauge)	296.22	...	296.22
(j) Sangli railway (3' 3½" gauge)	4.90	...	4.90
(k) West of India Portuguese railway (3' 3½" gauge)	51.10	...	51.10
(l) Benwada-Masulipatam railway (3' 3½" gauge).	...	49.47	49.47
(m) Dhons-Kurnool railway (3' 3½" gauge)	...	32.00	32.00
Total	1,730.35	81.47	1,811.82

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 21} Sub-heads (a) to (m) . SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

Running powers—

Home line over foreign line—

Tadepalli to Bezwada, Madras railway (North-East line) for passenger and goods trains

21 (a) Southern Mahratta railway proper (3' 3½" gauge)—

Details of construction—

The open mileage of the Southern Mahratta railway proper is 1,042·91 miles. This may be divided into (1) main line (Portuguese frontier to Tadepalli) 509·97 miles, and (2) branches, 532·94 miles. Construction was first sanctioned in 1879 and the main line was opened through in 1890.

Permanent-way.—The rails in use are of 41½-lb., 50-lb. and 62-lb. flat-footed steel. The sleepers are teak, jamba and steel trough.

Ballast.—The line is ballasted throughout the main line and Poona branch with stone, gravel and sand; the Harihar branch with stone, and the Bijapur branch with stone and gravel.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve on the main line is of 603 feet radius. The sharpest curve on the Poona branch is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40.

Terms of contracts—

The Southern Mahratta railway is worked under the following contracts :—

Contract of—1st June 1882.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

The general conditions of the contracts are as follows :—

Government aid.—Interest in sterling on share capital at 3½ per cent. is guaranteed, and an additional ½ per cent. until 31st December 1890.

Terms of contract.—The contract provides that the Company raise £5,000,000, and that any further money required shall be supplied by the Secretary of State.

Currency of contract.—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (*i.e.*, on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fails to observe its obligations, or the line is worked at a loss for three consecutive half-years. Upon determination of the contract by efflux of time or by notice Government have to repay to the Company the amount of the par value of the share capital paid to Government.

NOTE.—On the 21st June 1906 the Secretary of State for India gave notice of his intention to determine on the 30th June 1907, the contract of the 1st June 1882 and all contracts supplemental thereto. But he has since permitted the Company to continue the working as at present up to 30th June 1908.

Power of Company to surrender contracts.—The Company may determine the contracts on the 30th June in any year by giving one year's previous notice.

Terms of working.—Up to the 31st December 1890 after deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 23,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision), the net receipts belonged to Government, unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890 three-fourths of the net receipts are paid to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 21} Sub-heads (a) to (m) SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

21(a) Southern Mahratta railway proper (3' 3½" gauge)—concl'd.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1884	2,77,07,721	2,13,059	—18,131	...	14,77,196	...	—14,95,327	50	108.51
1885	3,63,00,076	8,66,226	1,40,238	0.88	19,81,340	...	—18,41,162	63	83.80
1886	6,15,07,620	16,34,918	4,88,392	0.79	26,43,220	...	—21,54,828	92	69.83
1887	7,37,73,165	30,32,417	10,03,624	1.27	34,64,086	38,021	—24,98,483	87	66.01
1888	8,68,84,288	38,38,616	8,85,493	1.01	31,89,505	...	—23,04,012	86	75.70
1889	9,18,52,138	40,31,604	9,61,618	1.04	32,91,520	36,891	—23,66,283	88	76.15
1890	9,32,85,016	44,71,095	9,14,664	0.98	31,39,444	19,618	—22,44,398	85	78.19
1891	9,42,66,041	47,60,567	16,29,919	1.72	35,89,851	4,03,558	—23,63,485	88	65.76
1892	9,61,10,671	44,33,107	13,47,999	1.40	31,55,511	3,43,637	—21,81,149	82	68.69
1893	9,45,71,662	57,29,918	23,16,567	2.45	35,42,479	5,78,524	—18,04,436	106	59.60
1894	9,51,44,486	58,50,542	20,18,567	2.12	45,87,598	5,03,451	—30,72,432	108	65.44
1895	9,56,02,591	64,68,011	25,88,948	2.71	46,80,290	6,45,893	—27,37,175	119	59.65
1896	9,60,94,738	67,12,230	29,11,959	3.03	44,45,740	7,27,014	—22,60,795	124	56.59
1897	9,67,12,838	64,92,310	27,82,625	2.88	42,62,836	6,94,802	—21,75,063	119	56.96
1898	9,74,67,550	50,61,871	15,02,414	1.54	41,10,275	3,78,880	—29,81,741	98	70.32
1899	9,78,60,569	58,70,616	18,95,002	1.94	40,10,557	4,75,789	—25,91,344	108	67.72
1900	9,82,62,274	64,66,526	22,83,366	2.32	40,02,119	5,70,022	—22,88,775	119	64.69
1901	9,84,64,118	58,29,471	17,31,134	1.75	40,42,851	4,32,740	—27,44,457	107	70.30
1902	9,85,13,731	64,59,686	23,09,908	2.34	40,79,645	5,81,018	—28,50,755	119	64.24
1903	9,88,51,177	66,72,302	25,50,721	2.58	40,94,933	6,37,209	—21,81,471	123	61.77
1904	9,91,33,895	73,48,458	26,97,722	2.72	41,08,990	6,75,478	—20,86,686	135	63.29
1905	10,13,29,322	76,67,700	30,16,473	2.98	41,37,632	7,54,629	—18,75,788	141	60.66
1906	10,16,96,345	82,62,914	33,10,570	3.26	42,08,005	8,27,602	—17,25,037	152	60.03
1907	10,28,68,876	90,38,368	36,41,576	3.54	40,62,881	9,09,541	—13,30,846	168	59.71

[NOTE.—With effect from the 1st January 1908 the Southern Mahratta Railway Company took over the existing Madras railway system (with the exception of the Jalapet-Mangalore section and its branches) and the Katpadi-Dharmavaram and Pakala-Gudur sections of the South Indian railway, the enlarged Company being styled the Madras and Southern Mahratta Railway Company. As, however, the contract of the Southern Mahratta Railway Company does not fall in till 30th June 1908 the lines taken over will be worked as State lines up to that date.]

21(b) Bellary-Rayadrug railway (3' 3½" gauge)—

The construction of the Bellary-Rayadrug railway by the agency of the Southern Mahratta Railway Company was sanctioned with the object of increasing facilities for distributing food to the population in the Madras Presidency and of lessening the difficulties and troubles incidental to the periods of scarcity.

Details of construction—

The line is 33.35 miles long. It was sanctioned in 1902 and opened in 1905.

Permanent-way.—The permanent-way consists chiefly of flat-footed steel rails, weighing between 41½ and 39 lbs. per yard, laid on teak, jamba and Australian eucalyptus sleepers.

Ballast.—The ballast consists of broken stone, sand and moorum.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The line is worked under an agreement (between the Secretary of State and the Southern Mahratta Railway Company) sanctioned under Government of India, Public Works Department (Railways) No. 1144 R. T., dated the 20th December 1904.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of Government.

Currency of agreement.—The agreement is terminable at the close of any calendar half-year on twelve months' notice being given by either party.

Terms of working.—Actual cost with a lump sum charge of 11½ annas per train-mile for locomotive and carriage and wagon expenses and for traffic expenses connected with subordinate superintendence, train staff, lighting and general stores, clothing, printing, stationery and tickets.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 21 **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**
 Sub-heads (a) to (m)
 21(b) Bellary-Rayadrug railway (3' 3½" gauge)—concl'd.
 Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction:	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	7,70,179	17,040	-2,864	...	14,102	-16,966	19	116.81
1906	7,78,472	37,908	2,535	0.33	26,771	-24,336	22	93.32
1907	7,77,619	41,057	6,014	0.77	24,899	-18,865	24	88.35

21 (c) Birur-Shimoga railway (3' 3½" gauge)—

Details of construction—

The line is 37.92 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Terms of contract—

The Hindupur and Birur-Shimoga railways are worked under the following contract :—

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—The lines are the property of the Mysore State.

Currency of contract.—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

Terms of working.—The working expenses of the system, excluding expenditure on new minor works, are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Mysore Durbar.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction:	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1896	2,90,226	...	...	...	...	...
1897	6,27,263	...	...	...	...	...
1898	15,70,079	...	...	...	...	...
1899	20,85,475	6,186	1,881	0.09	37	69.59
1900	22,94,457	66,227	24,219	1.06	34	63.43
1901	24,01,338	62,058	16,993	0.71	31	72.62
1902	24,05,667	64,806	23,367	0.97	33	63.83
1903	24,07,802	61,520	24,206	1.01	31	60.65
1904	24,08,391	68,224	24,638	1.02	35	63.90
1905	23,98,543	80,672	31,102	1.50	41	61.45
1906	23,94,973	1,11,176	44,988	1.88	56	59.53
1907	23,94,973	1,36,926	57,150	2.39	69	58.26

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 21} _{Sub-heads (a) to (m)} SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

21(d) Guntakal-Mysore frontier railway (3' 3½" gauge)—

Details of construction—

The line is 119.50 miles long. Its construction was sanctioned in 1889 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 600 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Guntakal-Mysore frontier railway is worked under the following contract:—

Contract of.—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company for construction and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of Government.

Currency of contract.—The same as in the case of the Southern Mahratta railway.

Power of Company to surrender contract.—The same as in the case of the Southern Mahratta railway.

Terms of working.—The working expenses of the entire system of railways worked by the Company (including this railway), exclusive of Government supervision charges of the Southern Mahratta railway and the Mysore section, are divided between this railway and the other railways worked in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts. The residue is paid to Government.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expense to earning.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1888	58,39,806	1,97,374	78,955	1.35	4,67,933	-3,88,978	38	60.00
1894	58,58,414	3,68,951	1,27,874	2.18	2,34,529	-1,06,655	59	65.34
1895	58,71,739	4,39,329	1,81,657	3.09	2,34,639	-52,982	71	58.61
1896	59,00,158	4,80,992	2,10,690	3.57	2,35,666	-24,976	77	56.21
1897	59,02,498	6,38,278	2,75,983	4.68	2,36,000	+39,983	103	56.76
1898	58,98,866	4,25,702	1,32,471	2.25	2,36,026	-1,03,555	69	68.81
1899	58,98,608	3,84,829	1,28,459	2.18	2,35,996	-1,07,537	62	66.61
1900	59,00,046	4,36,116	1,57,837	2.68	2,35,960	-78,123	70	63.81
1901	59,02,583	4,47,313	1,36,659	2.32	2,36,115	-99,456	72	69.41
1902	59,04,714	4,73,972	1,74,320	2.95	2,36,107	-61,787	76	63.21
1903	59,07,192	4,96,481	1,97,075	3.34	2,36,227	-39,152	80	60.31
1904	59,14,170	7,54,378	2,73,879	4.63	2,36,372	+37,507	121	63.66
1905	59,21,993	8,07,874	3,34,829	5.65	2,36,752	+98,077	130	58.55
1906	59,24,987	8,81,886	3,61,350	6.10	2,36,895	+1,24,455	142	59.00
1907	59,29,249	7,90,009	3,44,217	5.81	1,78,711	+1,65,506	127	56.43

21(e) Hindupur (Yesvantpur-Mysore frontier) railway (3' 3½" gauge)—

Details of construction—

The line is 51.35 miles long. Its construction was sanctioned in 1890 and it was opened in 1893.

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41½-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Terms of contract.—See under Birur-Shimoga railway, 21 (c).

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 21} Sub-heads (a) to (m) SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

21 (e) Hindupur (Yesvantpur-Mysore frontier) railway (3' 3½" gauge)—concl'd.
Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1892	Rs. 24,41,741	Rs. ...	Rs. ...	...	...	...
1893	24,46,186	57,685	22,708	0.93	38	60.60
1894	24,34,999	1,61,704	56,504	2.32	61	65.06
1895	24,19,698	1,92,159	79,886	3.30	72	58.43
1896	23,94,762	2,23,800	99,592	4.16	84	55.50
1897	24,79,210	2,69,527	1,18,858	4.77	101	56.09
1898	24,98,316	1,80,081	56,430	2.26	67	68.66
1899	24,98,162	1,49,363	50,523	2.02	56	48.17
1900	24,98,047	1,84,183	67,185	2.69	70	64.32
1901	24,94,729	1,97,798	60,724	2.43	74	69.30
1902	24,97,811	2,13,486	77,908	3.12	80	63.51
1903	24,97,206	2,42,695	96,159	3.85	91	60.38
1904	24,83,842	3,07,923	1,33,715	5.37	138	63.66
1905	24,88,944	3,73,993	1,54,872	6.22	140	53.59
1906	25,00,014	4,08,896	1,63,783	6.55	151	59.40
1907	25,00,014	3,58,710	1,55,486	6.22	132	56.04

21 (f) Hospet-Kottur railway (3' 3½" gauge)—

The same remarks apply to this railway as are made against the Bellary-Rayadrug railway, 21 (b).

Details of construction—

The line is 48.03 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on pine, jamba and teak sleepers.

Ballast.—The line is being ballasted with gravel, stone and sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 575 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The same as apply to the Bellary-Rayadrug railway, 21 (b).

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
1905	Rs. 13,81,630	Rs. 29,230	Rs. -6,975	...	Rs. 43,242	Rs. -55,217	Rs. 17	123.86
1906	14,65,516	51,892	2,508	0.17	52,442	-49,934	23	95.17
1907	15,13,925	44,303	-5,280	...	46,283	-51,563	13	111.92

21 (g) Kolhapur railway (3' 3½" gauge)—

Details of construction—

The line is 29.27 miles long. Its construction was sanctioned in 1888 and it was opened in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with gravel and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 21} _{Sub-heads (a) to (m)} SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

21 (g) Kolhapur railway (3' 3½" gauge)—concl'd.

Terms of contract—

The Kolhapur railway is worked under the following contract:—

Contract of—17th July 1891 (between the Kolhapur Durbar and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Kolhapur State.

Currency of contract.—The contract may be terminated by either party on six months' notice.

Terms of working.—The working expenses of the system, excluding Government supervision charges and new minor works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Kolhapur Durbar.

Rates and fares.—The same as in force on the Southern Mahratta railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1889	Rs. 13,59,602	Rs. ...	Rs. ...	...	...	...
1890	21,37,699	...	...	...	...	...
1891	23,16,183	58,381	20,866	0.90	60	64.26
1892	23,81,946	90,393	29,182	1.23	55	67.72
1893	23,21,687	1,88,096	49,991	2.15	78	57.67
1894	23,05,817	1,23,300	48,632	1.89	82	64.64
1895	23,69,206	1,21,147	51,006	2.15	80	57.90
1896	23,05,012	1,21,655	54,305	2.55	80	55.36
1897	23,24,837	94,630	41,931	1.80	63	55.34
1898	23,24,807	78,271	24,201	1.04	52	69.08
1899	23,24,807	99,195	33,986	1.46	66	65.74
1900	23,24,807	1,24,215	44,875	1.93	82	63.87
1901	23,24,807	1,14,114	35,750	1.54	75	68.67
1902	23,25,587	1,23,913	46,407	2.00	81	62.55
1903	23,26,188	1,21,957	48,053	2.07	80	60.60
1904	23,25,251	1,41,676	58,228	2.29	93	62.43
1905	23,26,251	1,70,404	69,432	2.98	112	59.25
1906	23,26,251	1,76,224	71,811	3.09	116	59.25
1907	23,26,251	1,81,886	77,249	3.32	119	57.53

21 (h) Mysore-Nanjangud railway (3' 3½" gauge)—

Details of construction—

The line is 15.80 miles long. It was opened in 1891.

Permanent-way.—The permanent-way consists of 4½-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Mysore-Nanjangud railway is worked under the following contract:—

Contract of—14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Mysore State.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores to be taken over by the Mysore Government at a valuation.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 21 **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (m)

21 (h) Mysore-Nanjangud railway (3' 3½" gauge)—concl'd.

Terms of contract—concl'd.

Terms of working.—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between this railway and the other railways comprised in the Company's system in the proportion which the gross receipts of this railway bear to the gross receipts of such other railways, and the sum so ascertained, together with any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000, but not exceeding Rs. 2,000, classed as a 'Minor work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, representing the working expenses of this railway, is retained by the Company, and the residue paid to the Mysore Government.

Rates and fares.—To be fixed by the Company with the approval of Government.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1892	5,92,414	16,478	6,168	1.03	21	62.60
1893	6,18,551	33,812	14,001	2.26	43	58.59
1894	6,08,095	37,448	12,806	2.13	47	65.65
1895	6,09,212	39,100	16,432	2.69	49	57.08
1896	6,09,681	39,322	17,125	2.81	50	56.45
1897	6,34,764	33,497	14,265	2.25	42	57.41
1898	6,43,821	31,493	10,124	1.57	40	67.85
1899	6,46,051	16,810	5,671	0.88	21	66.26
1900	6,53,741	30,860	11,357	1.74	38	63.20
1901	6,56,462	25,302	7,863	1.20	35	72.22
1902	6,56,462	29,870	10,938	1.67	36	63.98
1903	6,56,462	31,928	12,687	1.93	39	60.26
1904	6,56,462	34,373	13,404	2.19	47	62.95
1905	6,56,462	44,174	18,015	2.74	54	59.22
1906	6,56,462	49,946	27,559	3.13	61	58.84
1907	6,56,462	38,327	16,040	2.41	47	58.69

21(i) Mysore Section (Southern Mahratta) (3' 3½" gauge)—

Details of construction—

The line, which connects Mysore with Harihar, is 296.22 miles long. First sanction to its construction was given in 1877 and it was opened through in 1889.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Terms of contract—

The Mysore section is worked under the following contract:—

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.

Terms of contract.—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company may raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

Currency of contract.—Government may determine the contract at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta railway system be determined, then this contract will also be determined. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 21} Sub-heads (a) to (m) SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

21(i) Mysore Section (Southern Mahratta) (3' 3½" gauge)—concl'd.

Terms of contract—concl'd.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the grossearnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), the net receipts are divided in the proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits based on terms of contract attributable to each calendar year.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	7,98,218	...	...	...	23,960	...	-23,960	...	...
1880	21,37,736	...	...	...	68,908	...	-68,908	...	...
1881	36,56,345	1,31,525	53,753	1.47	98,912	...	-45,150	51	59.18
1882	45,95,058	2,58,390	1,03,495	2.25	1,68,939	...	-65,494	68	64.11
1883	57,69,057	3,02,895	99,675	1.73	2,19,351	...	-1,19,676	67	67.09
1884	62,64,620	3,61,448	1,65,479	2.64	2,41,052	...	-75,573	67	54.22
1885	64,89,346	4,33,954	2,07,784	3.20	2,51,730	...	-43,946	60	52.12
1886	71,35,111	4,69,274	1,05,395	1.48	5,57,104	26,345	-4,78,064	65	59.04
1887	91,36,438	5,13,784	1,41,198	1.55	6,70,864	35,018	-5,64,684	71	71.60
1888	1,25,76,693	5,70,657	52,295	0.42	6,94,210	33,607	-6,75,522	79	76.28
1889	1,44,24,098	8,96,273	2,22,034	1.54	7,07,500	54,991	-5,40,457	72	75.23
1890	1,47,11,610	11,88,318	2,61,700	0.03	6,48,733	64,772	-4,51,305	77	77.24
1891	1,50,76,285	18,24,525	4,43,717	2.94	6,54,850	1,09,760	-3,20,893	86	66.59
1892	1,46,36,205	18,99,463	4,47,906	3.06	7,29,624	1,10,863	-3,92,581	89	67.92
1893	1,46,42,217	16,83,203	6,74,705	4.61	7,70,439	1,68,171	-2,63,905	109	59.92
1894	1,47,60,293	14,45,412	4,76,156	3.23	8,33,525	1,19,039	-4,81,406	94	66.99
1895	1,49,22,452	15,76,231	6,30,769	4.23	8,70,947	1,56,931	-3,97,109	103	59.72
1896	1,51,08,257	15,84,981	6,76,973	4.43	8,21,588	1,69,189	-3,13,904	103	57.29
1897	1,51,99,757	19,80,019	7,95,147	5.23	7,75,708	2,00,031	-1,80,592	122	57.54
1898	1,55,07,319	18,92,851	4,13,421	2.67	7,98,461	1,02,680	-4,27,720	90	70.32
1899	1,56,75,416	10,60,469	3,29,038	2.10	7,21,117	82,076	-4,74,160	69	68.97
1900	1,58,70,510	13,76,391	4,71,201	2.97	7,18,200	1,18,888	-3,65,887	89	65.77
1901	1,60,14,879	14,33,240	4,07,791	2.55	7,22,224	1,01,860	-4,16,293	93	71.55
1902	1,60,76,009	15,97,046	5,58,082	3.47	7,21,062	1,39,538	-3,02,518	104	65.00
1903	1,62,34,903	15,35,270	5,82,248	3.59	7,20,000	1,46,018	-2,83,715	100	62.07
1904	1,62,59,794	15,85,324	5,63,667	3.47	7,20,000	1,40,940	-2,97,279	103	64.44
1905	1,64,76,981	17,90,901	6,98,051	4.24	7,20,000	1,78,868	-1,95,832	116	61.02
1906	1,65,59,502	18,48,348	7,19,072	4.34	7,20,000	1,79,500	-1,80,428	120	61.10
1907	1,70,31,855	21,57,636	8,44,427	4.96	7,20,000	2,11,472	-87,045	140	60.86

21 (j) Sangli (3' 3½" gauge).—

Details of construction—

The line (from Miraj to Sangli town) is 4.90 miles long. Its construction from funds supplied by the Sangli Darbar was sanctioned in 1905 and it was opened in 1907.

Permanent-way.—The permanent-way consists of second-hand 41½-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 50.

Terms of contract—

The line is worked under an agreement (between the Sangli State and the Southern Mahratta Railway Company) sanctioned under Government of India, Department of Commerce and Industry, No. 2724, dated the 25th March 1907.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Sangli State.

Currency of agreement.—The agreement shall be in force for 3 years from 1st April 1907, and may be terminated thereafter at the end of any calendar half-year upon 6 months' notice in writing from either party.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 21} _{Sub-heads (a) to (m)} **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**

21 (j) Sangli (3' 3½" gauge)—concl'd.

Terms of contract—concl'd.

Terms of working.—The expenses of working and maintaining the Southern Mahratta railway (including the worked lines) and the State railway are to be defrayed in the first instance by the Company and from the total sum shall be deducted charges for new minor works and Government supervision which are debited direct to each of the railways concerned and the balance is divided between the two railways in the ratio of the gross earnings of each. From the gross earnings of this railway are deducted charges for new minor works and the working expenses; the balance, representing the net earnings of this railway, is to be paid by the Company to the Sangli State half-yearly in such manner as may be arranged.

Rates and fares.—The same as in force on the Southern Mahratta railway.

Statistics of working—

Calendar year. (1)	TABLE I.				TABLE II.	
	Total capital outlay to end of the year, i.e., outlay on (i) line open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1907	1,27,770	19,585	8,011	6.27	102	59.10

21 (k) West of India Portuguese railway (3' 3½" gauge)—

Chairman.—Sir Henry Green, K.C.S.I., C.B.

Secretary.—H. Ringler-Thomson, Esq.

Offices.—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Details of construction—

The line runs from the Portuguese frontier to Mormugao, and is 51.10 miles long. Its construction was sanctioned in 1881 and it was opened through in 1888.

Permanent-way.—The permanent-way throughout consists of 62-lb. flat-footed steel rails on creosoted pine, sal, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Terms of contracts—

The West of India Portuguese railway is worked under the following contracts:—

*Contracts of—*18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

21st August 1902 (between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

The general conditions of the contracts are as follows:—

Government (Portuguese) aid.—5 per cent. per annum is guaranteed to the West of India Portuguese Railway Company, on £800,000 and 6 per cent. on £550,000.

Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 21 SOUTHERN MAHRATTA RAILWAY SYSTEM—concl'd.
Sub-heads (a) to (m)

21)k) West of India Portuguese railway (3' 3½" gauge)—concl'd.

Terms of contracts—concl'd.

Power of Company to surrender contract.—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

Terms of working by Southern Mahratta Railway Company.—The West of India Portuguese and the Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New minor works' and of interest payable by the Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao and the amount to be charged for working to be the actual expenses of working and maintenance, plus 10 per cent. thereon for supervision by the Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

Rates and fares.—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform to those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay (including outlay on Harbour works) to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1890	Rs. 1,63,14,170	Rs. 4,75,437	Rs. 67,001	0·41	Rs. 138	74·24
1891	1,63,22,139	5,44,014	1,21,583	0·74	157	86·01
1892	1,63,00,901	3,74,681	11,107	0·07	109	106·01
1893	1,62,74,818	5,86,703	1,65,069	1·01	168	78·13
1894	1,63,12,813	5,43,673	1,19,332	0·78	157	86·47
1895	1,63,31,966	5,83,077	1,12,136	0·69	166	80·75
1896	1,63,80,444	2,97,176	—78,893	...	90	137·34
1897	1,63,40,168	1,79,722	—1,60,785	...	55	189·46
1898	1,62,97,448	2,20,870	—1,10,145	...	65	173·60
1899	1,62,96,432	5,72,475	1,64,665	1·01	157	83·15
1900	1,63,29,262	5,33,598	—66,845	...	96	120·04
1901	1,63,42,023	3,68,120	—48,589	...	205	113·20
1902	1,63,13,911*	3,54,657	51,387	0·31*	133	85·51
1903	1,63,39,412*	3,96,235	1,51,112	0·93*	149	61·86
1904	1,64,00,303*	4,89,786	1,83,414	1·12*	184	62·55
1905	1,61,71,059*	4,44,519	1,77,953	1·10*	167	59·97
1906	1,63,13,911*	4,38,965	1,73,266	1·06*	165	60·53
1907	1,63,13,911	7,88,601	3,00,110	1·84	278	59·37

NOTE - Since the close of the year, the Secretary of State has sanctioned the extension of the agreement for working by the Madras and Southern Mahratta Railway Company until the 30th June 1912.

21 (l) Rezwada-Masulipatam (3' 3½" gauge)—

This railway is 49·47 miles long. It was sanctioned in 1905 and has, since the close of the year, been opened.

21 (m) Dhone-Kurnool (3' 3½" gauge)—

The construction of this line has been sanctioned with the object of providing facilities for the distribution of grain to the population of the Madras Presidency, and of lessening difficulties incidental to the period of scarcity. The line will be 32 miles long. It was sanctioned in 1906 and is under construction.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 22}}{\text{Sub-head (a)}}$. UDAIPUR-CHITOR RAILWAY (3' 3 $\frac{3}{8}$ " gauge)—

Running powers—

Home line over Foreign line :—

Miles.

Rajputana-Malwa railway, Berach Signal Station to Chitorgarh

1.42

The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

Details of construction—

The line is 67.30 miles long. Its construction was sanctioned in 1894 and it was opened through in 1899.

Permanent-way.—The permanent-way consists of 41 $\frac{1}{2}$ -lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Terms of contract—

Nil.—The line is owned and worked by the Udaipur State.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1893	7,000	...	...	...	...	...
1894	2,70,472	...	...	...	...	...
1895	13,39,850	54,702	18,778	1.40	42	65.67
1896	15,63,721	1,35,219	53,750	3.44	43	60.25
1897	15,99,040	1,23,175	42,881	2.68	39	65.19
1898	17,89,252	1,43,822	61,364	3.43	46	57.33
1899	19,89,912	2,10,540	1,04,829	5.27	62	50.21
1900	19,80,010	3,17,928	1,85,703	9.38	91	41.59
1901	20,61,858	2,22,175	94,112	4.56	63	57.65
1902	20,65,630	2,17,388	97,181	4.70	62	55.32
1903	20,66,171	1,77,817	66,446	3.21	51	62.63
1904	20,66,093	1,51,293	53,175	2.57	43	64.86
1905	20,67,464	2,07,927	1,03,552	5.00	58	50.19
1906	20,75,567	2,47,813	1,35,467	6.52	71	45.33
1907	20,75,702	2,50,515	1,36,695	6.58	72	45.48

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—

Details of construction—

The open mileage of the railway is 26.06 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

An additional 8.50 miles, from Basirhat to Hosanabad, were sanctioned for construction in 1907.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pyinkado, sal and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 120.]

Number ^{Main head 23}/_{Sub-head (a)} **BARASET-BASIRHAT LIGHT RAILWAY (8' 6" gauge)—*concl'd.*****Terms of contract—**

The line is worked on the terms contained in the Bengal Government Notification No. 86-R., dated the 15th May 1903, under the following agreement:—

Agreement—of 14th December 1897 (between the District Board of the 24-Par ganas and the Baraset-Basirhat Light Railway Company).

The general conditions are as follows:—

Aid by District Board.—The District Board guarantees such an annual subsidy as will make the net profits equivalent to Rs. 1,500 per annum per mile of line declared open, subject to a maximum of Rs. 38,000, and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)

Currency of agreement.—Upon the expiration of twenty-one years from the date of the order authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital *plus* not more than 4 per cent. on debenture capital are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i. e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1905	9,06,810	1,11,202	55,675	6.07	—5,394	50,281	5.55	90	49.93
1906	9,47,058	1,50,731	79,438	8.39	—12,669	66,819	7.06	111	47.26
1907	9,92,971	1,72,574	85,330	8.64	—16,096	69,734	7.02	111	50.26

Number ^{Main head 24}/_{Sub-head (a)} **BARSI LIGHT RAILWAY (2' 6" gauge)—**

Chairman.—F. M. Halliday, Esq.

Secretaries.—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, E. C.

Details of construction—

The open mileage of the Barsi Light railway is 78.50 miles. It is made up of the following:—

- (1) Main line, Barsi Road Junction to Barsi Town, 21.59 miles;
- (2) Tadwale extension, Barsi Town to Tadwale, 26.70 miles; and
- (3) Pandharpur extension, Barsi Road Junction to Pandharpur, 30.21 miles.

The main line was sanctioned in 1895 and opened in 1897 and the Tadwale and Pandharpur extensions were sanctioned in 1902 and opened in 1906.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the main line—one of 1 in 9 and one of 1 in 90; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 24} Sub-head (a) **BARSI LIGHT RAILWAY (2' 6" gauge)—concl'd.**

Terms of contracts—

The Barsi Light railway is worked under the following:—

Contracts of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi Town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions:

4th December 1905, supplemental to that of 26th August 1902.

Despatch—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

The general conditions are as follows:—

Government aid.—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

Currency of contracts.—Government may determine the contracts on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working —

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1895	2,357	...	...	...	..	...
1896	10,06,657	...	...	...	...	...
1897	13,43,891	1,07,778	21,560	1.60	115	80.00
1898	13,42,592	1,30,321	24,559	1.83	116	81.15
1899	13,56,809	1,56,118	64,475	4.75	139	58.63
1900	13,56,501	1,24,440	42,440	3.13	111	65.90
1901	12,99,539	1,68,288	79,588	6.13	150	52.69
1902	13,18,242	1,50,275	52,879	4.02	134	64.81
1903	12,59,175	1,30,694	53,423	4.24	116	59.12
1904	13,18,293	1,66,994	64,952	4.93	149	61.09
1905	28,13,907	2,19,478	1,39,618	4.96	195	36.39
1906	39,44,807	2,19,284	1,09,862	2.78	96	49.90
1907	47,47,986	5,43,380	2,24,080	4.72	133	58.76

Number ^{Main head 25} Sub-head (a) **BUKHTIARPORE-BEHAR LIGHT RAILWAY (2' 6" gauge)—**

The line, which has been laid as far as possible on the District road, is 18.50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pyinkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 25 BUKHTIARPORE-BEHAR LIGHT RAILWAY (2' 6" gauge)—contd.
Sub-head (a)

Terms of contract—

The railway has been constructed and is worked on the terms contained in the Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:—

Agreement of—21st August 1899 (between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company).

The general conditions are as follows:—

Government aid.—In addition to land, which has been provided free of charge except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.

Currency of agreement.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1888, viz., upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital, plus not more than 4 per cent. on debenture capital, are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.					Rs.	
903	7,47,833	35,800	15,190	2.16	—	15,120	2.02	74	57.77
904	8,10,059	1,13,530	65,963	8.14	—10,616	55,347	6.83	131	41.90
905	8,11,338	88,661	35,440	4.37	—90	35,350	4.35	92	60.03
906	8,30,262	1,11,324	48,080	5.79	—5,674	42,406	5.17	116	56.81
907	8,73,276	1,10,888	44,427	5.08	—4,501	39,926	5.09	115	59.93

Number Main head 26 CUTCH STATE RAILWAY (2' 6" gauge)—
Sub-head (a)

Details of construction—

The mileage of the open line (Tuna to Anjar) is 11.67 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

There are, in addition, 25.30 miles (Anjar to Bhuj) under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

Nil.—The line is owned and worked by the Cutch State.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1905	4,25,731	22,495	15,864	3.72	59	29.48
1906	7,18,668	40,273	19,919	2.77	66	50.54
1907	8,95,114	43,221	24,070	2.69	71	41.31

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$. **DHOLPUR-BARI RAILWAY (2' 6" gauge)**—

Details of construction—

This line, from Dholpur on the Indian Midland railway to Bari, was sanctioned in 1905 and was under construction by, and at the cost of, the Dholpur State. It is 19·56 miles long, and has since the close of the year, been opened to traffic.

Terms of contract—

Nil.—The line will be maintained and worked by the Dholpur Durbar.

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. **DWARA-THERRIA LIGHT RAILWAY (2' 6" gauge)**—

Details of construction—

The line will be 19·50 miles long. Its construction was sanctioned in 1902.

The construction of this line, which was suspended in June 1904 for want of funds, continues at a stand-still, the Company being unable to raise the funds necessary for its completion.

Terms of contract—

The Dwara-Therria Light railway on completion is to be worked under the terms contained in—

The Notification issued by the Chief Commissioner of Assam under No. 44, dated the 14th August 1902.

The general conditions are as follows:—

Government aid.—Guarantee of interest at 4 per cent. per annum for 10 years on a debenture loan of 4 lakhs of rupees, required to complete the Dwara-Maolong section. Land to be provided free of cost.

Currency of contract.—The Secretary of State may, after the Dwara-Maolong section has been opened for twenty-one years and thereafter at intervals of ten years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving two years' previous notice, on paying twenty-five times the average yearly net earnings of the last three years with a minimum of 100 per cent. of the cost price of the light railway.

Rates and fares.—Certain maxima have been fixed. Full control over charges of all kinds for the use of the railway is reserved by the Local Government.

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2' 6" gauge)**—

The construction and working of this railway by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, $\frac{839}{187}$ R., dated the 18th April 1904, and a Company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose.

Details of construction—

The line, Delhi-Shahdara to Saharanpur, is 93·02 miles long. It was sanctioned in 1902 and opened in 1907.

Besides the above a branch, 30 miles in length, from Baraut to Meerut, was sanctioned for construction but work on it has not yet been commenced.

Permanent-way.—The permanent-way consists of 35-lb flat-footed steel rails laid on sal sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000.

Terms of contract—

The line is worked under the following agreement:—

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows:—

Government aid.—Free grant of land for a single 5' 6" gauge line and for all conveniences and works.

Currency of agreement.—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, at 25 years' purchase of the annual profits to the Company for the preceding 3 years, subject to a minimum of the capital expended and a maximum of 25 per cent. in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of 7 years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on 12 months' notice at 25 per cent. in excess of the Company's capital expenditure.

Terms of working.—Whenever the net profits of the tramway shall be in excess of 4 per cent. upon the paid up capital of the Company, such surplus profits shall, after setting aside such reasonable sum as the Directors of the Company may deem proper to carry forward, be equally divided between the Government and the Company.

Rates and fares.—Certain maxima have been fixed.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 29.}}{\text{Sub-head (a)}}$ SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2' 6" gauge)—contd.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1907	Rs. 32,97,081	Rs. 1,01,146	Rs. 29,526	0.90	Rs. 68	70.81

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$ TARAKESHWAR-MAGRA LIGHT RAILWAY (2' 6" gauge)—

Details of construction—

The line is 33.27 miles long, viz.:—main line, from Magra to Tarakeshwar (31.12 miles) and extension, from Magra to Tribeni (2.15 miles). The main line was sanctioned in 1891 and the extension in 1903; and they were opened in 1895 and 1904, respectively.

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pyinkado sleepers. The Tribeni extension is laid on sal sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716.25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magraganj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Terms of contracts—

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in the Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements:—

Agreement of—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows:—

Government aid.—Free grant of land for the Tribeni extension.

Currency of agreement.—In the event of the District Board wishing to purchase the railway at the end of 21 years under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1898	9,44,627	74,074	21,002	2.22	46	71.65
1899	9,62,446	66,168	12,192	1.27	41	81.58
1900	9,81,811	76,594	20,961	2.18	47	72.63
1901	9,72,175	83,150	19,890	2.04	51	70.23
1902	9,76,194	84,272	24,842	2.54	52	70.52
1903	10,15,987	85,546	25,350	2.50	53	70.37
1904	10,44,975	89,785	27,564	2.63	52	69.28
1905	10,46,664	86,838	21,679	2.07	50	74.81
1906	10,73,087	1,00,072	32,762	3.05	58	67.26
1907	10,92,156	1,10,288	34,500	3.16	64	68.70

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 81} _{Sub-head (a)} TEZPORE-BALIPARA LIGHT RAILWAY (2' 6" gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line. A tramway constructed at the expense of the Borjuli Tea Company connects the Borjuli Tea Factory with Rangapara station on the Tezapore-Balipara Light railway. The tramway is 2 miles long and is worked by the Tezapore-Balipara Light railway. It is used for passenger and goods traffic.

Details of construction—

The line is 20·10 miles long. Its construction was sanctioned in 1894 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on nahor sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezapore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Terms of contract—

The Tezapore-Balipara Light railway is maintained and worked under the terms of—

The Notification issued by the Chief Commissioner of Assam under letter No. 33, dated the 1st June 1895.

The general conditions are as follows:—

Government aid.—Free use of Government land and a subsidy to the extent of Rs. 5,000 up to the end of March 1909 from the Local Board at Tezapore.

Currency of contract.—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain rates and fares have been fixed.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, Rs., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
1898	Rs. 4,56,927	Rs. 85,745	Rs. 20,157	4·41	Rs. 5,000	Rs. 25,157	5·51	Rs. 82	78·49
1899	4,74,177	95,157	26,156	5·52	5,000	31,156	6·57	91	72·51
1900	4,87,240	95,981	25,797	5·29	5,000	30,797	6·32	92	73·12
1901	4,87,240	83,840	16,898	3·47	5,000	21,898	4·49	80	79·84
1902	4,87,240	85,012	21,651	4·43	5,000	26,651	5·47	81	74·53
1903	4,87,240	94,742	27,739	5·67	5,000	32,739	6·71	91	70·73
1904	4,87,240	98,463	17,291	3·54	5,000	22,291	4·57	85	80·43
1905	4,87,240	1,03,860	27,082	5·55	5,000	32,082	6·58	99	78·60
1906	4,87,240	1,14,740	34,976	7·17	5,000	39,976	8·20	110	69·51
1907	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·96	107	74·05

Number ^{Main head 82} _{Sub-head (a)} THATON-DUYINZAIK LIGHT RAILWAY (2' 6" gauge)—

Details of construction—

The line is 7·76 miles long. Its construction was sanctioned in 1883; it was opened in 1885 and has been closed for traffic since the 15th November 1907.

Permanent-way.—The permanent-way consists of 20-lb. flat-footed steel rails on Dick Kerr's patent iron and pyinkado sleepers.

Ballast.—The line is ballasted throughout with sand, stone and laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 207 feet.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The Thaton-Duyinzaik Light railway is worked under the following:—

Contract of.—10th January 1884 (between the Secretary of State and the late Mr. G. E. L. Dawson of Rangoon) for construction and working.

Agreement of.—6th June 1896 for working the railway and a steam launch service between Moulmein and Duyinzaik.

The general conditions are as follows:—

Government aid.—Land has been provided at a pepper-corn rent, and the proprietors receive Rs. 350 per mensem for the carriage of mails between Moulmein and Thaton, via Duyinzaik, including both steamer and railway journeys.

Currency of contract.—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract if the railway is not worked for six consecutive calendar months, or if the proprietors fail to carry out the agreement.

Terms of working.—The railway is now worked and maintained by the Irrawaddy Flotilla Company, who bought the concern on the 1st December, 1900.

Rates and fares.—Certain maxima have been fixed within which the proprietors are permitted to vary the rates.

Statistics of working.—Information not available.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 33} _{Sub-head (a)}. DARJEELING-HIMALAYAN RAILWAY (2' 0" gauge)—

Details of construction—

The line, which is laid for a great part of its length along the cart road, is 51 miles long. Its construction was sanctioned in 1879 and it was opened through in 1881.

Permanent-way.—The section of the line in the plains is laid with 41½-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41½-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41½ lbs. to a yard.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Terms of contract—

The railway is worked under the following contract:—

Contract of—8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment, with an additional bonus of 20 per cent. over and above such value.

Power of Company to surrender contract.—Nil.

Terms of working.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Local Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1880	12,32,894	48,488	34,197	2·77	...	34,197	2·77	82	29·46
1881	18,18,723	2,61,154	1,15,522	6·35	...	1,15,522	6·35	103	55·76
1882	28,56,112	3,66,474	1,21,968	5·17	...	1,21,968	5·17	141	66·72
1883	26,50,799	4,21,944	1,55,725	5·87	...	1,55,725	5·87	162	63·11
1884	27,23,240	4,35,024	1,46,765	5·39	...	1,46,765	5·39	167	66·26
1885	27,27,223	4,31,103	1,63,350	5·99	...	1,63,350	5·99	163	62·11
1886	27,32,136	4,96,476	2,41,559	8·66	...	2,41,559	8·66	188	51·23
1887	27,48,214	4,77,151	2,10,623	7·68	...	2,10,623	7·63	160	55·86
1888	27,71,926	6,14,893	2,58,827	10·22	...	2,58,827	10·22	233	53·92
1889	29,40,423	5,74,294	2,29,117	7·80	...	2,29,117	7·80	217	60·10
1890	29,52,108	5,76,436	2,32,894	7·89	...	2,32,894	7·89	217	59·60
1891	30,59,693	6,13,387	2,58,253	8·44	...	2,58,253	8·44	231	57·61
1892	31,09,079	6,35,778	2,66,047	8·57	...	2,66,047	8·57	240	57·46
1893	31,73,223	6,34,181	2,58,908	8·50	—1,55,418	1,03,490	4·02	239	55·41
1894	31,77,536	6,36,284	2,56,286	8·10	—29,756	2,26,530	7·13	239	59·27
1895	31,99,765	7,39,618	3,59,933	11·25	—61,740	2,98,193	9·32	279	50·92
1896	33,12,732	7,81,594	3,69,617	10·25	—62,087	3,07,530	8·98	294	53·98
1897	33,15,455	7,44,266	3,38,188	10·05	—55,929	2,77,259	8·36	291	55·28
1898	33,65,993	7,54,570	3,41,109	10·13	—59,432	2,81,677	8·37	285	54·79
1899	35,08,469	7,14,985	2,49,770	7·12	—34,933	2,14,837	6·12	270	65·07
1900	34,99,487	8,09,158	3,61,840	10·31	—64,268	2,97,572	8·50	305	55·28
1901	34,78,411	7,87,941	3,18,861	9·02	—49,971	2,68,890	7·58	297	60·17
1902	34,96,507	8,50,280	3,75,005	10·18	—67,704	3,10,801	8·88	321	54·66
1903	36,13,058	9,61,602	4,16,752	11·54	—79,223	3,37,529	8·79	368	56·65
1904	37,39,476	10,45,187	4,75,327	12·71	—97,200	3,78,027	10·11	394	53·46
1905	37,51,572	9,72,644	4,09,514	10·91	—77,671	3,31,893	8·47	367	57·70
1906	37,43,284	9,60,351	4,01,239	10·72	—75,126	3,26,113	8·71	370	59·07
1907	37,53,304	9,49,717	4,29,131	11·43	—83,471	3,45,660	9·29	358	54·81

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 34} _{Sub-head (a)} HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—

Running Powers—

Foreign line over Home line :—

Howrah-Sheakhala light railway, Telkul Ghat to Kadamtala, (for passenger and goods trains), 2·00 miles.

Details of construction—

There are 37·19 miles of open line, *vis.*, main line (Telkul Ghat to Amta), 27·19 miles, and branch (Bargachia to Autpur), 10 miles. In addition to these 10·25 miles were sanctioned of which 6·75 miles were under construction. The construction of the main line was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows :—

Aid by the District Board.—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

Currency of agreements.—The District Board has the power of determining the agreements after 21 years. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, <i>s.e.</i> , outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
898 . . .	11,24,713	1,89,519	78,910	7·02	—15,062	63,848	5·68	152	58·36
899 . . .	11,41,307	2,50,763	1,12,794	9·88	—27,835	84,959	7·44	168	55·02
900 . . .	11,88,283	2,56,418	1,23,104	10·36	—30,244	92,860	7·81	172	51·99
901 . . .	11,96,697	2,60,580	1,14,082	9·53	—26,146	87,936	7·35	175	56·21
902 . . .	12,88,532	2,65,497	1,33,120	10·49	—29,703	1,03,417	8·15	178	49·86
903 . . .	12,88,853	2,77,451	1,37,833	10·69	—31,883	1,05,950	8·22	186	50·32
904 . . .	15,91,921	2,97,062	1,54,998	9·74	—35,416	1,19,582	7·51	170	47·82
905 . . .	16,07,464	3,26,722	1,77,464	11·04	—33,362	1,38,602	8·63	170	46·01
906 . . .	17,90,006	3,51,462	1,77,670	9·98	—33,681	1,38,989	7·76	182	49·45
907 . . .	18,18,662	3,70,554	2,03,338	11·18	—40,536	1,62,802	8·95	191	44·13

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$ HOWRAH-SHEAKHALA LIGHT RAILWAY (2' 0" gauge)—

Running powers—

Home line over Foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, (for passenger and goods trains), 2'00 miles.

Details of construction—

The line is 19·75 miles long, *viz.*, main line (Kadamtala to Sheakhala), 17·38 miles, and Chanditala-Janai branch 2·37 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1897.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers (pyinkado).

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Sheakhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramway Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramway Company).

The general conditions are as follows :—

Aid by the District Board.—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 95 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road has been granted to the Company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreements.—The agreements are current for a period of 21 years. In the event of the District Board exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1888 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company are in excess of 4 per cent. upon the capital of the Company actually paid up and expended for the time being, surplus profits are divided between the Company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	6,09,398	76,168	16,768	2·75	4,267	21,035	3·45	70	72·12
1899	6,09,434	73,898	21,458	3·52	—250	21,208	3·48	65	70·77
1900	6,09,446	76,019	26,824	4·40	—999	25,825	4·24	74	64·71
1901	6,09,446	75,579	23,165	3·80	1,108	24,278	3·98	77	70·52
1902	6,09,565	82,019	31,739	5·20	—550	31,189	5·12	80	61·33
1903	6,14,715	87,049	34,950	5·68	—668	34,282	5·57	85	59·85
1904	6,14,715	86,261	39,055	6·35	—2,747	36,308	5·91	84	54·72
1905	6,13,608	88,266	38,128	6·21	—2,419	35,709	5·82	86	56·80
1906	6,14,396	90,595	37,047	6·02	—2,548	34,499	5·62	88	59·11
1907	6,14,396	95,232	39,226	6·38	—2,728	36,498	5·94	92	58·61

APPENDIX 38—concl'd.

History of railways constructed and in progress.

[For Index see page 120.]

Number ^{Main head 36} _{Sub-head (a)} . JORHAT STATE RAILWAY (2' 0" gauge)—

The line was constructed out of Provincial revenues by the Administration of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

Details of construction—

The line is 31·75 miles long, *viz.*, main line (Borghop to Titabar), 24·75 miles, and Mariani branch, 7 miles. Construction was sanctioned in 1883; the main line was opened in 1887 and the branch in 1885.

Permanent-way.—Excepting 2·51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails, 80 lbs. to the yard, and about a mile between Jorhat and Chenimari, which is laid with steel rails, 25 lbs. to the yard, the rest of the line, including the section from Gosaigaon to Borghop, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—Four miles on a gradient of 1 in 800.

Terms of contract—

The line is owned and worked by the State.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, <i>i.e.</i> , outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State pertaining to each calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1884	4,38,333	1,161	—483	...	17,533	—18,016	40	141·60
1885	5,14,641	32,218	—7,455	...	22,927	—30,382	25	143·10
1886	5,34,608	38,271	—13,887	...	21,919	—35,806	28	136·28
1887	6,79,372	49,199	—13,772	...	26,608	—40,380	32	127·99
1888	7,10,376	55,477	75	...	27,807	—27,732	38	90·86
1889	7,38,649	59,665	—3,543	...	29,057	—32,600	42	105·94
1890	7,42,351	61,967	6,162	0·83	29,610	—23,448	44	90·06
1891	7,51,421	64,586	1,483	0·20	30,026	—28,543	47	97·70
1892	7,54,791	66,079	11,789	1·56	30,107	—18,318	48	82·16
1893	7,99,680	69,310	14,436	1·81	32,013	—17,577	52	79·32
1894	8,18,184	71,933	11,201	1·37	32,587	—21,386	52	84·43
1895	8,28,409	84,696	18,720	2·26	32,919	—14,199	61	77·81
1896	8,65,300	89,996	13,745	1·59	33,592	—19,847	65	84·73
1897	9,02,416	96,186	14,124	1·56	36,102	—21,973	69	85·33
1898	9,09,445	95,958	20,135	2·21	36,179	—16,044	70	79·02
1899	9,31,626	96,488	—5,946	...	37,328	—43,174	72	106·16
1900	9,08,643	86,695	—15,664	...	36,341	—52,005	63	118·05
1901	9,01,038	83,134	—4,174	...	36,243	—40,422	56	105·01
1902	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104·22
1903	9,03,343	90,710	13,594	1·50	36,408	—23,314	59	85·01
1904	9,03,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	9,08,441	78,600	2,458	0·27	36,480	—34,022	50	96·37
1906	9,09,135	92,540	12,995	1·43	32,515	—19,520	59	85·95
1907	9,29,798	91,667	523	0·06	31,723	—31,200	55	93·43

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
A			
Abasana-Suigam branch (Bombay)	...	...	...
Aden railway (Bombay)	...	(i) Aden and Nobat Dakim <i>via</i> Lahej. <i>Alternative.</i>	Not surveyed
Agra-Bharatpur railway (United Provinces and Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Agra and Bharatpur	Do.
Agra-Hathras railway (United Provinces).	Do.	East bank of the Jumna bridge at Agra and Hathras City.	Surveyed
Aligarh-Muttra railway (United Provinces).	...	...	...
Allahabad-Rae Bareli-Cawnpore railway (United Provinces). (<i>New project</i>).	Oudh and Rohilkhand State railway.	(i) Phaphamau <i>via</i> Mustafabad to Rae Bareli. (ii) Mustafabad to Unao or Cawnpore bridge. (iii) Rae Bareli to Dalmau on (ii).	Under survey Do. Do.
Ammayanayakkanur-Uttamapalayam railway (Madras).	South Indian railway	Ammayanayakkanur and Uttamapalayam.	Surveyed
Amraoti-Ellichpur light railway (Central Provinces).	Great Indian Peninsula railway.	Amraoti and Ellichpur	Surveyed
Amraoti-Sonnair railway (Central Provinces).	Do.	Amraoti & Sonnair <i>via</i> Morsi and Narkher.	Surveyed
Arakan Coast extensions (Burma)	...	...	...
Arsikere-Mangalore railway (Mysore and Madras).	Southern Mahratta railway	Arsikere and Mangalore	Surveyed
Assam-Burma connection railway (Eastern Bengal and Assam, and Burma).	Assam-Bengal railway.	(i) Chittagong-Akyab-Minhla (Aeng pass route). <i>Alternatives.</i> (ii) Luming-Manipur-Tammu-Yuwo-Kyathin (Manipur route). (iii) Makum to Mogaung (Hukong Valley route). (iv) Chittagong-Zadabin-Prome. Prome to Zadabin Taungup branch Zadabin to Zibingyi	Surveyed Do. Do. Reconnoitred
Auriya-Phaphund railway (United Provinces).	East Indian railway	Auriya and Phaphund	Surveyed
Azamgarh-Goshainganj railway (United Provinces).	Bengal and North-Western railway.	Azamgarh and Goshainganj	Surveyed
B			
Bachhwara-Rowsara branch (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Bachhwara and Rowsara	Not surveyed
Badin-Jungshahi extension (Bombay).	...	...	...
Bagalkot-Hungund branch (Bombay).	Southern Mahratta railway.	Bagalkot and Hungund	Surveyed

DIX. 38-A.

corrected up to 31st December 1907.

Gauge (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See "Deesa-Tharad railway."
2' 6"	40	...	The consideration of the question of railway construction at Aden has been deferred.
...	
5' 6"	33	...	This line has been proposed with a view to making Agra one of the termini of the Nagda-Mutra railway, which is under construction. The survey has been completed and the detailed project and estimates are awaited.
3' 3½"	30	14,72,599	Revised estimates are awaited.
...	...	...	See "Muttra-Aligarh railway."
5' 5"	69	...	The Mustafabad-Unao (or Cawnpore) section is alternative to the Cawnpore-Rae Bareli section of the Cawnpore-Fyzabad project. The Government of the United Provinces considers the Phaphamau-Rae Bareli section to be of more importance than the Rae Bareli-Cawnpore line.
5' 6"	69	...	
5' 6"	14	...	
3' 3½"	61.46	...	This line has been proposed by the District Board of Madura who are levying a special cess for promoting railway construction in the district. It was originally intended that the line should start from Dindigul, but at the suggestion of the Agent, South Indian railway, Ammayanayakanur has been adopted as the point of junction with that line. The survey was completed in 1906, but the results have not yet been received by the Railway Board.
2' 6"	30.64	7,92,953	
5' 6"	98.06	89,50,101	The cost of the section from Amraoti to Narkher, 70 miles in length, where a junction with the Nagpur-Itarsi line may be effected, will be Rs. 65,70,510. An alternative alignment of the line between miles 44 and 75.8 has also been surveyed. By this route the line will be 2 miles shorter and will cost Rs. 89,02,282.
...	...	...	See "Prome-Taungup" and "Zadabin-Zibingyi" under "Assam-Burma connection railway."
2' 6"	135.77	85,43,784	The line is intended to afford connection between the coffee estates on and near the top of the Mysore plateau with Mangalore port. The Arsikere-Hassan section (27.81 miles) is estimated for a metre gauge substructure, owing to the probability of its eventually forming part of the Mysore-Arsikere chord.
3' 3½"	450	7,00,00,000	The results of the surveys of the first three routes were forwarded to the Secretary of State for India in 1896, when the Government of India recorded the opinion that they were unable to support the immediate construction of any of the projected lines: as there was no prospect of any of them being commercially successful, and that, while the Military authorities preferred the Manipur route, the connection was of no urgency from either a political or military standpoint. The fourth and most southerly of these routes includes branches to Taungup and Akyab and was proposed in 1905 by the Government of Burma, who carried out from Provincial funds the survey from Prome to Zadabin and Taungup and the reconnaissance from Zadabin to Zibingyi, and urged the carrying out from Imperial funds of a detailed survey of the Zadabin-Chittagong section, including the Akyab branch. The survey, however, could not be undertaken owing to paucity of funds. [See also "Buthidaung-Maungdaw railway".]
3' 3½"	385	6,50,00,000	
3' 3½"	284	3,83,00,000	
3' 3½"	109½	2,48,89,800	
3' 3½"	4	2,72,500	
3' 3½"	170	1,87,00,000	
5' 6"	12.69	8,87,848	
3' 3½"	68.75	...	The survey has been completed and the detailed project and estimates are awaited.
3' 3½"	14	5,50,000	
...	...	...	See "Lower Sind branches."
3' 3½"	31	24,41,757	This line will form a feeder to the Bijapur branch of the Southern Mahratta railway.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
<p><i>B— contd.</i> Bahadarpur (Garda)-Songhir extension (Bombay). Balamau-Sitapur railway (United Provinces). Bangalore (Taragupet)-Chikballapur light railway (Mysore). Bankura (or Bishenpur)-Calcutta chord railway (Bengal).</p>	<p>Bombay, Baroda and Central India railway (Gaekwar's Dabhoi). Oudh and Rohilkhand State railway. Southern Mahratta railway. Bengal-Nagpur railway</p>	<p>Bahadarpur and Songhir ... Balamau and Sitapur ... Bangalore and Chikballapur ... Bishenpur <i>via</i> Bhandarhati, and Hooghly or Howrah or that neighbourhood.</p>	<p>Surveyed ... Do. ... Do. ... Do. ...</p>
<p>Bansdih Road-Maneerghat branch (United Provinces).</p>	<p>Bengal and North-Western railway.</p>	<p>Bansdih Road and Maneerghat.</p>	<p>Surveyed ...</p>
<p>Bara Ari-Doleepur railway (Eastern Bengal and Assam). Baran-Marwar railway (Rajputana).</p>	<p>... Bombay, Baroda and Central India railway (Rajputana-Malwa).</p>	<p>... Baran and Marwar with extensions—</p>	<p>... Do. ...</p>
<p>Baran-Nasirabad railway (Rajputana). Baroda-Savli railway (Bombay) ...</p>	<p>... Bombay, Baroda and Central India railway (Gaekwar's Dabhoi). Bombay, Baroda and Central India railway (Rajputana-Malwa).</p>	<p>(i) Jehazpur to Nasirabad ... (ii) Jehazpur to Paondero Baroda and Savli ...</p>	<p>Do. ... Do. Surveyed ...</p>
<p>Barwaha-Bodeli light railway (Central India).</p>	<p>Bombay, Baroda and Central India railway (Rajputana-Malwa).</p>	<p>Barwaha to Bodeli ... <i>Alternative.</i> Barwaha to Nandod...</p>	<p>Reconnoitred ... Do. ...</p>
<p>Baura-Matabhangah-Konaghat extension (Eastern Bengal and Assam). Bausi-Baidyanath railway (Bengal)</p>	<p>Bengal Dooars railway East Indian railway ...</p>	<p>Baura and Konaghat ... (i) Bausi to Baidyanath <i>Alternative.</i> (ii) Bausi to Adjai</p>	<p>See "Remarks" ... Surveyed ... Do. ...</p>
<p>Behar-Silao extension, Bukhtiar-pore-Bihar light railway (Bengal). (<i>New project.</i>)</p>	<p>Bukhtiar-pore-Bihar light railway.</p>	<p>Behar to Silao ...</p>	<p>Apparently surveyed ...</p>
<p>Belapur (or Lakh)-Sangamner branch (Bombay).</p>	<p>Great Indian Peninsula railway.</p>	<p>Lakh and Sangamner</p>	<p>Reconnoitred ...</p>
<p>Bellarpur-Warangal (or Kazipet) railway. Eastern route—Bellarpur <i>via</i> Ahiri and Gamal Kunda to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad). Western route—Bellarpur <i>via</i> Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad). Direct route—Bellarpur <i>via</i> Rajpur, Tandur and Pedapali to Kazipet with a branch to Warangal (Central Provinces and Nizam's Hyderabad).</p>	<p>... Great Indian Peninsula railway. Do. ... Do. ...</p>	<p>... Bellarpur and Warangal ... Do. ... Do. ...</p>	<p>... Surveyed ... Do. ... Do. ...</p>
<p>Belo-Shahbunder light railway (Bombay).</p>	<p>...</p>	<p>...</p>	<p>...</p>
<p>Berhampur-Gopalpur light railway (Madras).</p>	<p>...</p>	<p>...</p>	<p>...</p>
<p>Berhampur-Russelkonda light railway (Madras).</p>	<p>...</p>	<p>...</p>	<p>...</p>
<p>Bezwada-Jaggiapett branch (Madras).</p>	<p>Madras railway ...</p>	<p>Bezwada and Jaggiapett ...</p>	<p>Not surveyed ...</p>
<p>Bhagalpur-Nalhati (or Ahmadpur) railway (Bengal).</p>	<p>East Indian railway ...</p>	<p>Bhagalpur and Nalhati or Ahmadpur.</p>	<p>Do. ...</p>
<p>Bhairab Bazar-Dacca railway (Eastern Bengal and Assam). (<i>New project.</i>)</p>	<p>Assam-Bengal railway...</p>	<p>Bhairab Bazar <i>via</i> Demra, Punchedona, Nursinghdee and Raipura, to Dacca.</p>	<p>Reconnoitred ...</p>
<p>Bhairab Bazar-Mymensingh railway (Eastern Bengal and Assam). (<i>New project.</i>)</p>	<p>Do.</p>	<p>Bhairab Bazar to a point on the old Brahmaputra opposite Mymensingh.</p>	<p>Reconnaissance sanctioned</p>
<p>Bhairab Bazar-Tangi railway (Eastern Bengal and Assam). (<i>New project.</i>)</p>	<p>Do.</p>	<p>Bhairab Bazar and Tangi ...</p>	<p>Reconnoitred ...</p>

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
2' 6"	Miles. 8 (Bahadarpur to Heran river.)	Rs. 5,84,000	The line will be constructed by the Baroda Durbar in whose territory it will entirely lie.
5' 6"	37'12	19,45,446	The Secretary of State has approved of the construction of this line as part of the Oudh and Rohilkhand State railway.
2' 6"	39'06	10,13,196	Revised estimates are awaited.
5' 6"	See "Remarks."		The length and estimated cost are as follows :— Miles. Rs. Bishenpur to Hooghly . 71'44 { Double line . . . 1,32,55,476 " " " " " " { Single " . . . 91,02,355 " " Howrah . 81'00 { Double " . . . 1,47,11,125 " " " " " " { Single " . . . 1,00,74,837 To the above has to be added the cost of a bridge over the Hooghly and approaches (double line), estimated at Rs. 72,57,856 for 5'92 miles if constructed at Cossipore, or Rs. 54,46,956 for 5'19 miles, if constructed at Panihati.
3' 3½"	13	.....	The line has been proposed by the Bengal and North-Western railway as a feeder to their main line. The survey has been completed and the detailed project and estimates are awaited.
...	...	...	See under "Dacca-Mymensingh railway extensions".
3' 3½"	213'39	1,36,66,806	Two lines were surveyed in 1898-99, <i>vis.</i> , Baran to Nasirabad and Baran to Marwar, the length and cost of the former being 153'29 miles and Rs. 96,11,662, respectively. The Baran-Kotah section of this line is under construction on the broad gauge.
3' 3½"	60	Not given separately.	
3' 3½"	70'85	31,62,877	
...	...	...	See "Baran-Marwar railway."
2' 6"	32	...	The results of survey have not yet been submitted.
2' 6"	163½	61,15,390	The alternative to Nandod includes a bridge over the Nerbudda, which partly accounts for the higher cost.
2' 6"	193½	80,61,984	
3' 3½"	20	...	The survey of this line by the agency of the Bengal Dooars railway was sanctioned by the Government of India in 1900, but the results have not yet been received.
5' 6"	44'43	32,35,066	
5' 6"	44'94	32,96,899	
2' 6"	10	2,70,000	This extension will be constructed under the Bengal Tramways Act.
5' 6"	32'86	...	An alternative alignment, four miles shorter, from Belapur <i>via</i> Babilishwar, was also examined but the estimates of cost have not been submitted.
...	...	...	The direct route avoids the Ahiri and Sironcha taluks which need opening up. A branch on the 2' 6" gauge from Bellarpur to Sironcha has accordingly been projected in connection with this route. It will be 107'33 miles long and is estimated to cost Rs. 42,25,580 including rolling-stock. The proposals are under consideration.
5' 6"	190'73	* 2,32,39,222	
5' 6"	184'35	* 2,25,74,567	
5' 6"	142'62	* 1,68,65,529	
...	...	...	See "Light railways in Sind."
...	...	...	See "Ganjam District Light railways."
...	...	...	Do.
5' 6"	54	43,50,000	
5' 6"	...	...	This line will probably be constructed by the East Indian Railway Company.
3' 3½"	44	48,89,850	This line is alternative to the "Bhairab Bazar-Tangi" project.
3' 3½"	62	...	
3' 3½"	38	39,82,710	A detailed survey has been sanctioned for this line which is alternative to the "Bhairab Bazar-Dacca project."

rolling-stock.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B—concl'd.			
Bhamo-Momein (Tengyueh) railway (Burma).	Burma railways, across a ferry between Bhamo and Katha.	Bhamo and Momein ...	Surveyed ...
Bhatni-Bettiah extension (Bengal)	Bengal and North-Western railway.	Bhatni and Bettiah ...	Partly surveyed ...
Bhojudih-Daltonganj railway (Bengal).	Bengal-Nagpur railway	Bhojudih and Daltonganj ...	Surveyed ...
Bilaspur-Mungeli-Mandla railway (Central Provinces).	Bengal-Nagpur railway	Bilaspur and Mandla ...	Under survey ...
Bir-Bhopal railway (Central India and Central Provinces).	Great Indian Peninsula railway.	Bir and Bhopal ...	Reconnoitred ...
Bishenpur (or Bankura)-Calcutta railway (Bengal).	...	...	...
Bitragunta (or Kavali)-Udayagiri railway (Madras). (<i>New project.</i>)	Madras railway ...	Bitragunta and Udayagiri ...	Under survey ...
Bombay-Sind connection railway (Cutch, Sind and Bombay).	Bombay, Baroda and Central India railway.	Viramgam <i>via</i> Radhanpur, Suigam and Nagarparker to Badin.	Reconnoitred ...
Bombay-Southern Mahratta railway (Bombay).	Southern Mahratta railway.	Karad Road and Hogg Island and Vingorla.	Not surveyed ...
Borjan-Suntak tramway (Eastern Bengal and Assam).	Assam-Bengal railway ...	Borjan and Suntak ...	Not surveyed ...
Borkhedi-Hinganghat railway (Central Provinces). (<i>New project.</i>)	Great Indian Peninsula railway.	Borkhedi and Hinganghat ...	Surveyed ...
Broach-Jambusar-Masor Road railway (Bombay).	Bombay, Baroda and Central India railway.	Broach and Masor Road ...	Not surveyed ...
Burdwan-Kutwa railway (Bengal)	East Indian railway ...	Burdwan and Kutwa ...	Surveyed ...
Buthidaung-Maungdaw railway (Burma).	...	Buthidaung and Maungdaw ...	Surveyed ...
C.			
CACHAR DISTRICT TRAMWAYS—			
Sealtick-Lala Bazar (Eastern Bengal and Assam).	Assam-Bengal railway	Sealtick and Lala Bazar ...	Reconnoitred by the promoters.
Silchar-Duarbund (Eastern Bengal and Assam).		Silchar and Duarbund ...	Do. ...
Silchar-Tikalpur (Eastern Bengal and Assam).		Silchar and Tikalpur ...	Do. ...
Calcutta Central railway (Bengal)	East Indian railway	Howrah and Sealdah ...	Not surveyed ...
Calcutta-Ranaghat - Rampur Boalia railway (Bengal and Eastern Bengal and Assam). (<i>New project.</i>)	Eastern Bengal State railway.	(i) Sealdah to Shampur, mile 130·6, north of the Ganges river. (ii) Shampur to Nattore. (iii) Shampur to mile 86 on the Katihar-Godagari extension.	Reconnoitred ... Do. ... Do. ...
Captainganj-Padrauna branch (United Provinces).	Bengal and North-Western railway.	Captainganj and Padrauna ...	Not surveyed ...

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
2' 6"	122.5	1,27,52,165	
3' 3½"	50	...	The survey was carried out in 1903 up to the east bank of the Gandak river, about 42 miles, and was then abandoned by the Bengal and North-Western railway.
5' 6"	171	1,68,00,000	
2' 6"	156	...	This line will shorten the distance between Nainpur, the centre of the Satpura system, and Calcutta by about 70 miles.
5' 6"	102	1,66,12,246	This line has been proposed as an alternative to the doubling of the section from Itarsi to Bhopal, and with a view to shortening the through mileage between Bhopal and Bombay. The estimates prepared are for a double line without rolling-stock. A detailed survey has been sanctioned.
...	...	...	See "Bankura (or Bishenpur)-Calcutta railway."
Not stated. Probably 2' 6"	50	...	This line has been recommended by the Government of Madras for construction from the famine insurance fund in consideration of its protective value.
5' 6"	269	2,12,73,000	A detailed survey has been ordered and is now in progress.
6 miles } 2 " } 3' 3½" 3' 3½" 2' }	202	1,58,09,000	
	8	...	
5' 6"	26.06	20,91,064	This will form a chord between the North-East line and the Wardha Coal branch of the Great Indian Peninsula railway and will shorten the distance between Nagpur and Hinganghat from 70 miles by the existing route to 47.4 miles.
2' 6"	31	...	The Baroda Durbar offered to construct the line in 1903, but have since abandoned it.
5' 6"	34	26,49,418	This line will probably be constructed by the East Indian railway as part of their undertaking when funds are available.
3' 3½"	16.91	20,29,392	The Arakan Company, Limited, originally proposed to construct this line as a tramway on the 2' 0" gauge and had it surveyed at their cost, the estimates amounting to Rs. 9,49,858 for 17.25 miles. The proposal was subsequently abandoned and the Company expressed a desire to construct the line on the 3' 3½" gauge, with the possibility of its ultimate absorption in the Prome-Zadabin-Chittagong scheme. [See "Assam-Burma railway connection".] During 1907 a survey for a metre gauge line was carried out at the expense of Government, and the results show that of the total length of 16.91 miles, 10.70 miles are suitable to form part of the through route between Assam and Burma. The Company are negotiating with Government of Burma prior to submission of definite proposals for the construction of the line.
2' 6"	24	14,75,405	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the Local Administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2' 6"	22		
2' 6"	14		
5' 6"	...	£1,500,000	The scheme comprised a permanent road and railway bridge over the Hooghly at the site of the existing floating bridge, a central passenger station at Calcutta and an elevated junction railway to unite the East Indian and Eastern Bengal State railways and the Kidderpore docks. The estimated cost represents the total capital proposed to be raised, the figure being increased to £2,750,000 if a broad avenue to afford access to the Central station from Howrah be included in the scheme. In view of the objections of the Special Committee appointed to report on the scheme, the opinions expressed by the Government of Bengal and the fact that the project did not receive the support of those most interested in its execution, the offer made in 1898 by a Syndicate to form a company to undertake the work was not accepted.
3' 3½"	130.6	4,61,57,000	This line was proposed with a view to giving the traffic of the metre gauge railways north of the Ganges direct access to Calcutta without a transhipment. The estimates, which are approximate, provide for a double metre gauge line between Sealdah and Shampur (mile 130.6) and a single line to Nattore and to the point of junction with the Katihar-Godagari extension.
3' 3½"	21.4	17,55,000	The consideration of the project has been held over pending a decision on the question of bridging the Ganges at some point between Sara and Godagari. The (i) "Shampur-Nattore" branch is alternative to the "Nattore-Rampur Boalia" project, while (ii) and (iii) combined is alternative to the "Nachoul-Rampur Boalia-Gopalpur" branch.
3' 3½"	30.0	20,86,000	
3' 3½"	18	...	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
<i>C—concl'd.</i>			
Cawnpore-Banda railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore to Khairada (7 miles west of Banda) <i>via</i> Ghatampur and Summerpur. Branch from Summerpur to Belatal (about 14 miles east of Harpalpur) <i>via</i> Maskera and Rath.	Surveyed Do.
Cawnpore-Hamirpur railway (United Provinces).	East Indian railway ...	Cawnpore to the river Jumna opposite Hamirpur.	Not surveyed
Cawnpore-Rae Bareli-Fyzabad railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore and Fyzabad ...	Partly surveyed
Changa Manga-Chunian-Pakpatan branch (Punjab).	North Western State railway.	Changa Manga and Pakpatan ...	Not surveyed
Chansama-Harij railway extension to Kathi (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Harij and Kathi ...	Not stated
Chicacole Road-Calingapatam light railway (Madras).	}	}	}
Chicacole Road-Gunipur light railway (Madras).			
Chicacole Road-Parvatipur light railway (Madras).			
Chhor-Tatta railway (Bombay) ...	...	...	...
Chupra-Mashrak railway (Bengal)	Bengal and North-Western railway.	Chupra and Mashrak ...	Surveyed
Cuddalore-Vriddhachalam railway (Madras).	South Indian railway ...	Cuddalore and Vriddhachalam...	Do.
<i>D.</i>			
Dacca-Aircha extension (Eastern Bengal and Assam).	...	...	...
Dacca-Mymensingh railway extensions (Eastern Bengal and Assam)	Dacca section, Eastern Bengal State railway.	(i) Dacca to Aircha ... <i>Alternative.</i> Tangi, <i>via</i> Dassora, to Aircha. (ii) Mymensingh, <i>via</i> Netrokona to Bara Ari, with a branch from Shambluganj to Gauripur.	Surveyed Do. Do.
		(iii) Singhjani, <i>via</i> Sherpore, to Nalitabari.	Do.
		(iv) Bara Ari to Doleepur ...	Do.
Dalla-Dedaye railway (Burma) ...	Burma railways ...	Dalla to a point opposite Dedaye With a branch to Twante ...	Reconnitred Do.
Damoh-Atarra light railway (Central Provinces and Central India).	Great Indian Peninsula railway.	Damoh and Atarra ...	Do.
Darbhanga-Khagaria chord (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Darbhanga and Khagaria ...	Surveyed
Darrang District tramway (Eastern Bengal and Assam).	...	...	...

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length, (6)	Estimated cost. (7)	REMARKS, (8)
	Miles.	Rs.	
5' 6"	75.92	*80,36,657	This will supersede the Cawnpore-Hamirpur railway project.
5' 6"	64.55	*40,78,897	
2' 6"	64.55	*21,33,154†	
...	35½	...	The line is assumed to cost Rs. 15,000 per mile on the 2' 6" gauge. Proposals were received in 1904 for its construction as a steam tramway on the 2' gauge. The District Board of Cawnpore agreed to guarantee interest on working capital at 4 per cent. on condition of receiving a moiety of surplus profits. In 1905 the promoters intimated that they did not desire to proceed with the scheme. The Cawnpore-Banda railway will supersede this line.
5' 6"	140	1,12,00,000	This line was proposed by the Indian Midland Railway Company in 1899. The Unao-Rae Bareli section, 52.88 miles, and a branch from Sataun to Dalmau, 19.51 miles, have been surveyed by the Oudh and Rohilkhand State railway, and are estimated to cost Rs. 39,90,500 and 15,39,358 respectively on the 5' 6" gauge. Alternative alignments from Mustafabad to Unao (or Cawnpore bridge) and from Rae Bareli to Dalmau are under investigation [See "Allahabad-Rae Bareli-Cawnpore railway."]
5' 6"	70	56,00,000	This branch was selected by the Committee, appointed by the Punjab Government in 1896 to report upon railway feeders, as the most suitable out of many projects put forward for serving the rich irrigated tract on the right bank of the Sutlej. The major portion of this line will be merged in the Kasur-Lodhran railway.
3' 3½"	7½	...	This line will probably be constructed by the Baroda Durbar in whose territory it will entirely lie.
...	...	...	See under "Ganjam-District light railways."
...	...	...	See under "Light railways in Sind."
3' 3½"	26.25	12,08,863	The construction of the line has since been sanctioned.
3' 3½"	34	...	The results of survey have not yet been received by the Railway Board.
...	...	...	See under "Dacca-Mymensingh railway extensions."
3' 3½"	45	76,71,060	
3' 3½"	45	75,72,105	
3' 3½"	36.5	27,26,812	Includes the cost of a bridge over the Brahmaputra. If a ferry instead of a bridge, be provided, the cost would be Rs. 20,92,700. Proposals were received in 1904, from a Syndicate, for the construction of the Mymensingh-Netrokona railway on the metre gauge as a branch of the Singhjani-Sherpore-Nalitabari line on the 2' 6" gauge. The promoters were informed in the same year of the terms on which concession could be granted.
3' 3½"	25	12,38,886	For a well equipped line, with ferry. For a cheap line with, a ferry, the cost is estimated at Rs. 9,21,250 and Rs. 8,40,200 respectively.
3' 3½"	50.5	46,43,094	
3' 3½"	34½	16,85,814	
3' 3½"	14½	7,11,472	The line was proposed to serve the delta of Lower Burma. It would have to contend against keen river competition and, therefore its prospects are not promising.
2' 6"	15½	27,18,000	This line was put forward by the Indian Midland Railway Company in 1899 as a feeder to their railway system.
3' 3½"	62.31	...	The detailed project and estimates are awaited...
...	...	...	See "Mangaldai tramway."

* Excluding rolling-stock.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
D.—concl'd.			
Deesa-Tharad railway (Bombay)	Bombay, Baroda and Central India railway (Palanpur-Deesa).	Deesa to Tharad with branches— (i) Diodar to Radhanpur. (ii) Abasana to Suigam ...	} Surveyed ... Do. ...
Dehra-Mussooree-Landour railway (United Provinces).	Oudh and Rohilkhand State railway, (Hardwar-Dehra.)	Dehra to Mussooree ... Mussooree to Landour ...	Do. ... Not surveyed ...
Dehra Ghazi Khan-Sakhi Sarwar branch (Punjab).	North Western State railway.	Dehra Ghazi Khan and Sakhi Sarwar.	Do. ...
Dhak branch (Punjab).	Do. ...	Dhak to Tajuwala ... <i>Alternative.</i> Dhak <i>via</i> Katha to Tajuwala ...	Surveyed ... Do. ...
Dharmapuri-Bangalore railway (Madras and Mysore).	Madras railway ...	Dharmapuri <i>via</i> Palakodu to Bangalore with a branch from Palakodu to Krishnagiri.	Do. ...
Dholka-Dhandhuka-Ranpur extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Dholka).	Dholka to Dhandhuka <i>via</i> Fedra <i>Alternative.</i> Dholka to Dhandhuka <i>via</i> Gamph	Do. ... Do. ...
Dhulia-Amalner branch (Bombay).	Great Indian Peninsula railway.	Dhulia and Amalner ...	Reconnoitred ... Surveyed ...
Dindigul-Palghat railway (Madras)	South Indian railway ...	Dindigul <i>via</i> Palni, Pollachi and Kollengode to Palghat.	Do. ...
Diodar-Radhanpur branch (Bombay).	...	...	...
Dodbele-Kolar gold-fields railway (Mysore).	Southern Mahratta railway (Mysore section).	Dodbele to the Kolar gold-fields...	Reconnoitred ...
Dudhwa branch extension to Ramnagar ghat (United Provinces).	Rohilkund and Kumaon railway.	Sonaripur and Ramnagar ghat ...	Surveyed ...
Dusi-Salur light railway (Madras)	Bengal-Nagpur railway	Dusi to Salur <i>via</i> Bobbili with a branch from Paddapenki to Parvatipur.	Not surveyed ...
F.			
Fatehpur-Markundi chord (United Provinces).	East Indian railway ...	Fatehpur to Markundi ... <i>Alternatives.</i> (i) Fatehpur to Karwi ... (ii) Khaga to Manikpur ...	Surveyed ... Do. ... Do. ...
G.			
Gadag-Yalvigi railway (Bombay)	Southern Mahratta railway.	Gadag to Yalvigi with gold mine branches— (1) Gadag to Kabulayatkatti ... (2) Nabapur on (1) to Sangli ... (3) Beldahadi on (1) to Hosur ...	Surveyed ... Do. ... Do. ... Do. ...
Gairoula-Chandpur railway (United Provinces).	Oudh and Rohilkhand State railway.	Gairoula and Chandpur ...	Do. ...

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3' 3½"	84.84	22,71,957	This line will be an extension of the existing Palampur-Deesa railway.
3' 3½"	16	...	The results of survey have not yet been received.
2' 6"	27	32,52,895	An alternative to the Dehra-Mussooree project would be to extend the Hardwar-Dehra railway on the 5' 6" gauge to Rajpur or some place at the foot of the hills and to connect Mussooree by a rope incline.
...	
5' 6"	35	35,00,000	
5' 6"	11.04	4,96,594	This line has been proposed chiefly in the interests of coal trade. The alternative <i>via</i> Katha is preferred by the Government of the Punjab to the direct line.
5' 6"	15	6,75,000	
2' 6"	106.67	37,52,536	The Government of Madras recommend the construction of the Dharmapuri-Palakodu-Hosoor section, 60.50 miles, estimated to cost Rs. 22,33,527 from famine insurance fund in consideration of its protective value. This proposal has since been submitted to the Secretary of State.
3' 3½"	38.64	20,32,210	
3' 3½"	44.50	23,10,925	Since the close of the year proposals have been received for the construction by private enterprise of a metre gauge line from Dholka to Dholera <i>via</i> Gamph, 40 miles, instead of this line. These proposals are under consideration.
3' 3½"	16½	4,62,000	
5' 6"	20	20,00,000	
3' 3½"	110.92	78,98,640	The line will be constructed and worked by the agency of the South Indian railway. In connection with this project it has been decided to convert the Palghat branch (Olavakkot to Palghat) from the standard (5' 6") to the 3' 3½" gauge by the time this line is completed.
...	...	...	See "Deesa-Tharad railway," of which this line is proposed to form a branch.
3' 3½"	72.5	...	This line was urged by the Mysore Durbar in 1906 in consideration of its administrative advantages and as likely to develop a rich and populous part of the State.
3' 3½"	20.79	4,58,891	This line is intended primarily to serve the Government forests. The Secretary of State has intimated to the Rohilkund and Kumaon Railway Company that it is open to them to formulate terms for its construction under clause 63 of their contract, dated 8th September 1890, and submit them for his consideration.
2' 6"	65	...	This line, which is situated in the Vizagapatam district, was proposed by an English Syndicate who put forward proposals for the construction of certain light railways on the 2' 6" gauge in the Ganjam district.
5' 6"	72.2	98,46,166	
5' 6"	52.0	72,59,200	
5' 6"	56.7	85,98,362	
3' 3½"	33.58	...	This line is intended to form a chord between the main line and the Harihar branch of the Southern Mahratta railway. Part of it will also supply a branch to the Dharwar gold-fields. The surveys were completed during 1906, but the project report and estimates have not yet been received by the Railway Board
3' 3½"	13.65	...	
3' 3½"	5.39	...	
3' 3½"	2.87	...	
5' 6"	22.15	5,05,953	

Statement of railway and tramway projects.

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
G—concl'd.			
Ganges bridge :— at Godagari (Eastern Bengal and Assam). or at Sara (Eastern Bengal and Assam).	Eastern Bengal State railway, Ranaghat-Godagari-Katihar extension.	Lalgola and Godagari ...	Surveyed : ...
	Eastern Bengal State railway, Northern section.	Damukdia and Sara ...	Do. ...
Ganjam District light railways (Madras).			
The lines comprised in this scheme are :—			
(i) Berhampore-Gopalpur (Madras).	Bengal-Nagpur railway	Berhampore and Gopalpur ...	Not surveyed ...
(ii) Berhampore-Russelkonda (Madras).	Do.	Berhampore and Russelkonda ...	Surveyed ...
(iii) Chicacole Road-Calingapatam (Madras).	Do.	Chicacole Road and Calingapatam ...	Not surveyed ...
(iv) Chicacole Road-Gunipur (Madras).	Do.	Chicacole Road and Gunipur ...	Do. ...
(v) Chicacole Road-Parvatipur (Madras).	Do.	Chicacole Road and Parvatipur ...	Do. ...
(vi) Parlakimedi-Baruva (Madras).	Do.	Parlakimedi and Baruva ...	Do. ...
Garda (Bahadarpur)-Songhir extension (Bombay).	...	...	...
Gherja extension (Bengal) ...	Eastern Bengal State railway.	Lalgola and a point on the mouth of the Bhagirathi river near Gheria.	Surveyed ...
Goalundo-Narayanganj extension (Eastern Bengal and Assam).	Eastern Bengal State railway.	Lakhee Khal Hat (opposite Faridpur) and Munshiganj.	Do. ...
Godagari bridge (Eastern Bengal and Assam).	...	...	...
Gogra bridge at Chand-deara Ghat (United Provinces).	Bengal and North-Western railway.	Chand-deara Ghat and Manjhi Ghat.	Surveyed ...
Guntur-Repalli branch (Madras)	Southern-Mahratta railway.	Guntur and Repalli :	Do. ...
Gurumaishini-Sini railway (Bengal)	Bengal-Nagpur railway...	Gurumaishini and Sini.	Do. ...
H.			
Hajiganj-Shatnal branch (Eastern Bengal and Assam).	Assam-Bengal railway.	Hajiganj and Shatnal.	Do. ...
Hansi-Jakhal railway (Punjab).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Hansi and Jakhal.	Do. ...
Harda-Hindia railway (Central Provinces).	Great Indian Peninsula railway.	Harda and Hindia.	Not surveyed :
Hardoi-Sandi branch (United Provinces).	Oudh and Rohilkhand State railway.	Hardoi and Sandi	Surveyed ...
Harpalpur-Kalpi light railway (United Provinces).	Great Indian Peninsula railway.	Harpalpur and Kalpi	Partly surveyed :

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
Undecided (probably mixed 5' 6" and 3' 3½")	...	1,10,00,000	The Committee appointed by the Government of India to investigate and report on the bridging of the Ganges have recommended the construction of a bridge at Raita, some five miles from Sara. Their report is under the consideration of the Secretary of State.
Do. ...	...	1,30,00,000	
2' 6"	8	2,00,000	These lines were put forward by an English syndicate who proposed to take over from the Raja of Parlakimedi the 2' 6" gauge railway between that place and Naupada.
2' 6"	49'08	14,90,711	
2' 6"	24	6,00,000	
2' 6"	65	17,85,000	
2' 6"	42	10,50,000	
2' 6"	35	8,75,000	
...	...	...	See "Bahadarpur (Garda)-Songhir extension".
5' 6"	13'47	9,18,960	The object of the scheme is to provide a <i>ghat</i> station, which can be relied on in the high-water season, on the right bank of the Ganges for the Godagari-Lalgola ferry. It has been decided to await the results of working at Lalgola Ghat before undertaking the construction of the line.
3' 3½"	40	58,46,738	The project provides for an ordinary transshipment ferry between Lakhee Khal Hat and Faridpur, and a wagon and passenger ferry at Munshiganj.
...	...	...	See "Ganges bridge".
3' 3½"	4'39	32,44,487	The cost of bridge and approaches is Rs. 29,22,961, and the balance Rs. 3,21,525 represents the cost of raising capital and the interest on capital during construction.
3' 3½"	38	17,33,687	The District Board of Guntur are desirous of constructing this line on the 5' 6" gauge with capital to be raised by them in the open market. The question of gauge has not yet been settled.
5' 6"	44	32,27,438	This line has been projected in connection with Messrs. Tata & Sons' scheme for iron and steel works near Sini. An alternative alignment from Amda to Gurumaishini <i>via</i> Chaibassa, 48 miles, has been sanctioned for survey. Messrs. Tata and Sons have since intimated that the site of their works has been changed from Sini to Kalimati, some 18 miles from Sini on the Sini-Khargpur section of the Bengal-Nagpur Railway. This will probably necessitate an alternation in the alignment of the line.
3' 3½"	24'39	32,81,500	This project is for the establishment of a connection between the Assam-Bengal and the Eastern Bengal State railways by means of a wagon ferry between Shatnal and Narayanganj on the Goalundo-Narayanganj extension of the latter line.
3' 3½"	50'57	20,45,764	This line would connect the Southern Punjab railway at Jakhal with the Rajputana-Malwa railway at Hansi. It may, however, be superseded by the proposed extension of the Patiala-Jakhal railway <i>via</i> Hissar to Narnaul.
...	...	...	This railway was recommended as a feeder line by the Great Indian Peninsula railway.
5' 6"	14'39	3,62,004	
2' 6"	102	15,90,924	Only the Harpalpur-Rath section (25'88 miles) was surveyed by the Indian Midland railway for a 2'0" gauge line, from the results of which the present estimates have been prepared. This line will probably be superseded by the Cawnpore-Banda railway with a branch from Summerpur <i>via</i> Rath to Belatal about 14 miles east of Harpalpur.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
H—concl.			
Harpalpur-Nowgong light railway (United Provinces and Central India).	Great Indian Peninsula railway.	Harpalpur and Nowgong ...	Surveyed ...
Henzada-Konzingon railway (Burma).	Burma railways ...	Henzada <i>via</i> Einme and Pantanaw to Konzingon.	Under survey ...
Hsipaw-Mong Nai extension (Burma).	Do. ...	Hsipaw to Manpan ... Manpan to Mong Nai ...	Surveyed ... Not surveyed ...
Hyderabad-Kistna river railway (Nizam's Hyderabad).	Nizam's Guaranteed State railway.	Hyderabad and Kistna river ...	Surveyed ...
Hyderabad (or Kotri)-Karachi railway (Bombay).	...	...	...
I.			
IDAR ROAD-Brahma Khed extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Parantij).	Idar Road and Brahma Khed ...	Surveyed ...
ITARSI-Ellichpur railway (Central Provinces).	Great Indian Peninsula railway.	Itarsi and Ellichpur ...	Not surveyed ...
ITARSI-Nagpur railway (Central Provinces).	...	...	...
J.			
Jalesar Road-Kasganj tramway (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Jalesar Road and Kasganj ...	Not surveyed ...
Jammu-Srinagar railway (Kashmir).	North Western State railway.	Jammu and Srinagar. The alternative routes are :— (i) Larulari-Banihal route ... (ii) Chenab Valley-Banihal route. (iii) Golabgarh route ...	Surveyed ... Do. ... Do. ...
Jamnagar-Salaya extension (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway (Rajkot-Jamnagar).	Jamnagar and Salaya ...	Not surveyed ...
Jehazpur-Nasirabad extension (Rajputana).	...	...	...
Jehazpur-Paondero extension (Rajputana).	...	...	...
Jhang-Sangla railway (Punjab).	North Western State railway.	Jhang and Sangla ...	Surveyed ...
Jullundur Doab group lines (Punjab).	North Western State railway.	Hoshiarpur and Nawa Shahr ...	Surveyed ...

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)												
	Miles.	Rs.													
2' 6"	19'22	2,71,762	This line was surveyed by the Indian Midland railway on the 2'0" gauge, on the results of which the present estimates are based.												
3' 3½"	95	...													
3' 3½"	50	35,62,178	The Government of Burma consider the Southern Shan States railway to be more urgent than this line.												
...													
3' 3½"	See "Remarks"	See "Remarks"	A preliminary survey was made by the Nizam's Government in 1905, but the results have not yet been received by the Railway Board. It will be about 148 miles in length and will cost Rs. 1,23,68,000 roughly. In conjunction with the Dhone-Kurnool line it will form the southern portion of the through metre gauge connection between Northern and Southern India.												
...	See "Light railways in Sind."												
3' 3½"	33'91	...	The surveys have been completed and the results are awaited. Since the close of the year the Secretary of State has sanctioned the grant of a concession to the Ahmedabad-Parantij railway for the construction of this line.												
...	This railway was recommended as a feeder line by the Great-Indian Peninsula railway. It will be partly superseded by the projected Nagpur-Itarsi railway.												
...	See "Nagpur-Itarsi railway".												
2' 6"	50	15 to 20 lakhs	The Raja of Awa has applied to the Government of the United Provinces for a concession for this line with permission to utilize the existing road and the canal and road bridges for laying the line on. The usual draft order under the Indian Tramways Act, XI of 1886, is awaited from the Local Government.												
2' 6"	186½	2,38,61,500													
2' 6"	173	2,54,57,500	The connection with Srinagar <i>via</i> Sarai Kala and Abbottabad, which is more feasible, has been decided upon, <i>vide</i> "Sarai Kala-Abbottabad Srinagar railway."												
2' 6"	156'17	3,34,73,596													
3' 3½"	35	...	This project would probably be undertaken at the expense of the Jannagar Durbar.												
...	} See "Baran-Marwar railway".												
...													
5' 6"	74'40	44,14,931	This line will be constructed by the State as an integral part of the North Western State railway.												
5' 6"	124'27	99,43,099	The projected railway starts at Hoshiarpur and passes through Adampur, Jullundur, Kapurthala, Sultanpur, Malsian, Nakodar, Nur Mahal, Rur Kha and Phagwara to Nawa Shahr with branches from Nawa Shahr to Garhshankar on the north and Rahon on the south. The following sections of the line were previously surveyed and estimated for :—												
2' 6"		76,93,333													
			<table> <thead> <tr> <th></th> <th>Miles.</th> <th>Gauge.</th> <th>Cost.</th> </tr> </thead> <tbody> <tr> <td>Jullundur-Hoshiarpur</td> <td>23'92</td> <td>5' 6"</td> <td>14,10,000</td> </tr> <tr> <td>Jullundur-Sultanpur</td> <td>28'82</td> <td>2' 6"</td> <td>10,41,376</td> </tr> </tbody> </table> <p>The surveys have been completed and the detailed alternative projects on the 5' 6" and 2' 6" gauges are awaited. Since the close of the year definite proposals have been received for the construction of these lines by private enterprise. These are under consideration.</p>		Miles.	Gauge.	Cost.	Jullundur-Hoshiarpur	23'92	5' 6"	14,10,000	Jullundur-Sultanpur	28'82	2' 6"	10,41,376
	Miles.	Gauge.	Cost.												
Jullundur-Hoshiarpur	23'92	5' 6"	14,10,000												
Jullundur-Sultanpur	28'82	2' 6"	10,41,376												

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
J.—concl'd.			
Jullundur-Hoshiarpur railway (Punjab).	...	...	...
Jullundur-Kapurthala-Sultanpur railway (Punjab).	...	...	...
K.			
Kaithal-Thanesar railway (Punjab) (<i>New project</i>).	North Western State railway (Southern Punjab).	Kaithal and Thanesar	Not surveyed
Kalaura-Chhatak tramway (Eastern Bengal and Assam).	...	...	...
Kalikiri-Rayachoti branch (Madras).	South Indian railway.	Kalikiri or Piler and Rayachoti.	Surveyed
Kamptee-Deolapar railway (Central Provinces).	Bengal-Nagpur railway.	Kamptee to Deolapar with a branch from Munsar to Ramtek.	Not surveyed
Kangra Valley railway (Punjab)	North Western State railway.	Pathankot to Palampur with a branch from Aund to Dunera.	Reconnoitred
Karauli branch (Rajputana)	...	Gungapur and Karauli	Not surveyed
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).	...	...	...
Karnal-Kaithal-Nabha branch (Punjab).	East Indian railway (Delhi-Umballa-Kalka).	Karnal and Nabha	Not surveyed
Karwi-Rajapur railway (United Provinces).	Great Indian Peninsula railway.	Karwi to Rajapur direct <i>Alternative.</i>	Surveyed
		Karwi to Rajapur <i>via</i> Pahari.	Do.
Kashmir railway (North-West Frontier Province and Kashmir)	...	...	...
Kasur-Lodhran railway (Punjab).	North Western State railway.	Kasur to Lodhran <i>via</i> Haveli Pakpatan and Mailsi.	Under survey
Kathgodam-Naini Tal branch (United Provinces).	Rohilkund and Kumaon railway.	Kathgodam and Naini Tal	Not surveyed
Kavali (or Bitragunta)-Udayagiri railway (Madras) (<i>New project</i>).	...	...	...
Khagaria-Darbhanga Chord (Bengal).	...	...	...
Khamgaon-Jalna railway (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Khamgaon and Jalna	Surveyed
Khandwa-Akola-Nanded railway (Central Provinces and Nizam's Hyderabad).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Khandwa and Nanded	Surveyed
Khanpur-Chachran railway (Punjab).	North Western State railway.	Khanpur and Chachran	Surveyed
Khijadia-Amreli railway (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Khijadia and Amreli...	Partly surveyed
Kissengunge-Jalpaiguri railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Kissengunge and Jalpaiguri	Surveyed
Kotri (or Hyderabad)-Karachi light railway (Bombay).	...	...	...
Krishnagar-Jalanghi railway (Bengal).	Eastern Bengal State railway.	Krishnagar and Jalanghi	Surveyed

*With second hand materials and rolling stock. With

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	} See "Jullundur Doab group lines."
...	
5' 6"	29	...	Negotiations are in progress for the construction of this line by the Delhi-Umballa-Kalka Railway Company.
...	...	...	See "Sylhet District tramways."
3' 3½"	34'42"	10,75,736	
2' or 2' 6"	34'5"	...	This line is designed to carry the produce of the manganese mines in the Ramtek area.
2' 6"	87	57,85,440	The Kamptee-Ramtek railway, which is under construction, supersedes a part of this project.
Not stated	25	...	The scheme as originally proposed contemplated a main line from Pathankot <i>via</i> Palampur, Baijnath, Mundi, Suket, Bilaspur, Nalagarh and Rupar to some point on the North Western State railway between Ludhiana and Sirhind, with branches to Dalhousie, Dharamsala, Sultanpur, Kalka and Simla.
...	...	...	A concession was, however, granted to a London syndicate for the construction of the section from Pathankot to Palampur with a branch to Dunera. The concession has since lapsed.
5' 6"	70	56,00,000	This branch was proposed by the Karauli Durbar with a view to undertaking earthwork as a measure of famine relief. It will connect Karauli with the Nagda-Muttra railway at Gungapur.
5' 6"	18'84"	7,75,938	See "Sylhet District tramways."
5' 6"	21'21"	8,41,951	
...	...	...	See "Saraikala-Abbottabad-Srinagar railway".
5' 6"	210	...	Negotiations are in progress for the construction of this line by the Southern Punjab Railway Company. It will comprise a large portion of the Changa Manga-Pakpattan project. The Lodhran-Mailsi section, 39.7 miles, was surveyed by the North Western State railway administration in 1904 and estimated to cost Rs. 17,94,793 on the 5' 6" gauge.
2'	15	12,00,000	This line was proposed by private enterprise in 1895 and a concession was granted for its construction, which lapsed in 1898.
...	...	...	See "Bitragunta (or Kavali)-Udayagiri railway".
...	...	...	See "Darbhanga-Khagaria Chord."
2' 6"	93'55"	32,65,151	
3' 3½"	252'25"	1,90,00,000	This line will form the northern portion of the through metre gauge connection between railways in Northern and Southern India.
5' 6"	23'27"	16,79,458	The line will connect with Mithankot by means of a steam ferry between that place and Chachran. The project report and estimates have been forwarded for the consideration of the Bhawalpur Durbar at whose request the survey has been carried out.
3' 3½"	10½	...	This line was proposed by the Baroda Durbar with a view to undertaking earthwork as a measure of famine relief. The Machiala-Amreli section, about 6 miles, has been surveyed by the Durbar.
3' 3½"	63'67"	27,65,021	The Durbar has since proposed its extension <i>via</i> Chalala and Khamba to Velan Bunder.
...	...	...	The line will afford an alternative route, <i>via</i> the Ranaghat-Katihar railway for traffic between Calcutta and Darjeeling. The Government of Bengal generally approves of the construction and proposed alignment of the line but is of opinion that it should not be taken in hand till some experience has been gained of the trend of traffic on the new Katihar-Godagari extension, which would probably affect the traffic of this line.
...	...	...	See "Light railways in Sind."
2' 6"	56'10"	16,28,906*	The detailed project and estimates for this line have been received, but are held in abeyance pending proposals from the Government of Bengal.

new materials and rolling stock the cost is Rs. 18,41,500.

Statement of railway and tramway projects

Name of projects, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
<i>K—concl'd.</i>			
Kumbakonam-Mannargudi branch (Madras).	South Indian railway ...	Kumbakonam and Mannargudi...	Surveyed ...
Kunch-Madhogarah railway (United Provinces).	Great Indian Peninsula railway. (Indian Midland).	Kunch <i>via</i> Jalaon to Shankerpur on the Jumna opposite Auriya Branch from Jalaon to Madhogarah.	Do. ... Do. ...
Kurla-Trombay railway (Bombay)	Great Indian Peninsula railway.	Kurla and Trombay ...	Do. ...
Katwa-Ahmadpur railway (Bengal)	East Indian railway.	Katwa and Ahmadpur ...	Do. ...
Kyangin—Nattalin railway (Burma) (New project).	Burma railways ...	Kyangin on the west bank of the Irrawaddy to a point on the Prome line near Nattalin or Paungde.	Under survey ...
<i>L.</i>			
Lakh (or Belapur)-Sangamner branch (Bombay).	...	...	...
Lalgola-Gheria extension (Bengal)	...	...	...
Larkhana-Kambar-Shahdadpur railway (Bombay).	North Western State railway.	Larkhana and Shahdadpur ...	Surveyed ...
Lashio-Kunlong extension (Burma.)	Burma railways ...	Lashio to the Kunlong ferry. The alternative routes are :— (1) Hsenwi (Theinni) ... (2) Hsupkyet (Supkyet) ...	Reconnoitred ... Reconnoitred ...
Light railways in Sind (Bombay)—			
The lines comprised in the scheme are :—			
(1) Mirpur Khas-Jhudo ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Jhudo ...	Under survey ...
(2) Mirpur Khas-Sangur ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Sangur ...	Not surveyed ...
(3) Shadipalli-Mehoo Suboo...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli and Mehoo Suboo ...	Do. ...
(4) Shadipalli-Samara with a possible extension thereof to meet (5).	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli <i>via</i> Samara to a point on (5).	Do. ...
(5) Chhor-Tatta ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Chhor and Tatta ...	Do. ...
(6) Mirpur Buttora-Dhindee...	...	Mirpur Buttora on (5) to Dhindee	Do. ...
(7) Belo-Shahbunder ...	...	Belo on (5) to Shahbunder ...	Do. ...
(8) Hyderabad (or Kotri)-Karachi.	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Hyderabad (or Kotri) <i>via</i> Tatta to Karachi.	Do. ...
or Tatta-Karachi ...	...	Tatta to Karachi ...	Do. ...
Lower Sind branches (Bombay)—			
The lines at present comprised in the scheme are :—			
(1) Badin-Jungshahi ...	North Western State railway.	Badin and Jungshahi ...	Surveyed ...
(2) Tando Muhammed Khan-Mirpur Buttora.	Do. ...	Tando Muhammed Khan and Mirpur Buttora.	Do. ...

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge.	Length.	Estimated cost.	REMARKS.
(5)	(6)	(7)	(8)
	Miles.	Rs.	
3' 3½"	22.57	18,60,533	See "Remarks" against "Nidamangalam-Vedaraniem railway" which comprises the "Nidamangalam-Mannargudi" section of this line.
5' 6"	36	13,43,968	A certain amount of earthwork was carried out in 1906 by the United Provinces Government as a measure of famine relief.
5' 6"	16	5,92,143	
5' 6"	5.45	...	The survey has been completed and the results are awaited.
5' 6"	31½	28,22,765	The line will probably be constructed by the East Indian railway as part of their undertaking, and the point of junction with the loop line will probably be at Sainthia instead of at Ahmadpur.
3' 3½"	30	...	
...	...	...	See "Belapur (or Lakh)—Sangamner branch."
...	...	...	See "Gheria extension."
2' 6"	32.2	11,68,118	On the 5' 6" gauge the cost is estimated at Rs. 19,31,676 and for a light line Rs. 13,07,000.
3' 3½"	90	1,01,41,298	The Theinni route is considered in every way inferior to the Supkyet route.
3' 3½"	93½	1,03,54,840	
3' 3½"	47.50	...	A Karachi firm applied in 1905 for permission to form a company in England with a capital of £250,000 for financing these lines. The negotiations however, failed as the firm ultimately reported to the Secretary of State their inability to raise the necessary capital in England. In 1907 the firm put forward definite proposals for the construction by a company from capital to be raised in India of the (1) Mirpur Khas-Jhudo line on the basis of the Branch line terms of 1896 without a guarantee or rebate. The commencement of work on the line has been authorized on certain conditions. The firm also propose to construct on similar terms line No. (2), the terminus being at Khadro instead of at Sangur.
...	
...	
...	
...	
...	
...	
...	
...	
...	
5' 6"	70	37,41,833	These lines, as well as the Hyderabad-Badin branch, which is now open, were projected as light feeders to the North Western State railway in the country lying between the Indus river and the Runn of Cutch. The Chhor-Tatta and the Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
5' 6"	33	17,19,269	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M.			
Mandla-Bilaspur railway (Central Provinces).	...	...	...
Mandra-Basal railway (Punjab) ...	North Western State railway.	Mandra to Basal <i>via</i> Chakwal, Bhon and Pindi Gheb.	Under survey ...
Mangaldai tramway (Eastern Bengal and Assam).	...	Rangamatighat to Ghagrapara	Reconnoitred by the promoters.
Margao-Karwar railway (Bombay and Portuguese territory.)	Southern Mahratta Railway. (West of India Portuguese.)	Margao to Sadasivgarh ferry, opposite Karwar.	Reconnoitred ...
Mariyamanahalli branch extension (Madras) (<i>New project</i>).	Southern Mahratta railway (Hospet-Kottur).	Ramanamalai to the extreme South of Sander.	Under survey ...
Mauli-Nathdwara branch (Rajputana).	Udaipur-Chitor railway...	Mauli and Nathdwara ...	Surveyed ...
Miraj-Bijapur branch (Bombay) .	Southern Mahratta railway.	Miraj and Bijapur ...	Not surveyed ...
Mirpur Buttora-Dhindee light railway (Bombay).	}	}	}
Mirpur/Khas-Sangur (Khadro) light railway (Bombay).			
Mirzapur-Maihar Chord (United Provinces and Central India).	East Indian railway ...	Mirzapur and Maihar ...	Reconnoitred ...
Miyagam-Sinor branch (Bombay)	Bombay, Baroda and Central India railway.	Miyagam and Sinor ...	Surveyed ...
Moulmein-Myawaddy railway (Burma).	Burma railways ...	From Battery point north of Moulmein to Myawaddy.	Do. ...
Moulmein-Ye railway (Burma) .	Do. ...	From Battery point north of Moulmein to Ye.	Do. ...
Munsar-Ramtek branch (Central Provinces).	...	...	...
Murshidabad-Azimganj link (Bengal).	Eastern Bengal State railway.	Murshidabad and Azimganj ...	Surveyed ...
Murtajapur-Pisgaon railway (Central Provinces).	Great Indian Peninsula railway.	Murtajapur <i>via</i> Yeotmal, Darwha and Karinza to Pisgaon including branches to the coal-fields.	Do. ...
Mustafabad-Unao (or Cawnpore bridge) railway (United Provinces) (<i>New project</i>).	...	...	...
Muttra-Aligarh railway (United Provinces).	Bombay, Baroda and Central India railway. (Rajputana-Malwa).	Muttra and Aligarh The alternative projects are :— (1) Muttra <i>via</i> Brindaban with a new bridge near that place over the Jumna and thence direct to Aligarh. (2) Muttra <i>avoiding</i> Brindaban and utilising the existing bridge over the Jumna at Muttra and thence direct to Aligarh.	Surveyed ... Do. ...
Muttra-Hathras link (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Muttra and Hathras ...	See "remarks" ...
Muzaffarpur-Darbhanga chord (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Muzaffarpur and Darbhanga ...	Surveyed ...
Muzaffarpur-Sitamarhi chord (Bengal).	...	...	...
Myingyan-Natogyi light railway (Burma).	Burma railways ...	Myingyan and Natogyi ...	Surveyed ...

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See "Bilaspur-Mungeli-Mandla railway."
2' 6"	100	...	This line has been recommended for construction by the Government of the Punjab to open up the country north of the Salt Range.
2' 6"	35	7,00,000	This line was proposed by private enterprise, but the project fell through owing to the inability of the Local Administration to offer the guarantee asked for.
Not stated, apparently 3' 3½"	36½	28,00,000	This line has been proposed to open up communication with Karwar, which is practically cut off from all intercourse with the outer world during the south-west monsoon when the coasting steamers cease running. About 30 miles of the line will be situated in Portuguese territory and the remainder in British territory.
3' 3½"	20	...	This line has been proposed by Messrs. Jambon and Co., for the efficient working of their manganese quarries. It will be constructed by the Southern Mahratta Railway Company on the assisted siding terms.
3' 3½"	14.75	4,72,698	This line will be constructed by the Mewar Durbar who proposed it.
...	77	...	The Barsi Light Railway Company contemplate the construction of this line as an extension of their 2' 6" gauge railway, but definite proposals have not yet been submitted.
...	...	...	See under "Light railways in Sind."
5' 6"	140	1,55,00,000	This line was proposed by the East Indian railway. It is not considered to be of sufficient importance at present to require investigation.
2' 6"	20	5,76,032	The line has been proposed by the Baroda Durbar in whose territory it will entirely lie.
3' 3½"	77.85	1,00,18,542	The line is open to construction by private enterprise.
3' 3½"	94.06	83,32,198	
...	...	...	See under "Kamptee-Deolapar railway."
5' 6"	5.82	18,05,616	The project consists practically of a bridge over the Bhagirathi river below Azimganj and its approaches. It has since been abandoned.
2' 6"	150	55,48,000	Since the close of the year proposals have been submitted to the Secretary of State for the construction of this line by a company to be domiciled in England.
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
5' 6"	40.80	40,54,603	The question of agency for the construction and working of this line has not yet been decided, and no decision on this point is likely to be arrived at till the Nagda-Mutra railway has been opened and its effect on trade observed.
Do.	38.25	33,53,688	
See "remarks."	...	...	Sanction has been accorded to the preparation of plans and estimates for this line on the 5' 6" gauge.
3' 3½"	38.38	...	This line supersedes the "Muzaffarpur-Mohammadpur chord" mentioned in the previous year's statement. The surveys have been completed and the detailed project and estimates are awaited.
...	...	...	See "Tewaraha-Sitamarhi branch."
3' 3½"	18.75	11,62,500	The detailed project and estimates are awaited.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M—concl.			
Mymensingh-Netrokona extension (Eastern Bengal and Assam). Mysore-Tellicherry railway (Mysore and Madras).	...	...	...
	Southern Mahratta railway (Mysore section).	Mysore and Tellicherry	Surveyed
N.			
Nachoul-Rampur Boalia-Gcpalpur railway (Eastern Bengal and Assam). (New project)	Eastern Bengal State railway, Ranaghat-Godagari-Katihar extension.	Mile 85.8 of the Katihar-Godagari extension near Nachoul to Abdulpur, 12 miles from Saraghat.	Do.
Nadiad-Kapadvanj-Meghraj railway (Bombay). Nagpur-Barosa branch (Central Provinces).	Bombay, Baroda and Central India railway. Bengal-Nagpur railway.	Nadiad <i>via</i> Kapadvanj to Meghraj Branch from Malpur to Godhra. Nagpur and Barosa	} Under survey See remarks
Nagpur-Chhindwara railway (Central Provinces).	Do.	Nagpur and Chhindwara	Under survey
Nagpur-Itarsi railway (Central Provinces).	Great Indian Peninsula... railway.	Nagpur <i>via</i> Katoj, Pandhurna, Multai and Betul to Itarsi. Branch to the Pench Valley collieries, from near Amla to Hardagarh	Surveyed Under survey
Nanjangud-Erode railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Nanjangud and Erode	Surveyed
Nar-Nadiad loop (Bombay)	Bombay, Baroda and Central India railway (Petlad-Cambay).	Nar and Nadiad	Surveyed
Nattore-Rampur Boalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Nattore and Rampur Boalia.	Surveyed
Nawadah-Madhupur (or Baidyanath)-Nalhati (Bengal). Nerbudda Valley light railway (Central India). Nidamangalam-Vedaraniem railway (Madras).	East Indian railway South Indian railway ...	Nawadah and Nalhati ... Nidamangalam to Mannargudi... Mannargudi to Tiruturaipundi ... Tiruturaipundi to Vedaraniem ...	Not surveyed ... Surveyed Not surveyed Surveyed
P.			
Paddapenki-Parvatipur branch (Madras). Palni-Satyamangalam railway (Madras).	... ...	... Palni to Satyamangalam with a branch from— Satyamangalam to Mettupalaiyam.	... Surveyed Do.
Panchkura-Luff Point (Bengal)	Bengal-Nagpur railway.	Panchkura and Luff Point	Not surveyed

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See under "Dacca-Mymensingh railway extensions".
2' 6"	144'69	81,00,000	The principal objects of this line are to open up parts of the Mysore plateau and the Malabar district and to give the coffee and other products of Coorg access to Mysore and to the seaport of Tellicherry.
3' 3½"	50'5	45,39,971	This line is alternative to the branch from Nattore <i>via</i> Shampur to mile 86 on the Katihar-Godagari extension, see "Calcutta-Ranaghat-Rampur Boalia railway."
2' 6"	112	...	Proposals for the construction of this line by private enterprise are under consideration.
2' 6"	47'04	23,34,145	The detailed project is based on the surveys carried out by the Great Indian Peninsula railway on 5' 6" gauge in connection with the Nagpur-Itarsi line. This project covers part of the proposed Nagpur-Chhindwara railway.
2' 6"	80	...	The early construction of this line was urged by the Hon'ble the Chief Commissioner, Central Provinces, in order to develop trade in manganese ore and to enable Nagpur to obtain cheap coal for its mills, etc., from the Pench Valley deposits.
5' 6"	*230	*3,68,00,000	A portion of the main line, Nagpur to Katol, 37 miles, is under survey and the alignment of about 23 miles between Katol and Bailana is under examination.
5' 6"	*30	*42,00,000	The line will be constructed and worked by the Great Indian Peninsula railway.
3' 3½"	120'70	1,23,03,700	This line will link up the Southern Mahratta and the South Indian railway systems. A length of 33'70 miles, which lies in Mysore territory and is estimated to cost Rs. 20,81,764, has been sanctioned for construction by, and at the cost of, the Mysore State, but the Durbar do not propose to construct this section until the British section is put in hand.
5' 6"	20'25	11,56,713	This line was proposed by the Baroda Durbar in whose territory it will mostly lie. The Durbar has since expressed a desire to construct it on the 2' 6" gauge instead of on the 5' 6" gauge and had the Nar-Piej section, 17 miles, surveyed on the 2' 6" gauge by the agency of the Bombay, Baroda and Central India railway.
3' 3½"	24'43	11,14,875	This line is alternative to the "Shampur-Nattore" project, see "Calcutta-Ranaghat-Rampur Boalia railway." It has been deferred pending a decision on the question of bridging the Ganges at some point between Sara and Godagari.
...	...	...	This line will probably be constructed by the East Indian railway.
...	...	...	See "Barwaha-Bodeli light railway."
3' 3½"	8'33	5,82,616	This line comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line and has been proposed by the District Board of Tanjore. The Government of Madras have since the close of the year, urged the simultaneous construction of the Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem sections of the line out of the accumulated surplus of the Tanjore District Board, who have applied for a concession to construct the lines. The application is under consideration.
...	...	...	See "Dusi-Salur light railway".
3' 3½"	84'36	84,33,040	
3' 3½"	17'53	25,03,225	
5' 6"	25	...	This project was proposed by the Bengal-Nagpur Railway Company in 1900, coupled with proposals for establishing an export coal depôt at Luff Point. The latter question was investigated in 1903 by a Commission, whose conclusions were that a coal depôt at Luff Point would be of little use to the industry as a whole; that, though practicable, it would probably be costly; that it is not at present desirable to establish one at Luff Point; and that if established it should be in the hands of the Port Commissioners of Calcutta. The Government of India decided that the Port Trust of Calcutta should have the first refusal of constructing any such depôts or jetties at Luff Point or in its neighbourhood, and that, should that body decline to undertake the work, Government would be prepared to consider definite proposals from any substantial private firm or company for undertaking the combined scheme at its own risk and responsibility.

* Approximate.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
<i>P—concl'd.</i>			
Pandharpur-Miraj extension (Bombay).	Barsi Light railway ...	Pandharpur and Miraj ...	Surveyed ...
Panruti-Trichinopoly railway (Madras).	...	...	...
Parlakimedi-Baruva light railway (Madras).	...	...	...
Pathankot-Baijnath (or Palampur) (Punjab).	...	...	...
Pathar Kandi Bazar-Magura Cherra tramway (Eastern Bengal and Assam).	...	...	...
Patiala-Jakhal railway (Punjab) ...	North Western State railway (Rajpura-Bhatinda).	Patiala and Jakhal ...	Surveyed ...
Patiala-Jakhal railway extension (Punjab).	North Western State railway (Southern Punjab).	Jakhal <i>via</i> Hissar, Loharu and Kanaud to Naraul.	Not surveyed ...
Patti-Kasur railway (Punjab) ...	North Western State railway (Amritsar-Patti).	Patti to Kasur ...	Surveyed ...
Pegu-Syriam railway (Burma) ...	Burma railways ...	Pegu and Syriam ...	Surveyed ...
Pertabganj-Bhimnagar railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Pertabganj and Bhimnagar ...	Under survey ...
Phaphamau-Rae Bareli railway (United Provinces). (<i>New project.</i>)	...	...	...
Phaphund-Auriya railway (United Provinces).	...	...	...
Phirangipuram-Gurzala branch (Madras).	Southern Mahratta railway.	Phirangipuram and Gurzala ...	Surveyed ...
Phulbari-Sumjhia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Phulbari and Sumjhia ...	Surveyed ...
Pilibhit-Barmdeo branch (United Provinces).	Rohilkund and Kumaon railway (Lucknow-Bareilly).	Pilibhit and Barmdeo ...	Surveyed ...
Pilibhit-Shahjahanpur railway (United Provinces).	Rohilkund and Kumaon railway. (Lucknow-Bareilly).	Pilibhit and Shahjahanpur ...	Surveyed ...
Pokhrayan-Auriya branch (United Provinces).	Great Indian Peninsula railway.	Pokhrayan and Auriya ...	Reconnoitred ...
Prome-Magwe-Meiktila extension (Burma).	Burma railways ...	Prome and Meiktila ...	Not surveyed ...
Prome-Zadabin railway (Burma).	...	...	...
Puri-Astrang branch (Bengal) ...	Bengal-Nagpur railway.	Puri and Astrang ...	Not surveyed ...
Pyinmana-Magwe railway (Burma)	Burma railways ...	Pyiwin to Kyanzu ... Kyanzu to Magwe ...	Surveyed ... Under survey ...
<i>R.</i>			
Rae Bareli-Dalmau link (United Provinces). (<i>New project.</i>)	...	...	...
Raichur-Wondalli railway (Nizam's Hyderabad).	Great Indian Peninsula railway.	Raichur and Wondalli ...	Surveyed by the promoters.

DIX 38 A—continued.

corrected up to 31st December 1907.

Gauge.	Length.	Estimated cost.	REMARKS.
(5)	(6)	(7)	(8)
	Miles.	Rs.	
2' 6"	77	...	The survey has been completed but the detailed project has not yet been received by the Railway Board. Definite proposals are also awaited from the Barsi Light Railway Co. for the construction of this line.
...	...	...	See "Trichinopoly-Panruti railway."
...	...	...	See under "Ganjam District light railways".
...	...	...	See "Kangra Valley railway".
...	...	...	See under "Sylhet District tramways".
{ 5' 6"	54'35	{ 34,00,519	This line has been proposed by the Patiala Durbar and would form a chord between the Rajpura-Bhatinda and the Southern Punjab railways. It will probably be constructed on the 5' 6" gauge and financed by the Patiala and Jhind Durbars. The Patiala Durbar contemplate the raising of a company on a guarantee of 4½%, the subjects and officials of the Native State only being eligible as shareholders.
{ 3' 3½"		{ 24,83,437	
...	131	...	This line has been proposed by the Durbars interested. The proposals are under consideration.
5' 6"	27'46	26,07,538	The Secretary of State has sanctioned the grant of a concession to the Amritsar-Patti Railway Company for the construction of this line as an extension of their existing railway. The preliminary agreement is under preparation.
3' 3½"	67'68	53,30,984	This line is open to construction by private enterprise.
3' 3½"	13'75	...	The Pertabganj-Birpur-Ghoraghat line was originally proposed to take the place of the existing Pertabganj-Khanwaghat section, which will be abandoned. Owing however to the erosion of the Kosi river at Birpur, Bhimnagar has been proposed to be the terminus of the line.
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
...	...	...	See "Auriya-Phaphund railway."
3' 3½"	50'64	12,59,641	
3' 3½"	13'48	4,41,745	
3' 3½"	38'75	12,91,844	The line will be an extension of the Lucknow-Bareilly railway and will serve the lower Kumaon and the forests on the banks of the Sarda river. Proposals for its construction by the Rohilkund and Kumaon Railway Company under the Branch line terms of 1896 have been submitted to the Secretary of State.
3' 3½"	56'72	...	The Rohilkund and Kumaon Railway Company urged to be allowed to construct on the metre gauge a railway from Pilibhit <i>via</i> Shahjahanpur to Sitapur, but the Secretary of State has approved of the construction by the Company of the Pilibhit-Shahjahanpur section only, the remainder being superseded by the Rosa-Sitapur line to be constructed as an integral part of the Oudh and Rohilkhand State railway.
2' 0"	28	7,28,000	The surveys have been completed but the detailed project has not yet been received. The line was reconnoitred in 1899 but the results have not yet been submitted.
3' 3½"	176	1,13,00,000	This line was recommended in 1895 by the Chief Commissioner of Burma as one that would tap the prosperous oil fields at Yenanchoung.
...	...	...	See "Assam-Burma connection railway."
5' 6"	34	27,20,000	This line will, it is stated, have a certain protective value in famine times and, if aligned parallel to the sea shore and about 6 or 8 miles away, will pass through thickly populated tracts.
3' 3½"	54'09	39,34,029	This line was proposed by the Government of Burma in 1905 with a view to providing useful work in case famine should occur in the adjoining dry zone districts.
3' 3½"	66	...	
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
2' 6"	43	12,53,336	This line was proposed by a syndicate to serve the Wondalli gold mines and the proposals were approved by the Secretary of State in 1900, but the scheme has not advanced. It will form a feeder to the Great Indian Peninsula and Madras railways.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
<i>R—conold.</i>			
Raipur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway...	Raipur and Khurda ...	Partly reconnoitred ...
Rameswaram-Danishkodi extension (Madras). (<i>New project.</i>)	South Indian Railway ...	Rameswaram and Danishkodi ...	Surveyed
Rangamatighat-Ghagrapara tramway (Eastern Bengal and Assam). Rangiya-Tezpur railway (Eastern Bengal and Assam).	... Eastern Bengal State railway.	... Rangiya and Tezpur ...	... Surveyed
Rawalpindi-Murree railway (Punjab).	North Western State railway.	Rawalpindi and Murree ...	Reconnoitred by the promoter.
Rewah-Sutna railway (Central India).	...	Rewah and Sutna ...	Surveyed
Rosa-Sitapur railway (United Provinces).	Oudh and Rohilkhand State railway.	Rosa and Sitapur ...	Surveyed
Rowsara-Khagaria light railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Rowsara and Khagaria ...	Apparently reconnoitred by the District Engineer Monghyr.
<i>S.</i>			
Saidpur-Titalia branch (Eastern Bengal and Assam). Sainthia-Berhampore railway (Bengal). (<i>New project.</i>)	Eastern Bengal State railway. East Indian railway ...	Saidpur and Titalia ... Sainthia <i>via</i> Kandī to the right bank of the Bhagirathi opposite Berhampore.	Surveyed Surveyed
Salem-Attur branch (Madras) ...	Madras railway ...	Salem and Attur ...	Surveyed
Salem-Porto Novo railway (Madras).	Madras railway ...	Salem and Porto Novo ...	Surveyed
Samastipur-Rowsara light railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Samastipur and Rowsara ...	Not surveyed ...
Samastipur-Rowsara-Shankarpura extension (Bengal).	Bengal and North-Western railway (Tirhoot section).	Samastipur and Shankarpura ...	Surveyed
Sambalpur-Khurda railway (Central Provinces and Bengal). Santipur-Kalna extension (Bengal)	Bengal-Nagpur railway Eastern Bengal State railway.	Sambalpur and Khurda ... Santipur and Kalna ...	Surveyed See "Remarks" ...

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5' 6"	295½	3,02,51,043	This line was proposed as an alternative to the Sambalpur-Khurda railway. The Raipur-Sonpur section, 160 miles, was reconnoitred, the remaining portion being surveyed as part of the Sambalpur-Khurda railway. The Raipur-Vizianagram railway, which is now under construction, supersedes a section of this line.
3' 3½"	11'30	3,20,237	This will form a link in the projected Indo-Ceylon connection if the proposed ferry service be established between Danishkodi and Manaar in Ceylon.
...	...	...	See "Mangaldai tramway."
3' 3½"	72'34	27,19,983	This line is strongly supported by the Government of Eastern Bengal and Assam on the grounds that it would serve an important tea district in the Mangaldai sub-division and afford a powerful stimulus to the reclamation of the savannah country which is becoming gradually settled with time-expired garden coolies. Detailed project report and estimates for the line are awaited.
3' 3½"	40	36,88,537	This line was proposed by private enterprise. The estimates are for an electric railway excluding interest during construction and maintenance and promotion charges. Including these charges the estimated cost is Rs. 44,78,537. The project appears to have been abandoned by the promoter.
2' 6"	32	7,61,810	This line will connect with the East Indian railway at Sutna. It was proposed with a view to providing relief on the occurrence of scarcity in the Rewah State. The Durbar contemplate the construction of the line on the 5' 6" gauge.
5' 6"	51'36	38,74,471	This line supersedes the Shahjahanpur-Sitapur section of the Pilibhit-Sitapur railway proposed by the Rohilkund and Kumaon Railway Company. The Secretary of State has approved of its construction as an integral part of the Oudh and Rohilkhand State railway.
Not stated, probably 2' 6"	44	10,00,000	This line was proposed by the District Board of Monghyr in 1905. In conjunction with the Samastipur-Rowsara light railway proposed by the District Board of Darbhanga, it will form a chord between Samastipur and Khagaria stations on the Tirhoot railway. The District Board have signified their intention of withdrawing their proposal in favour of the Darbhanga-Khagaria and Samastipur-Shankarpura extensions proposed by the Bengal and North-Western railway, provided that the line is taken in hand before the end of 1908.
3' 3½"	66	29,84,000	This project has been held over until the site for the new Ganges bridge and the system of lines connected with it are finally settled.
5' 6"	40	...	The detailed project estimates are awaited.
5' 6"	36'06	17,59,555	In 1903 the Secretary of State sanctioned the construction of this line as a State railway, but the commencement of work was not authorized pending provision of funds. The District Board of Salem has since expressed a desire to construct it on the metre gauge, but no decision has yet been come to as to how the capital required for its construction is to be raised.
3' 3½"	116	69,86,000	This line also passes through Attur and therefore comprises the Salem-Attur project. It was proposed in 1887 as a famine protective line by the Government of Madras. The approximate cost on the 5' 6" gauge is estimated at Rs. 86,00,000.
Not stated, probably 2' 6"	17½	6,25,000	The District Board of Darbhanga proposed the construction of this line through the agency of a company under Bengal Tramways Act III of 1883. The Bengal and North-Western railway have since proposed an alternative line from Samastipur to Shankarpura via Rowsara and the District Board have intimated their willingness to withdraw their proposal in favour of the latter line if its construction is undertaken within a reasonable time.
3' 3½"	28'10	...	This line has been proposed by the Bengal and North-Western railway and is alternative to the Samastipur-Rowsara light railway put forward by the District Board of Darbhanga. It joins the Darbhanga-Khagaria chord at Shankarpura (mile 25 from Khagaria). The surveys have been completed and the detailed project and estimates are awaited.
5' 6"	190	2,37,00,000	The Government of Bengal has urged the early construction of this line by the State on administrative and political grounds.
2' 6"	...	...	This line will be an extension of the Ranaghat-Krishnagar light railway. Since the close of the year, orders have issued for the preparation of detailed plans and estimates for the extension and for connecting the existing light railway with Ranaghat station on the Eastern Bengal State railway. The scheme comprises the following:—
			(1) Conversion of the present broad gauge sidings from Ranaghat to Aistalaghat on the Churni river to 2' 6" gauge.
			(2) Construction of a new bridge over the Churni river for the passage of 2' 6" gauge trains.
			(3) Construction of a new line from Ghoralia on the light railway to Kalnaghat via Santipur city and from Santipur city to Santipur station on the light railway.
			(4) Laying of a 2' 6" gauge track from mile 19 on the light railway to Krishnagar city station on the Ranaghat-Godagari railway.

Statement of railway and tramway project.

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not (4)
<i>S—contd.</i>			
Sara bridge (Eastern Bengal and Assam).	...	...	...
Sara-Sirajganj-Jagannathganj railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	(i) Sara to Sirajganj ... (ii) Sirajganj to Brahmaputra right bank. (iii) Brahmaputra left bank to Jagannathganj with Subarnakhali branch.	Surveyed ... Do. ... Do. ...
Sarai Kala-Abbottabad-Srinagar railway (North-West Frontier Province and Kashmir).	North Western State railway.	Sarai Kala to Srinagar <i>vid</i> Abbottabad <i>Alternative</i> Mandra to Srinagar <i>vid</i> Panjar...	Do. ... Do. ...
Satara Road-Satara City railway (Bombay).	Southern Mahratta railway.	Satara Road and Satara City ...	Surveyed ...
Sealtick-Lala Bazar tramway (Eastern Bengal and Assam).	...	...	...
Shadipalli-Mehoo Suboo light railway (Bombay).	}	...	...
Shadipalli-Samara light railway (Bombay).		...	...
Shambhuganj-Gauripur branch (Eastern Bengal and Assam).	
Shibnibash-Kotchandpur-Magura branch (Bengal).	Eastern Bengal State railway.	The three alignments surveyed and estimated for are— (i) <i>vid</i> Khallispur, Durgapur and Jhenida with a branch from Jhenida to Sulkopa. (ii) <i>vid</i> Khallispur and Kaliganj direct to Magura with a branch from Kaliganj to Sulkopa. (iii) <i>vid</i> Khallispur, Kaliganj and Jhenida with a branch from Jhenida to Sulkopa.	Surveyed ... Do. ... Do. ... Do. ... Do. ...
Shwebo-Thabeitkyin railway (Burma).	Burma railways	Shwebo and Thabeitkyin ...	Surveyed ...
Shwebo-Yeu light railway (Burma)	Burma railways	Shwebo and Yeu ...	Surveyed ...
Sihor-Palitana branch (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Sihor and Palitana ...	Surveyed ...
Silchar-Duarbund tramway (Eastern Bengal and Assam).	}	...	...
Silchar-Tikalpur tramway (Eastern Bengal and Assam).		...	...
Sind Light railways
Singarayakonda-Kanigiri railway (Madras). (<i>New project.</i>)	Madras railway	Singarayakonda and Kanigiri ...	Under survey ...
Singhjani-Sherpore-Nalitabari railway (Eastern Bengal and Assam).	...	...	...
Singia-Madaripur-Chandpur railway (Bengal and Eastern Bengal and Assam).	Eastern Bengal State railway	Singia and Bhedarganj ...	Surveyed ...

DIX 38-A—continued.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)												
...	Miles.	Rs.													
...	See "Ganges bridge at Godagari or Sara".												
5' 6"	49'48	62,09,669	The estimates exclude the cost of a steam ferry across the Brahmaputra river amounting to Rs. 9,30,000.												
5' 6"	3'22	3,70,008	The project has been held over pending a decision on the question of a bridge over the Ganges at Sara.												
3' 3½"	26'05	15,38,521													
5' 6"	200	2,98,85,284	The project, as now revised, provides for a 5' 6" gauge line from Sarai Kala to Juba, 75½ miles, worked as part of the North Western State railway, and for a metre gauge line worked by the Durbar from Juba to Srinagar, 119½ miles, the portions within British and Kashmir territories being constructed and owned by the Government of India and the Durbar, respectively. The question of the electrification of the metre gauge section is under consideration, but it is probable that at the commencement it will be worked with steam.												
3' 3½"	203	2,44,93,474													
5' 6"	182	3,02,04,184	The length and estimated cost of the sections resurveyed are as follows:—												
3' 3½"	185	2,42,66,519													
			<table border="1"> <thead> <tr> <th></th> <th>Gauge.</th> <th>Length. Miles.</th> <th>Cost. Rs.</th> </tr> </thead> <tbody> <tr> <td>Sarai Kala to Abbottabad with a ruling grade of 1 in 50.</td> <td>5' 6"</td> <td>51</td> <td>79,49,856</td> </tr> <tr> <td>Kashmir frontier to Srinagar with a ruling grade of 1 in 40.</td> <td>3' 3½"</td> <td>109'18</td> <td>1,57,88,835</td> </tr> </tbody> </table>		Gauge.	Length. Miles.	Cost. Rs.	Sarai Kala to Abbottabad with a ruling grade of 1 in 50.	5' 6"	51	79,49,856	Kashmir frontier to Srinagar with a ruling grade of 1 in 40.	3' 3½"	109'18	1,57,88,835
	Gauge.	Length. Miles.	Cost. Rs.												
Sarai Kala to Abbottabad with a ruling grade of 1 in 50.	5' 6"	51	79,49,856												
Kashmir frontier to Srinagar with a ruling grade of 1 in 40.	3' 3½"	109'18	1,57,88,835												
3' 3½"	10	7,01,910	Resurveys are in progress on the Abbottabad-Juba and Juba-Kashmir frontier sections.												
...	The Government of Bombay recommend the abandonment of the project for the present.												
...	See under "Cachar District tramways".												
...	See under "Light railways in Sind".												
...	See under "Dacca-Mymensingh railway extensions".												
5' 6"	51'75	49,94,494	This branch was proposed on the 2' 6" gauge by a Calcutta firm in 1896 and is alternative to the Bongong-Kotchandpur line put forward by the late Bengal Central railway on the 5' 6" gauge. The Government of India expressed a preference for the former line and decided that it should be constructed on the same gauge (5' 6") as the parent line. Of the alignments examined, the Manager, Eastern Bengal State railway, recommends No. (iii), the branch to Sulkopa being postponed until the trend of traffic on the Kumar river north of Magura has been definitely ascertained.												
5' 6"	12'00														
5' 6"	48'00	53,07,874													
5' 6"	19'75														
5' 6"	55	52,49,115													
5' 6"	12														
3' 3½"	30'05	14,42,845	This line was proposed to tap the Kabwet collieries and to open up the Ruby Mines district. If it stops at Letkoben, in which case the collieries will be served equally well, the length would be 22'75 miles and cost Rs. 9,93,840.												
3' 3½"	22'09	...	This line has been designed to open up the country to be irrigated by the Shewbo and Yeu canals. The project estimates are awaited.												
3' 3½"	17	5,20,791	This line was proposed by the Palitana Durbar, by whom it will probably be constructed. It would facilitate pilgrimages to the sacred shrines of Palitana to which pilgrims flock twice a year and would also form part of the direct route to the port of Shiah Bet on the south coast of Kathiawar.												
...	See "Cachar District tramways".												
...	See "Light railways in Sind".												
Not stated, probably 2' 6".	39	...	The Government of Madras have recommended the construction of this line from the famine insurance fund in consideration of its protective value.												
...	See under "Dacca-Mymensingh railway extensions".												
5' 6"	82'15	1,92,65,833	The cost by sections is as follows—												
			<table border="1"> <thead> <tr> <th></th> <th>Length. Miles.</th> <th>Cost. Rs.</th> </tr> </thead> <tbody> <tr> <td>Singia to Madaripur</td> <td>63'34</td> <td>1,23,46,885</td> </tr> <tr> <td>Madaripur to Bhedarganj</td> <td>18'81</td> <td>69,18,948</td> </tr> </tbody> </table>		Length. Miles.	Cost. Rs.	Singia to Madaripur	63'34	1,23,46,885	Madaripur to Bhedarganj	18'81	69,18,948			
	Length. Miles.	Cost. Rs.													
Singia to Madaripur	63'34	1,23,46,885													
Madaripur to Bhedarganj	18'81	69,18,948													
			The Madaripur-Bhedarganj section is considered impracticable on the grounds of cost.												

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
<i>S—concl'd.</i>			
Sirajganj-Ullapara railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Sirajganj and Ullapara ...	Surveyed by the promoters
Sonaripur-Ramnagar ghat extension (United Provinces).	...	...	...
Sonepat-Saharanpur branch (Punjab and United Provinces).	East Indian railway (Delhi-Umballa-Kalka).	Sonepat and Saharanpur ...	Not surveyed ...
Sointilla-Sonpur branch (Bengal).	Bengal-Nagpur railway.	Sointilla and Sonpur ...	Surveyed ...
Southern Shan States railway (Burma).	Burma railways.	Thazi and Sinhe near Taunggyi...	Under survey ...
Sri Madhopur-Borawar Chord (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Borawar ...	Not surveyed ...
Sri Madhopur-Sikar branch (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Sikar ...	Surveyed ...
Srimangal-Manumukh tramway (Eastern Bengal and Assam).	...	...	...
Sutang-Madna tramway (Eastern Bengal and Assam).	...	...	...
Sylhet District tramways—			
Sutang-Madna tramway (Eastern Bengal and Assam).	Assam-Bengal railway.	Sutang and Madna ...	Reconnitred by the promoters.
Srimangal-Manumukh tramway (Eastern Bengal and Assam).		Srimangal and Manumukh ...	Do. ...
Kalaura-Chhatak tramway (Eastern Bengal and Assam).		Kalaura and Chhatak <i>via</i> Sylhet	Do. ...
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).		Karimganj and Chandi Khira with a branch from Pathar Kandi-Bazar to Magura Cherra.	Do. ...
<i>T</i>			
Tadwale-Latur extension (Nizam's Hyderabad and Bombay). (<i>New project.</i>)	Barsi Light railway ...	Tadwale and Latur ...	Under survey ...
Tando Muhammed Khan-Mirpur Buttora branch (Bombay).	...	...	...
Taragupet (Bangalore)-Chikballapur light railway (Mysore).	...	...	...
Taungup branch (Burma)	...	...	...
Tewaraha-Sitamari branch (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Tewaraha and Sitamari ...	Surveyed ...
Tinnevely-Tiruchendur railway (Madras).	South Indian railway ...	Tinnevely and Tiruchendur ...	Surveyed ...
Trichinopoly-Thondi branch (Madras).	South Indian railway ...	Trichinopoly and Thondi ...	Not surveyed ...

DIX 38-A—continued.

corrected up to 31st December 1907.

auge (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
2' 6"	18	11,00,000	This line was proposed for construction by private enterprise in the interests of jute and other traffic, with the help of a guarantee from the District Board of Pabna. The project appears to have been abandoned by the promoters.
...	...	...	See "Dudhwa branch extension to Ramnagar ghat".
5' 6"	60	48,00,000	
5' 6"	48'24	30,62,444	This branch was projected to connect at Sonpur the Raipur-Vizianagram railway with the Sambalpur-Khurda line.
3' 3½"	109'8	...	This line was projected in order to afford railway communication between the wheat-growing districts in the Southern Shan States and the port of Rangoon. The results of a survey completed in 1907 show that the cost of the line will be Rs. 2,24,94,226, but that it can be built at a much less cost if at certain sections of the line different alignments are followed. Further surveys have accordingly been ordered.
3' 3½"	...	...	This chord has been suggested in order to reduce the through metre gauge mileage between Delhi and Karachi.
3' 3½"	30'68	8,69,413	
...	...	...	See under "Sylhet District tramways".
2' 6"	30	11,54,407	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the local administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2' 6"	22½	8,81,567	
2' 6"	53	20,64,376	The Kalaura-Chhatak project is superseded by the Kalaura-Sylhet line, which is now under construction.
2' 6"	43	12,00,000	
2' 6"	37	...	
...	...	...	See "Lower Sind branches".
...	...	...	See "Bangalore (Taragupet)—Chikballapur light railway".
...	...	...	See under "Assam-Burma connection railway".
3' 3½"	30'05	...	This branch supersedes the "Muzaffarpur-Sitamarhi chord." It starts from mile 19 from Muzaffarpur on the projected Muzaffarpur-Darbhanga chord. The surveys have been completed and the detailed project and estimates are awaited.
3' 3½"	37'60	20,52,003	This line has been proposed by the District Board of Tinnevely from whom proposals for its financing are awaited.
3' 3½"	86	37,50,000	A part of this scheme will probably be financed by the District Board of Madura.

Statement of railway and tramway project.

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not (4)
Trichinopoly-Panruti railway (Madras).	South-Indian railway ...	Trichinopoly <i>via</i> Srirangam, Tirupattur, Parambalur, Volcondah, Parlore and Adiyur to Panruti.	Surveyed ...
Tumsar Road-Katangi railway (Central Provinces).	Bengal-Nagpur railway ...	Tumsar Road to Katangi ... Sidings to serve the mines ...	Surveyed ... Do. ...
V.			
Vadnagar (or Visnagar)-Vijapur extension (Bombay).	...	...	...
Vaigai Valley railway (Madras)	South Indian railway ...	Ammayanayakkannur to Kotagudi with extensions :— (i) Periyakulam to Krishnama Naik's tope. (ii) Near Theni (mile 39) to Uttamapalayam.	See "Remarks" ...
Visnagar (or Vadnagar)-Vijapur extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Visnagar to Vijapur ... <i>Alternative.</i> Vadnagar to Vijapur ...	Surveyed ... Do. ...
Vizianagram-Bimlipatam branch (Madras).	Bengal-Nagpur railway	Vizianagram and Bimlipatam ...	Not surveyed ...
Y.			
Yerragudipad-Jammalamadugu branch (Madras).	Madras railway ...	Yerragudipad and Jammalamadugu.	Surveyed ...
Z.			
Zadabin-Zibingyi railway (Burma)	...	...	...
Zankavav-Vajipur railway (Bombay.)	Bombay, Baroda and Central India railway. (Gaekwar's Kosamba-Zankavav railway).	Zankavav and Vajipur ...	Surveyed ...

DIX 38-A—concluded.

corrected up to 31st December 1907.

Gauge.	Length.	Estimated cost.	REMARKS.
(5)	(6)	(7)	(8)
	Miles.	Rs.	
3' 3½"	93.39	...	This line takes the place of the proposed Trichinopoly-Tirukkoyilur railway which was recommended by the Madras Government in 1899 in substitution of the Salem-Porto Novo project and was also recommended by the Railway Commission of 1903 as part of the 5' 6" gauge route connecting India and Ceylon. The detailed project and estimates are awaited.
5' 6"	32.89	20,40,477	This line has been projected in order to serve the manganese mines in the Central Provinces.
5' 6"	10	5,44,435	
...	...	...	See "Visnagar (or Vadnagar)-Vijapur extension".
2' 6"	55	} See "Remarks"	This line was surveyed by a syndicate who estimated an approximate outlay of Rs. 29,377 per mile. A concession was granted to the syndicate in 1901, but in 1905 they renounced it owing to their inability to raise the capital required. A large portion of this project is covered by the Ammayanayakkanur-Uttamapalayam line proposed by the District Board of Madura.
2' 6"	5		
2' 6"	18		
3' 3½"	16	5,34,280	This line will lie entirely within the territory of the Baroda Durbar who now favour the alignment from Vijapur to Vadnagar, which, together with the Durbar's existing Kalol-Vijapur railway, will form a chord between the Rajputana-Malwa and the Gaekwar's Mehsana railways.
3' 3½"	16.92	...	
5' 6"	15	9,39,000	In 1905 a Madras firm urged the construction of this line by the State in the interests of traffic in manganese, but the scheme is not supported by the Government of Madras.
{ 2' 6"	} 24.05	{ 10,45,904	
5' 6"		{ 12,46,831	
...	...	...	See "Assam-Burma connection railway".
2' 6"	37.12	...	This will be an extension of the Kosamba-Zankavav railway which is now under construction. It was surveyed by the Bombay, Baroda and Central India railway in 1903, but no detailed project has yet been submitted.

APPENDIX 39.

Statement showing the total working expenses on the principal railways in India during the year 1907 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

5' 6" GAUGE LINES.

Number.	RAILWAY SYSTEM. (Vide APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS.		TRAIN-MILES.		TON-MILES INCLUDING DEAD WEIGHT.	
			APPENDIX 18.		APPENDIX 18.		APPENDIX 18.	
			Item No. 21.	Item No. 89.	Item No. 22.	Item No. 90.	Item No. 73.	Item No. 100.
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands.)	(In thousands.)	(In millions.)	(In millions.)
1 (a)	Bengal-Nagpur	134.15	86.61	182.57	2,625.79	3,785.14	692.84	1,817.04
	Ratio ... ..	...	1	2.11	1	1.44	1	2.62
2 (a) to (g)	Bombay, Baroda and Central India ...	106.88	83.54	152.50	2,554.91	1,711.84	670.02	1,095.42
	Ratio ... ..	...	1	1.83	1.49	1	1	1.63
3 (a)	Eastern Bengal State	103.42	68.32	98.19	2,216.06	1,545.40	546.89	784.60
	Ratio ... ..	...	1	1.68	1.43	1	1	1.43
4 (a) to (d)	East Indian	335.46	270.06	552.94	8,530.86	10,698.77	2,677.27	6,533.11
	Ratio ... ..	...	1	2.05	1	1.25	1	2.44
5 (a) to (f)	Great Indian Peninsula	362.90	203.53	473.61	8,507.60	9,258.71	2,185.94	4,081.90
	Ratio ... ..	...	1	2.33	1	1.09	1	1.87
6 (a) to (d)	Madras	148.04	87.28	127.33	2,618.37	2,765.90	622.03	1,071.57
	Ratio ... ..	...	1	1.46	1	1.06	1	1.72
7 (a) & (b)	Nizam's Guaranteed State	18.14	12.08	38.35	380.20	765.33	104.57	315.37
	Ratio ... ..	...	1	3.17	1	2.01	1	3.04
8 (a) to (g)	North Western State	398.51	242.13	521.73	9,703.77	10,187.64	2,352.88	5,075.88
	Ratio ... ..	...	1	2.15	1	1.04	1	2.16
9 (a) & (b)	Oudh and Rohilkhand State	118.24	83.87	89.03	3,187.61	2,113.16	721.42	921.68
	Ratio ... ..	...	1	1.06	1.51	1	1	1.28

APPENDIX 39—concl.

Statement showing the total working expenses on the principal railways in India during the year 1907 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

3' 3 $\frac{3}{8}$ " GAUGE LINES.

Number.	RAILWAY SYSTEM. (Vide APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS.		TRAIN-MILES.		TON-MILES INCLUDING DEAD WEIGHT.	
			APPENDIX 18.		APPENDIX 18.		APPENDIX 18.	
			Item No. 21.	Item No. 89.	Item No. 22.	Item No. 90.	Item No. 73.	Item No. 109.
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands)	(In thousands)	(In millions.)	(In millions.)
1 (a)	Assam-Bengal	42.50	19.19	26.68	734.52	1,037.06	134.88	247.52
	Ratio ... ..	...	1	1.39	1	1.41	1	1.84
1 (a) & (b)	Bengal and North-Western	73.05	72.88	91.89	2,915.59	2,585.86	546.03	742.14
	Ratio ... ..	...	1	1.26	1.13	1	1	1.36
1 (a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar	12.68	15.46	11.08	470.36	276.22	69.42	57.81
	Ratio ... ..	...	1.40	1	1.70	1	1.21	1
1 (a) & (b)	Burma	107.88	73.97	91.84	2,128.61	3,272.45	460.11	742.46
	Ratio ... ..	...	1	1.23	1	1.54	1	1.61
(b) and (e)	Eastern Bengal State	60.60	44.94	49.51	1,521.91	1,337.84	248.08	379.25
	Ratio ... ..	...	1	1.10	1.18	1	1	1.56
(o)	Hyderabad-Godavari Valley	14.81	11.98	19.73	415.20	549.59	76.40	112.87
	Ratio ... ..	...	1	1.65	1	1.92	1	1.47
(a) to (o)	Jodhpur-Bikaner	19.67	16.58	20.70	599.55	673.77	111.80	142.94
	Ratio ... ..	...	1	1.25	1	1.12	1	1.23
(b) to (p)	Rajputana-Malwa	140.41	105.13	173.68	4,074.24	4,547.60	711.72	1,299.07
	Ratio ... ..	...	1	1.65	1	1.12	1	1.62
(a) & (b)	Rohilkund and Kumaon	12.88	12.24	14.06	478.90	485.09	130.51	110.91
	Ratio ... ..	...	1	1.15	1	1.01	1.18	1
(a) to (r)	South Indian	76.53	87.77	64.65	2,739.34	2,253.29	450.90	481.73
	Ratio ... ..	...	1.36	1	1.21	1	1	1.07
(a) to (k)	Southern Mahratta	80.96	48.62	64.64	1,969.99	2,931.23	324.81	621.64
	Ratio ... ..	...	1	1.74	1	1.49	1	1.91

APPENDIX 40.

Memorandum by the Railway Board on the results of Indian Railway working, 1907-1908, and proposals for 1908-1909, as published in the Financial Statement.

CAPITAL EXPENDITURE.

The capital expenditure during the year 1907-1908 will amount to Rs. 15,00,00,000 (£10,000,000), being more than half a crore in excess of the expenditure for the year 1906-1907.

2. For the year 1908-1909 the estimate provides for spending a sum of 15 crores (£10,000,000), which is the same as the programme for 1907-1908.

3. Under the head of lines already open, including the provision for additional rolling stock, the amount expended in 1907-1908 will be 1,109½ lakhs (£7,394,600), showing an increase of 187 lakhs in the expenditure under the same head for the previous year. Under the same heads in 1908-1909 provision is made for 1,149 lakhs (£7,659,200).

4. A comparison showing capital expenditure for 1908-1909 and the previous five years is contained in the following statement:—

	Lines already open, including additional rolling-stock.	LINES UNDER CONSTRUCTION.		Total.	Equivalent in sterling.
		Started in previous years.	Started in current year.		
	Lakhs.	Lakhs.	Lakhs.	Lakhs.	£
1903-1904 (actual expenditure) .	5,58.77	3,13.68	84.62	9,57.07	6,880,468
1904-1905 (" ") .	5,02.76	4,86.91	88.62	10,78.29	7,188,600
1905-1906 (" ") .	7,68.19	5,49.46	32.26	13,49.91	8,999,430
1906-1907 (" ") .	8,92.21	5,28.91	26.50	14,47.62	9,658,100
1907-1908 (latest grants) .	11,09.19	3,90.81	...	15,00.00	10,000,000
1908-1909 (proposed grants) .	11,48.88	3,31.12	20.00	15,00.00	10,000,000

5. The information showing in detail how the expenditure in 1907-1908 and 1908-1909 will be distributed is contained in statement A attached to this memorandum. The programme for 1908-1909 contemplates an outlay of Rs. 15 crores.

6. The mileage of lines of all gauges open to traffic on 1st April 1907 was 29,303 and under construction 2,629; on 1st April 1908 there will be 30,287 open and 1,987 under construction. At the end of the coming year there will be 1,066 miles under construction.

RAILWAY REVENUE ACCOUNT.

7. The railways of India, taken as a whole, have for a succession of years shown a balance to the credit of general revenues, after allowing for working expenses, interest on capital expended, charges for annuities in redemption of capital and miscellaneous railway expenditure. The following table shows the

APPENDIX 40—*contd.*

approximate figures for 1907-1908 compared with the actual results for the previous five years :—

[Figures in rupees, omitting 000.]

	Gross receipts.	Working expenses.	Interest charges, etc.	Surplus of Revenue over Expenditure.	Equivalent sterling.
	Rs.	Rs.	Rs.	Rs.	£
<i>Actuals—</i>					
1901-1902	80,88,00	14,23,85	14,83,06	1,26,99	846,6
1902-1903	80,20,08	14,74,08	15,11,66	34,34	228,9
1903-1904	82,88,68	15,56,72	15,47,86	1,29,10	860,7
1904-1905	88,03,37	16,94,32	15,93,23	3,15,82	2,105,5
1905-1906	86,89,12	*16,95,16	16,93,67	3,00,29	2,001,9
1906-1907	89,85,41	19,28,89	16,60,87	3,46,15	2,807,7
<i>† Estimate—</i>					
1907-1908	41,56,72	21,53,62	17,13,89	2,89,21	1,928,1

* NOTE.—The figures to end of 1904-1905 include the companies' shares of surplus profits, now shown under interest charges, etc.

† Excluding Local Fund transactions.

Compared with the results of the previous year the figures for 1907-1908 show decrease of Rs. 56,94,000 (£379,600). The receipts are more by Rs. 2,21,31,0 (£1,475,400), the working expenses are higher by Rs. 2,25,23,000 (£1,501,500) while interest charges, etc., have increased by Rs. 53,02,000 (£253,500).

GROSS RECEIPTS.

8. In 1906-1907 the gross receipts of railways showed a large improvement over those of the previous year consequent on the opening of new line development of traffic on existing lines, a heavy coal traffic on the East Indian railway, and large movements of food grains chiefly on the North Western Eastern Bengal and Indian Midland railways. On the Great Indian Peninsula railway there was a falling off in traffic in food grains and cotton owing to short crops and production being below the average.

9. In the current year, while there has been a partial recovery in the earnings of the Great Indian Peninsula railway, the earnings from other railways have continued to expand, notably under coaching traffic on the East Indian railway, and famine traffic on the North Western railway. The earnings of the Burma, Oudh and Rohilkand, Southern Mahratta and Bombay, Baroda and Central India railways also show large increases due to general development of traffic.

10. The more important increases are :—

	Rs.
East Indian	26,45,000
North Western	73,91,000
Oudh and Rohilkand	15,44,000
Southern Mahratta	13,11,000
Great Indian Peninsula	15,47,000
Burma railways	14,28,000
Bombay, Baroda and Central India	9,23,000
Eastern Bengal	11,17,000

APPENDIX 40—*contd.*

WORKING EXPENSES.

11. The increase in working expenses during the year 1907-08 is estimated to amount to Rs. 2,25,23,000 (£1,501,500).

This increase is due partly to more traffic being carried than was estimated for when the budget was prepared and partly to circumstances which tend to steadily increase the cost of working Indian railways.

12. The rise in the cost of living in India both for Europeans as well as for Indians has necessitated a considerable rise in salaries of the working staff. The high price of grain too has rendered it necessary to grant grain allowances on a large scale.

The enormous rise in the price of coal is a most serious item in increased working expenses and is, moreover, one that seems at the present time to be likely to increase rather than diminish in the future.

13. The steady cause of increased working expenses is the pressing demand for more rapid transport facilities, and more conveniences to the travelling public. These improvements which take time to mature are being steadily carried out, as far as financial considerations permit of their being done. They throw a greater burden on revenue than was the case a few years ago.

OPEN LINE CAPITAL REQUIREMENTS.

14. The total amount allotted during 1908-1909 to open lines, *viz.*, 1,149 lakhs (£7,659,200) out of a total for the year of 1,500 lakhs (£10,000,000), has been divided between open line works and additional rolling-stock approximately as follows:—

				Lakhs.
				Rs.
1908-1909	{ Open line works...	...	...	601½
	{ Rolling-stock ...	...	...	547½

This shows an increase of 95 lakhs under open line works and a decrease of 55½ lakhs under rolling-stock, in comparison with the provision made under these heads in 1907-1908, the figures for which were as follows:—

				Lakhs.
				Rs.
1907-1908	{ Open line works...	...	...	506½
	{ Rolling-stock ...	...	...	608

The figures for 1907-1908 include the extra grant of 1½ crores sanctioned by the Secretary of State during the year which was divided between open line works generally and rolling-stock to the extent of about 115 lakhs and 35 lakhs, respectively.

15. With the present demand of the trade for more rolling-stock on Indian railways the decrease of 55½ lakhs in the provision for rolling-stock for 1908-1909 than during the previous year requires some explanation. Large additions to rolling-stock on a railway cannot be efficiently used unless additions to and improvements in open line works which are required to facilitate the effective working of the additional stock are also carried out.

16. For the year 1907-1908 the amount allotted for rolling-stock was a crore in excess of that allotted for works, and as a great deal of the stock thus obtained will not come into use until the year 1908-1909, the most pressing claims during the coming year are for works to enable the increased stock to be made use of most effectively.

It thus becomes necessary to provide increased funds during 1908-1909 to enable the necessary works and facilities to be carried out simultaneously with the provision of the additional rolling-stock, and it will be observed that the increase in the grant for works largely exceeds the decrease in the grant for rolling-stock.

APPENDIX 40—*contd.*

17. In their previous memoranda the Railway Board have stated that in their opinion the standard of equipment of Indian railways had not been maintained at a rate commensurate with the development of the trade, and within the financial restrictions imposed on them they have devoted as much of the capital at their disposal to meeting the cost of open line requirements including additional rolling-stock as other claims on their resources permitted them to do.

18. For the year 1908-1909 they propose to restrict outlay on new construction as much as is possible, feeling that the demands of open lines for works to meet the requirements of existing trade have the first claim on their resources.

LINES IN PROGRESS AND NEW LINES.

19. Previous to the receipt of the Secretary of State's order regarding the extra $1\frac{1}{2}$ crores for 1908-1909, 280 lakhs had been distributed to lines in progress. It is intended to increase this to 331 lakhs, and accordingly 51 lakhs have been shown in statement A as reserved for this purpose, which includes the 1.10 lakhs, originally allotted to the Bezwada-Masulipatam railway as the District Board of Kistna will meet further capital outlay on this railway from their accumulated revenue and not from Provincial loans.

20. After meeting the requirements of open lines and lines in progress as above 20 lakhs remain for new lines for which no allotment had previously been provided in the detailed statement. This 20 lakhs will be distributed over (1) the Nagpur-Itarsi railway, (2) the Sini-Gurumaishini branch of the Bengal-Nagpur railway—both on the 5' 6" gauge. The commencement of the earthwork on the former is considered desirable in order to afford employment to the inhabitants of certain districts where scarcity prevails and funds will be allotted for this purpose. The latter line is 44 miles long and is intended mainly to serve Messrs. Tata & Co.'s Steel and Iron Works which are to be located at Kalimati.

GENERAL.

21. The year 1907-1908 has been one of considerable anxiety and trouble to railway administrations.

There has been considerable unrest among the working staff, which in the case of some lines caused serious dislocation to traffic and heavy losses to both the railways and the trade of the country.

The existence of a very serious famine in Northern India has caused increased difficulties in working traffic, the normal trend of which was entirely changed for a time, so that what would ordinarily have been a large export traffic was suddenly diverted to other destinations the routes to which were not fully provided with sufficient facilities to meet the enormous increase in the traffic required to be carried over them.

22. The railway systems of India are now in a state of transition during which they are endeavouring to deal with the rapid development of traffic with inadequate facilities for doing so. The Railway Board and railway administrations are, however, fully alive to the fact that trade has been expanding more rapidly than railway facilities and capital is being spent as freely as financial considerations permit in developing the carrying power of Indian railways and bringing them up to the requirements of the times, the process must, however, necessarily be a gradual one as a consequence of the restricted funds available for the purpose.

23. Attention is invited to statement B attached to this memorandum which shows proposed new lines which are under negotiation for construction by private companies, and also to statement C which shows the progress of railway construction during the year.

APPENDIX 40—contd.

STATEMENT A.

Statement of anticipated capital expenditure on railways, open and under construction, for the year 1908-1909.

[Branch lines under rebate terms are excluded.]

(Figures in lakhs and decimals of lakhs.)

No.	RAILWAY.	Grants allotted for 1907-1908.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)
A.—OPEN LINES.			
I. (i)—STATE, BY STATE AGENCY.			
		Rs.	Rs.
1	Eastern Bengal— Main line	} 96.19	85.90
2	Murshidabad branch		
3	Jodhpur-Hyderabad (British section)	1.93	0.34
4	North Western— Main line	} 165.85	215.98
5	Kalka-Simla		
6	Khushalgarh-Kohat conversion and Indus bridge	9.48	1.47
7	Rohri-Samasata, doubling	13.65	3.97
8	Shahdara-Sangla	2.65	0.86
9	Jech-Doab (Southern section)	0.96	...
10	Oudh and Rohilkhand— Main line	51.34	31.36
11	Allahabad-Jaunpur	2.74	...
12	Warora Colliery	-1.69	...
13	Amount to complete payment for rolling-stock, see note below . . . . .	...	119.17
Total Open lines, State, by State Agency		343.10	459.05
I. (ii)—STATE, BY AGENCY OF COMPANIES.			
14	Assam-Bengal	2.15	28.91
15	„ „ Land	0.12	...
16	Bengal and North-Western— Tirhoot	21.50	20.02
17	Tirhoot extensions	15.98	8.50
18	Bombay, Baroda and Central India— Main line	33.00	34.31
19	Rewari-Phulera	2.12	...
20	Rajputana-Malwa	36.28	36.09
21	East Indian— Main line	} 186.02	147.72
22	Agra Junction-Belanganj		
23	Hariharpur-Barakar		
24	Khurja-Hapur		
25	Great Indian Peninsula— Main line	158.68	117.60
26	Agra-Delhi chord	1.30	0.05
27	Bhopal-Itarsi (British section)	1.10	1.00
28	Lonavla-Poona, doubling . . . . .	...	0.50
29	Nizam's Guaranteed State— Bezawada extension	0.02	0.03
30	Rohilkhand and Kumaon— Kachlaghat bridge	0.76	...
Carried over		459.03	394.73

NOTE TO ITEM 13.—This amount is to complete payment for special additional rolling-stock ordered and partly paid for in 1907-1908 under indent No. 14 of 25th April 1907 for 5' 6" gauge open lines only and is being distributed over both State and Company worked lines. The entry under State is merely a matter of convenience.

APPENDIX 40—contd.

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	RAILWAY.	Grants allotted for 1907-08.	Distribution of grants during 1908-09.	
(1)	(2)	(3)	(4)	
		Rs.	Rs.	
	Brought forward	459.03	394.73	
	A.—OPEN LINES—concl'd.			
	I. (ii)—STATE, BY AGENCY OF COMPANIES—concl'd.			
	South Indian—			
31	Main line	22.00	28.68	
32	Azhikal-Mangalore	6.92	—2.62	
33	Madras railway section	4.87	2.30	
34	Nilgiri railway	0.15	0.45	
35	Travancore branch (Native State section)	—0.03	0.05	
36	„ „ (British section)	0.15	0.15	
	Southern Mahratta—			
37	Madras railway, North-East line	8.40	...	
38	Madras railway section	18.00	7.56	
39	Guntakal-Mysore Frontier	0.10	...	
	Total Open Lines, State, by Agency of Companies	514.59	481.30	
39A	I(iii) further amount for distribution among open lines out of additional grant of 1.50 crores sanctioned by the Secretary of State on 5th March 1908.	...	80.00	
	Total	...	80.00	
	II.—FROM CAPITAL OF INDIAN RAILWAY COMPANIES.			
40	Assam-Bengal	26.82	...	
	Bengal-Nagpur—			
41	Main line	119.35	65.68	
42	Midnapur-Jharia			
43	Pench Valley			
44	Satpura (Jubbulpore-Gondia)			
45	Sini-Midnapur-Cuttack-Calcutta			
	Burma—			
46	Main line	56.57	34.27	
47	Hlawga-Letpadan, doubling
48	Thingangyan-Pegu			14.00
49	Irrawaddy Bridge, Sagaing			3.00
	Great Indian Peninsula—			
50	Indian Midland	12.44	13.60	
	Rohilkund and Kumaon—			
51	Lucknow-Bareilly	2.65	14.00	
	Southern Mahratta—			
52	Main line	21.24	33.68	
	Total Open Lines, other Companies	239.07	178.23	
	III.—FROM THE CAPITAL ACCOUNT OF THE OLD GUARANTEED COMPANIES.			
53	Madras railway	42.37	...	
54	„ extensions	0.33	...	
	Total Open Lines, Guaranteed Companies	42.70	...	
	IV.—FROM CAPITAL OF BRANCH LINE COMPANIES WITH FIRM GUARANTEE.			
55	Hardwar-Dehra	0.03	0.30	
	Total Open Lines, Branch Line Companies	0.03	0.30	

APPENDIX 40—contd.

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1908-1909.	Grants allotted during 1907-1909.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	B.—CONSTRUCTION OF LINES.	Miles.	Rs.	Rs.	Rs.	Rs.
	I. (i)—STATE, BY STATE AGENCY.					
	<i>Lines in Progress.</i>					
56	Coonoor-Ootacamund	12	28.53	15.60	8.73	3.57
	Eastern Bengal—					
57	Forbesganj-Nepal Frontier	7	2.22	1.66	0.65	0.20
58	Golakganj-Gauhati	149	129.87	83.34	16.27	16.00
59	Katihar-Godagari	105	131.72	68.47	23.88	18.00
	Nagda-Muttra—					
60	Main line	340	417.93	224.48	77.31	70.87
61	Baran-Kotah	40	45.92	20.40	13.00	11.00
	North Western—					
62	Kohat-Thal conversion	63	40.80	4.71	8.47	...
63	Thal-Parachinar	60	88.05			
64	Lodhran-Khanewal	57	45.15	7.58	26.70	9.50
65	Loi-Shilman	22	72.30	28.79	17.86	11.60
66	Shorkot Road-Chichoki	131	101.95	3.53	13.96	16.00
	TOTAL	...	...	458.56	206.83	156.74
	I. (ii)—STATE, BY AGENCY OF COMPANIES.					
	<i>Lines in Progress.</i>					
	Assam-Bengal—					
67	Akhaura-Bhairab Bazar	19	19.24	6.50	...	8.00
68	Kalaura-Khooseara	16	7.80	0.32	...	...
	Burma—					
69	Henzada-Kyangin	66	65.05	138.48	42.00	30.50
70	Pegu-Moulmein	121	142.84			
	East Indian—					
71	Bhagalpur-Bausi	31	23.31	5.12	0.49	35.10
72	Hooghly-Katwa	65	58.46	6.59	2.90	
73	Katwa-Barharwa	103	86.87	1.91	7.00	
	Great Indian Peninsula—					
74	Bombay Harbour branch	8	62.21	21.76	5.70	5.00
75	Warora-Bellarapur	38	39.94	29.64	7.48	2.00
	Carried over	...	...	210.32	65.57	80.60

APPENDIX 40—contd.

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1908-1907.	Grants allotted during 1907-1908.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		Miles.	Rs.	Rs.	Rs.	Rs.
	Brought forward	...	...	210.32	65.57	80.60
	B.—CONSTRUCTION OF LINES—concl'd.					
	I. (ii)—STATE, BY AGENCY OF COMPANIES—concl'd.					
	<i>Lines in Progress—concl'd.</i>					
	Southern Mahratta—					
76	Dhone-Kurnool	32	9.68	1.07	4.00	4.48
	TOTAL	...	...	211.39	69.57	85.08
76A	I (iii). Further amount for distribution amongst lines under construction out of additional grant sanctioned by the Secretary of State on 5th March 1908	...	...	...	...	50.00
	II.—FROM CAPITAL OF INDIAN RAILWAY COMPANIES.					
	<i>Lines in Progress.</i>					
	Assam-Bengal—					
77	Akhaura-Bhairab Bazar . . . . .	...	...	...	4.41	...
	Bengal-Nagpur—					
78	Gondia-Chanda and Brahmपुरi-Nagpur branch	212	117.80	31.39	40.15	28.50
79	Kamptee-Ramtek	17	7.42	3.20	4.22	0.70
80	Nainpur-Mandla	26	11.55	0.99	4.84	5.00
81	Purnia-Ranchi	72	41.08	26.39	9.20	5.00
82	Vizianagram-Parbatipur (Raipur-Vizianagram project)	49	35.00	4.59	15.89	5.00
	TOTAL	...	...	66.56	78.71	38.20
	IV.—FROM CAPITAL OF LOCAL BOARDS.					
83	Bezwada-Masulipatam	50	22.93	13.40	5.40	...
	C.—NEW LINES.					
	L (ii)—STATE, BY AGENCY OF COMPANIES.					
	Great Indian Peninsula—					
84	Itarsi-Nagpur and branch to Pench Valley Coal Fields	260	410.00	...	...	} 20.00
	II.—FROM CAPITAL OF INDIAN RAILWAY COMPANIES.					
	Bengal-Nagpur—					
85	Sini-Gurumaisbini	44	32.29	...	...
	Total	...	...	...	...	20.00

APPENDIX 40—contd.

Capital expenditure on railways, 1908-1909—concl'd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Distribution of grants for 1908-1909.	
(1)	(2)	(3)	
	ABSTRACT BY OPEN LINES AND CONSTRUCTION.	Rs.	Rs.
	A.—CAPITAL FOR OPEN LINES.		
	I. (i) State, by State agency	*459.05	
	I. (ii) State, by agency of Companies	431.30	
	I. (iii) Reserve to be distributed, see item 39 A	80.00	
	II. Indian Railway Companies	178.23	
	III. Branch Line Companies	0.30	
	TOTAL OPEN LINES		11,48.84
	B.—CAPITAL FOR LINES IN PROGRESS.		
	I. (i) State, by State agency	156.74	
	I. (ii) State, by agency of Companies	85.08	
	I. (iii) Reserve to be distributed, see item 76 A	†151.10	
	II. Indian Railway Companies	38.20	
	III. Branch Line Companies . . . . .	...
	TOTAL LINES IN PROGRESS		331.12
	C.—Reserve for new lines from the grant of 1.50 crores sanctioned by the Secretary of State on 5th March 1908, see items 84 and 85	20.00	20.00
	GRAND TOTAL		15,00.00
	ABSTRACT SHOWING DISTRIBUTION BY FUNDS.		
I.—From Imperial Funds.	(i) State, by State agency	(a) Open Lines	*459.05
		(b) Construction	156.74
		Total (i)	615.79
	(ii) State, by agency of Companies	(a) Open Lines	431.30
		(b) Construction	85.08
		Total (ii)	516.38
TOTAL I		11,32.17	
II.—From Capital of Indian Railway Companies	(a) Open Lines	178.23	
	(b) Construction	38.20	
	TOTAL II	216.43	
III.—From Capital of Branch Line Companies with firm Guarantee.	(a) Open Lines	0.30	
	(b) Construction . . . . .	...
	TOTAL III	0.30	
	TOTAL I TO III	10,68.88	
	(a) Open Lines	280.02	13,48.90
	(b) Construction	151.10	†151.10
	GRAND TOTAL	15,00.00	15,00.00

* See note under item 13.

† Includes 1.10 lakhs originally allotted to the Bezwada-Masulipatam railway.

APPENDIX 40—contd.

STATEMENT B.

Statement showing proposed lines which are under negotiation for construction by private Companies.

No.	NAME OF RAILWAY.	Length.	Estimated cost.	
(1)	(2)	(3)	(4)	(5)
		Miles.	Rs.	
<i>Bengal—</i>				
1	Behar Silao	10	2,70,000	This is a tramway.
<i>Bombay—</i>				
2	Dholka-Dholera	40	18,00,000	Approximate amount.
3	Idar Road to Bramhakhed	32	Not stated.	
4	Nadiad <i>via</i> Kapadvanj to Meghraj with branch from Malpur to Godhra	112	Do.	
<i>Bombay and Hyderabad (Nizam's)—</i>				
5	Tadwale to Latur	37	Do.	
<i>Central Provinces—</i>				
6	Murtajapur Pilsaon	150	55,48,000	
<i>Madras—</i>				
7	Tinnevely-Tiruchendur	38	20,52,000	
<i>Punjab—</i>				
8	Jullundur-Doab Group	124	1,00,00,000	Approximate amount.
9	Kaithal-Thanesar	29	Not stated.	
10	Kasur-Lodhran	210	Do.	
11	Patti-Kasur	30	Do.	
<i>United Provinces and Oudh—</i>				
12	Jalesar Road-Kasganj	50	20,00,000	Approximate amount.
13	Pilibhit-Barndeo	38½	12,91,844	This is a tramway.

APPENDIX 40—contd.

STATEMENT C.

Memorandum on the construction of railways.

At the commencement of 1907-1908, i.e., on the 1st April 1907, the total length of railways open for traffic was 29,303·37 miles, made up as follows:—

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
<i>5' 6" gauge—</i>			
(i) State lines worked by the State—			
Eastern Bengal	500·20		
Nagda-Muttra	40·00		
North Western	(a) 3,371·71		
Oudh and Rohilkhand	(b) 1,223·23		
		5,135·14	
(ii) State lines worked by companies—			
Agra-Delhi Chord (c)	125·99		
Azbikal-Mangalore (d)	56·35		
Bengal-Nagpur	1,722·12		
Bezwada extension (e)	20·58		
Bhopal-Itarsi (<i>British section</i>) (c)	18·11		
Bombay, Baroda and Central India	(f) 504·35		
East Indian	2,165·04		
Godhra-Rutlam-Nagda (g)	141·14		
Great Indian Peninsula	1,561·63		
Indian Midland (c)	809·85		
Madras (North-East line) (d)	(h) 498·04		
		7,618·20	
(iii) Companies' lines guaranteed by Government under the old contracts—			
Madras . . . . .	...	905·01	
(iv) Companies' lines guaranteed by Government under modern contracts—			
Hardwar-Dehra (i.) . . . . .	...	32·04	
(v) Branch line companies' railways assisted by Government under "rebate" terms—			
Amritsar-Patti (j)	27·49		
Southern Punjab (j)	425·33		
Southern Punjab (Ludhiana) extension	155·05		
Tapti Valley (g)	155·48		
		763·35	
Carried over . . . . .	...	14,453·74	

- (a) Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5' 6" and 3' 3½") gauge line between Bhatinda and Kot Kapura, worked over by the North Western State and Rajputana-Malwa railways.
- (b) Includes 16·79 miles between Burchwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5' 6" and 3' 3½") gauge line and 1·81 miles of 3' 3½" gauge line between the Oudh and Rohilkhand State railway Cantonment and the Bengal and North-Western railway city stations at Benares.
- (c) Worked by the Great Indian Peninsula Railway Company.
- (d) Worked by the Madras Railway Company.
- (e) Worked by His Highness the Nizam's Guaranteed State Railways Company.
- (f) Includes 39·23 miles of 3' 3½" gauge line between Viramgam and Wadhwan.
- (g) Worked by the Bombay, Baroda and Central India Railway Company.
- (h) Includes 1·89 miles of mixed (5' 6" and 3' 3½") gauge line between Bezwada and Kistna block hut and 1·08 miles of 3' 3½" gauge line between Kistna block hut and Tadepalli.
- (i) Worked by the Oudh and Rohilkhand State railway.
- (j) Worked by the North Western State railway.

APPENDIX 40—*contd.*

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
Brought forward	...	14,453.74	
<i>5' 6" gauge—concl'd.</i>			
(vi) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Delhi-Umballa-Kalka (a)	...	162.36	
B. Receiving land only from Government—			
Tarkessur (a)	...	22.23	
(vii) Native State lines—			
A. Worked by companies—			
Bhopal-Itarsi (<i>Native State section</i>) (b)	44.28		
Bhopal-Ujjain (b)	113.27		
Bina-Goonna-Baran (b)	145.68		
Kolar Gold Fields (c)	9.88		
Nagda-Ujjain (d)	34.32		
Nizam's Guaranteed State	(e) 830.13		
Petlad-Cambay (Anand-Tarapur section) (d)	21.50		
Petlad-Cambay (Tarapur-Cambay section) (d)	12.30		
		711.31	
B. Worked by State railway agency—			
Jammu and Kashmir (<i>Native State section</i>) (f) and (g)	15.98		
Ludhiana-Dhuri-Jakhal (f)	78.65		
Rajpura-Bhatinda (f)	107.05		
		201.68	
(viii) Leased lines—			
South Behar (a)	...	78.76	
Total <i>5' 6" gauge</i>	...	...	15,630.08
<i>3' 3½" gauge—</i>			
(ix) State lines worked by the State—			
Cawnpore-Burhwal (<i>metre gauge link</i>)	(h) 79.60		
Eastern Bengal—			
Behar, Kaunia-Dhubri and Northern sections (<i>including the British section of the Santrabari extension and the Ranaghat-Krishanagar and Teesta-Kurigram branches</i>)	687.42		
Dacca section	85.92		
		852.94	
Carried over	...	852.94	15,630.08

(a) Worked by the East Indian Railway Company.

(b) Worked by the Great Indian Peninsula Railway Company.

(c) Worked by the Madras Railway Company.

(d) Worked by the Bombay, Baroda and Central India Railway Company.

(e) Includes 5.82 miles of mixed (5' 6" and 3' 3½") gauge line between Hyderabad and Secunderabad, worked over by the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.

(f) Worked by the North Western State railway.

(g) The British section of this railway forms an integral part of the North Western State railway.

(h) Excludes 3.40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16.79 miles between Burhwal and Bara Banki and 0.59 mile on the Cawnpore Bridge of mixed (5' 6" and 3' 3½") gauge line of the Oudh and Rohilkhand State railway.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
Brought forward	...	852·94	15,630·08
3' 3½" gauge—contd.			
(x) State lines worked by companies—			
Assam-Bengal	775·28		
Bellary-Rayadrug (a)	38·35		
Burma	1,340·15		
Guntakal-Mysore Frontier (a)	119·50		
Hospet-Kottur (a)	48·03		
Jodhpur-Hyderabad (<i>British section</i>) (b) and (c)	123·98		
Lucknow-Bareilly (d)	237·04		
Mysore section (Southern Mahratta) (a)	296·22		
Nilgiri (e)	16·99		
Palampur-Deesa (f)	17·28		
Rajputana-Malwa (f)	(g) 1,774·36		
South Indian	1,130·00		
Southern Mahratta	1,042·04		
Tinnevelly-Quilon (Travancore) (<i>British section</i>) (h)	50·43		
Tirhoot (i)	658·63		
		7,663·33	
(xi) District Boards' lines—			
Tanjore District Board (k)	...	103·36	
(xii) Branch line companies' railways assisted by Government under "rebate" terms—			
Ahmedabad-Dholka (j)	33·50		
Ahmedabad-Parantij (j)	54·70		
Mymensing-Jamalpur Jagannathganj, (j)	53·22		
		141·42	
(xiii) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Rohilkund and Kumaon	...	117·87	
B. Subsidized by Local Governments—			
Dibru-Sadiya	...	77·50	
C. Subsidized by District Boards—			
Bengal-Doears	...	36·40	
D. Receiving land only from Government—			
Bengal and North-Western	993·12		
Bengal Doears extensions	116·56		
Deoghur	4·79		
		1,114·47	
(xiv) Unassisted companies' lines—			
Ledo and Tikak-Margherita (k)	...	8·50	
Carried over	...	10,115·79	15,630·08

(a) Worked by the Southern Mahratta Railway Company.

(b) Worked by the Jodhpur-Bikaner railway.

(c) The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.

(d) Worked by the Rohilkund and Kumaon Railway Company.

(e) Worked by the Madras Railway Company.

(f) Worked by the Bombay, Baroda and Central India Railway Company.

(g) Includes 2·10 miles at Ujjain, 3·07 miles between Agra Cantonment and Jumna East Bank and 0·94 mile between Lahori Gate Cabin and Brewery Cabin, Delhi, laid on the 5' 6" gauge, and 26·28 miles of mixed (5' 6" and 3' 3½") gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North Western State railways.

(h) Worked by the South Indian Railway Company.

(i) Worked by the Bengal and North-Western railway Company.

(j) Worked by the Eastern Bengal State railway.

(k) Worked by the Assam Railway and Trading Company.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
Brought forward	...	10,115.79	15,630.08
3' 3½" gauge—concl'd.			
(xv) Native State lines—			
A. Worked by Native States—			
Bhavnagar-Gondal-Junagad-Porbandar	(a) 334.19		
Bikaner	245.35		
Dhrangadra (b)	20.83		
Jamnagar (b)	(c) 54.22		
Jetalsar-Rajkot (b)	46.21		
Jodhpur	463.89		
Morvi	(d) 94.64		
Udaipur-Chitor	67.30		
		1,326.63	
B. Worked by Companies—			
Birur-Shimoga (e)	37.92		
Gaekwar's Mehsana (f)	92.63		
Hindupur (Yesvantpur-Mysore Frontier) (e)	51.35		
Hyderabad-Godavari Valley (g)	(h) 391.13		
Jaipur (f)	32.18		
Kolhapur (e)	29.27		
Mysore-Nanjangud (e)	15.80		
Shoranur-Cochin (i)	64.75		
Tinnevely-Quilon (Travancore) (Native State section) (j)	57.98		
Vijapur-Kalol-Kadi (f)	41.37		
		814.38	
(xvi) Lines in Foreign Territory—			
Karaikkal-Peralam (j)	14.65		
Pondicherry (j)	7.85		
West of India Portuguese (e)	51.10		
		73.60	
Total 3' 3½" gauge	...	...	12,330.40
2' 6" and 2' 0" gauges—			
(xvii) State lines worked by the State—			
Dandot Light (2' 0") (k)	6.18		
Jorhat (2' 0")	31.75		
Kalka-Simla (2' 6") (k)	59.44		
Khusbargarh-Kohat-Thal (2' 6") (k)	91.73		
Nowshera-Durgai (2' 6") (k)	40.25		
		229.35	
Carried over	...	229.35	27,960.48

- (a) Includes 5.23 miles of Bhavnagar Dock estates and Junagad quarry lines.
 (b) Worked by the Bhavnagar-Gondal-Junagad Porbandar railway.
 (c) Includes 3.93 miles of the Bedi Bandar Dock estate lines.
 (d) Includes 20.70 miles of 2' 6" gauge line between Vankaner and Morvi.
 (e) Worked by the Southern Mahratta Railway Company.
 (f) Worked by the Bombay, Baroda and Central India Railway Company.
 (g) Worked by His Highness the Nizam's Guaranteed State Railways Company.
 (h) Includes 5.82 miles of mixed (5' 6" and 3' 3½") gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
 (i) Worked by the Madras Railway Company.
 (j) Worked by the South Indian Railway Company.
 (k) Worked by the North Western State railway.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
Brought forward . . . . .	...	229·35	27,960·48
<i>2' 6" and 2' 0" gauges—conold.</i>			
(xviii) State lines worked by companies—			
Jubbulpore-Gondia extension (2' 6") (a)	250·77		
Morappur-Dharamapuri (2' 6") (b)	18·53		
Raipur-Dhantari (2' 6") (a)	56·94		
Tirupattur-Krishnagiri (2' 6") (b)	25·38		
		351·62	
(xix) Assisted companies' lines—			
A. Subsidized by Local Governments—			
Darjeeling-Himalayan (2' 0")	51·00		
Thaton-Duyinzaik (2' 6")	7·76		
		58·76	
B. Subsidized by District Boards—			
Baraset-Basirhat Light (2' 6")	26·06		
Bukhtiarpore-Bihar Light (2' 6")	18·50		
Howrah-Amta Light (2' 0")	37·19		
Howrah-Sheakhala Light (2' 0")	19·75		
Tezapore-Balipara Light (2' 6")	20·10		
		121·60	
C. Receiving land only from Govern- ment—			
Barsi Light (2' 6")	78·50		
Matheran (2' 0") (c)	12·61		
Powayan Light (2' 6") (d)	39·50		
		130·61	
(xx) Unassisted companies' lines—			
Tarakeshwar-Magra Light (2' 6") . . . . .	...	
		33·27	
(xxi) Native State lines—			
A. Worked by Native States—			
Cutch (2' 6") . . . . .	...	
		11·67	
B. Worked by companies—			
Gaekwar's Dabhoi (2' 6") (e)	94·43		
Gwalior Light (2' 0") (c)	183·53		
Mourbhanj (2' 6") (a)	32·41		
Parlakimedi Light (2' 6") (a)	24·62		
Rajpipla (2' 6") (e)	37·37		
		372·41	
C. Worked by State railway agency—			
Cooch Behar (2' 6") (f) . . . . .	...	
		33·60	
Total 2' 6" and 2' 0" gauges . . . . .	...	...	1,342·89
Total mileage open of all railways on the 31st March 1907 . . . . .	...	...	29,303·37

(a) Worked by the Bengal-Nagpur Railway Company.

(b) Worked by the Madras Railway Company.

(c) Worked by the Great Indian Peninsula Railway Company.

(d) Worked by the Rohilkund and Kumaon Railway Company.

(e) Worked by the Bombay, Baroda and Central India Railway Company.

(f) Worked by the Eastern Bengal State railway.

APPENDIX 40—contd.

And the mileage under construction or sanctioned for construction on the same date was 3,149·82 miles, as follows:—

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
5' 6" gauge—				
(i) State lines worked by the State—				
Eastern Bengal—				
Durgapur Chur line	3·39			
Lalgola to Lalgola Ghat	2·75			
		6·14		
Nagda-Muttra . . . . .	...	340·50		
North Western—				
Kacha Garhi to mile	22·50			
Khushalgarh bridge and approaches	3·63			
Lodhran to Khanewal	56·59			
Sangla Hill to Shahdara (near Lahore)	55·57			
Shorkot Road to Chichoki	130·65			
		268·94		
Oudh and Rohilkhand—				
Balamau to Sitapur (a)	37·12			
Rosa to Sitapur (a)	51·86			
		88·48		
			704·06	
(ii) State lines worked by companies—				
Azhikal-Mangalore—				
Kumbha to Mangalore . . . . .	...	20·91		
Bengal-Nagpur—				
Kamptee to Ramtek	14·74			
Kandri Branch	2·53			
Sini to Gurnmaishini (a)	44·00			
Vizianagram to Raipur	310·62			
		371·89		
East Indian—				
Agra direct access	1·75			
Barharwa to Katwa	99·14			
Bhagalpur to Bausi	31·04			
Borachuk to Sodepur	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai				
	1·19			
Ghat line to Dhulian	1·06			
Ghat line to Sajimpara	2·50			
Hooghly to Katwa	65·20			
Khurja to Hapur	38·87			
Mile 170½ from Howrah on the Jharis branch to Chandore	4·16			
Toposi to Baraboni	9·31			
		258·72		
Great Indian Peninsula—				
Kurla to Mazagaon	6·87			
Mahim link	1·32			
Warora to Balharshah	37·59			
		45·78		
Salem-Attur (a) . . . . .	...	36·06		
			733·36	
				1,437·42
Total 5' 6" gauge				
	...	...	...	1,437·42
3' 3½" gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal Frontier	7·40			
Katihar to Godagari	105·00			
Kokrajar to the Brahmaputra river opposite Gauhati	115·87			
		...	228·27	
			228·27	1,437·42
Carried over . . . . .	...	...	228·27	1,437·42

(a) Commencement of work not authorized.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
Brought forward . . . . .	...	...	228.27	1,437.42
<i>3' 3½" gauge—conold.</i>				
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj	19.00			
Kalaura to the Khooseara river	16.00			
Burma—		35.00		
Neikban to Begayet	66.25			
Thamaing to Malagaon	6.70			
Burma extensions—		72.95		
Henzada to Kyangin	65.66			
Pegu to Martaban	121.27			
		186.93		
Dhone-Kurnool . . . . .	...	32.00		
Nilgiri—				
Coonoor to Ootacamund . . . . .	...	11.75		
South Indian—				
Portion of the Rameswaram extension	8.17			
Tangachimadam to Port Amphill	1.71			
Tiruppachetti to Sivagunga	9.00			
Tirhoot—		13.88		
Bairagnia to Narkatiaganj	58.05			
Bhagalpur Kachery to Bhagalpur	0.79			
Mansi to Makhana Bazar	16.04			
Narkatiaganj to Bagaha	26.24			
Saharsa to Murliganj	18.61			
		119.78		
			472.24	
(v) District Boards' lines—				
Bezwada-Masulipatam . . . . .	...	...	49.47	
(vi) Assisted companies' lines—				
A. Subsidized by the Government of India—				
Rohilkund and Kumaon—				
Lalkua to Kashipur	36.43			
Moradabad to Ramnagar	47.69			
			84.12	
B. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat . . . . .	...	...	8.52	
C. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi	72.58			
Burhwal to Sitapur	59.79			
Daronda to Maharajganj	3.90			
Savan to Thawe	17.83			
			154.10	
(vii) Native State lines worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji	16.74			
Kheralu to Dabhora	7.73			
Manund Road to Harij	21.37			
Jaipur—		45.84		
Nawai to Siwai Madhopur . . . . .	...	40.65		
Sangli . . . . .	...	5.77		
			92.26	
Total <i>3' 3½" gauge</i> . . . . .	...	...	...	1,088.98
Carried over . . . . .	...	...	...	2,526.40

APPENDIX 40—contd.

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
Brought forward	...	...	...	2,526.40
<i>2' 6" and 2' 0" gauges—</i>				
(viii) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur				
(British section) (a)—				
Jullundur to the British Frontier	...	...	6.80	
(ix) State lines worked by companies—				
Gondia-Chanda (2' 6")—				
Gondia to Chanda	148.65			
Nagbhir to Nagpur	63.75			
Jubbulpore-Gondia extension		212.40		
(2' 6")—				
Khirsadoh to Sirgora	7.76			
Nainpur to Mandla	32.14			
Purulia-Ranchi (2' 6") . . . . .	...	89.90		
		72.28		
			324.58	
(x) Assisted companies' lines—				
A. Subsidized by District Boards—				
Howrah-Amta Light (2' 0")—				
Autpur to Champadanga (b)	9.00			
Autpur to Rajbulhat (b)	3.50			
			12.50	
B. Receiving land only from Government—				
Dwara-Therria Light (2' 6")—				
Dwara to Maolong (c)	13.50			
Maolong to Therria Ghat (b)	6.00			
		19.50		
Shahdara (Delhi)-Saharanpur Light				
(2' 6")—				
Baraut to Meerut (b)	30.00			
Delhi-Shahdara to Saharanpur	95.00			
		125.00		
			144.50	
(xi) Native State lines—				
A. Worked by Native States—				
Cutch (2' 6")—				
Anjar to Bhuj . . . . .	...	27.38		
Dholpur-Bari (2' 6") . . . . .	...	19.25		
			46.63	
B. Worked by companies—				
Gwalior Light (2' 0")—				
Sabalgarh to Shiupur . . . . .	...	...	66.39	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur				
(Native State section)—				
Sultanpur to the British Frontier (a) . . . . .	...	...	22.02	
Total 2' 6" and 2' 0" gauges	...	...	...	623.42
Total of all railways under construction or sanctioned for construction on the 31st March 1907 . . . . .	...	...	...	3,149.82

There was thus a grand total of railways completed and in hand on the 1st April 1907, of 32,453.19 miles.

- (a) Commencement of work not authorized and question of gauge not finally settled.
 (b) Commencement of work not authorized.
 (c) Completion deferred.

APPENDIX 40—contd.

During 1907-1908, i.e., from the 1st April 1907 to the 31st March 1908 301.57 miles of new railway have been authorized as follows:—

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
3' 3½" gauge—			
(i) State lines worked by companies—			
South Indian—			
Rameswaram to Danishkodi . . . . .	...	11.30	
(ii) Assisted companies' lines receiving land only from Government—			
Bengal and North-Western—			
Madho Singh to the Ganges river opposite Mirzapur	10.30		
Mirpur Khas-Jhudo	48.00		
		58.30	
(iii) Native State lines worked by Native States—			
Bikaner—			
Seyangarh to Hissar	135.68		
Jodhpur—			
Degana to Seyangarh	61.35		
		197.03	
Total 3' 3½" gauge . . . . .	...	...	266.63
2' 6" gauge—			
(iv) Assisted companies' lines subsidized by District Boards—			
Baraset-Basirhat Light—			
Basirhat to Hosanabad . . . . .	...	8.50	
(v) Native State lines worked by companies—			
Kosamba-Zankavav . . . . .	...	26.44	
Total 2' 6" gauge . . . . .	...	...	34.94
Total . . . . .	...	...	301.57

And 985.16 miles have been or are likely to be opened to public traffic as follows:—

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
5' 6" gauge—				
(i) State lines worked by the State—				
Eastern Bengal—				
Durgapur Chur Line	*4.51			
Lalgola to Lalgola Ghat	2.75			
		7.26		
North-Western—				
Khushalgarh bridge and approaches Sangla Hill to Shahdara (near Lahore)	*3.67			
	55.57			
		59.24		
(ii) State lines worked by companies—			66.50	
Azhikal-Mangalore—				
Kumbla to Mangalore . . . . .	...	20.91		
Bengal-Nagpur—				
Kamptee to Ramtek . . . . .	...	*14.24		
East Indian—				
Agra direct access	1.75			
Bacharwa to Dhulian	17.85			
Khurja to Hapur	*39.54			
Great Indian Peninsula—			58.64	
Warora to Balharshah . . . . .	...	*37.50		
Nagda-Muttra—				
Nagda to Kotah . . . . .	...	140.54		
			271.83	
Total 5' 6" gauge . . . . .	...	...	...	338.83
Carried over . . . . .	...	...	...	338.83

*. Correction of mileage.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
[Brought forward	...	...	...	338.33.
5' 3$\frac{1}{2}$" gauge—				
(iii) State lines worked by companies—				
Burma extensions—				
Henzada to Danbi	13.50			
Pegu to Martaban	121.27			
		134.77		
Tirhoot—				
Bairagnia to Narkatiaganj	*56.62			
Bhagalpur Kachery to Bhagalpur	0.79			
Mansi to Makhana Bazar	16.04			
Narkatiaganj to Bagaha Ghat	26.24			
Saharsa to Murliganj	18.61			
		118.30		
(iv) District Boards' lines—				
Bezawada-Masulipatam . . . . .	...	...	253.07	
(v) Assisted companies' lines—			*49.38	
A. Subsidized by the Government of India—				
Rohilkund and Kumaon—				
Lalkua to Kashipur	36.48			
Moradabad to Ramnagar	47.69			
			84.12	
B. Receiving land only from Government—				
Bengal and North-Western—				
Daronda to Maharajganj	3.90			
Savan to Thawe	*17.82			
			21.72	
(vi) Native State lines worked by companies—				
Jaipur—				
Nawai to Siwai Madhopur . . . . .	...	*40.66		
Sangli—				
Miraj to Sangli . . . . .	...	*4.90		
			45.56	
Total 3' 3 $\frac{1}{2}$ " gauge . . . . .	...	...	...	453.85.
2' 6" gauge—				
(vii) State lines worked by companies—				
Jubbulpore-Gondia extension—				
Khirsadoh to Sirgora . . . . .	...	*8.43		
Purulia-Ranchi . . . . .	...	72.28		
			80.71	
(viii) Assisted companies' lines receiving land only from Government—				
Shahdara (Delhi)-Saharanpur—				
Delhi-Shahdara to Saharanpur . . . . .	...	...	*93.02	
(ix) Native State lines worked by Native States—				
Dholpur-Bari . . . . .	...	...	19.25	
Total 2' 6" gauge . . . . .	...	...	...	192.98
Total . . . . .	...	...	...	986.16.

APPENDIX 40—*contd.*

The total length of open line at the commencement of 1908-1909, *i.e.*, on the 1st April 1908, will therefore be 30,286.65 miles, comprising—

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
5' 6" gauge—			
(i) State lines worked by the State—			
Eastern Bengal	507.47		
North-Western	(a)* 3,460.15		
Oudh and Rohilkhand	(b) 1,223.23		
		5,190.85	
(ii) State lines worked by companies—			
Agra-Delhi Chord (c)	125.99		
Azhikal-Mangalore (d)	77.26		
Baran-Kotah (c)	40.00		
Bengal-Nagpur	*1,733.36		
Bezwada extension (e)	20.58		
Bhopal-Itarsi (<i>British section</i>) (e)	13.11		
Bombay, Baroda and Central India	(f) 504.35		
East Indian	*2,226.09		
Godhra-Rutlam-Nagda (g)	141.14		
Great Indian Peninsula	1,599.13		
Indian Midland (e)	809.85		
Madras (North-East line) (h)	(i) 498.04		
Madras and Southern Mahratta	535.75		
South Indian	369.27		
Nagda-Muttra (g)	140.54		
		8,834.46	
(iii) Companies' lines guaranteed by Government under the old contracts—			
Madras . . . . .	...	(j)	
(iv) Companies' lines guaranteed by Government under modern contracts—			
Hardwar-Dehra (k) . . . . .	...	32.04	
(v) Branch line companies' railways assisted by Government under "rebate" terms—			
Amritsar-Patti (l)	27.49		
Southern Punjab (l)	425.33		
Southern Punjab (Ludhiana) extension (l)	155.05		
Tapti Valley (g)	155.48		
		763.35	
Carried over . . . . .	...	14,820.70	

(a) Includes 5.63 miles of military line not used for public traffic and 26.28 miles of mixed (5' 6" and 3' 3 $\frac{3}{4}$ ") gauge line between Bhatinda and Kot Kapura, worked over by the North-Western State and Rajputana-Malwa railways.

(b) Includes 16.79 miles between Burhwal and Bara Banki and 0.59 mile on the Cawnpore Bridge of mixed (5' 6" and 3' 3 $\frac{3}{4}$ ") gauge line, and 1.81 miles of 3' 3 $\frac{3}{4}$ " gauge line between the Oudh and Rohilkhand State railway Cantonment and the Bengal and North-Western railway city stations at Benares.

(c) Worked by the Great Indian Peninsula Railway Company.

(d) Worked by the South Indian Railway Company.

(e) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(f) Includes 39.23 miles of 3' 3 $\frac{3}{4}$ " gauge line between Virangam and Wadhwan.

(g) Worked by the Bombay, Baroda and Central India Railway Company.

(h) Worked by the Madras and Southern Mahratta Railway Company.

(i) Includes 1.89 miles of mixed (5' 6" and 3' 3 $\frac{3}{4}$ ") gauge line between Bezwada and Kistna block hut, and 1.08 miles of 3' 3 $\frac{3}{4}$ " gauge line between Kistna block hut and Tadepalli.

(j) Purchased by the State on 1st January 1908 and transferred to "State lines worked by companies" under the headings "Madras and Southern Mahratta" and "South Indian."

(k) Worked by the Oudh and Rohilkhand State railway.

(l) Worked by the North-Western State railway.

* Correction of mileage.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
Brought forward	...	14,820.70	
5' 6" gauge—conold.			
(vi) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Delhi-Umballa-Kalka (a) . . . . .	...	162.86	
B. Receiving land only from Government—			
Tarkessur (a) . . . . .	...	22.23	
(vii) Native State lines—			
A. Worked by companies—			
Bhopal-Itarsi (<i>Native State section</i>) (b)	44.28		
Bhopal-Ujjain (b)	113.27		
Bina-Goona-Baran (b)	145.63		
Kolar Gold-fields (c)	9.88		
Nagda-Ujjain (d)	34.32		
Nizam's Guaranteed State	(e) 330.13		
Petlad-Cambay (<i>Anand-Tarapur section</i>) (d)	21.50		
Petlad-Cambay (<i>Tarapur-Cambay section</i>) (d)	12.30		
B. Worked by State railway agency—		711.31	
Jammu and Kashmir (<i>Native State section</i>) (f) and (g)	15.98		
Ludhiana-Dhuri-Jakhal (f)	78.65		
Rajpura-Bhatinda (f)	107.05		
(viii) Leased lines—			
South Behar (a) . . . . .	...	201.68	
		78.76	
Total 5' 6" gauge . . . . .	...	...	15,997.04
3' 3½" gauge—			
(ix) State lines worked by the State—			
Cawnpore-Burhwal (<i>metre gauge link</i>)	(h) 79.60		
Eastern Bengal—			
Behar, Kaunia-Dhubri and Northern sections (<i>including the British section of the Santrabari extension and the Ranaghat-Krishnagar and Teesta-Kurigram branches</i>)	*680.22		
Dacca section	85.92		
Carried over . . . . .	...	845.74	
		845.74	15,997.04

(a) Worked by the East Indian Railway Company.

(b) Worked by the Great Indian Peninsula Railway Company.

(c) Worked by the Madras and Southern Mahratta Railway Company.

(d) Worked by the Bombay, Baroda and Central India Railway Company.

(e) Includes 5.82 miles of mixed (5' 6" and 3' 3½") gauge line between Hyderabad and Secunderabad, worked over by the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.

(f) Worked by the North-Western State railway.

(g) The British section of this railway forms an integral part of the North-Western State railway.

(h) Excludes 3.40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16.79 miles between Burhwal and Bara Banki and 0.59 mile on the Cawnpore Bridge of mixed (5' 6" and 3' 3½") gauge line of the Oudh and Rohilkhand State railway.

* Correction of mileage.

APPENDIX 40—contd.

	Miles.		Miles.
(1)	(2)	(3)	(4)
Brought forward	...	845.74	15,997.04
3' 3$\frac{3}{8}$" gauge—contd.			
(x) State lines worked by companies—			
Assam-Bengal	775.28		
Bellary-Rayadrug (a)	33.85		
Burma	1,340.15		
Burma extensions	134.77		
Guntakal-Mysore Frontier (a)	119.50		
Hospet-Kottur (a)	43.03		
Jodhpur-Hyderabad (<i>British section</i>) (b) and (c)	123.98		
Lucknow-Bareilly (d)	237.04		
Madras and Southern Mahratta	1,307.51		
Mysore section (Madras and Southern Mahratta) (a)	296.22		
Nilgiri (e)	16.99		
Palampur-Deesa (f)	17.28		
Rajputana-Malwa (f)	(g) 1,774.36		
South Indian	865.25		
Tinnevely-Quilon (Travancore) (<i>British section</i>) (e)	50.48		
Tirhoot (h)	*782.32		
		7,922.51	
(xi) District Boards' lines—			
Bezwada-Masulipatam (a)	49.38		
Tanjore District Board (e)	103.86		
		152.74	
(xii) Branch line companies' railways assisted by Government under "rebate" terms—			
Ahmedabad-Dholka (f)	33.50		
Ahmedabad-Parantij (f)	54.70		
Mymensing-Jamalpur-Jagannathganj (i)	*53.90		
		142.10	
(xiii) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Rohilkund and Kumaon	...	201.99	
B. Subsidized by Local Governments—			
Dibru-Sadiya	...	77.50	
C. Subsidized by District Boards—			
Bengal-Dooars	...	36.40	
D. Receiving land only from Government—			
Bengal and North-Western	*1,014.83		
Bengal-Dooars extensions	116.56		
Deoghur	4.79		
		1,136.18	
(xiv) Unassisted companies' lines—			
Ledo and Tikak-Margherita (j)	...	8.50	
Carried over	...	10,523.66	15,997.04

(a) Worked by the Madras and Southern Mahratta Railway Company.

(b) Worked by the Jodhpur-Bikaner railway.

(c) The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.

(d) Worked by the Rohilkund and Kumaon Railway Company.

(e) Worked by the South Indian Railway Company.

(f) Worked by the Bombay, Baroda and Central India Railway Company.

(g) Includes 2.10 miles at Ujjain, 3.07 miles between Agra Cantonment and Jumna East Bank and 0.94 miles between Lahori Gate Cabin and Brewery Cabin, Delhi, laid on the 5' 6" gauge, and 26.28 miles of mixed (5' 6" and 3' 3 $\frac{3}{8}$ ") gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North-Western State railways.

(h) Worked by the Bengal and North-Western Railway Company.

(i) Worked by the Eastern Bengal State railway.

(j) Worked by the Assam Railways and Trading Company.

* Correction of mileage.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
Brought forward	...	10,523.66	15,997.04
3' 3$\frac{3}{4}$" gauge—concl'd.			
(xv) Native State lines—			
A. Worked by Native States—			
Bhavnagar-Gondal-Junagad-Porbandar	(a) 334.19		
Bikaner	245.35		
Dhrangadra (b)	20.88		
Jamnagar (b)	(c) 54.22		
Jetalsar-Rajkot (b)	46.21		
Jodhpur	463.89		
Morvi	(d) 94.64		
Udaipur-Chitor	67.30		
B. Worked by companies—		1,326.63	
Birur-Shimoga (e)	87.92		
Gaekwar's Mehsana (f)	92.63		
Hindupur (Yesvantpur-Mysore Frontier) (e)	51.35		
Hyderabad-Godavari Valley (g)	(h) 391.13		
Jaipur (f)	72.84		
Kolhapur (e)	29.27		
Mysore-Nanjangud (e)	15.80		
Sangli (e)	4.90		
Shoranur-Cochin (i)	64.75		
Tinnevely-Quilon (Travancore) (Native State section) (i)	57.98		
Vijapur-Kalol-Kadi (f)	41.37		
(xvi) Lines in Foreign Territory—		859.94	
Karaikkal-Peralam (i)	14.65		
Pondicherry (i)	7.85		
West of India Portuguese (e)	51.10		
		73.60	
Total 3' 3 $\frac{3}{4}$ " gauge	...	...	12,783.83
2' 6" and 2' 0" gauges—			
(xvii) State lines worked by the State—			
Dandot Light (2' 0") (j)	6.18		
Jorbat (2' 0")	31.75		
Kalka-Simla (2' 6") (j)	59.44		
Kohat-Thal (2' 6") (j)	62.16		
Nowshera-Durgai (2' 6") (j)	40.25		
		199.78	
Carried over	...	199.78	28,780.87

(a) Includes 5.23 miles of Bhavnagar Dock estates and Junagad quarry lines.

(b) Worked by the Bhavnagar-Gondal-Junagad-Porbandar railway.

(c) Includes 3.93 miles of the Bedi Bandar Dock estate lines.

(d) Includes 20.70 miles of 2' 6" gauge line between Vankaner and Morvi.

(e) Worked by the Madras and Southern Mahratta Railway Company.

(f) Worked by the Bombay, Baroda and Central India Railway Company.

(g) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(h) Includes 5.82 miles of mixed (5' 6" and 3' 3 $\frac{3}{4}$ ") gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.

(i) Worked by the South Indian Railway Company.

(j) Worked by the North-Western State railway.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)
Brought forward	...	199.78	28,780.87.
2' 6" and 2' 0" gauges—concl'd.			
(xviii) State lines worked by companies—			
Jubbulpore-Gondia extension (2' 6") (a)	*258.53		
Morappur-Dharmapuri (2' 6") (b)	18.53		
Purulia-Ranchi (2' 6") (a)	72.28		
Raipur-Dhantari (2' 6") (a)	56.94		
Tirupattur-Krishnagiri (2' 6") (b)	25.38		
		431.66	
(xix) Assisted companies' lines—			
A. Subsidized by Local Governments—			
Darjeeling-Himalayan (2' 0")	51.00		
Thatou-Duyinzaik (2' 6")	7.76		
		53.76	
B. Subsidized by District Boards—			
Baraset-Basirhat Light (2' 6")	26.06		
Bukhtiarpore-Bihar Light (2' 6")	18.50		
Howrah-Amta Light (2' 0")	37.19		
Howrah-Sheakhala Light (2' 0")	19.75		
Tezapore-Balipara Light (2' 6")	20.10		
		121.60	
C. Receiving land only from Government—			
Barsi Light (2' 6")	78.50		
Matheran (2' 0") (c)	* 12.76		
Powayan Light (2' 6") (d)	39.50		
Shahdara (Delhi)-Sabaranpur Light (2' 6")	93.02		
		223.78	
(xx) Unassisted companies' lines—			
Tarakeshwar-Magra Light (2' 6")	...	33.27	
(xxi) Native State lines—			
A. Worked by Native States—			
Catch (2' 6")	11.67		
Dholpur-Bari (2' 6")	19.25		
		30.92	
B. Worked by companies—			
Gaekwar's Dabhoi (2' 6") (e)	94.48		
Gwalior Light (2' 0") (c)	183.53		
Mourbhanj (2' 6") (a)	32.41		
Parlakimedi Light (2' 6") (a)	24.62		
Rajpipla (2' 6") (e)	37.37		
		372.41	
C. Worked by State railway agency—			
Cooch Behar (2' 6") (f)	...	33.60	
Total 2' 6" and 2' 0" gauges	...	...	1,505.78
Total mileage open of all railways on the 31st March 1908	...	...	†30,286.65

(a) Worked by the Bengal-Nagpur Railway Company.

(b) Worked by the South Indian Railway Company.

(c) Worked by the Great Indian Peninsula Railway Company.

(d) Worked by the Rohilkund and Kumaon Railway Company.

(e) Worked by the Bombay, Baroda and Central India Railway Company.

(f) Worked by the Eastern Bengal State railway.

* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1907-1908 29,303.87

Add—

Open during 1907-1908 985.16

Net increase due to minor corrections of mileage 5.36

30,293.89

Deduct—

Forbesganj-Debiganj section of the Eastern Bengal State railway abandoned 7.24

30,286.65

APPENDIX 40—contd.

And the mileage under construction or sanctioned for construction on the 31st March 1908 will therefore be 2,457·16 miles, made up as follows:—

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
5' 6" gauge—				
(i) State lines worked by the State—				
North Western—				
Kacha Garhi to mile 22·40	*22·40			
Lodhran to Khanewal	58·59			
Shorkot Road to Chichoki	180·65			
		209·64		
Oudh and Rohilkhand—				
Balamau to Sitapur (a)	37·12			
Rosa to Sitapur (a)	51·36			
		88·48		
			298·12	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Branch line near Khanoodih	* 1·97			
Kandri Branch	2·53			
Sini to Gurumaishini (a)	44·00			
Vizianagram to Raipur (b)	310·62			
		359·12		
East Indian—				
Dhulian to Katwa	81·79			
Bhagalpur to Bausi	31·04			
Borachuk to Sodepur	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railway near Moghal Sarai	1·19			
Ghat line to Dhulian	1·06			
Ghat line to Sajimpara	2·50			
Hooghly to Katwa	65·20			
Mile 170½ from Howrah on the Jharia branch to Chandore	4·16			
Toposi to Baraboni	9·31			
		200·75		
Great Indian Peninsula—				
Kurla to Mazagaon	*6·83			
Mahim link	1·32			
		8·15		
Nagda-Muttra—				
Kotah to Muttra . . . . .	...	199·96		
Salem-Attur (a)				
	...	36·06		
			804·04	
Total 5' 6" gauge . . . . .	...	...	...	1,102·16
3' 3¾" gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal Frontier	7·40			
Katihar to Godagari	105·00			
Kokrajar to the Brahmaputra river opposite Gaubati	*112·98			
			225·38	
-Carried over . . . . .	...	...	225·38	1,102·16

(a) Commencement of work not authorized.

(b) Commencement of work on the Parvatipuram-Raipur section deferred.

* Correction of mileage.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
Brought forward . . . . .	...	...	225.33	1,102.16
<i>3' 3½" gauge—concl'd.</i>				
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj	* 19.32			
Kalaura to the Khooseara river	16.00			
		35.32		
Burma—				
Neikban to Begayet	66.25			
Thamaing to Malagaon	6.70			
		72.95		
Burma extension—				
Danbi to Kyangin . . . . .	...		52.16	
Dhone-Kurnool				
	...		32.00	
Nilgiri—				
Coonoor to Ootacamund . . . . .	...		11.75	
South Indian—				
Portion of the Rameswaram extension	3.17			
Rameswaram to Danishkodi	11.30			
Tangachimadam to Port Ampthill	1.71			
Tiruppachettai to Sivagunga	9.00			
		25.18		
			229.36	
(v) Assisted companies' lines—				
A. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat . . . . .	...	...	8.52	
B. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi	72.58			
Burhwal to Sitapur	59.79			
Madho Singh to the Ganges river opposite Mirzapur	10.30			
		142.67		
Mirpur Khas-Jhudo . . . . .	...	48.00		
			190.67	
(vi) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar . . . . .	...	135.68		
Jodhpur—				
Degana to Seyangarh . . . . .	...	61.35		
			197.03	
B. Worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji	16.74			
Kheralu to Dabhora	7.73			
Manund Road to Harij	21.37			
			45.84	
Total 3' 3½" gauge . . . . .	...	...	...	896.75
Carried over . . . . .	...	...	...	1,998.91

APPENDIX 40—contd.

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
Brought forward	...	...	...	1,998·91
<i>2' 6" and 2' 0" gauges—</i>				
(vii) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (British section) (a)—				
Jullundur to the British frontier	...	...	6·80	
(viii) State lines worked by companies—				
Gondia-Chanda (2' 6")—				
Gondia to Chanda	148·65			
Nagbhir to Nagpur	63·75			
Jubbulpore-Gondia extension (2' 6")—		212·40		
Nainpur to Mandla	...	*26·32		
(ix) Assisted companies' lines—				
A. Subsidized by District Boards—				
Baraset-Basirhat Light (2' 0")—				
Basirhat to Hosanabad	...	8·50		
Howrah-Amta Light (2' 0")—				
Autpur to Champadanga (b)	9·00			
Autpur to Rajbulhat (b)	3·50			
		12·50		
			21·00	
B. Receiving land only from Government—				
Dwara-Therria Light (2' 6")—				
Dwara to Maolong (c)	13·50			
Maolong to Therria Ghat (b)	6·00			
		19·50		
Shahdara (Delhi)-Saharanpur Light (2' 6")—				
Baraut to Meerut (b)	...	30·00		
			49·50	
(x) Native State lines—				
A. Worked by Native States—				
Cutch (2' 6")—				
Anjar to Bhuj	...	...	27·38	
B. Worked by companies—				
Kosamba-Zankavav (2' 6")	...	26·44		
Gwalior Light (2' 0")—				
Sabalgarh to Shiupur	...	66·39		
			92·83	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (Native State section)—				
Sultanpur to the British frontier (a)	...	...	22·02	
Total 2' 6" and 2' 0" gauges	...	...	...	458·25
Total of all railways under construction or sanctioned for construction on the 31st March 1908.	...	...	...	2,457·16

(a) Commencement of work not authorized and question of gauge not finally settled.

(b) Commencement of work not authorized.

(c) Completion deferred.

• Correction of mileage.

APPENDIX 40—contd.

Making a grand total of railways completed and in hand at the commencement of 1908-09 *32,743·81

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles 290·62

It is expected that the following lengths of unfinished line will be opened for public traffic in 1908-09 :—

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
5' 6" gauge—				
(i) State lines worked by the State—				
North Western—				
Lodhran to Khanewal . . . . .	.....	...	56·59	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Vizianagram to Parvatipuram . . . . .	.....	48·50		
East Indian—				
Toposi to mile 2·50 . . . . .	.....	2·50		
Great Indian Peninsula—				
Kurla to Mazagaon	6·83			
Mahim link	1·82			
Nagda-Muttra—				
Kotah to Muttra . . . . .	.....	8·15		
		199·96		
			259·11	
Total 5' 6" gauge . . . . .	.....	...	...	315·70
3' 3½" gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal frontier	7·40			
Katihar to Godagari	105·00			
Kokrajhar to the Brahmaputra river opposite Gauhati	112·93			
			225·33	
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . . . . .	.....	19·82		
Burma extensions—				
Danbi to Kyangin . . . . .	.....	52·16		
Dhone-Kurnool . . . . .	.....	82·00		
Nilgiri—				
Coonoor to Fern Hill . . . . .	.....	11·00		
			114·48	
Total 3' 3½" gauge . . . . .	.....	...	...	339·81
Carried over . . . . .	.....	...	...	655·51

* Made up as follows :—

Completed and in hand at the beginning of 1907-08 32,453·19

Add—

Sanctioned during 1907-08 301·57

Net increase due to minor corrections of mileage 2·11

Deduct—

Forbesganj-Debiganj section of the Eastern Bengal State railway abandoned 7·24

Decrease in the mileage of the Mandla branch of the Bengal-Nagpur railway 5·82

13·06

32,743·81

APPENDIX 40—contd.

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
Brought forward	655.51
<i>2' 6" and 2' 0" gauges—</i>				
(v) State lines worked by companies—				
Gondia-Chanda (2' 6")—				
Gondia to Nagpur	145.75		
Jubbulpore-Gondia extension (2' 6")—				
Nainpur to Mandla	26.82		
(iv) Native State lines—			172.07	
A. Worked by Native States—				
Cutch (2' 6")—				
Anjar to Bhuj	27.88	
B. Worked by companies—				
Gwalior Light (2' 0")—				
Sabalgarh to Shiupur	66.39	
Total 2' 6" and 2' 0" gauges	265.84
Total	921.85

Leaving the undermentioned lines for completion in 1909-10 or later.

	Miles.	Miles.	Miles.	Miles.
<i>5' 6" gauge—</i>				
(i) State lines worked by the State—				
North Western—				
Kacha Garhi to mile 22.40	22.40			
Shorkot Road to Chichoki	130.65			
Oudh and Rohilkhand—		153.05		
Balaman to Sitapur (a)	37.12			
Rosa to Sitapur (a)	51.36			
		88.48		
			241.53	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Branch line near Khanoodih	1.97			
Kandri Branch	2.58			
Sini to Gurumaishini (a)	44.00			
Parvatipuram to Raipur (b)	262.12			
East Indian—		310.62		
Dhulian to Katwa	81.79			
Bhagalpur to Bausi	81.04			
Borachuk to Sodepur	4.50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai	1.19			
Ghat line to Dhulian	1.06			
Ghat line to Sajimpara	2.50			
Hooghly to Katwa	65.20			
Mile 170½ from Howrah on the Jharia branch to Chandore	4.16			
Mile 2.50 to Baraboni	6.81			
		198.25		
		36.06		
			544.93	
Salem-Attur (a) . . . . .	.....	...	...
Total 5' 6" gauge . . . . .	.....	...	...	786.46
Carried over . . . . .	.....	...	...	786.46

(a) Commencement of work not authorized.
(b) Commencement of work deferred.

APPENDIX 40—contd.

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
Brought forward	.....	...	...	786.46
3' 3½" gauge—				
(iii) State lines worked by companies—				
Assam-Bengal—				
Kalaura to the Khooseara river	.....	16.00		
Burma—				
Neikban to Begayet	66.25			
Thamaing to Malagaon	6.70			
		72.95		
Nilgiri—				
Fern Hill to Ootacamund	.....	0.75		
South Indian—				
Portion of the Rameswaram extension	3.17			
Rameswaram to Danishkodi	11.30			
Tangachimadam to Port Amphill	1.71			
Tiruppachettai to Sivagunga	9.00			
		25.18		
			114.88	
(iv) Assisted companies' lines—				
A. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat	.....	...		8.52
B. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi	72.58			
Burdwan to Sitapur	59.79			
Madho Singh to the Ganges River opposite Mirzapur	10.30			
		142.67		
Mirpur Khas-Jhudo	.....	48.00		
			190.67	
(v) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar	.....	135.68		
Jodhpur—				
Degana to Seyangarh	.....	61.35		
			197.03	
B. Worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechrāji	16.74			
Kheralu to Dabhora	7.73			
Manund Road to Harij	21.37			
			45.84	
Total 3' 3½" gauge	.....	...	...	556.94
Carried over	.....	...	...	1,848.40

APPENDIX 40—conold.

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
Brought forward	.....	...	...	1,343.40
2' 6" and 2' 0" gauges—				
(vi) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (British section) (a)— Jullundur to the British frontier	.....	...	6.80	
(vii) State lines worked by companies—				
Gondia-Chanda (2' 6") Nagbhir to Chanda	.....	...	66.65	
(viii) Assisted companies' lines—				
A. Subsidized by District Boards—				
Baraset-Basirhat Light (2' 6")— Basirhat to Hosanabad	.....	8.50		
Howrah-Amra Light (2' 0")— Autpur to Champadanga (b) Autpur to Rajbulhat (b)	9.00 3.50	12.50		
B. Receiving land only from Government—			21.00	
Dwara-Therria Light (2' 6")— Dwara to Maolong (c) Maolong to Therria Ghat (b)	13.50 6.00	19.50		
Shahdara (Delhi)-Saharanpur Light (2' 6")— Baraut to Meerut (b)	.....	30.00		
(ix) Native State lines—			49.50	
A. Worked by companies—				
Kosamba-Zankavav (2' 6")	.....	...	26.44	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (Native State section)— Sultanpur to the British frontier (a)	.....	...	22.02	
Total 2' 6" and 2' 0" gauges	.....	...	...	192.41
Total	.....	...	...	1,535.81

(a) Commencement of work not authorized and question of gauge not finally settled.

(b) Commencement of work not authorized.

(c) Completion deferred.

APPENDIX 41.

No. 514 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 17th April 1896.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

Read—

Public Works Department resolution No. 924 R.C., dated 15th September 1893.

Public Works Department resolution dated 29th March 1895.

OBSERVATIONS.—Many of the applications made under the above resolutions show that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous resolutions above quoted upon this subject, and to issue a fresh resolution embodying a summary of the concessions which (the previous assent of any railway company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways, such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations who shall have a prior right to construct them.

The Government of India will, from time to time, publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this resolution must conform to the following terms and conditions :—

- (i) Applicants must satisfy the Government that they are in a position to command substantial financial support.
- (ii) The gauge to be adopted must be approved by the Government in each case.
- (iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.
- (iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

APPENDIX 41—*contd.*

- (v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.
- (vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised, the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms:—

- (a) It may be stipulated that, after the opening of the railway for

Under (a) the company will receive an absolute guarantee of interest at a rate not exceeding 3 per cent. and a higher return if the net earnings of the branch are sufficient to pay more than the guaranteed dividend.

traffic, the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees

on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent.; or

- (b) It may be provided that a payment be made to the branch com-

Under (b) the company will receive a dividend of 3½ per cent. provided that the amount of the net earnings from local and interchanged traffic be sufficient, and a higher return if the net earnings of the branch from its own traffic be sufficient to pay a higher dividend.

pany by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph

3] to give the branch company a dividend of 3½ per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed 3½ per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

In either of the above cases, (a) or (b), if the capital is raised in sterling the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

- (vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from

APPENDIX 41—*contd.*

the provisions of the Railways Acts and the preceding provisions of this resolution, shall be as follows:—

- (a) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.
 - (b) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.
 - (viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director of Railway Construction as arbitrator, and his decision shall be final.
 - (ix) The rates and arrangements in force on State railways in the matter of services rendered to all departments of the State shall apply.
3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited:—
- (1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest, at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., chapter 12), or the Indian Railway Companies Act, X of 1895.
 - (2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.
 - (3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.
 - (4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department* of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate, or other information supplied.
 - (5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration, during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing,

* These will now be made by the Railway Board.

APPENDIX 41—*contd.*

including the branch railways, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the branch line railway company as may be incurred with the sanction of the Secretary may be charged—

(a) during construction to the capital account of the branch line company ;

(b) after opening, and until the minimum dividend under paragraph 2 (vi) (a) or (b) is received by the branch line company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway ; and

(c) thereafter out of the general receipts of the branch line company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings, not including rebate payments of the three years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) the right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers ; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this resolution should be submitted in the form prescribed by Memorandum A hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.

The Chief Commissioners of the Central Provinces, Burma and Assam.

The Resident at Hyderabad.

The Resident in Mysore

The Agents to the Governor General in Central India, Rajputana and Baluchistan.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Accountant General, Public Works Department.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations and to the Officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

W. S. S. BISSET, *Col., R. E.*,

Secretary to the Government of India.

Documents accompanying.

Enclosure No. 1.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendices A, B and C.

Enclosure No. 2.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway at their expense by the Public Works Department.†

* Such applications should now be addressed to the Railway Board.

† These will now be carried out by the Railway Board.

APPENDIX 41—*contd.*

Enclosure No. 1 (with Form A and Appendices A, B and C) to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by the State or to railways worked by companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.*

2. All such applications shall be printed, and shall be drawn up, as far as may be, in form A attached hereto, and shall specify—

- (a) the company, person or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;
- (b) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;
- (c) the length, so far as known, of the proposed railway;
- (d) the gauge, the weight of rails, etc.;
- (e) the motive power to be employed;
- (f) the maximum tolls, rates, and fares proposed to be charged on the projected railway;
- (g) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing railway administration under which the proposed line, when constructed, is to be leased out for working by such railway administration, the exact nature and terms of such agreement;
- (h) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.*

6. Upon written application to the Director of Railway Construction permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways, the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* Such applications should now be addressed to the Railway Board.

APPENDIX 41—contd.

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

Nature of particulars to be specified.	Particulars.
1 The name of the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2 The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	<i>Reference to an appendix (vide appendix A) may be here given, if necessary.</i>
3 The length, as far as known, of the proposed railway.	
4 The gauge proposed and weight of rails, etc.	
5 The motive power to be employed.	
6 The maximum tolls, rates, and fares intended to be charged on the proposed railway.	<i>Reference to an appendix (vide appendix B) may be here given, if necessary.</i>
7 Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing railway administration.	<i>Reference to an appendix (vide appendix C) may be here given, if necessary.</i>
8 Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 41—cont d.

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Passenger fares—</i>		
1st class . . . . .	...	...
2nd class . . . . .	...	...
Intermediate class . . . . .	...	...
3rd or lowest class . . . . .	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
<i>Luggage</i> . . . . .	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Carriages—</i>		
Single carriage . . . . .	...	...
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck . . . . .	...	...
	Maximum Pies per mile.	Minimum. Pies per mile.
<i>Horses—</i>		
Single horse . . . . .	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
<i>Dogs—</i>		
Each . . . . .	...	...
	First 100 miles. Annas.	Every additional 100 miles. Annas.
<i>Parcels—</i>		
Not exceeding 5 seers or 1 cubic foot . . . . .	...	...
„ „ 10 „ 2 cubic feet . . . . .	...	...
„ „ 20 „ 4 „ „ . . . . .	...	...
„ „ 30 „ 6 „ „ . . . . .	...	...
„ „ 40 „ 8 „ „ . . . . .	...	...
For every additional 10 seers or 2 cubic feet or portion of 10 seers or 2 cubic feet . . . . .	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
<i>Goods rates—</i>		
5th class . . . . .	...	...
4th „ . . . . .	...	...
3rd „ . . . . .	...	...
2nd „ . . . . .	...	...
1st „ . . . . .	...	...
Ocal, edible grain, and other low-priced staples to be carried at special rates . . . . .	...	...

APPENDIX 41—contd.

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing railway administration under which the projected branch railway is to be worked ; but when completed, it is proposed to offer the working to the _____ Railway Company on the following terms :—

(i) _____

(ii) _____

(iii), etc., _____

APPENDIX 41—*contd.*

Or

It has been provisionally arranged with the _____ Railway Company to work the projected branch railway, when completed, on the following terms:—

(i) _____

(ii) _____

(iii), etc., _____

APPENDIX 41—*concl.*

Enclosure No. 2 to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM B.

For the guidance of persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at their expense by the Public Works Department*.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.†

2. All such applications shall specify—

(a) the company, persons, or syndicate by whom the application is preferred;

(b) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(c) the length, so far as known, of the proposed railway;

(d) the gauge and the motive power to be employed;

(e) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing railway administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application to the Director of Railway Construction permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates, at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* These will now be carried out by the Railway Board.

† Such applications should now be addressed to the Railway Board.