

EAST INDIA (RAILWAYS).

5175

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar Year 1912.

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



LONDON:
PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE.
To be purchased, either directly or through any Bookseller, from
WYMAN AND SONS, LIMITED, FETTER LANE, E.C., and 32, ABINGDON STREET, S.W.,
and 54, ST. MARY STREET, CARDIFF; or
H.M. STATIONERY OFFICE (S. F. KING & SON, 23, FORTH STREET, EDINBURGH; or
E. PONSONBY, Lt. Parliamentary Booksellers, 10, NEX STREET, DUBLIN;
or from the Agencies in the Colonies, India, and Dependencies,
the United States of America, the Continent of Europe and Abroad of
T. FISHER UNWIN, LONDON, W.C.

PRINTED IN INDIA.
1913.

[Cd. 6890.] Price 5s. 6d.

GOVERNMENT PUBLICATIONS.

1. **Government Publications** (with the exceptions mentioned in paragraphs 2 to 6) can be bought either directly or through any bookseller, from—

WYMAN AND SONS, LTD., Fetter Lane, London, E.C., and 54, St. Mary Street, Cardiff; or
H.M. STATIONERY OFFICE (SCOTTISH BRANCH), 23, Forth Street, Edinburgh; or
E. PONSONBY, LTD., 116, Grafton Street, Dublin;
or from the Agencies in the British Colonies and Dependencies, the United States of America,
the Continent of Europe and Abroad of
T. FISHER UNWIN, London, W.C.

Booksellers, and the accredited agents of Free Public Libraries, are entitled to a discount of 25 per cent. from published prices.

2. **Hydrographical Publications of the Admiralty** are sold by—

J. D. POTTER, 145, Minories, London, E.C.

3. **Patent Office Publications** are sold at—

The Patent Office, 25, Southampton Buildings, Chancery Lane, London, W.C.

(N.B.—Classified Abridgments of Patent Specifications are sold also by Wyman and Sons, Ltd.)

4. **Ordnance Survey and Geological Survey Publications** can be purchased from—

The Director General of the Ordnance Survey, Southampton; or

The Superintendent, Ordnance Survey, Dublin; or

Agents in most of the chief towns in the United Kingdom.

(N.B.—Small Scale Maps are, as a rule, procurable at Railway Bookstalls in England and Wales.)

5. **The Journal of the Board of Agriculture** is published monthly by the Board, at 4, Whitehall Place, London, S.W. Price 4d.

6. **The London Gazette** is published on Tuesday and Friday evenings by Wyman and Sons, Ltd. Price 1s.

The following is a list of some of the more important Parliamentary and Official Publications recently issued.—

DEBATES OF THE HOUSE OF LORDS AND HOUSE OF COMMONS in daily parts 3d. each, or in bound volumes at varying prices.

Statutes—

Public General Acts, Local and Personal Acts, 1913.
In separate Acts, at varying prices.

Public General, Session 1912-13. With Index, Tables, &c.; 3s.

Index to Local and Personal Acts, 1801-1899. 10s.

Subsequent years may be purchased separately.

Second Revised Edition. 1235-1900. Vols. I. to XX. 7s. 6d. each.

Statutes in Force. Chronological Table and Index of 28th Edition. To the end of the Session 2 and 3 Geo. V. (1912-3). 2 vols. 10s. 6d.

Interregnum, 1642-1660. Acts and Ordinances of the.
In 3 vols. (not sold separately). 30s.

Acts of the Parliaments of Scotland, 1424 to 1707. Revised Edition. 10s.

Statutory Rules and Orders other than those of a Local, Personal, or Temporary Character. With a List of Statutory Orders of a Local Character arranged in classes; an Appendix of certain Orders in Council &c.; and an Index. Issued in 1890 to 1912. 10s. each.

Statutory Rules and Orders revised. Statutory Rules and Orders, other than those of a Local, Personal, or Temporary character, in force on December 31, 1903. Vols. I. to XIII. 10s. each.

Statutory Rules and Orders in force on 31st December, 1912. Index to. 10s.

HISTORICAL MANUSCRIPTS. Reports of the Royal Commissioners. In course of issue

STATISTICAL ABSTRACT FOR THE COLONIES FROM 1897 to 1911. [Cd. 6533.] 1s. 10d.

DO. **FOREIGN COUNTRIES, 1900 to 1910-11.** [Cd. 6698.] 2s.

DO. **BRITISH EMPIRE, 1897-1911.** [Cd. 6622.] 1s. 3d.

DO. **BRITISH INDIA, 1901-2 to 1910-11.** [Cd. 6637.] 1s. 3d.

AGRICULTURAL CREDIT AND CO-OPERATION IN GERMANY. [Cd. 6626.] 5s.

AGRICULTURAL STATISTICS, ENGLAND AND WALES, 1912. Prices and supplies of Corn, &c. [Cd. 6906.] 5d.

TUBERCULOSIS COMMITTEE. Final Report and Appendix. [Cd. 6641, 6654.] 1s. 10d.

TUBERCULOSIS, HUMAN AND ANIMAL. ROYAL COMMISSION. Report on Tuberculin Tests. [Cd. 6796.] 5s. 7d.

TROPICAL DISEASES RESEARCH FUND. Report of Advisory Committee, 1912. [Cd. 6669.] 2s. 3d.

IRISH MILK SUPPLY. VICE-REGAL COMMISSION. First Report, with Evidence and Appendices [Cd. 6683, 6684.] 3s. 3d.

NIGHT EMPLOYMENT IN FACTORIES OF MALE YOUNG PERSONS COMMITTEE. Report, Evidence, &c. [Cd. 6503, 6711.] 2s. 6d.

FORESTRY DEVELOPMENT. Report of Advisory Committee. [Cd. 6713.] 6d.

UNIVERSITY EDUCATION IN LONDON COMMISSION. Final Report, Evidence, &c. [Cd. 6717, 6718.] 4s. 5d.

BRITISH TRADE IN BRITISH WEST AFRICA, STRAITS SETTLEMENTS, BRITISH GUIANA, AND BERMUDA. Reports on. [Cd. 6771.] 6d.

COAL MINES. PROVISION FOR WASHING AND DRYING ACCOMMODATION IN. Report of Committee. [Cd. 6724.] 1s. 8d.

COMMERCIAL INTELLIGENCE. Report of the Advisory Committee. 1910-13. [Cd. 6779.] 7d.

IMPORTS AND EXPORTS AT PRICES OF 1900. Table with Memorandum. [Cd. 6782.] 3d.

CROFTERS' COMMISSION, SCOTLAND. Final Report. 1910-12. [Cd. 6788.] 2s. 3d.

IRISH FINANCE COMMITTEE. Evidence and Appendices [Cd. 6799.] 2s.

PRIMARY EDUCATION, IRELAND, COMMITTEE. First Report, Evidence, and Appendices. [Cd. 6828, 6829.] 1s. 10d.

REFORMATORY AND INDUSTRIAL SCHOOLS COMMITTEE. Report. [Cd. 6838.] 1s.

BOATS AND DAVIS COMMITTEE. Report (with plans). [Cd. 6846.] 2s. 5d.

FACTORIES AND WORKSHOPS. Report. 1912. [Cd. 6852.] 2s. 5d.

NATIONAL INSURANCE COMMITTEE. Report, with Evidence, &c., on the Supply of Medicines to Insured Persons. [Cd. 6853, 6854.] 1s. 6d.

SCOTTISH LAND COURT. First Report. April-Dec. 1912. [Cd. 6864.] 1s. 2d.

EAST INDIA. STATE TECHNICAL SCHOLARSHIPS. Report of Committee, with Appendices. [Cd. 6867.] 1s. 5d.

CANADA. Report on Trade. 1912. [Cd. 6870.] 3d.

RURAL EDUCATION CONFERENCE. Manual Processes of Agriculture. 8th Report. [Cd. 6871.] 3d.

TRADE BOARDS ACT, 1909. Memoranda in reference to the Working of. H.C. 134. 3d.

FINANCE ACCOUNTS OF THE UNITED KINGDOM, 1912-13. H.C. 173. 5d.

SELF-GOVERNING DOMINIONS. Report of the Colonial Office, 1912-13. [Cd. 6863.] 1s. 5d.

BOUNTIES AND SUBSIDIES IN RESPECT OF SHIPBUILDING, &c., IN FOREIGN COUNTRIES. [Cd. 6899.] 5d.

NATIONAL INSURANCE (HEALTH). Report for 1912-13. [Cd. 6907.] 2s. 9d.

INFANT AND CHILD MORTALITY. Report by the Medical Officer of the Local Government Board. [Cd. 6909.] 2s.

EAST INDIA (RAILWAYS).

S1759

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar Year 1912.

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



LONDON:
PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE.
To be purchased, either directly or through any Bookseller, from
WYMAN AND SONS, LIMITED, FETTER LANE, E.C., and 32, ABINGDON STREET, S.W.,
and 54, ST. MARY STREET, CARDIFF; or
H.M. STATIONERY OFFICE (SCOTTISH BRANCH), 23, FORTH STREET, EDINBURGH; or
E. PONSONBY, LIMITED, 116, GRAFTON STREET, DUBLIN;
or from the Agencies in the British Colonies and Dependencies,
the United States of America, the Continent of Europe and Abroad of
T. FISHER UNWIN, LONDON, W.C.

PRINTED IN INDIA.

1913.

[Ca. 6890.] Price 5s. 6d.

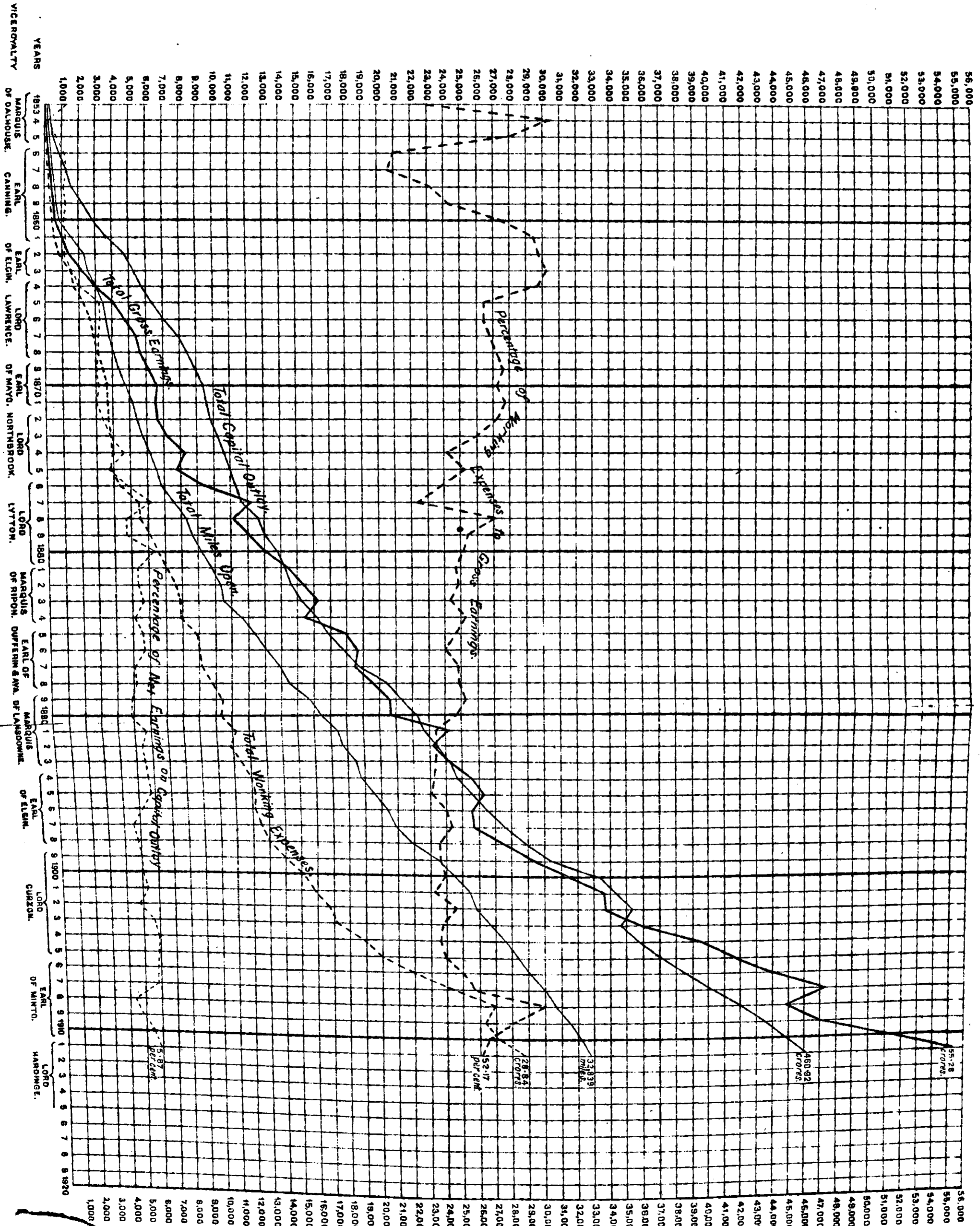
(30585-3). Wt. 12197-237. 650. 9/13. D & S.

NOTE.

The figures on this scale represent lakhs for the Capital Outlay, tens of thousands for Gross Earnings and Working Expenses, and Miles for Open mileage. In the case of Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings, each square represents one and two per cent. respectively.

The "Total Capital Outlay" is that on all Indian railways, viz., (i) open, (ii) partly or wholly under construction, and (iii) on miscellaneous items; while for the purposes of the "Percentage of Net Earnings on Capital Outlay" (i) alone is reckoned.

[The decrease in the Total Capital Outlay in 1903 is due to revision of the outlay hitherto adopted for lines purchased by the State from Guaranteed Ry. Companies.]



INDIAN RAILWAYS.
 DIAGRAM SHOWING, FOR EACH YEAR, THE TOTALS UP TO 31st DECEMBER 1911, FOR CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES, MILES OPEN, PERCENTAGE OF NET EARNINGS ON CAPITAL OUTLAY AND PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS.

CONTENTS.

	Page.
Mileage	1
Capital—	
Capital outlay	1
Budget allotments for capital expenditure	1
Financial results to the State—	
Financial results to the State of the working of State railways	2
Capital liability of the State in connection with railways classed as State railways and of the Hardwar-Dehra railway, and return of net earnings thereon	2
Statistical results of working	3
Congestion of traffic	4
Important works	5
Railway surveys	6
Feeder lines for which concessions have been granted to private Syndicates	8
Rolling-stock and safety appliances—	
Provision for additional rolling-stock	9
Additions made during 1912 to rolling-stock	9
Automatic brakes	9
Lighting by gas and electricity	9
Communication between passengers and guards and drivers in fast trains	9
Interlocking and block working	9
Fares and rates	9
Accidents—	
Accidents of all descriptions	10
Serious train accidents	10
Damages by floods and rainfall	11
Railway staff—	
Railway employes, and the number enrolled as volunteers	12
Schools	12
Important contracts and agreements entered into and modifications of those existing	12
Miscellaneous	12

APPENDICES.

1.—Details of mileage open and sanctioned for construction	14
2.—(i) Capital outlay during the year, and (ii) total capital outlay to end of the year, 1912	36
3.—Capital liability on account of railways classed as State railways and of the Hardwar-Dehra railway at the end of 1912	46
4.—Details of gross earnings of each railway system for the years 1905 to 1912	50
5.—Details of working expenses of each railway system for the years 1905 to 1912	66
6.—General results of working each railway system for the years 1905 to 1912	80
7.—Main results of working All Indian railways treated as one system for the years 1905 to 1912	87
8.—Railways and tramways projected up to the 31st December 1912	88

Appendices—conold.

	Page.
9.—History of railways constructed and in progress on the 31st December 1912	99
10.—Principal commodities carried by railways and the earnings therefrom during the year 1912	314
11.—Analysis of working of each railway system during each half of the year 1912	390
12.—Coal and wood fuel consumed by locomotives on each railway system, and price paid per ton, during the years 1905 to 1912	448
13.—Quantity of (i) Indian coal mined, consumed by locomotives on railways in India and exported by sea to Indian ports and to foreign ports outside India including Burma, and (ii) foreign coal imported into India, during the years 1885 to 1912	462
14.—Details of working of State collieries worked by either Railway Companies or the State for the years 1905 to 1912	464
15.—Rolling-stock under different heads on each railway at the close of the year 1912	466
16.—Rolling-stock. Number of, and outlay on,—at the close of the year 1912, and work done	486
17.—Rolling-stock fitted with automatic brakes at the close of the year 1912	502
18.—Rolling-stock lighted by either gas or electricity at the close of the year 1912	506
19.—Trains provided with means of communication throughout between passengers and railway servants on the 31st December 1912	507
20.—Carriages provided with means of communication between passengers and railway servants on the 31st December 1912	508
21.—Railways on which points and signals were interlocked, and on which block instruments were used for train signalling, at the close of the year 1912	510
22.—Train accidents and casualties on railways treated as one system during the years 1911 and 1912	514
23.—Number 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 1912	516
24.—Number of men enrolled in Railway Volunteer Corps on the 31st December 1912	518
25.—Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines), for the year 1912	520
26.—Transactions of the Fine Funds for the year 1912	521
27.—Railway, and railway-aided, schools at the close of the year 1912	522
28.—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. (Resolution No. 105 R. P. of 1910)	524
Diagram showing, for each year, the open mileage, capital outlay, gross earnings, working expenses, percentage of working expenses on gross earnings, and percentage of net earnings on capital outlay, from 1853 to 1912	
Map of India showing railways open and under construction corrected up to the 31st March 1913	In pocket attached to the cover.
Map showing railway systems in India, Burma and Ceylon, by Mr. J. H. Trott	

Agents for the sale of books published by the Superintendent of Government Printing,
India, Calcutta.

AGENTS IN EUROPE.

Mr. E. A. Arnold, 41 and 43, Maddox Street, Bond Street, London, W.
Messrs. Constable & Co., 10, Orange Street, Leicester Square, W.C.
Messrs. Kegan Paul, Trench, Trübner & Co., 43, Gerrard Street, Soho, London, W.
Mr. Bernard Quaritch, 11, Grafton Street, New Bond Street, W.
Messrs. P. S. King & Son, 2 and 4, Great Smith Street, Westminster.
Messrs. H. S. King & Co., 85, Cornhill, and 9, Pall Mall, London.
Messrs. Grindlay & Co., 54, Parliament Street, London, S. W.
Mr. T. Fisher Unwin, 1, Adelphi Terrace, London, W.C.

Messrs. W. Thacker & Co., 2, Creed Lane, London, E.C.
Mr. Otto Harrassowitz } Leipzig.
Mr. Karl Hiersemann }
Messrs. E. Friedlander & Sohn, Berlin W. N., Carlstrasse, 11.
Mr. Ernest Leroux, 28, Rue Bonaparte, Paris.
Mr. Martinus Nijhoff, The Hague, Holland.
Mr. B. H. Blackwell, 50 and 61, Broad Street, Oxford.
Messrs. Deighton Bell & Co., Cambridge.
Mr. Rudolf Haupt, 1, Dorrienstrasse, Leipzig, Germany.
Messrs. Lussac & Co., 46, Great Russell Street, London, W. C.

AGENTS IN INDIA.

Messrs. Thacker, Spink & Co., Calcutta and Simla.
Messrs. Newman & Co., Calcutta.
Messrs. R. Cambay & Co., Calcutta.
Messrs. S. K. Lahiri & Co., Calcutta.
Messrs. B. Banerjee & Co., Calcutta.
Messrs. Higginbotham & Co., Madras.
Messrs. V. Kalyanarama Iyer & Co., Madras.
Messrs. G. A. Natesan & Co., Madras.
Messrs. S. Murthy & Co., Madras.
Messrs. Thompson & Co., Madras.
Messrs. Temple & Co., Madras.
Messrs. Combridge & Co., Madras.
Messrs. P. B. Rama Iyer & Co., Madras.
Messrs. A. R. Pillai & Co., Trivandrum.
Messrs. Thacker & Co., Ltd., Bombay.
Messrs. A. J. Combridge & Co., Bombay.
Messrs. D. B. Taraporevala, Sons & Co., Bombay.
Mrs. Radhabai Atmaram Sagoon, Bombay.
Mr. Sunder Pandurang, Bombay.
Messrs. Gopal Narayan & Co., Bombay.
Superintendent, American Baptist Mission Press, Rangoon.
Rai Sahib M. Gulab Singh & Sons, Mudd-i-Am Press, Lahore and Calcutta.

Mr. N. B. Mathur, Superintendent, Nazair Kanun Hind Press, Allahabad.
Messrs. A. Chand & Co., Punjab.
Messrs. A. M. & J. Ferguson, Ceylon.
Babu S. C. Talukdar, Proprietor, Students and Company, Cooch Behar.
Manager, Educational Book Depôts, Nagpur and Jubbulpore.*
Manager of the Imperial Book Deptt. 63, Chandney Chank Street, Delhi.*
Manager, *East Coast News*, Visagapatam.*
Manager, "The Agra Medical Hall and Cooperative Association, Limited." (Successors to A. John & Co.), Agra.*
Mr. T. K. Seetharama Aiyar, Kumbakonam, Superintendent, Basel Mission Book and Tract Depository, Mangalore.*
Messrs. P. Varadachary & Co., Madras.
Mr. H. Liddell, Printer, etc., 7, South Road, Allahabad.*
Messrs. D. C. Anand & Sons, Peshwar.*

* Agents for sale of the Legislative Department publications.

ADMINISTRATION REPORT
ON THE
RAILWAYS IN INDIA
FOR THE
CALENDAR YEAR 1912.

Mileage.

During the year 1912 there were 668 miles of line opened to traffic, bringing the total mileage open, after allowing for minor corrections of mileage due to realignments, re-measurements, abandonments, etc.; up to 33,484 miles of the following gauges:— App. 1.

17,189	of	5' 6"	gauge	(standard).
14,165	"	3' 3½"	"	(metre).
1,692	"	2' 6"	"	} (special).
438	"	2' 0"	"	
<u>33,484</u>				

There were 357 miles of line sanctioned during the year, viz.:—

34	of	5' 6"	gauge	(standard).
172	"	3' 3½"	"	(metre).
151	"	2' 6"	"	(special).
<u>357</u>				

At the end of 1912 there were 2,455.29 miles of line sanctioned or under construction as follows:—

1,092.28	of	5' 6"	gauge	(standard).
536.39	"	3' 3½"	"	(metre).
823.12	"	2' 6"	"	} (special).
3.50	"	2' 0"	"	
<u>2,455.29</u>				

Capital.

2. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement of operations on all open lines amounted, at the close of the calendar year 1912, to Rs. 46,515.00 lakhs and that on lines under construction to Rs. 1,086.41 lakhs. In addition Rs. 91.09 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 47,692.50 lakhs. App. 2.

The actual expenditure on open line rolling-stock and on other open line expenditure during the year 1912, amounted to Rs. 391 lakhs and Rs. 703 lakhs, respectively.

3. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,800 lakhs (£12,000,000) has been provided for 1913-14 divided as under:—

	Rs. Lakhs.
(a) For open lines, including Rs. 760.12 lakhs for rolling-stock	... 1,518.68
(b) For lines already under construction—	
(i) begun prior to 1912-13	... 268.78
(ii) begun during 1912-13	... 17.54
(c) For lines to be begun in 1913-14	... ..
Total	... <u>1,800.00</u>

The above figures give the original distribution of the budget grant; subsequently, however, an additional allotment of Rs. 4 lakhs was made for commencement of work during 1913-14 on the Guntur-Tenali railway.

Financial Results to the State.

4. The financial result to the State during the year 1912 of the working of the State railways, 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, also annuity payments connected with the purchase of railways by the State, was a net gain of Rs. 823·33 lakhs (£5·49 million). This result, however, is arrived at after inclusion in the charges against revenue of a sum of Rs. 140·85 lakhs (£936 thousand) representing the portion of annuity payments in redemption of capital. Omitting this item, which is not properly a revenue charge, the true result for the year is a net gain of Rs. 964 lakhs (£6·42 million).

The subjoined table compares the financial results of the year 1912 with those of the two preceding years. [It is to be noted that the figures of surplus of net revenue over interest shown therein understate the real surplus derived from the railways open to traffic, as the interest charges include the interest on the capital of lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the capital account.]

	1910.			1911.			1912.		
	State railways.	Guaranteed railways.	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 . . .	46,70,51,683	—	46,70,51,683	48,50,01,423	—	48,50,01,423	54,09,49,023	—	54,09,49,023
Gross traffic earnings.—Guaranteed railways . . .	—	—	—	—	—	—	—	59,707	59,707
Repayment of advances of interest.—Subsidized railways . . .	-5,77,368	—	5,77,368	8,71,668	—	8,71,668	10,24,458	—	10,24,458
Total revenue . . .	46,70,29,061	—	46,70,29,061	48,65,33,091	—	48,65,33,091	55,09,73,060	59,707	55,10,32,767
EXPENDITURE.									
Working expenses.—State railways . . .	24,57,29,271	—	24,57,29,271	25,77,01,430	—	25,77,01,430	27,29,33,961	—	27,29,33,961
Working expenses.—Guaranteed railways . . .	—	—	—	—	—	—	—	—	—
Share of surplus profits paid to Companies, etc. . .	-50,97,913	—	50,97,913	64,05,341	—	64,05,341	64,13,594	—	64,13,594
Land and supervision charges.—Guaranteed railways . . .	—	-14,941	-14,941	—	633	633	—	—	—
Land and subsidy charges . . .	3,75,807	—	3,75,807	5,82,217	—	5,82,217	8,01,442	—	8,01,442
Miscellaneous railway expenditure . . .	4,08,636	—	4,08,636	2,47,673	—	2,47,673	5,58,170	—	5,58,170
Total expenditure . . .	25,16,00,527	-14,941	25,15,91,686	26,49,36,061	633	26,49,37,494	28,27,07,447	—	28,27,07,447
Net revenue . . .	20,60,28,534	14,941	20,60,37,265	22,15,96,430	-633	22,15,95,797	26,82,65,613	59,707	26,83,25,320
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State railways . . .	5,93,10,170	—	5,93,10,170	6,59,98,150	—	6,59,98,150	7,02,41,795	—	7,02,41,795
Interest on debt for purchase of railways . . .	2,63,61,795	—	2,63,61,795	2,85,32,445	—	2,85,32,445	2,92,92,825	—	2,92,92,825
Interest on advances of capital to Companies . . .	65,75,701	—	65,75,701	60,66,243	—	60,66,243	58,35,809	—	58,35,809
Interest on capital raised by Companies . . .	3,10,04,580	—	3,10,04,580	2,73,16,011	—	2,73,16,011	2,75,16,490	—	2,75,16,490
Portion of annuities in purchase of railways representing interest on capital . . .	3,98,01,930	—	3,98,01,930	3,94,37,445	—	3,94,37,445	3,90,71,085	—	3,90,71,085
Total interest . . .	16,30,54,176	—	16,30,54,176	16,73,39,294	—	16,73,39,294	17,19,57,074	—	17,19,57,074
Surplus of net revenue over interest . . .	4,29,69,348	14,941	4,29,33,169	5,42,56,136	-633	5,42,57,309	9,63,07,639	59,707	9,63,67,346
Portion of annuity payments representing redemption of capital also charged against revenue . . .	1,81,08,200	—	1,81,08,200	1,35,63,225	—	1,35,63,225	1,40,34,045	—	1,40,34,045
Actual net gain +, or loss — . . .	+2,09,60,148	+14,941	+2,09,74,989	+4,06,94,911	-633	+4,06,94,078	+8,22,73,594	+59,707	+8,23,33,301

5. As regards 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 1912 on account of all railways classed as State railways, including the Hardwar-Dehra railway—the State outlay, as recorded in rupees in the accounts, being converted into sterling at the rate of Rs. 15=£1. The total capital at charge amounts to £334·50 million (the details by railways being shown in Appendix 3); and on this the net revenue of the State railways for 1912, £17·89 million, gives a return of 5·35 per cent. Including, however, the sum of £10·87 million on account of capital redeemed by annuities and charged off to revenue in the accounts of successive years, the total capital outlay amounts to £344·87 million, and the net revenue of £17·89 million in 1912 gives a return on this figure of 5·19 per cent.

Capital liability on account of railways classed as State railways at end of 1912.

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

	£	£
Commuted value of stock purchased	97,829,817	
<i>Deduct—</i>		
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3) ...	12,795,653	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5) ...	1,750,000	
New stock of the Madras and Southern Mahratta Railway Company issued in exchange for portion of annuity (liability included under item 5) ...	1,500,000	
Capital redeemed by annuity payments	10,374,107	
	<u>26,359,750</u>	
Net outstanding		71,470,068
2. State outlay		138,035,180
3. Debt incurred for purchase of railways		55,064,154
4. Capital advanced by Government to Companies		12,664,140
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of capital)		57,266,553
TOTAL CAPITAL LIABILITY		<u><u>334,500,086</u></u>

Statistical Results of Working.

6. With a net addition of 645 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1912 amounted in round figures to Rs. 6,165·07 lakhs, compared with Rs. 5,527·92 lakhs in 1911, being an increase of Rs. 637·15 lakhs, while the working expenses were Rs. 132·00 lakhs more than in 1911. The net earnings amounted to Rs. 3,149·15 lakhs, against Rs. 2,644·00 lakhs in 1911, or an increase of Rs. 505·15 lakhs. These net earnings yielded a return on the capital outlay (Rs. 46,515·00 lakhs) on open lines, *i.e.*, on mileage earning revenue, of 6·77 per cent, as compared with 5·87 per cent in 1911.

App. 7.

Of the increase of Rs. 637·15 lakhs in the gross earnings, the East Indian railway accounted for Rs. 94·05 lakhs or 14·76 per cent, the North Western railway for Rs. 126·54 lakhs or 19·86 per cent, the Great Indian Peninsula railway for Rs. 91·29 lakhs, or 14·33 per cent, the Bengal-Nagpur railway for Rs. 62·93 lakhs, the Bombay, Baroda and Central India railway for Rs. 49·23 lakhs and the Oudh and Rohilkhand railway for Rs. 41·40 lakhs.

App. 6.

The total number of passengers carried was 417·23 million, against 380·56 million, and the earnings therefrom amounted to Rs. 1,956·48 lakhs, against Rs. 1,849·08 lakhs as compared with 1911. The number of third class passengers carried was more by 27·09 million and the earnings therefrom by Rs. 128·20 lakhs. The increase of Rs. 107·40 lakhs in the passenger earnings was contributed chiefly by the Bengal-Nagpur railway (Rs. 21·10 lakhs), the East Indian railway (Rs. 14·41 lakhs), the South Indian (3' 3½" gauge) railway (Rs. 10·24 lakhs), the Oudh and Rohilkhand railway (Rs. 9·83 lakhs), the Burma railways (Rs. 7·71 lakhs), and the Bengal and North-Western railway (Rs. 6·55 lakhs), and was due to the development of traffic and to the period having been auspicious for the performance of pilgrimages and celebration of marriages.

App. 4.

The average rate charged to passengers of all classes was 2·45 pies per mile, just over ¼th of a penny, and the average distance travelled was about 37 miles. There have been no material fluctuations in these figures since 1884.

App. 7.

The aggregate tonnage of goods moved during the year 1912 was 78·47 million tons and the earnings therefrom were Rs. 3,791·84 lakhs, an increase over the previous year of 7·21 million tons and of Rs. 498·52 lakhs in earnings. Of the increase in the goods receipts the North Western railway contributed Rs. 132·15 lakhs or 26·51 per cent and the Great Indian Peninsula railway Rs. 90·64 lakhs or 18·18 per cent, while the remainder was contributed principally by the East Indian, Bengal-Nagpur and the Bombay, Baroda and Central India railways.

App. 4.

The increase in goods earnings on the North Western railway was chiefly due to heavy bookings of "Grain and Pulse" and "Cotton, raw" for export to Europe, that on the Great Indian Peninsula railway arose from larger despatches of "Wheat" and "Other Grain and Pulse" for export to Europe and for distribution to districts affected by famine.

The total weight of the traffic in "Grain and Pulse," "Coal," "Cotton, raw and manufactured," "Oils," "Oil-seeds," "Sugar," "Salt" and "Jute" during the year 1912 amounted to 44·18 million tons and the earnings therefrom to Rs. 2,581·05 lakhs, against 38·73 million

App. 10.

tons and Rs. 2,172.55 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1912 to 72.26 per cent in weight and 73.03 per cent in earnings of the total traffic carried for the public, against 71.43 per cent and 71.05 per cent, respectively, in the previous year.

There was an increase of 2,982 thousand tons and Rs. 266.26 lakhs under "Grain and Pulse," owing to larger exports of "Wheat" and "Other Grains" to Europe; of 248 thousand tons and Rs. 17.69 lakhs in the "Jute" traffic, owing to better outturn of "Jute" and to greater bookings to Europe; of 299 thousand tons and Rs. 27.87 lakhs under "Sugar," due to good sugar cane crops, backed by heavy demands; of 404 thousand tons and Rs. 12.80 lakhs under "Metals" due to greater demand of "Manganese Ore" for shipment and to larger bookings of "Iron ore" to the Barakar and Tata and Sons' Iron Works; and of 225 thousand tons and Rs. 50.56 lakhs under "Cotton," due to excellent crops and to larger bookings of "Cotton, raw" to Europe. There was, however, a falling off of 513 thousand tons and Rs. 34.09 lakhs under "Oil-seeds," owing to the partial failure of crops and to a poor demand of "Linseed" and "Til or jinjili" for export.

App. 13.

Coal.—During the year 1912 the total output from the collieries in India and Burma amounted, as shown in Appendix 13, to 14.71 million tons, against 12.72 million tons in 1911. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, rose from 1.60 million tons to 1.76 million tons or by 152.99 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, from 1,253.97 thousand tons to 1,325.24 thousand tons or by 71.27 thousand tons. The imports of coal from the United Kingdom fell from 245.04 thousand tons to 144.80 thousand tons or by 100.24 thousand tons, while those from other countries rose from 73.63 thousand tons to 415.99 thousand tons or by 342.36 thousand tons.

App. 12.

The total quantity of Indian coal consumed by railways during the year 1912 increased from 4.22 million tons to 4.59 million tons or by 367.60 thousand tons, and the amount of foreign coal consumed from 32.13 thousand tons to 118.58 thousand tons.

App. 10.

The traffic in coal carried by railways increased from 14.52 million tons in 1911 to 16.55 million tons in 1912, and the earnings therefrom from Rs. 413.63 lakhs to Rs. 486.24 lakhs. The increase occurred principally on the East Indian railway and was due to the revival of the coal trade.

App. 7.

The average rate for all descriptions of goods carried per ton per mile was 4.66 pies, compared with 4.73 pies in 1911, or just under $\frac{1}{2}$ penny; while the average distance over which a ton of goods was carried was 199 miles, against 187 miles in the previous year.

Congestion of Traffic.

7. The special difficulty with which Railway Administrations have had to grapple during the year has been the inability of railways to deal promptly with all the traffic offered to them. This difficulty has been especially acute in connection with the coal traffic.

For the last six years the Railway Board and the Boards of Directors of Railway Companies have been working on a steady policy of improving the capacity of open lines and increasing rolling-stock, within their financial limitations, and the very large increase in gross earnings and in tonnage carried in 1912, as compared with former years, indicates that the carrying capacity of railways has been largely increased; but at the same time there is no doubt that for the time being trade in India, as in most other countries of the world during the current trade boom, has outstripped the transport capacities of the railways.

Every effort has been made to accelerate the rate of progress of works already initiated or planned in pursuance of the policy of improving the carrying capacity of open lines, and all such works are being vigorously pushed on. Specially large supplies of rolling-stock have been ordered. The largest Programme grant which has yet been attained for Indian railways has been provided for 1913-1914, and arrangements have been made which it is hoped will tend towards the prevention of lapses other than those rendered inevitable by the occurrence of strikes or other disturbances of the European markets for railway material. In the course of the year under review the problem of congestion was the subject of frequent communications between the Government of India and the commercial community. An important conference was held partly in Calcutta and partly in the coal-fields, at which the difficulties of the coal traffic were discussed between the railway administrations and representatives of the coal trade. Subsequently Sir Henry Burt, Agent of the North Western Railway was put on special duty as an additional Member of the Railway Board, solely in connection with congestion, and investigated on the spot with very valuable results the congested jute traffic on the Eastern Bengal railway and also advised in other railway areas throughout India where congestion had occurred. Generally speaking it may be said that while the traffic carried in the cold weather of 1912-1913 was even heavier than that of the corresponding period in the previous year, the congestion was far less acute, and with a vigorous prosecution of the existing railway policy, there are good grounds to hope that a marked and progressive improvement will now be visible in each successive year.

Important Works.

8. During the year the attention of all Railway Administrations has been concentrated on pushing on open line works so as to lose no time in improving the carrying capacity of their lines.

The number of works in progress is very large indeed and the following are short references to some of the more important works completed and in progress.

Works completed during the year 1912 :—

Eastern Bengal railway, 5' 6" gauge section.—The up and down quadruple lines between Kankinara and Kakurgachi Road.

The relaying of the Bongong-Ranaghat branch and of the down main line between Poradaha and Ranaghat with 90-lb. flat-footed steel rails, as also of 86 miles of the line from Narayanganj to Mymensingh with second-hand 62-lb. flat-footed steel rails.

Great Indian Peninsula railway system.—The relaying of the Bhere and Thal Ghats, and 21 miles of the line between Thana and Kalyan; also 11 miles of that between Kurla and Thana with 100-lb. section track.

Madras and Southern Mahratta railway, 3' 3½" gauge section.—The relaying of 100 miles of 41½-lb. track with 60-lb. rails on the Harihar and Poona branches.

North Western railway, 5' 6" gauge section.—The second line from Lahore to Raewind, 24.14 miles, the new three-track bridge over the Chinese Creek at Karachi and the renewing of 77½ miles of 62-lb. flat-footed steel rails on the Sihala-Jamrud section, with new 90-lb. flat-footed steel rails, as also the remodelling of Lodhran station.

Oudh and Rohilkhand railway system.—Portion, 4.19 miles, of the second line between Moghal Sarai and Benares Cantonment.

Bengal and North-Western railway system.—The permanent bridge, (eighteen 200-foot spans) over the Gogra river at Manjhi Ghat, called the "Inchcape" bridge; the Jhusi-Izat Bridge (Tirbeni-Prayag) section of the Benares-Allahabad extension, including the Izat bridge over the Ganges, (forty 150-foot spans); the permanent bridge, (thirteen 150-foot spans, one 100-foot span and one 200-foot span) over the Gundak river at Bagaha; and the Bagmatti bridge at Dhang, (fifteen 100-foot spans).

Burma railways system.—The remodelling of the station yards at Rangoon and Pegu and of the new locomotive yard at Malagaon.

9. Works in progress at the end of 1912 :—

Bengal-Nagpur railway, 5' 6" gauge section.—The strengthening of the Hasdeo bridge (five 200-foot spans), of the Ib bridge (nine 150-foot spans) and of the Mand bridge (eight 100-foot spans).

Bombay, Baroda and Central India railway system.—The rebuilding of the Mahi, Par and Tapti bridges, the remodelling of the locomotive and carriage and wagon shops at Parel and the remodelling of the large yards at Ahmedabad, Bandra and Baroda stations.

Burma railways.—New carriage and wagon shops at Myitnge.

Eastern Bengal railway, 5' 6" gauge section.—The construction of the independent broad gauge line from Sara to Santahar, 48.51 miles; the remodelling of Calcutta (Sealdah) and Beliaghata yards. New carriage and wagon shops at Kanchrapara.

North Western railway, 5' 6" gauge section.—The doubling of the new Beas and the Malir bridges (twenty-five 60-foot spans), the new Jumna bridge (which was delayed during the year for want of girders) and the Ambala-Saharanpur doubling.

South Indian railway, 3' 3½" gauge section.—The links and connected works required to establish through connection between India and Ceylon.

Great Indian Peninsula railway system.—Currey Road-Kalyan quadrupling; new Carriage and Wagon shops at Matunga; and the Shegaon-Nagpur doubling.

Madras and Southern Mahratta railway.—Extension of the Perambur workshops, the new central offices at Adam's Park, Madras, and the remodelling of Bezvada station yard.

The following important works have recently been sanctioned :—

North Western railway.—Rohri-Kotri doubling.

Bengal-Nagpur railway.—Bhojudih-Adra-Bankura doubling.

10. As regards the lines under construction good progress has been made generally within the funds allotted. The progress of work on the Sara bridge may be specially noted. More than two-thirds of the total quantity of earthwork required for the approaches to the Lower Ganges bridge near Sara has been completed; also the pair of stone pitched guide banks flanking the bridge and three-quarters of the Raita Ghat guide bank. The five well foundations started in 1911 were completed in the same working season and two piers built. Of the six other well foundations which have been started two are nearing completion. Work has been delayed on account of the late arrival of materials from England due to the strikes.

Railway Surveys.

11. The following surveys were completed during 1912.

Province.	Railway Administration.	SURVEY.			Class of survey.	Gauge.	Length.	REMARKS.
		From	Via	To.				
Assam	Assam-Bengal	Habiganj	...	Ajmiriganj	Reconnaissance.	2' 0"	Miles. 19.89	
		Habiganj	...	Begumkhan	Detailed...	"	15.00	
		Habiganj	...	Madna	Reconnaissance.	"	2.40	
	Eastern Bengal	Sealtick	Hailakandi	Lala Bazar	Detailed...	"	24.00	
		Srimangal	Maulvi Bazar	Manumukh	"	"	22.50	
		Gauhati	...	Borpani	"	3' 8 1/2"	70.00	This survey was actually made for a 2' 0" gauge line.
Bengal	Bengal Doars	Chalsa	...	Matelli	"	"	5.31	
		Godagari	RampurBoalia	Nattore	"	5' 6"	41.65	
	Eastern Bengal	Khoolna	...	Bagir Hat	"	2' 6"	20.00	
		Khoolna	Gournadi	Barisal	Reconnaissance.	"	67.13	With a branch to Madaripur.
		Kurigram	Ramna	Chilmari	Detailed...	3' 3 1/2"	21.50	
		Nachoul	RampurBoalia	Gopalpore	"	5' 6"	50.00	
		Santahar	...	Maldah	"	3' 3 1/2"	54.39	
		Santahar	...	Parbatipur	"	5' 6"	61.90	
	East India	Sara	...	Serajganj	"	"	76.35	
		Teesta	...	Kurigram	"	3' 3 1/2"	15.00	
Bandel		...	Burdwan	"	5' 6"	41.22	Survey for a third line.	
Sonepore		...	Dighwara	"	3' 3 1/2"	12.83		
Bihar and Orissa.	East India	Gya	...	Shergati	"	5' 6"	22.01	
	Ambaji-Taranga Light.	Samia	...	A point within 3 or 4 miles of Ambamata temple.	"	2' 6"	14.63	
Bombay	Bombay, Baroda and Central India.	Bodeli	...	Ohota Udeypur	"	"	22.65	
		Deesa	...	Tharod	"	3' 3 1/2"	84.84	With a branch to Radhanpur.
	Jatpur	...	Pani	"	2' 6"	13.10		
	Virangam	...	Sami	"	3' 3 1/2"	43.00		
	Champaner-Shivrajpur Light.	Shivrajpur	...	Pani	"	2' 6"	14.37	
Bombay	Great Indian Peninsula.	Talsgaon	...	Khod	Re-survey	"	22.00	
	Gujarat	Baad	...	Modasa	Detailed...	"	20.00	
		Kapadvanj	Baad	Meghraj	"	"	42.50	
	Junagad	Visavadar	...	Una	"	3' 3 1/2"	26.56	
	Madras and Southern Mahratta.	Kudohi	Jamkhandi	Bagalkote	"	"	75.00	
Nizam's Guaranteed State.	Wadi	...	Gadag	(See under Hyderabad.)				
Burma	North Western	Jacobabad	...	Kashmore	Detailed...	2' 6"	76.50	
	Maungdaw-Butthidaung Light.	Maungdaw	...	Butthidaung	"	"	17.25	
Central India	East India	Sutna	...	Rewa	"	5' 6"	32.81	
Central Provinces.	Bengal-Nagpur	Dhantari	Bastar	Salur	Reconnaissance.	2' 6"	260.00	
	Great Indian Peninsula.	Khamgaon	Amerpur	Chikli	Detailed...	2' 6"	38.57	
	Nizam's Guaranteed State.	Warangal	...	Balharahah	(See under Hyderabad.)	5' 6"		
	Railway Board	Khandwa	Akola	Hingoli	Detailed...	3' 3 1/2"	185.28	
Hyderabad	Nizam's Guaranteed State.	Wadi	...	Gadag	Final location.	5' 6"	173.24	
		Warangal	...	Balharahah	Realign-ment.	"	149.50	
	Railway Board	Khandwa	Akola	Hingoli	(See under Central Provinces.)			

Railway Surveys completed—concl'd.

Province.	Railway Administration.	SURVEY.			Class of survey.	Gauge.	Length.	REMARKS.
		From	Via	To				
Madras	Bengal-Nagpur ...	Dhantari ...	Basjar ...	Salur ...	(See under Central Provinces.)		Miles.	
	Madras and Southern Mahratta.	Mysore ...	...	Konchalli ...	(See under Mysore.)			
	South Indian ...	Nidamangalam ...	...	Mannargudi ...	Relocation	3' 3 1/2"	8.58	
		Tiruturaipundi ...	...	Vedaraniem ...	"	"	23.00	
		Virudupatti ...	Sivakasi ...	Tenkasi ...	Detailed...	"	76.89	
Mysore ...	Madras and Southern Mahratta.	Rowringpet ...	...	Kolar ...	"	2' 6"	11.00	
		Chickajalur ...	...	Chitaldrug ...	"	3' 3 1/2"	21.07	
North-West Frontier	North Western ...	Mysore ...	...	Konchalli ...	"	"	76.00	
		Pezu ...	...	Tank ...	"	2' 0"	21.78	
Punjab ...	North Western ...	Lodhran ...	...	Khanewal ...	"	5' 6"	83.81	In connection with the project for doubling the section.
		Pathankot ...	...	Nurpur ...	"	"	18.00	
		Phillaur ...	...	Garhsankar ...	"	"	29.19	
		Phillaur ...	...	Rupar ...	"	"	46.33	
		Shorkot ...	...	Khanewal ...	"	"	86.75	In connection with the project for doubling the section.
United Provinces.	Oudh and Rohilkhand.	Dehra ...	...	Rajpur ...	"	"	8.00	

12. The following surveys were in progress during 1912 :—

Province.	Railway Administration.	SURVEY.			Class of survey.	Gauge.	Length.	REMARKS.
		From	Via	To				
Bihar and Orissa.	Bengal-Nagpur ...	Baripada ...	...	Talbond ...	Detailed...	2' 6"	55.00	
	Bhavnagar ...	Savar Kundla ...	...	Mahuwa ...	"	3' 3 1/2"	37.50	
Bombay ...	Great Indian Peninsula.	Pachora ...	...	Jamner ...	"	2' 6"	32.00	
		Yambori ...	...	Showagaon ...	"	"	35.00	
	Gujarat ...	Lunavada ...	...	South Rampur ...	"	"	20.00	
Burma ...	Madras and Southern Mahratta.	Chinchli ...	...	Nipani ...	"	3' 3 1/2"	50.00	With an alternative from Raibag for 15 miles.
		Burma ...	Moulmein ...	Tavoy ...	Victoria Point ...	Reconnaissance.	"	300.00
Central India	Great Indian Peninsula.	Bir ...	...	Bhopal ...	(See under Central Provinces)			
Central Provinces.	Great Indian Peninsula.	Bir ...	...	Bhopal ...	Resurvey	5' 6"	114.00	
Madras ...	Madras and Southern Mahratta.	Bhimavaram ...	...	Gudivada ...	Detailed...	"	40.00	
		Nidadavola ...	Bhimavaram	Narasapur ...	"	"	52.00	
	South Indian ...	Benigunta ...	...	Madras ...	"	3' 3 1/2"	100.00	
Mysore ...	Madras and Southern Mahratta.	Palakod ...	Salon ...	Karur ...	"	"	147.00	With an alternative from Namakal to Samsyapuram.
		Hole ...	Narsipur ...	Kadur ...	"	2' 6"	116.00	
Punjab ...	North Western ...	Kolar ...	...	Chickballapur ...	"	"	50.00	
		Kalka ...	...	Bajjnath ...	Reconnaissance.	"	160.00	With branches.
Rajputana ...	Bombay, Baroda and Central India.	Gangapur ...	...	Luni ...	Detailed...	5' 6"	210.00	
United Provinces.	Rohilkund and Kumaon.	Jharekapur ...	...	Chowka River ...	"	3' 3 1/2"	30.00	
		Kashipur ...	...	Kalagash ...	"	"	27.00	

Feeder lines for which concessions have been granted to private Syndicates and District Boards.

13. During 1912 the following concessions were granted to certain private Syndicates.

(a) *Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem railways.*—A concession was granted to the District Board of Tanjore for the construction, without rebate or guarantee, of extensions of the Tanjore District Board railway from Nidamangalam to Mannargudi (Madras) about 8 miles, and Tiruturaipundi to Vedaraniem (Madras), about 20 miles in length. The two extensions will be on the 3' 3 $\frac{3}{8}$ " gauge and are estimated to cost, approximately, Rs. 12 lakhs. The District Board has the necessary funds in hand.

(b) *Dhond-Baramati railway.*—A concession was granted to Mr. K. R. Godbole of Poona to float a Branch Line Company for the construction, on rebate terms under the Branch Line terms of 1910, of a 2' 6" gauge railway from Dhond to Baramati (Bombay), about 27 miles in length. The Branch Line Company has been formed and a capital of Rs. 12 lakhs subscribed.

(c) *Khoolna-Bagir Hat railway.*—Mr. Nibaran Chunder Dutt of Calcutta was granted a concession, on rebate terms under the Branch line terms of 1910 to float a Branch Line Company for the construction of a 2' 6" gauge railway from Khoolna to Bagir Hat (Bengal), about 21 miles in length. The Branch Line Company has not yet been formed. A capital of Rs. 7 $\frac{1}{2}$ lakhs is required.

(d) A concession was granted to The Aracan Flotilla Company of Rangoon to float a Branch Line Company for the construction, under the Indian Tramways Act, XI of 1886, of a 2' 6" gauge tramway from Buthidaung to Maungdaw (Burma), a distance of about 17 miles. The line will be subsidised by the Government of Burma. The Branch Line Company has not yet been formed. It is proposed to raise a capital of Rs. 12 $\frac{1}{2}$ lakhs.

14. The Gujarat Railways Company has been formed for the construction of the Nadiad-Kapadvanj and Godhra-Lunavada railways and the necessary capital fully subscribed. A Company has also been formed for the construction of the Siliguri-Kissengunge and Siliguri-Teesta Bridge railways and subscription will shortly be invited towards the capital required for these branches, the Darjeeling-Lebong and Ghum-Hum branches having been excluded from the terms of the concession.

15. The table below shows the concessions that have been granted under the Branch line terms of 1910 :—

Name of Railway.	Gauge.	Approximate length. (Miles).	Approximate cost. Rs. (Lakhs).	FINANCIAL WORKING.		Promoters.
				Assistance.	Agency.	
Darjeeling-Himalayan railway extensions.	2'0"	102	41.75	Rebate ...	Branch Company	Messrs. Gillanders Arbuthnot and Company of Calcutta.
Murtajapur-Ellichpur and Murtajapur-Yeotmal.	2'6"	112	50	Rebate ...	G. I. P. railway	Messrs. Killick, Nixon and Company of Bombay.
Nadiad-Kapadvanj and Godhra-Lunavada.	2'6"	53	23.50	Rebate ...	Branch Company	Messrs. Killick, Nixon and Company of Bombay.
Ambaji-Taranga ...	2'6"	83	19	Nil	Branch Company	Sir Balchandra and Nagindass of Bombay.
Dhond-Baramati ...	2'6"	27	12	Rebate ...	G. I. P. railway	Mr. K. R. Godbole of Poona.
Khoolna-Bagir Hat ...	2'6"	21	7.50	Rebate ...	E. B. railway	Mr. N. C. Dutt of Calcutta.
Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem.	3'3 $\frac{3}{8}$ "	28	12.12	Nil	S. I. railway	Tanjore District Board.
Mirpur Khas-Khadro ...	3'3 $\frac{3}{8}$ "	50	8.50	Nil	J. B. railway	Messrs. Forbes, Forbes, Campbell and Company of Karachi.

16. The increasing interest taken in the promotion of Branch Line Companies for the construction of feeder railways has been a marked feature of the year. There were under negotiation at the close of 1912 proposals for the construction of 22 miles of railway on 2' 0" gauge, 1,005 miles on the 2' 6" gauge, 251 miles on the 3' 3 $\frac{3}{8}$ " gauge, 218 miles on

the 5' 6" gauge, or an aggregate of 1,496 miles of railway under consideration involving a capital outlay of no less than 7.88 crores of rupees. The lines for the construction of which, under the Branch Line terms proposals have been received, have been noted in the remarks column of Appendix 8.

Rolling-stock and Safety Appliances.

17. For the year 1912-1913, a provision of Rs. 465.35 lakhs was made in the budget estimates for additional rolling-stock for open lines of railway. Further, in order to enable railways to utilize fully the allotments made for expenditure in England, permission was accorded to the transmission of indents to an aggregate value of Rs. 150 lakhs in excess of the actual grant.

An additional grant of £1 million (Rs. 150 lakhs) was also made in the month of September 1912 to provide for additional facilities for open lines of railway. Besides this, the Secretary of State for India made special arrangements for the supply of 1,850 5' 6" gauge 4-wheeled wagons, 50 5' 6" gauge brake-vans, and 100 3' 3 $\frac{1}{2}$ " gauge bogie wagons to five of the Indian railways (Company and State worked) where there were deficiencies of stock.

The additions made during the year 1912 to the rolling-stock of the railways consisted of 197 engines, 579 coaching vehicles and 5,346 goods vehicles, the number under supply being 400 engines, 1,548 coaching vehicles and 14,791 goods vehicles. App. 11 and 16.

Subsequent to the 31st December 1912 the provision of 21 additional engines, 287 coaches and 2,909 wagons has been authorised.

18. Three hundred and fifty engines, 697 coaches and 7,936 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 6,063 engines, 18,159 coaches and 64,657 wagons, as against 1,549 engines, 3,826 coaches and 92,004 wagons not fitted. App. 17

19. Nine hundred and forty vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 18,355, as compared with 4,099 not fitted. The number fitted for gas was 512 and for electricity 428. App. 18

20. The fitting of passenger communication to vacuum-braked stock continues to be rapidly pushed on and the work has been completed on most of the principal railways. The number and class of trains and of carriages on railways which are so fitted is shown in Appendices 19 and 20. App. 11 and 20.

Interlocking and Block Working.

21. One hundred and one stations were fitted during the year with apparatus for interlocking points and signals, and 291 stations with automatic instruments for signalling trains between stations. App. 21

Fares and Rates.

22. *Military Traffic.*—In July 1912, sanction was accorded to the continuance, with effect from the 1st January 1912 and until further notice, of the revised vehicle rates for the conveyance of military traffic by rail, which were introduced tentatively for the years 1910 and 1911.

Royal Navy and Royal Marines.—In January 1912, sanction was accorded to the application, with effect from the 1st April 1912, of the Army rates and rules to the Royal Navy and Royal Marines.

Famine traffic.—With a view to stimulating the flow of fodder into the famine affected areas, the Government of India, in 1911, sanctioned the payment of the difference between the freight calculated at the specially reduced rates quoted by railway administrations at the instance of the Railway Board (or the ordinary tariff rates in cases where the rate had not been specially reduced) and that realised from the consignor or consignee at the rate of half an anna per four-wheeled, and one anna per bogie, wagon per mile. This concession was gradually withdrawn during 1912 as the condition of fodder improved, but was reintroduced from July 1912 in the case of stations in the Montgomery District in the Punjab where fodder was reported to be still scarce. It was also introduced in November 1912 in certain districts in the Bombay Presidency owing to a partial failure of the monsoon, the Government paying the difference between the freight charges calculated at ordinary tariff rates and the rate of half an anna per four-wheeled, and one anna per bogie, wagon per mile.

Accidents.

App. 22. 23. The following is a statement of accidents, of all descriptions, to persons, which have occurred during the last five years :—

YEAR.	Passengers.						Servants.						Other persons.						Total all classes.					
	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.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.				Miscellaneous, not included in preceding columns.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.
1908	121	284	156	470	277	754	48	175	411	550	454	725	41	31	1,102	307	230	5	33	30	1,408	378	2,137	1,833
1909	29	127	161	487	190	614	31	131	334	531	365	662	47	36	1,116	369	187	12	26	30	1,376	347	1,931	1,633
1910	3	184	184	475	187	659	37	108	361	545	398	653	37	26	1,036	268	157	8	42	50	1,272	352	1,657	1,434
1911	12	134	198	565	210	699	27	135	396	666	423	791	49	39	1,126	301	223	8	47	31	1,445	379	1,976	1,669
1912	7	159	199	635	208	794	20	130	385	736	405	866	44	43	1,173	353	234	7	33	47	1,534	449	2,145	2,109

The number of passengers killed from causes beyond their own control was 0·02 per million of passengers travelling, which gives an average of 1 in 2,188·41 millions of miles travelled.

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

While an up special goods train was approaching Attock station, on the *North Western railway*, on the 10th January 1912, the driver lost control of the train which ran past signals and collided with the rear portion of L. Ballast train standing on the loop line. Fifteen coolies were injured two of whom subsequently died. The damage to rolling-stock and permanent-way was considerable.

A collision took place at Bhadrak station, on the *Bengal-Nagpur railway*, on the 14th February 1912, between 19 down passenger train and an engine shunting in the yard. Five railway servants and three passengers were injured, and the rolling-stock was considerably damaged.

The driver of an up goods train started his train from Bina station, on the *Great Indian Peninsula railway*, on the 21st March 1912, without waiting for signals. The points having been set for the dead end siding, the train dashed into the buffer stop and the engine and five wagons were derailed. The driver and two firemen were fatally injured, and the rolling-stock was considerably damaged.

A down goods special train collided with an up goods special train on the centre of the 6·30 foot span girder bridge at mile 364·5, near Sivarakottai station, on the *South Indian railway* (3' 3½" gauge), on the 13th May 1912, owing to the former train having been started under a false line clear ticket from Kalligudi station. The driver and two firemen of the down goods train were killed and the driver and two firemen of the up goods seriously injured, one of whom subsequently died. The rolling-stock was seriously damaged.

No. 24 down mixed train collided with No. 129 up goods train at mile 317·19 between Miranpur Katra and Fatehganj stations, on the *Oudh and Rohilkhand railway*, on the 5th June 1912. Three passengers were killed and nine injured. The damage to rolling-stock and permanent-way was considerable.

No. 138 down goods train when starting from Bagatora station, on the *North Western railway*, on the 29th June 1912, parted owing to the breakage, due to a defective weld,

of the drawbar of an Oudh and Rohilkhand railway wagon. Forty-one wagons and two brake-vans ran back to Sehwan station where they collided with the rear portion of No. 138 up goods train. Two brake-vans of 138 down goods and the body of the rear brake-van of the up goods were completely smashed. Four covered goods wagons of 138 down were also badly damaged and derailed. Two railway servants were killed and the permanent-way was badly damaged.

No. 554 up, and No. 549 down, pilgrim trains collided at Sakhibopal station, on the *Bengal-Nagpur railway*, on the 17th July 1912, owing to the latter having been wrongly admitted on to the line already occupied by the former. Twenty-four passengers and two railway servants were injured.

No. 5 up mixed train collided with a cattle special at Shahpur Patoree station, on the *Bengal and North-Western railway*, on the 26th November 1912. The engine tender of the cattle special was derailed and six wagons containing cattle capsized and were badly damaged. Both the engines were damaged, and three cattle attendants killed and one slightly injured.

A trolley was run over by No. 10 down passenger train at Jorah station, on the *North Western railway*, on the 27th November 1912, resulting in the death of three trollymen, one gangman and an outsider, and the destruction of the trolley.

The driver of 112 up goods train ran against signals at Thandla station, on the *Bombay, Baroda and Central India railway (5' 6" gauge)*, on the 29th November 1912, and entered the catch siding at excessive speed resulting in the engine, tender and brake-van passing beyond the buffer stop and mounting the bank. Six wagons were derailed, two of which fell down the bank on to the main line and struck the engine of 75 down goods which was entering the station, and derailed it. The fireman and brakesman of the up goods were injured and the rolling-stock and permanent-way considerably damaged.

No. 6 down mixed train entered Bareilly city station yard, on the *Rohilkhand and Kumaon railway*, on the 1st December 1912, against signals and collided with No. 4 down mixed train causing injuries to four persons and considerable damage to rolling-stock.

Damages by Floods and Rainfall.

25. Bengal and North-Western railway system.—On the 5th July 1912, the newly raised line on the Uska-Tulsipur extension between Pachperwa and Barhni stations was damaged by heavy rain and through communication was stopped from the 5th to the 13th July 1912.

Owing to the westward incursion of the Kosi river the Raghupur-Pertabganj Ghat section was submerged in places and had to be closed to traffic from the 10th September to the 1st October 1912.

Bengal-Nagpur railway system.—In July 1912, owing to abnormal floods, the Itwari-Sausar section was badly breached at bridges Nos. 66 and 67. Transshipment of passengers was necessary from the 18th July to the 9th September 1912. The work of enlarging these bridges with a view to preventing washaways in future is in hand.

On the 5th August 1912, owing to abnormal rain, the Satpura railway was breached at miles 651—13-14 and 652—12-15. The breaches were rapidly repaired; through traffic was resumed on the 15th August 1912.

Bhavnagar railway.—In June 1912, the Dhasa-Kundla branch was badly damaged between miles 74 and 87 by floods from the Gir Mountains after the unusually heavy burst of the monsoon. Goods traffic was suspended for six days and passenger traffic from the 22nd June to the 1st October 1912.

Great Indian Peninsula railway.—Owing to heavy and continuous rain, a temporary dam of the reservoir between Palasdhari and Karjat stations gave way on the 20th July 1912, breaching the up and down lines at mile 63 for a distance of about 150 feet and washing out the bank of the up line for about 50 feet at mile 63½. For the first three days traffic was diverted *via* the Dhond-Manmad line; on the fourth day the breach was temporarily repaired and passenger traffic passed over on the single line.

Junagad railway.—During the rains of June, July and August 1912, which were unusually heavy, the line was breached in several places. The damage on the Bilkha branch was so severe that all traffic was suspended for 21 days.

Railway Staff.

- App. 23 and 24. 26. The total number of servants in railway employ at the close of the year was 589,422, of which number 7,850 were Europeans, 10,066 Anglo-Indians and 571,506 Indians. Of the Europeans and Anglo-Indians 14,096 were enrolled as volunteers.
- App. 27. 27. The use of railway schools continued to be appreciated, and at the close of 1912 there were 9,682 children and 9,591 apprentices and workmen attending these schools.

Important Contracts and Agreements entered into and modifications of those existing.

CONTRACTS.

28. *Bengal-Nagpur Railway Company.*—The Secretary of State having waived his right of determining the original contract on the 31st December 1913 entered into a revised contract, on the 5th November 1912, with the Bengal-Nagpur Railway Company embodying further modifications of the original contract as varied by the several supplemental contracts.

Southern Punjab Railway Company.—On the 9th July 1912 a contract was entered into between the Secretary of State and the Southern Punjab Railway Company for the construction, on the 5' 6" gauge, of the Jullundur Doab railway comprising lines from Ferozepore *via* Lohian and Kapurthala to Jullundur and from Lohian to Phillaur.

AGREEMENTS.

29. *Jodhpur-Bikaner and Mirpur Khas-Jhudo railways.*—On the 16th September 1912 an indenture was entered into between the Secretary of State and the Jodhpur and Bikaner Durbars for the working of the Mirpur Khas-Jhudo railway by the Jodhpur-Bikaner Railway Administration.

Nizam's Guaranteed State Railways Company and Hingoli Branch railway.—An agreement, dated the 1st March 1910, which had effect from 15th May 1912, was entered into for the working by the Company of the Hingoli Branch railway.

West of India Portuguese railway.—Sanction was accorded during the year to the extension of the present agreement between the Madras and Southern Mahratta railway and the West of India Portuguese railway for working the latter line for a further period of five years, *i.e.*, up to the 30th June 1917.

Miscellaneous.

30. *Conference held in Calcutta in January 1912, under the Presidency of Lord Inchcape.*—In January 1912 a conference under the presidency of Lord Inchcape was held in Calcutta between the representatives of the Government of India and of most of the important Indian Railway Companies. The conference met with the object of settling by mutual agreement, after verbal discussion, various complicated questions, which had been under correspondence between the Government of India and the several Railway Companies for some time. In achieving this object the conference was entirely successful.

Revised rules to regulate the packing and carriage by rail of offensive and dangerous goods, other than explosives.—The rules regulating the packing and carriage by rail of offensive and dangerous goods, other than explosives, having been found to require modification, revised rules were drawn up and sanctioned in June 1912 for adoption on the State-worked railways. The Administrations of the several railways not administered by Government were, at the same time, invited to apply for their adoption on their respective lines and their applications having been received, the revised rules have since been made applicable to these lines also.

Use of local manufactures for railway purposes.—Purchases of wagon frames and bodies built by local firms continued to be made during 1912 for the three State-worked railways. Orders issued during the year to permit of the purchase of girders for railway bridges of local manufacture up to 850-foot spans from certain specified firms. It has also been decided that the Government Laboratory, established at Sakchi, near Kalimati on the Bengal-Nagpur railway, primarily with the object of testing on the spot the steel rails manufactured at the Tata Iron and Steel Works for State-worked railways, should undertake to

test other products from the same works for these railways, and rails, other steel sections and pig iron, etc., for other Government Departments as well as for Companies' railways.

Hingoli Branch railway.—The working of the Hingoli Branch railway was taken over by His Highness the Nizam's Guaranteed State Railways Company on the 5th May 1912.

Carriage of mails over the Kalka-Simla railway.—The carriage of mails to and from Simla was transferred from the tonga road to the Kalka-Simla railway for a period of five years with effect from the 1st June 1912.

Map of railway systems by Mr. J. H. Trott.—This additional map is included only in copies of the report used for official purposes. It may be obtained by the public, on payment, from Mr. J. H. Trott, Kilpauk House, Kilpauk, Madras, who holds the copyright.

APPENDIX
Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	
					From	To	Single line.	Second, third, etc., lines, as the case may be.				
1	2	3	4	5	6	7	8	9	10	11	12	
PART												
Railways, the transactions of which												
1.-STATE LINES WORKED												
1	5' 6" GAUGE. Cawnpore-Banda ...	...	...	...	...	...	...	...	...	...	...
2	Eastern Bengal ...	2-1-62	E. B. Ry.	{ 21-11-12 12-12-12	Kankinara ... Barrackpore ...	Barrackpore... Dum Dum Junction.	... ...	7-25 10-30 (3rd and 4th lines.) 17-55	397-00	{ 94-18 (double) 20-68 (quad-ruple). 114-86	511-86
3	North Western ...	13-5-61	N. W. Ry.	{ 21-6-12 16-7-12	Rohri ... Lahore ...	Janvri ... Raewind ...	... ...	1-54 28-94 25-48 Second line.	3,045-44	601-93 (double)	3,650-37
4	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	{ 1-2-12 25-6-12 28-10-12 21-12-12	Unchahar ... Rajaka Sahispur ... Akbarpur ... Moghal Sarai ...	Unao ... Sambhal ... Tanda ... Right bank of Dufferin bridge	69-08 14-58 10-72 ... 94-38	... ... 4-19 (3rd line.)	(c) 1,506-79	15-57 (double)	1,522-66
	Total ...	...	...	...	...	...	94-38	47-22	4,949-23	735-36	5,684-59
3' 3 1/2" GAUGE.												
5	Cawnpore-Burhwal (3' 3 1/2" gauge) link.	24-11-96	B. & N. W. Ry. Co.	...	...	...	...	...	(g) 79-60	...	79-60
6	Eastern Bengal ...	28-8-77	E. B. Ry.	{ 18-8-12 1-8-12 1-4-12	Singhiani ... Rangiya ... Rajabhatkhawa ...	Fulehari ... Tangla ... Kalchini ...	26-21 24-32 7-84 57-87	...	1,022-73	...	1,022-73	
7	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	...	...	...	...	...	(h) 2-18	...	2-18
	Total ...	...	...	...	...	...	57-87	...	1,104-51	...	1,104-51
2' 6" GAUGE.												
8	Eastern Bengal ...	16-7-81	E. B. Ry. ...	...	...	...	...	...	35-24	...	35-24
9	Kalka-Simla ...	9-11-03	...	...	...	...	...	...	59-92	...	59-92
10	Kohat-Thal ...	1-4-03	...	...	...	...	...	...	61-75	...	61-75
11	Nowshera-Durgai ...	1-1-01	N. W. Ry.	...	...	...	...	...	40-25	...	40-25
12	Trans-Indus (Kalabagh-Bannu).	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	197-16	...	197-16
2' 0" GAUGE.												
13	Jorhat (Provincial) ...	15-12-84	Provincial Govt.	...	...	...	...	...	32-50	...	32-50
	Total State lines worked by the State.	...	...	...	...	...	152-25	47-22	6,293-40	735-36	7,018-76

DIX I.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
18	14	15	16	17	From	To	Single line.	Second, third, etc., lines, as the case may be.	22	23
I. pass through the Government accounts.										
BY THE STATE.										
...	...	...	8-2-11	O. & R. Ry.	Khirada ... Samsopora...	Jubi ... Balatal ...	(a) 76'87 (b) 64'55 140'92	...	1	(a) Work commenced. (b) Not commenced.
...	...	...	24-7-12	E. B. Ry....	Kakurgachi Road.	North of Saal-dah.	...	(a) 0'76 (3rd and 4th lines).	2	
...	...	...	6-1-12	E. B. Ry.	Naihati ...	Halisahar ...	...	(a) 1'60 (3rd line).		
...	...	...	30-6-10	E. B. Ry....	Approaches to Dam - Dum Junction.	Chitpore yard - Canal Junction.	(a) 2'84	...	3	
644'85	277'33	921'68	6-8-12	E. B. Ry.	Pocadaha ...	Bhairamara...	...	(a) 11'79 (2nd line).		
...	...	...	10-12-08	State ...	Lower Ganges bridge at Sara-Bhairamara	Point near Gopalpur.	(a) 14'22	(a) 10'98 (2nd line).	4	(c) This is an independent 5' 6" gauge track alongside the existing 3' 3 1/2" gauge line.
...	...	...	28-12-11 0-0-12	E. B. Ry.... E. B. Ry....	Sara ... Ballygunge ...	Santabar ... Baruipur ...	(a) & (c) 48'51	(a) 12'00 (2nd line).		
4,255'30	1,146'89	5,404'19	9-2-11 2-3-11 5-5-11 12-4-10	N. W. Ry.	Jakhhal ... Sarai Kala... Jullundur ... Ambala ...	Hissar ... Havelian ... Hoshiarpur... Saharanpur	(a) 50'88 (a) 84'70 (a) 24'09	(a) 48'50 (2nd line).	5	(d) Includes 26'28 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Bhatinda and Kot Kapura over which the Bombay, Baroda and Central India (3' 3 1/2" gauge) railway trains also work.
...	3-2-10 26-4-10		O. & R. Ry.	Saharanpur Benares Cantt.	Khan Alam-pura. Left bank of Dufferin bridge.	...			(a) 1'38 (a) 4'33
1,537'93	7310'79	1,848'72	6'21	6	(e) Excludes 2'18 miles of 3' 3 1/2" gauge line at Benares shown under 3' 3 1/2" gauge, but includes 16'70 miles of mixed (5' 6" and 3' 3 1/2") gauge line, between Burhwal and Bara Banki, 1'17 miles of 3' 3 1/2" gauge line over the Ram-ganga bridge, Harilly, and 0'49 mile of mixed (5' 6" and 3' 3 1/2") gauge line over the Ranganga bridge, Moradabad, over which the Rohilkund and Kumaon railway trains also work.
6,441'80	1,737'01	8,181'81	...	...	...	...	315'91	91'84		
73'80	10'26	89'88	...	...	...	...	...	...	7	(f) Includes 1'06 miles of 3' 3 1/2" gauge sidings on mixed (5' 6" and 3' 3 1/2") gauge section between Burhwal and Bara Banki
1,022'73	232'56	1,255'29	11-5-12 12-10-11	E. B. Ry.	Teesta ... Kalchini ...	Lalmohirhat Dalsingpara	(a) 0'50 (a) 10'18	(a) 0'50 (2nd line)		
2'18	...	2'18	...	...	...	...	...	...	8	(g) Excludes 3'49 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 16'70 miles referred to in remark (e) above and 0'59 mile over the Ganges bridge, Cawnpore.
1,104'51	242'82	1,347'33	...	...	...	...	10'18	0'59		
35'24	1'57	36'81	...	...	...	...	...	...	9	(h) Length between the O. & R. Ry. Cantonment and the E. & N. W. Ry. City stations at Benares.
59'92	8'69	68'61	...	...	...	...	...	...
61'75	3'22	64'97	...	...	...	...	...	...	10	
40'25	5'20	46'15	...	...	...	...	...	...
...	...	...	30-12-09	N. W. Ry.	Kalabagh ...	Bannu ...	(a) 88'89	...	11	
...		
197'18	19'88	216'54	...	...	...	...	88'88	...	12	
...		
82'50	2'04	84'54	...	...	...	...	...	...	13	
...		
7,771'75	2,001'25	9,773'00	...	...	...	...	414'97	68'43		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which</i>											
II.—STATE LINES WORKED											
14	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	...	...	...	...	...	123-75	2-18 (double)	125-89
15	Baran-Kotah ...	1-7-08		...	...	...	...	...	40-29	...	40-29
16	Bengal-Nagpur ...	0-0-80	B. N. Ry. Co.	...	...	...	...	...	1,778-41	73-28 (double)	1,851-64
17	Bezwa Extension ...	10-2-89	N. G. S. Ry. Co.	...	...	...	...	...	20-58	...	20-58
18	Bhopal Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	...	...	...	...	...	13-18	...	13-18
19	Bombay, Baroda and Central India.	10-2-80	B. B. & C. I. Ry. Co.	...	...	...	...	...	693-72	252-18 (double)	945-85
20	East Indian ...	15-8-54	E. I. Ry. Co.	1-4-12	Bandel Junction	Nabadwip ...	41-00	...	1,700-29	602-61 (double) 21-14 (triple) 2-08 (quad-ruple) 0-85 (sextuple)	2,426-97
		15-5-12		Nabadwip ...	Katwa ...	23-75	...				
		3-6-12		Uttarpara ...	Sheoraphan ...	...	...		
							64-75	7-55 (Third line).		626-68	
21	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	...	...	...	...	...	1,800-42	614-63 (double) 4-29 (quad-ruple)	2,415-33
22	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	...	...	...	...	...	(7) 986-79	44-94 (double)	1,031-73
23	South Indian ...	23-5-80	S. I. Ry. Co.	...	...	...	...	...	445-94	...	445-94
	Total ...	...	...	...	...	...	64-75	7-55	7,602-32	1,618-02	9,220-34

DIX I—contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	
128-01	48-72	176-73	..	..	..	..	..	..	14	
250-29	3-39	48-68	..	..	..	..	..	..	15	
1,924-87	432-10	2,356-97	26-1-06 2-2-11 17-3-11 17-5-12 21-10-12	B. N. Ry. Co.	Parvatipuram Mohuda Bobbili Jamuni Bhowrah Branch.	Raipur Jamuni Saluru Nile 24'02 Pathardih Link.	(a) 280-67 (b) 12-02 (b) 10-30 (b) 12-00 ..	.. .. .. .. (b) 2-34 (2nd line).	16	(a) Work commenced on 37-48 miles only. (b) Work commenced.
20-58	0-97	21-55	..	..	..	..	291-90	2-34	17	
12-13	(c)	12-13	..	..	..	..	..	..	18	(c) Included with the Native State section, serial No. 112.
1,197-98	226-96	1,424-91	23-4-11	B. B. & C. I. Ry. Co.	Bayana	Agra	(c) 50-61	..	19	
2,982-85	959-09	3,941-44	5-3-06 27-9-10	B. I. Ry. Co.	Dhulan-Ganges Sheoraphuli	Katwa Baidyabati...	(d) 84-70 ..	.. (b) 2-37 (third line).	20	(d) Portion since opened.
8,046-81	631-87	8,678-68	8-6-08 8-6-08 8-6-08 8-6-08 17-2-05 6-2-12	G. I. P. Ry. Co.	Itarsi Amia Pandhurna Amia Ravali Tank Bundar	Amia Pandhurna Nagpur Purasala Mahim Victoria Terminus.	80-70 (b) 88-61 (e) 64-94 (b) 53-58 (b) (f) 1-30 (g) 1-96	.. .. .. .. (f) 1-30 (2nd line). 1-96 (2nd line).	21	(e) Not commenced. (f) Opening deferred. (g) This is an overhead connection of the Harbour Branch extension.
1,076-87	208-15	1,284-82	..	..	..	..	241-09	3-28	22	(h) Includes 1-90 miles of mixed (5' 6" and 5' 3 1/2") gauge line between Bozwada and Kistna Block hut.
445-94	69-46	515-40	..	..	..	..	..	..	23	
10,875-83	2,580-68	13,456-31	..	..	..	..	671-39	7-97	24	

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Date of opening.	SECTION OPENED		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which</i>											
II.—STATE LINES WORKED											
24	3' 3 3/4" GAUGE. Assam-Bengal ...	1-7-95	A. B. Ry. Co.	16-4-12	Kalaura ...	Ferokeganj ...	15-10	—	804-99	—	804-99
25	Bombay, Baroda and Central India.	14-2-78	B. B. & C. I. Ry. Co.	—	—	—	—	—	(b) 1,512-03	(c) 3-01	1,515-04
26	Burma ...	2-5-77	B. Rys. Co.	—	—	—	—	—	1,222-91	118-94 (double)	1,341-85
27	Burma extensions ...	15-4-07	B. Rys. Co.	—	—	—	—	—	186-93	—	186-93
28	Dhose-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	—	—	—	—	—	32-00	—	32-00
29	East Indian ...	23-12-93	E. I. Ry. Co.	—	—	—	—	—	4-12	—	(g) 4-12
30	Jodhpur-Hyderabad (British section) (h).	18-8-92	J. B. Ry. ...	—	—	—	—	—	123-98	—	123-98
31	Lucknow-Bareilly ...	12-10-84	E. & K. Ry. Co.	15-5-12	Pilibhit ...	Barddeo ...	38-75	—	296-32	—	296-32
32	Madras and Southern Mahratta.	24-9-84	M. & S. M. Ry. Co.	—	—	—	—	—	(i) 1,520-80	—	1,520-80
33	Mysore section (Madras and Southern Mahratta railway).	1-2-81		—	—	—	—	—	—	296-22	—	296-22
34	Nilgiri ...	15-6-99	S. I. Ry. Co.	—	—	—	—	—	28-96	—	28-96
35	Palampur-Deesa (j).	8-11-93	B. B. & C. I. Ry. Co.	—	—	—	—	—	17-23	—	17-23
36	South Indian ...	15-7-61	S. I. Ry. Co.	—	—	—	—	—	876-80	—	876-80
37	Southern Shan States ...	15-6-12	B. Rys. Co.	15-6-12	Thazi ...	Kywedatson ...	16-05	—	16-05	—	16-05
38	Tinnevely-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	—	—	—	—	—	50-41	—	50-41
39	Tirhoot ...	1-11-75	B. & N. W. Ry. Co.	1-5-12	Raghapur ...	Pertabganj Ghat	4-43	—	781-46	10-05 (double)	791-51
				9-8-12	Bagaha ...	Gunduck bridge East bank.	1-11				
				10-8-12	Dhng ...	Bairagnia ...	4-36				
				21-12-12	Samastipur ...	Boserah ...	18-01				
							27-91				
	Total ...						97-61		8,071-88	133-00	8,204-88

DIX I—contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

I—contd.

pass through the Government Accounts.

BY COMPANIES—contd.

804.99	134.05	939.04	17-8-10 18-11-12	A. B. Ry. Co.	Bhairab Basar Kenehganj	Tangi Sylhet	(a) 38.46 (e) 15.05	...	24	(a) Work commenced.
(b) 1,618.65	(c) 370.29	2,188.94	...	...	...	...	54.51	...	25	(b) Includes 5.17 miles on 5' 6" gauge of which 3.10 miles at Ujjain are worked by the Bombay, Baroda and Central India railway (5' 6" gauge) and 2.07 miles at Agra worked by the Bepi Indian railway.
1,480.79	229.47	1,760.26	...	...	...	...	...	...	26	(c) Includes 6.09 miles on 5' 6" gauge at Delhi worked by the Agra-Delhi Chord railway.
186.93	36.76	223.69	1-6-06	B. Eya. Co.	Begayet	Neikhan	(f) 66.25	...	27	(f) In abeyance.
82.00	2.82	84.82	...	...	...	...	...	...	28	
4.12	0.69	4.81	...	...	...	...	...	...	29	(g) This is under conversion into 5' 6" gauge.
123.93	13.58	137.56	...	...	...	...	...	...	30	(h) The Native State section of this railway forms an integral part of the Jodhpur railway.
296.32	41.87	338.19	23-9-10	R. & K. Ry. Co.	Sarota Phanta	Garwari Ghat	(a) 15.30	...	31	
1,520.80	168.17	1,688.97	...	...	...	...	...	...	32	(i) Includes 1.30 miles of mixed (5' 3" and 3' 3 1/2") gauge line between Bezwa and Klatna Block hut.
296.23	31.13	327.35	...	...	...	...	...	...	33	
28.96	4.13	33.09	...	...	...	...	...	...	34	
17.23	1.29	18.57	...	...	...	...	...	...	35	(j) This line is the joint property of Government and the Palanpur Darbar.
876.89	151.73	1,028.53	16-9-04 14-12-10	S. L. Ry. Co.	Mandapam Dhanushkodi Jetty.	Pamban Dhanushkodi Point.	(a) 3.12 (aj) 1.57 4.69	...	36	
116.05	1.71	117.76	23-7-09	B. Eya. Co.	Kywedatson	Yawughwe	(k) 33.99	...	37	(k) Work is in progress on 55.00 miles only.
50.41	(l) 12.90	63.31	...	...	...	...	...	...	38	(l) Includes sidings on the Native State section, serial No. 130.
801.55	152.09	953.65	9-2-11	B. & N. W. Ry. Co.	Roserah	Khagaria	(a) 26.19	...	39	
2,335.86	1,422.73	3,758.59	...	...	...	...	266.52	...		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From.	To.	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which</i>											
II.—STATE LINES WORKED											
40	2' 6" GAUGE. Broach-Jambnar	...	...	...	...	...	...	...	...	...	...
41	Gondia-Chanda	16-11-08	B. N. Ry. Co.	...	...	...	...	...	181-26	...	181-26
42	Jubbulpore-Gondia Extension.	18-4-03		...	...	...	...	...	276-46	...	276-46
43	Morappur-Dharmapuri...	18-1-06	S. I. Ry. Co.	...	...	...	...	...	18-53	...	18-53
44	Nagpur-Chhindwara	1-1-11	B. N. Ry. Co.	...	...	...	...	...	50-94	...	50-94
45	Purulia-Ranchi	15-11-07	B. N. Ry. Co.	...	...	...	...	...	72-68	...	72-68
46	Baipur-Dhamtari	10-9-00		...	...	...	...	...	56-94	...	56-94
47	Tirupattur-Krishnagiri...	18-9-05	S. I. Ry. Co.	...	...	...	...	...	25-88	...	25-88
	Total 2' 6" GAUGE. Nil.	...	...	...	...	...	...	...	682-19	...	682-19
	Total State lines worked by Companies.	...	...	...	...	...	161-45	7-55	16,356-37	1,750-02	18,106-39
III.—COMPANIES' LINES GUARANTEED											
48	5' 6" GAUGE. Hardwar-Dehra	1-3-00	O. & R. Ry.	...	...	...	...	...	32-04	...	32-04
	3' 3 3/4" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total Companies' lines guaranteed by Government under modern contracts.	...	...	...	...	...	...	...	32-04	...	32-04
IV.—LEASED											
49	5' 6" GAUGE. South Bihar	5-7-99	E. I. Ry. Co.	...	...	...	...	...	79-19	...	79-19
	3' 6 3/4" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total Leased Lines	...	...	...	...	...	...	...	79-19	...	79-19
	TOTAL PART I	...	...	...	...	...	814-81	54-77	22,751-00	2,485-38	25,236-38

DIX I—contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

I—concl.

pass through the Government accounts.

BY COMPANIES—concl.

...	...	...	28-4-11	B. B. & C. I. Ry. Co.	Broach ...	Jambusar ...	(a) 29-78	...	40	(a) Work commenced.
181-26	16-25	197-51	26-8-04	B. N. Ry. Co.	Rajoli ...	Chanda ...	(a) 26-18	...	41	
276-46	34-53	310-99	24-6-04 30-12-09 30-12-09	B. N. Ry. Co.	{ Khirsadoh Balaghat ... Ramrama branch	Sirgora ...	(b) 18-43	...	42	(b) Not commenced.
						Katangi ...	(a) 29-24	...		
							(a) 5-66	...		
18-53	2-27	20-80	2-3-09	S. I. Ry. Co.	Dharmapuri	Hosur ...	(a) 54-87	...	43	
50-94	4-92	55-86	10-2-09	B. N. Ry. Co.	{ Sansar ... Katchidhans	Chhindwara branch ...	(a) 48-28 (a) 2-92	...	44	
							48-15	...		
72-88	7-89	80-87	20-2-11	B. N. Ry. Co.	Ranchi ...	Lohardaga...	(a) 42-83	...	45	
56-94	3-50	60-44	...	...	...	...	...	...	46	
25-38	2-52	27-90	...	...	...	...	...	...	47	
682-19	71-88	754-07	...	...	...	...	255-01	...		
12,895-68	4,075-29	23,968-97	...	...	...	...	1,122-92	7-97		

BY GOVERNMENT UNDER MODERN CONTRACTS.

32-04	4-47	36-51	...	...	...	...	...	...	48	
...		
...		
...		
32-04	4-47	36-51	...	...	...	...	...	...

LINES.

79-19	8-61	87-80	...	...	...	...	...	...	49	
...		
...		
...		
79-19	8-61	87-80	...	...	...	...	...	...
27,776-66	6,069-62	33,846-28	...	...	...	...	1,807-89	106-40		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	
					From	To	Single line.	Second, third, etc., lines, as the case may be.				
1	2	3	4	5	6	7	8	9	10	11	12	
PART												
<i>Railways, the transactions of which do</i>												
V.-DISTRICT												
	5' 6" GAUGE. NW.	...	...	...	...	...	...	...	...	...	...
50	3' 3 1/2" GAUGE. Berwada-Masulipatam ...	4-2-08	M. & S. M. Ry. Co.	...	...	...	...	...	51-80	...	51-80
51	Tanjore District Board...	2-4-94	S. I. Ry. Co.	...	...	...	...	...	108-88	...	108-88
	Total ...	...	...	...	...	...	...	...	155-16	...	155-16
	2' 6" GAUGE. NW.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. NW.	...	...	...	...	...	...	...	...	...	...
	Total District Boards' lines.	...	...	...	...	...	...	...	155-16	...	155-16
VI.-BRANCH LINE COMPANIES' RAILWAYS												
52	5' 6" GAUGE. Amritsar-Patti ...	21-8-06	N. W. Ry.	...	...	...	...	...	54-26	...	54-26
53	Jullundur Doab ...	23-6-12		{ 23-6-12 Jullundur City Kapurthala ... 26-8-12 Kapurthala ...	Kapurthala ...	Sultanpur Lodi	12-72 15-53	28-25	...	28-25
54	Southern Punjab ...	10-11-97		{ 1-1-12 Delhi Brewery Cabin Junction 1-7-12 Delhi Kishan-gunj.	Delhi Kishan-gunj.	Shakurpur	and line. { 0-19 4-23	}	419-64	4-42	424-06
							4-42					
55	Southern Punjab "Ludhiana" Extension.	10-6-05			152-04	...	152-04
56	Sutlej Valley	6-7-10		...	...	...	...	...	208-19	...	208-19
57	Tapti Valley	1-12-98	B. D. & C. I. Ry. Co.	...	...	...	...	...	155-48	...	155-48
	Total ...	...	...	...	...	...	28-25	4-42	1,017-66	4-42	1,022-28
58	3' 3 1/2" GAUGE. Ahmedabad-Dholka ...	23-2-08	B. D. & C. I. Ry. Co.	...	...	...	...	...	38-54	...	38-54
59	Ahmedabad-Parantij ...	1-5-97		88-70	...	88-70
60	Mymensingh-Jamalpur-Jagannathganj.	15-10-98	H. B. Ry.	...	...	...	...	...	55-22	...	55-22
	Total ...	...	...	...	...	...	...	...	177-46	...	177-46
61	Dhond-Baramati ...	...	...	...	...	...	...	...	...	...	...
62	Godhra-Lunavada ...	...	...	...	...	...	...	...	...	...	...
63	Murtajapur-Ellichpur ...	...	...	...	...	...	...	...	...	...	...
64	Murtajapur-Yeshmal ...	...	...	...	...	...	...	...	...	...	...
65	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. NW.	...	...	...	...	...	...	...	...	...	...
	Total branch line Companies' railways assisted by Government under "rebate" terms.	...	...	...	...	...	28-25	4-42	1,195-82	4-42	1,199-74

DIX I—contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
18	14	15	16	17	18	19	20	21	22	23

II.

not pass through the Government accounts.

BOARDS' LINES.

51-80	7-53	59-33							30	
108-36	9-02	118-38	15-10-12	S. I. Ry. Co.	Nidamangalam Tiruturaipundi	Mannargudi Vedaraniem	8-18 20-00		51	
155-16	16-55	171-71					28-58			
...		
...		
155-16	16-55	171-71					28-58			

ASSISTED BY GOVERNMENT UNDER "REBATE" TERMS.

54-26	7-74	62-00							52	
28-25	1-00	29-25	2-6-11 2-6-11 23-10-12	S. P. Ry. Co.	Sultanpur Lodi Lohian Jallandar	Ferozapore Phillour Nakodar	(a) 44-89 (b) 89-89 (b) 80-20 104-98		53	(a) Portion since opened. (b) Work commenced.
428-48	87-97	516-45							54	
132-04	16-43	168-47							55	
208-19	27-26	235-45							56	
155-48	10-17	165-65							57	
1,026-70	150-57	1,177-27					144-98			
83-54	2-78	86-32							58	
88-70	(c) 12-07	100-77							59	(c) Includes 1-08 miles of 5' 6" gauge sidings.
55-22	9-97	65-19							60	
177-46	24-82	202-28								
...	...	...	2-11-12	G. I. P. Ry. Co.	Dhond	Baramati	(3) 27-33		61	
...	...	...	13-9-12	Gujarat Bys. Co.	Godhra	Lunavada	(3) 25-42		62	
...	...	...	14-12-10	G. I. P. Ry. Co.	Murtajapur	Ellichpur	(3) 48-67		63	
...	...	...	9-4-12	G. I. P. Ry. Co.	Murtajapur	Yeotmal	(3) 71-08		64	
...	...	...	28-2-11	Gujarat Bys. Co.	Nadiad	Kapadvanj	(2) 17-98		65	(d) Since opened.
...	...	...					198-48			
...								
1,204-16	175-39	1,379-55					208-46			

APPEN
Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	
					From	To	Single line.	Second, third, etc., lines, as the case may be.				
1	2	3	4	5	6	7	8	9	10	11	12	
PART												
<i>Railways, the transactions of which do</i>												
VII.—COMPANIES' LINES GUARANTEED												
65	5' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	3' 3 1/2" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 6" GAUGE. Bangalore-Chickballapur Light.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total Companies' lines guaranteed by Native States.	...	...	...	...	...	...	...	...	...	...
VIII.—ASSISTED COMPANIES' LINES SUBSIDIZED												
67	5' 6" GAUGE. Delhi-Umballa-Kalka ...	1-9-91	E. I. Ry. Co.	...	...	...	...	...	192-12	...	193-12
	3' 3 1/2" GAUGE. Rohilkund and Kumaon	12-10-84	R. & K. Ry. Co.	13-1-12	Bisalpur ...	Carewganj ...	31-12	...	256-32	...	256-32	
	2' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total Assisted Companies' lines subsidized by the Government of India.	...	...	...	...	...	31-12	...	448-14	...	448-14
IX.—ASSISTED COMPANIES' LINES												
69	5' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	3' 3 1/2" GAUGE. Dibru-Sadiya ...	15-8-83	Assam Ry. & Trading Co.	...	...	...	...	...	86-02	...	86-02
	2' 6" GAUGE. Buthidaung-Manungdaw...	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Darjeeling-Himalayan ...	23-8-80	D. H. Ry. Co.	...	...	...	...	...	51-00	...	51-00
	Total Assisted Companies' lines subsidized by Local Governments.	...	...	...	...	...	...	...	137-02	...	137-02

DIX I—contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—contd.										
not pass through the Government accounts.										
BY NATIVE STATES.										
...
...	...	...	10-9-09	Mysore Durbar.	Bangalore...	Chickballapur	(a) 37-25	...	68	(a) Work commenced.
...
...	...	...	...	...	...	...	37-95	...	...	...
BY THE GOVERNMENT OF INDIA.										
192-18	21-78	218-90	...	...	...	...	...	...	67	...
256-32	33-09	290-01	17-6-09	R. & K. Ry. Co.	Shahbaznagar	Shahjahanpur	(a) 2-58	...	68	...
...
...
448-44	55-47	508-91	...	...	...	...	2-56	...	...	...
SUBSIDIZED BY LOCAL GOVERNMENTS.										
86-0	14-70	100-72	6-11-12	Assam Ry. and Trading Co.	Tinsukia ...	Rangagora...	7-00	...	69	...
...	...	...	6-6-11	Arahan Flo-tilla Com-pany.	Bathidsung	Maungdaw	(a) 18-30	...	70	...
51-00	4-09	55-09	...	...	...	...	...	...	71	...
...
137-02	19-89	156-41	...	...	...	...	25-30	...	...	...

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	
					From	To	Single line.	Second, third, etc., lines, as the case may be.				
1	2	3	4	5	6	7	8	9	10	11	12	
PART												
<i>Railways, the transactions of which do</i>												
X.-ASSISTED COMPANIES' LINES												
	5' 6" GAUGE. NIL	...	...	...	...	...	...	...	...	...	...
	5' 3 1/2" GAUGE.											
72	Bengal Doears ...	15-1-93	B. D. Ry. Co.	...	...	...	...	...	36-40	...	36-40
	2' 6" GAUGE.											
73	Arrah-Sasaram Light ...	6-3-11	A. S. Lt. Ry. Co.	...	...	...	...	...	60-50	...	60-50
74	Baraset-Basirhat Light ...	1-2-05	B. B. Lt. Ry. Co.	...	...	...	...	...	51-12	...	51-12
75	Bukhtiarpore-Bihar Light	1-7-03	B. B. Ry. Co.	...	...	...	...	...	33-00	...	33-00
76	Jessore-Jhenidah Light...	...	...	...	...	...	...	...	...	...	...
77	Tezpur-Balipara Light...	9-8-94	T. B. Lt. Ry. Co.	...	...	...	...	...	20-10	...	20-10
	Total ...	...	...	...	...	...	...	...	164-72	...	164-72
	2' 0" GAUGE.											
78	Howrah-Amta Light ...	1-7-97	H. A. Lt. Ry. Co.	...	...	...	...	...	43-87	...	43-87
79	Howrah-Sheakhala Light	2-6-97	H. S. Lt. Ry. Co.	...	...	...	...	...	19-75	...	19-75
	Total ...	...	...	...	...	...	...	...	63-62	...	63-62
	Total Assisted Companies' lines subsidised by District Boards.	...	...	...	...	...	...	...	264-74	...	264-74
XI.-ASSISTED COMPANIES' LINES RECEIV-												
80	Tarkessur ...	1-1-95	H. I. Ry. Co.	...	...	...	...	...	22-21	...	22-21
	5' 6" GAUGE.											
	3' 3 1/2" GAUGE.											
81	Bengal and North-Western	2-4-94	B. & N. W. Ry. Co.	7-2-12 9-8-12 25-10-12 1-11-12	Inocape bridge and approaches. Bagaha bridge and approaches. Mirzapur-Ghat Chil Jhusi ... Izat bridge ...	4-81 4-18 0-48 3-53	...	...	1,177-27	...	1,177-27
	Total ...	...	...	...	...	...	...	...	11-95	...	...
82	Bengal Doears extensions	20-4-00	B. D. Ry. Co.	...	...	...	...	...	116-56	...	116-56
83	Mirpur Khas-Jhudo ...	18-4-09	J. B. Ry. Co.	...	...	...	...	...	50-43	...	50-43
84	Mirpur Khas-Khadro ...	1-1-12		1-1-12	Mirpur Khas... Khadro ...	49-50	...	...	49-50	...	49-50
	Total ...	...	...	...	...	...	...	...	61-45	...	1,393-78
	2' 6" GAUGE.											
85	Barai Light ...	1-8-97	B. Lt. Ry. Co.	...	...	...	...	...	115-84	...	115-84
86	Champaner-Shivrajpur Light.	2-2-11	Shivrajpur Syndicate.	...	...	...	...	...	20-24	...	20-24
	Carried over ...	...	...	...	...	...	...	...	136-08	...	136-08

DIX I—contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	

II—contd.

not pass through the Government accounts.

SUBSIDIZED BY DISTRICT BOARDS.

36'40	4'71	41'11	...	...	...	...	...	...	72	
60'50	4'60	64'50	...	...	...	...	...	...	73	
51'12	3'43	54'55	...	...	...	...	...	...	74	
38'60	1'87	39'67	...	...	...	...	...	...	75	
...	...	...	2-12-10	J. J. Ld. Ry. Co.	Jessore Kalganj	Jhanidah Kot Chandpur	(a) 28'90 (a) 7'90	...	76	(a) Work commenced.
20'10	1'11	21'21	...	...	...	...	86'80	...	77	
164'72	10'41	175'13	...	...	...	...	86'80	...	78	
48'87	4'02	47'89	20-3-02	H. A. Ld. Ry. Co.	Aunpur	Rajbulhat	(b) 3'50	...	78	(b) Not commenced.
19'75	0'75	20'50	...	...	...	...	...	...	79	
68'62	4'77	68'89	...	...	...	...	3'50	...		
264'74	19'89	284'63	...	...	...	...	40'80	...		

ING LAND ONLY FROM GOVERNMENT.

22'21	3'42	25'63	...	...	...	...	...	...	80	
1,177'27	208'72	1,386'99	26-1-09 21-7-10	B. & N. W. Ry. Co.	Usat bridge Thawe	Allahabad Captainganj	(a) 1'46 (c) 60'56 - 63'02	...	81	(c) Portion since opened.
116'56	12'10	128'66	...	...	...	...	...	...	82	
50'48	2'63	53'06	...	...	...	...	...	...	83	
49'50	3'00	52'50	...	...	...	...	...	...	84	
1,393'76	221'45	1,615'21	...	...	...	...	62'02	...		
115'84	13'00	128'84	21-11-08	B. Ld. Ry. Co.	Pandharpur station.	Pandharpur town.	(b) 1'36	...	85	
20'24	2'74	22'98	...	...	...	...	...	...	86	
136'08	15'74	151'82	...	...	...	...	1'36	...		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
XI.—ASSISTED COMPANIES' LINES RECEIV-											
	2' 6" GAUGE—concl'd.										
	Brought forward ...	...	...	...	...	...	...	...	136'08	...	136'08
87	Dwarka-Theoria Light ...	...	...	...	...	...	...	...	...	...	...
88	Powayan Light ...	17-6-90	R. & K. Ry. Co.	...	...	...	...	...	39'50	...	39'50
89	Shahdara (Delhi)-Saharanpur Light.	7-5-07	S. S. Lt. Ry. Co.	...	...	...	...	...	92'50	...	92'50
	Total ...	...	...	...	...	...	...	...	268'08	...	268'08
2' 0" GAUGE.											
90	Matheran Light ...	22-3-07	G. I. P. Ry. Co.	...	...	...	...	...	12'61	...	12'61
	Total Assisted Companies' lines receiving land only from Government.	...	...	...	...	...	61'45	...	1,696'66	...	1,696'66
5' 6" GAUGE.											
<i>Nil.</i>											
3' 3 1/2" GAUGE.											
91	Ledo and Tikak-Margherita colliery.	17-2-84	Assam Ry. & Trading Co.	...	...	...	...	...	5'50	...	5'50
2' 6" GAUGE.											
92	Ambaji-Taranga Light ...	...	...	...	...	...	...	...	...	...	...
93	Dehri-Bohtas Light ...	6-2-11	D. R. Lt. Ry. Co.	...	...	...	...	...	28'68	...	28'68
94	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	10-2-12	Zegyo. (Mandalay).	Obo	3'40	...	8'30	...	8'30
95	Tarkessur-Magra Light	7-11-94	B. P. Ry. Co.	25-7-12	Obo	Toungbyon	4'90	...	33'27	...	33'27
	Total ...	...	...	...	...	...	8'30	...	65'40	...	65'40
2' 0" GAUGE.											
96	Jagadhri Light ...	11-3-11	J. Lt. Ry. Co.	...	...	...	...	...	3'31	...	3'31
	Total Unassisted Companies' lines.	...	...	...	...	...	8'30	...	74'21	...	74'21
5' 6" GAUGE.											
<i>Nil.</i>											
3' 3 1/2" GAUGE.											
97	Bhavnagar ...	20-12-80	Bhavnagar Durbar.	17-8-12	Lilia Mota	Savar Kundla	15'00	...	173'17	...	173'17
98	Bikaner ...	9-12-91	J. B. Ry. ...	24-11-12	Bikaner	Batangarh	84'97	...	470'37	...	470'37
99	Dhrangadra ...	1-6-98	Bhavnagar Durbar.	...	...	...	...	...	20'63	...	20'63
100	Gondal-Porbandar ...	19-1-81	Gondal and Porbandar Durbar.	...	...	...	...	...	148'01	...	148'01
	Carried over ...	...	...	...	...	...	99'92	...	812'18	...	812'18
XIII.—NATIVE STATE LINES											

DIX I—contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.							Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED		MILEAGE SANCTIONED.				
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
13	14	15	16	17	18	19	20	21	22	23	

II—contd.

not pass through the Government accounts.

ING LAND ONLY FROM GOVERNMENT—contd.

130.08	15.74	151.82	...	...	...	...	1.80	...	...
...	...	...	15-5-02	D. T. Lt. Ry. Co.	{ Dwara ... Maolong ...	Maolong ... Therria Ghat	(a) 18.50 (b) 6.00 19.50	...	87	(a) Work commenced.
39.50	1.25	40.75	...	...	...	...	...	...	88	(b) Commencement of work not authorized.
92.50	8.52	101.02	4-1-02	S. S. Lt. Ry. Co.	Baraut ...	Meerut ...	(c) 30.00	...	89	(c) Not commenced.
263.08	25.51	293.59	...	...	...	...	50.88	...		
12.61	1.18	13.79	...	...	...	...	...	...	90	
1,696.66	251.56	1,948.22	...	...	...	...	112.83	...		
COMPANIES' LINES.										
...	
5.50	7.66	13.16	...	...	...	...	...	...	91	
...	...	...	8-7-11	A. T. Lt. Ry. Co.	Baroda Frontier.	Sarnam ...	(d) 18.00	...	92	(d) Work commenced on 10.50 miles only.
23.83	2.63	26.46	...	...	...	...	...	...	93	
8.30	...	8.30	12-2-06	Madaya Tramway Co.	Madaya ...	Tongbyon	(e) 7.70	...	94	
33.27	2.10	35.37	...	...	...	...	...	...	95	
65.40	4.73	70.13	...	...	...	...	25.70	...		
3.31	0.55	3.86	...	...	...	...	...	...	96	
74.21	12.94	87.15	...	...	...	...	25.70	...		
WORKED BY NATIVE STATES.										
...	
173.17	26.82	199.99	...	...	...	...	...	...	97	(e) Includes 1.03 miles of Dock estate line which is worked for goods traffic only.
470.37	21.39	491.76	...	...	...	...	...	...	98	
20.63	1.82	22.45	...	...	...	...	...	...	99	
148.01	17.01	165.02	...	...	...	...	...	...	100	(f) Includes 1.35 miles from Forbandar to Forbandar Bandar and 3.70 miles of Banawao quarry branch which are worked for goods traffic only.
812.18	67.04	879.22	...	...	...	...	...	...

APPEN
Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
XIII.—NATIVE STATE LINES											
	3' 3 3/4" GAUGE—concl'd.										
	Brought forward	...	...	...	...	...	99'97	...	812'18	...	812'18
101	Jamnagar	8-4-97	Jamnagar Durbar.	...	...	...	...	...	(a) 54'22	...	54'22
102	Jetalsar-Rajkot	12-4-93	Gondal and Porbandar Durbars.	...	...	...	...	...	46'21	...	46'21
103	Jodhpur	24-6-82	J. B. Ry.	...	...	...	...	...	525'00	...	525'00
104	Junagad	1-9-88	Junagad Durbar.	20-5-12	Junagad	Bilkha	13'64	...	(c) 100'50	...	100'50
105	Khijadia-Chalala	...	...	...	...	...	...	...	...	...	...
106	Morvi	11-3-80	Morvi Durbar	...	...	...	...	...	73'94	...	73'94
107	Udaipur-Chitorgarh	1-8-95	Udaipur Durbar.	...	...	...	...	...	67'30	...	67'30
	Total 2' 6" GAUGE.	...	...	...	...	...	119'61	...	1,679'35	...	1,679'35
108	Cutch	18-5-05	Cutch Durbar	...	...	...	...	...	36'78	...	36'78
109	Dholpur-Bari	24-2-08	Dholpur Durbar.	...	...	...	...	...	19'62	...	19'62
110	Morvi	24-3-87	Morvi Durbar	...	...	...	...	...	16'89	...	16'89
	Total 2' 0" GAUGE.	...	...	...	...	...	...	...	75'29	...	75'29
111	Pipar Road-Bhavi Light	25-11-10	Jodhpur Durbar.	1-3-12	Bhavi	Bilara	6'00	...	25'00	...	25'00
	Total Native State lines worked by Native States.	...	...	...	...	...	119'61	...	1,779'64	...	1,779'64
XIV.—NATIVE STATE											
	5' 6" GAUGE										
112	Bhopal-Itarsi (Native State section).	18-11-84	G. I. P. Ry. Co.	...	...	...	...	...	44'49	...	44'49
113	Bhopal-Ujjain	11-11-95		...	...	...	...	...	113'27	...	113'27
114	Bina-Gooma-Baran	23-9-95		...	...	...	...	...	145'61	...	145'61
115	Kolar Gold-fields	1-6-94	M. and S. M. Ry. Co.	...	...	...	...	...	9'88	...	9'88
116	Nagda-Ujjain	15-7-96	B. B. & C. I. Ry. Co.	...	...	...	...	...	34'32	...	34'32
117	Nizam's Guaranteed State	9-10-74	N. G. S. Ry. Co.	...	...	...	...	...	(d) 330'13	...	330'13
118	Petlad-Cambay (Anand-Tarapur section).	5-5-90	B. B. & C. I. Ry. Co.	...	...	...	...	...	21'50	...	21'50
119	Petlad-Cambay (Tarapur-Cambay section).	20-6-01		12'30	...	12'30
	Total	...	...	...	...	...	...	...	711'50	...	711'50
3' 3 3/4" GAUGE.											
120	Birur-Shimoga	1-12-99	M. & S. M. Ry. Co.	...	...	...	...	...	87'92	...	87'92
121	Gaskwar's Mehsana	21-3-87	B. B. & C. I. Ry. Co.	...	...	...	...	...	138'00	...	138'00
122	Hindupur (Yesvantpur-Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	...	...	...	...	...	51'35	...	51'35
123	Hingoli branch	15-5-12	N. G. S. Ry. Co.	15-5-12	Purna	Hingoli	50'31	...	(e) 50'31	...	50'31
124	Hyderabad-Godavari Valley.	21-10-89	N. G. S. Ry. Co.	...	...	...	...	...	390'75	0'38	391'13
125	Jaipur	10-11-05	B. B. & C. I. Ry. Co.	...	...	...	...	...	72'84	...	72'84
	Carried over	...	...	...	...	...	50'31	...	741'17	0'38	741'55

DIX I—contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
13	14	15	16	17	From	To	Single line.	Second, third, etc., lines, as the case may be.	22	23

II—contd.

not pass through the Government accounts.

WORKED BY NATIVE STATES—contd.

818-18	67-04	879-22	...	...	...	...	...	...	...	...
54-22	3-75	57-97	...	...	...	...	...	...	101	(a) Includes 3-23 miles from Jamnagar to Bedi Bandar, worked for goods traffic only.
46-21	4-67	50-88	...	...	...	...	...	...	102	
525-00	32-37	557-37	21-8-12	J. B. Ry.	Jodhpur ...	Phalodi ...	(b)79-09	...	103	(b) Work commenced.
100-50	9-92	110-42	11-11-11	Junagad Durbar.	Bilkha ...	Visavadar ...	(d)19-22	...	104	(c) Includes 0-25 mile of Junagad quarry line and 0-80 mile of Dook Estate line which are worked for goods traffic only.
...	...	...	5-12-08	Baroda Durbar.	Khijadia ...	Chalala ...	(e)25-39	...	105	
73-94	7-68	81-60	...	...	...	...	...	...	106	(d) Since opened.
67-90	4-85	72-15	...	...	...	...	...	...	107	(e) Portion since opened.
1,679-85	180-26	1,809-61	...	...	...	...	117-40	...	...
86-78	2-70	89-48	...	...	...	...	...	...	108	
19-62	3-83	23-45	25-6-12	Dholpur Durbar.	Bari ...	Tantpur ...	(b)10-67	(b)1-83 (2nd line)	109	
18-89	2-70	21-59	...	...	...	...	...	...	110	
75-29	9-23	84-52	...	...	...	...	26-67	1-83	...	
25-90	0-63	25-63	...	...	...	...	...	...	111	
1,779-64	140-12	1,919-76	...	...	...	...	131-07	...	...

LINES WORKED BY COMPANIES.

44-49	(f) 25-63	70-12	...	...	...	...	...	...	112	(f) Includes sidings on the British section, serial No. 18.
113-27	8-97	122-24	...	...	...	...	...	...	113	
145-61	11-60	157-21	...	...	...	...	...	...	114	
9-88	5-74	15-62	...	...	...	...	...	...	115	
34-32	1-06	35-38	...	...	...	...	...	...	116	
30-13	44-10	374-24	...	...	...	...	...	...	117	(g) Includes 3-82 miles of mixed (8' 0" and 8' 3 1/4") gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railway trains work.
21-50	2-05	23-55	...	...	...	...	...	...	118	
12-30	3-31	16-11	...	...	...	...	...	...	119	
711-50	102-96	814-46	...	...	...	...	...	...	...
37-92	4-57	42-49	...	...	...	...	...	...	120	
138-00	15-50	153-50	15-8-12	Baroda Durbar.	Patan ...	Kakoshi ...	(h)42-13	...	121	(h) Work is proceeding on Patan-Wagrod section (12 1/2 miles) only.
51-35	4-03	55-38	...	...	...	...	...	...	122	
50-31	6-51	56-82	...	...	...	...	...	...	123	
391-51	47-58	439-09	...	...	...	...	...	...	124	
72-84	7-50	80-34	...	...	...	...	...	...	125	
741-93	85-69	827-62	...	...	...	...	42-13	...	...

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
XIV.—NATIVE STATE LINES											
3' 3½" GAUGE—concl'd.											
	Brought forward	...	...	...	...	...	50.31	...	741.17	0.88	741.55
126	Kolhapur	21-1-91	M. & S. M. Ry. Co.	...	...	...	...	...	29.27	...	29.27
127	Mysore-Nanjangud	1-12-91		...	...	...	...	...	15.80	...	15.80
128	Sangli	1-4-07		...	...	...	...	...	4.90	...	4.90
129	Shoranur-Cochin	2-6-02	S. I. Ry. Co.	...	...	...	...	...	61.75	...	61.75
130	Tinnevely-Quilon (Travancore) (Native State section)	1-6-04		...	...	...	...	...	58.05	...	58.05
131	Vijapur-Kalol-Kadi	10-6-02	B. B. & C. I. Ry. Co.	1-4-12	Kadi	Bhoyani Road	4.74	...	46.11	...	46.11
	Total	...	...	...	...	...	55.05	...	960.05	0.88	960.43
2' 6" GAUGE.											
132	Billimora-Kalambe	...	...	...	...	...	...	...	...	...	...
133	Bowringpet-Kolar	...	...	...	...	...	...	...	...	...	...
134	Gaekwar's-Dabhoi	8-4-78	B. B. & C. I. Ry. Co.	15-1-12	Miyagam	Malsar	23.67	...	118.15	...	118.15
135	Kosamba-Zankhvav	1-5-12	B. B. & C. I. Ry. Co.	1-5-12	Kosamba	Zankhvav	26.12	...	26.12	...	26.12
136	Mourbhanj	20-1-05	B. N. Ry. Co.	...	...	...	...	...	32.41	...	32.41
137	Parlakimedi Light	1-4-00		...	...	...	...	...	24.63	...	24.63
138	Potlad-Vaso	...	...	...	...	...	...	...	37.37	...	37.37
139	Rajpipla	1-7-97	B. B. & C. I. Ry. Co.	...	...	...	...	...	...	...	...
	Total	...	...	...	...	...	49.79	...	238.67	...	238.67
2' 0" GAUGE.											
140	Gwahar Light	2-12-99	G. I. P. Ry. Co.	...	...	...	...	...	249.96	...	249.96
	Total Native State Lines worked by Companies.	...	...	...	...	...	104.84	...	2,160.18	0.88	2,160.56
5' 6" GAUGE.											
XV.—NATIVE STATE LINES											
141	Jammu and Kashmir (Native State section) (d)	15-3-90	N. W. Ry.	...	...	...	...	...	15.79	...	15.79
142	Khanpur-Chachran	2-7-11		...	...	...	...	...	22.02	...	22.02
143	Ludhiana-Dhuri-Jakhal	10-4-01		...	...	...	...	...	78.65	...	78.65
144	Rajpura-Bhatinda	1-11-84		...	...	...	...	...	108.04	...	108.04
	Total	...	...	...	...	...	...	...	224.50	...	224.50

DIX I--contd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc. lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

II--contd.

not pass through the Government accounts.

WORKED BY COMPANIES--contd.

741.93	85.89	827.62	...	...	...	...	43.18	...		
29.27	1.89	31.16	...	...	...	...	...	...	126	
15.80	1.09	16.89	...	...	...	...	...	...	127	
4.90	0.29	5.19	...	...	...	...	...	...	128	
64.75	10.68	75.43	...	...	...	...	...	...	129	
58.05	(a)	58.05	...	...	...	...	...	...	130	(a) Included with the British section, serial No. 88.
46.11	4.68	50.74	...	...	...	...	...	...	131	
960.81	104.27	1,065.08	...	...	...	...	42.13	...		
...	...	...	5-7-11	Baroda Durbar.	Ballimora ...	Kalamba ...	(b) 34.82	...	132	(b) Work commenced.
...	...	...	15-10-12	Mysore Durbar.	Bowringpet	Kolar ...	(b) 11.00	...	133	
116.15	10.89	128.74	5-1-09	Baroda Durbar	Sankheda	Bhatpur ...	(c) 8.45	...	134	(c) Commencement of work deferred.
			17-1-10		Bahadarpur	Jarod ...	(b) 24.28	...		
							32.71			
26.12	2.53	28.65	...	...	...	...	...	...	135	
33.41	1.76	34.17	...	...	...	...	...	...	136	
24.63	1.71	26.33	...	...	...	...	...	...	137	
...	...	...	7-8-11	Baroda Durbar.	Petlad ...	Vaso ...	(b) 15.74	...	138	
37.37	4.07	41.44	...	...	...	...	...	...	139	
238.67	20.66	259.33	...	...	...	...	24.27	...		
249.96	11.96	261.94	...	...	...	...	...	...	140	
2,160.94	239.87	2,400.81	...	...	...	...	126.40	...		

WORKED BY STATE RAILWAY AGENCY.

13.79	3.26	19.95	141	(d) The British section of this railway forms an integral portion of the North West. ern railway.
22.03	3.43	25.45	...	...	...	...	...	...	142
78.85	3.76	84.41	...	...	...	...	...	...	143
108.04	33.26	131.30	...	...	...	...	...	...	144
224.50	35.71	260.21	

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
XV.—NATIVE STATE LINES											
145	Cooch Behar ...	15-9-99	E. B. Ry. ...	...	...	...	...	...	33'09	...	33'09
	3' 3 1/2" GAUGE.										
	2' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Native State lines worked by State Railway Agency.	...	...	...	...	...	...	...	257'39	...	257'39
XVI.—LINES IN FOREIGN											
	5' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...
146	Peralam-Karaikkal ...	14-3-93	S. I. Ry. Co.	...	...	...	...	...	1'05	...	1'05
147	Pondicherry ...	15-12-79		...	...	...	...	...	7'85	...	7'85
148	West of India Portuguese	17-1-87	M. & S. M. Ry. Co.	...	...	...	...	...	51'10	...	51'10
	Total	...	...	...	...	...	...	...	73'60	...	73'60
	2' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...
	2' 0" GAUGE.										
	Nil.	...	...	...	...	...	...	...
	TOTAL FOREIGN LINES	...	...	...	...	...	...	...	73'60	...	73'60
	TOTAL PART II	...	...	...	...	...	353'57	4'42	2,242'56	4'20	2,247'36
	TOTAL PART I	...	...	...	...	...	314'81	54'77	22,751'00	2,485'38	25,236'38
	GRAND TOTAL OF ALL RAILWAYS ...	...	...	...	...	...	(a) 668'38	59'19	30,993'56	2,490'18	33,483'74

DIX I—concl'd.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc. lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

II—concl'd.

not pass through the Government accounts.

WORKED BY STATE RAILWAY AGENCY—concl'd.

33-09	2-28	35-37	...	...	...	...	...	...	143
...	
...	
257-59	37-99	295-58	...	...	...	...	...	...

TERRITORY.

...	
14-65	2-18	16-78	...	...	...	...	...	...	146
7-85	1-90	9-75	...	...	...	...	...	...	147
51-10	15-65	66-75	...	...	...	...	...	...	148
78-60	19-68	93-28	...	...	...	...	...	...
...	
...	
78-60	19-68	93-28	...	...	...	...	...	...
8,252-16	988-95	9,241-01	...	...	...	...	847-40	...	
27,776-66	6,089-62	33,866-28	...	...	...	...	1,607-29	106-40	
36,028-82	7,078-47	43,107-29	...	...	...	...	2,455-29	106-40	

(a) This is the actual mileage opened. The net mileage added (i.e., mileage actually opened, plus or minus corrections of mileage, due to realignments, relocations, abandonments, etc.) during 1912 is 644 7/8 miles.

(i) Capital outlay during the year and

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAYS:	Gauge.	CAPITAL OUTLAY DURING THE YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).		
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.	
										1	2	3	4	5	6	7	8	9	10
PART										
Railways, the transactions of which										
I.—STATE LINES WORKED										
3	(a)	Eastern Bengal	5' 6"	66	17,63	45,50	63,81	13,80,53	87	
3	(b)	Eastern Bengal	3' 3 1/2" & 2' 6"	...	15,87	51,35	68,72	11,41,91	...	
...	...	Lower Ganges Bridge	5' 6"	64,67	...	...	64,67	...	2,95,21
8	(a)	North-Western, Commercial section	"	48,86	1,15,84	87,04	2,51,54	53,79,51	55,96	
8	(b)	Military	2' 6"	...	...	2,08	2,08	17,71,86	...
8	(c)	Kalka-Simla . . . . .	"	...	...	96	70	1,97,82	...
8	(d)	Kohat-Thal	"	...	75	8	83	44,00	...	
8	(e)	Nowshera-Durgal	"	...	4	10	14	35,88	...	
8	(f)	Trans-Indus (Kalabagh-Bannu)	"	16,30	3,72	...	20,02	...	46,19	
9	(a)	Oudh and Rohilkhand	5' 6"	...	28,01	32,97	60,98	19,65,98	...	
9	(b)	Cawnpore-Burhwal	3' 3 1/2"	...	...	...	...	...	...
9	(c)	Cawnpore-Banda	5' 6"	81,81	...	...	31,81	...	35,39
47	(d)	Jorhat (Provincial)	2' 0"	...	5	-1	4	9,41	...	
TOTAL				...	1,62,10	1,84,17	2,30,07	5,66,34	1,19,16,30	3,37,52
II.—STATE LINES WORKED										
1	(a)	Bengal-Nagpur	5' 6"	7,35	19,86	21,04	48,05	80,79,70	11,33	
1	(b)	Gondia-Chanda	2' 6"	...	...	...	...	...	...
1	(c)	Jubbulpore-Gondia extension . . . . .	"	...	...	...	...	...	...
1	(d)	Nagpur-Chhindwara	"	28,59	1,78	1,78	32,15	8,69,25	52,61	
1	(e)	Purnia-Ranchi . . . . .	"	...	...	...	...	...	...
1	(f)	Raipur-Dhamtari . . . . .	"	...	...	...	...	...	...
2	(a)	Bombay, Baroda and Central India §	5' 6"	27,43	40,40	40,88	1,08,71	21,12,44	39,27	
2	(b)	Bombay, Baroda and Central India	3' 3 1/2"	...	10,92	7,43	18,85	15,98,42	...	
2	(c)	Palanpur-Deesa || . . . . .	"	...	...	...	...	2,48	...
2	(d)	Branch-Jambusar	2' 6"	5,13	...	...	5,13	...	6,36
Carried over				...	68,50	72,76	71,13	2,12,39	71,62,27	1,00,57

NOTE 1.—In this statement the figures in the column headed "Equivalent in sterling" have been calculated in the following manner:—

(i) In the case of railways purchased from the old Guaranteed Companies* the outlay since purchase, as recorded in rupees in India has been converted at Rs. 15=£1 and added to the sterling capital issued by the Companies before purchase.

* East Indian.
Eastern Bengal.
Oudh and Rohilkhand.
Sindh Punjab and Delhi (North-Western).

South Indian.
Great Indian Peninsula.
Bombay, Baroda and Central India.
Madras (now included under the Madras and Southern Mahratta and South Indian railway systems).

(ii) In the case of railways constructed from State funds as well as in the case of lines purchased † out of funds provided by the State for the construction of railways, the total expenditure as recorded in rupees in India has been converted at Rs. 15=£1.

† Nilgiri (South Indian railway).
Saganki-Kaxaul (Tirhoot railway).

Brahmaputra-Sultanpur (Eastern Bengal railway).
Ranaghat-Krishnagar (Eastern Bengal railway).

(iii) In the case of Companies' lines, and those guaranteed under modern contract, branch lines and private Companies' lines, as well as Native State lines and lines in Foreign territory, if the capital was raised or advanced by the State in sterling, the sterling figures have been taken. And if it was raised or advanced in rupees the expenditure has been converted at Rs. 15=£1.

‡ Assam-Bengal.
Bengal-Nagpur.
Bengal Central (Eastern Bengal railway).
Burma.

Indian Midland.
Lucknow-Bareilly.
Mysore.
Madras and Southern Mahratta.

DIX 2.

(ii) total capital outlay to end of the year 1912.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).												REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total. (columns 17 & 18).		CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		
Open (calculated on mileage in column 12 of Appendix 1).	Of single track including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
I.												
pass through the Government Accounts.												
BY THE STATE.												
2.70	1.50	23.46	...	1,06.11	...	15,07.10	87	15,07.97	18,268	(a)	3	
1.11	91	35.54	...	7	...	11,77.52	...	11,77.52	1,815	(b)	3	
...	...	...	...	...	37.97	...	2,42.28	2,42.28	...	...	...
2.15	1.35	39.84	...	2,71.01	17.86	58,90.96	78.22	57,63.58	55,056	(a)	8	
1.53	1.24	2.94	...	...	...	17,74.20	...	17,74.20		(k)	8	
3.30	2.98	...	...	...	...	1,97.62	...	1,97.62		(l)	8	
71	68	...	...	...	...	44.00	...	44.00	310	(m)	8	
64	56	28	4.94	...	1.45	26.18	46.58	46.58		(n)	8	
...	
129	106	...	...	52.08	...	20,17.91	...	20,17.91	16,578	(a)	9	
...	...	...	...	...	32	...	35.71	35.71	239	(c)	9	
29	27	...	...	43	...	9.84	...	9.84	66	(d)	9	
...	...	1,01.76	4.94	4,26.65	26.20	1,24,44.71	3,96.66	1,28,43.37	92,892	(e)	47	
BY COMPANIES.												
1.66	1.31	47.49	...	75.74	1	32,02.93	11.84	32,14.27	25,078	(a)	1	
58	52	...	...	...	1	3,69.25	52.62	4,21.87		(b)	1	
...	...	...	...	...	...	...	...	...		(c)	1	
2.22	1.42	...	...	32.87	16	21,65.31	39.43	21,95.74	28,304	(a)	2	
87	72	...	...	57.00	...	16,55.42	...	16,55.42		(b)	2	
125	123	...	...	...	...	3.46	6.86	6.86		(g)	2	
...	
...	...	47.49	...	1,85.61	18	78,95.37	1,00.75	79,96.12	53,440	(f)	2	

NOTE 2.—The Premium paid in purchase of companies' lines are as under:—

	Rs.	Rs.
East Indian railway	6,550,000 @ Rs. 15 = £1 = 9,82,50,000	
Eastern Bengal railway	1,136,437	= 1,70,46,556
Sindh, Punjab and Delhi railway	2,933,304	= 4,40,07,060
South Indian railway	989,277	= 1,48,39,155
Oudh and Rohilkhand railway	1,026,049	= 1,55,40,735
Great Indian Peninsula railway	14,359,218	= 22,28,98,270
Bombay, Baroda and Central India railway	4,135,230	= 6,29,29,200
Madras railway	2,561,928	= 3,84,28,920

(i) Capital outlay during the year and

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAYS	Gauge.	CAPITAL OUTLAY DURING THE YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding fares).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
II.—STATE—LINES WORKED									
		Brought forward	...	68,50	72,76	71,18	2,12,89	71,62,97	1,00,57
4	(a)	East Indian	5' 6"	36,01	35,23	68,20	1,39,44	61,16,69	82,29
5	(a)	Great Indian Peninsula	"	46,38	42,12	94,95	1,68,45	51,70,08	1,47,78
5	(b)	Agra-Delhi Chord	"	...	...	1,35	1,35	1,43,41	...
5	(c)	Baran-Kotah	"	...	...	81	31	48,97	...
5	(d)	Bhopal-Itarsi (British section)	"	...	...	86	86	39,15	...
6	(a)	Madras and Southern Mahratta	"	...	3,99	9,24	18,23	17,28,80	...
6	(c)	Madras and Southern Mahratta	3' 3 1/2"	...	6,88	3,92	10,80	18,31,45	...
6	(f)	Dhono-Kurnool	"	...	...	31	31	16,95	...
6	(g)	Mysore section (M. and S. M.)	"	...	—20	1,95	1,75	1,76,94	...
7	(b)	Bezwada extension	5' 6"	...	—20	28	3	12,22	...
10	(a)	South Indian	"	...	9,41	1,47	10,88	6,57,96	...
10	(b)	South Indian	3' 3 1/2"	20,50	13,08	7,75	41,23	8,31,01	22,61
10	(c)	Nilgiri	"	...	41	40	81	75,99	...
10	(f)	Morappur-Dharwadpuri	2' 6"	5,01	...	...	5,01	8,38	15,52
10	(h)	Tirupattur-Krishnagiri	"	...	...	3	3	10,79	...
10	(h)	Tinnevely-Quilon (Travancore)	3' 3 1/2"	...	...	—20	—20	44,21	...
10	(i)	Tinnevely-Quilon (Native State section)	"	...	...	—6	—6	1,17,98	...
11	(a)	Assam-Bengal	"	12,34	3,62	10,85	26,81	18,98,09	23,27
12	(b)	Tirhoot	"	10,44	3,03	4,56	16,03	7,40,94	10,95
15	(a)	Burma	"	...	5,91	33,63	39,54	16,23,35	—25
15	(b)	Burma extensions	"	75	2,23	1,49	4,47	2,16,95	...
15	(c)	Southern Shan States	"	37,70	53,34	...	41,04	11,79	65,57
19	(c)	Jodhpur-Hyderabad (British section)	"	...	...	61	61	41,41	...
23	(f)	Lucknow-Bareilly	"	1,22	18	6,55	7,95	1,70,98	2,55
TOTAL				2,38,85	1,91,74	3,19,53	7,50,12	3,78,73,98	4,76,55
III.—COMPANIES' LINES GUARANTEED									
9	(b)	Hardwar-Dehra	5' 6"	...	...	7	7	80,18	...
IV.—LEASED									
4	(c)	South Bihar	5' 6"	...	...	...	...	1,19,77	...
UNCLASSIFIED EXPENDITURE				...	...	...	...	...	...
TOTAL, PART I				4,00,95	3,75,91	5,39,07	18,16,53	3,99,40,98	8,13,87

DIX 2—contd.

(ii) total capital outlay to end of the year 1912.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total. (columns 17 and 18).		Sub- head.	Main head.	
Open (calcu- lated on mileage in column 12 of Appen- dix 1).	Of single track, in- cluding sidings (cal- culated on mileage in column 15 of Appendix 1).	Open.	Under con- struc- tion.	Open.	Under con- struc- tion.	Open.	Under con- struc- tion.	In thousands of rupees.	Equiva- lent in sterling (in thousands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—contd.												
...	...	47.49	...	1,85.61	18	73,95.57	1,00.78	74,96.12	53,440			
2.68	1.56	19.50	...	1,81.00	3	62,67.19	81.22	63,48.51	50,522	(a)	4	
2.14	1.40	...	...	1,65.63	1	53,35.66	1,47.78	54,83.42	44,609	(a)	5	
1.14	.81	...	...	...	...	1,43.41	...	1,43.41	956	(b)	5	
1.14	1.05	...	...	...	...	45.97	...	45.97	306	(c)	5	
3.22	...	...	...	...	...	39.15	...	39.15	261	(a)	5	
1.67	1.34	...	...	54.08	...	17,90.88	...	17,90.88	13,790	(a)	6	
87	78	...	...	25.05	...	13,46.50	...	13,46.50	67	(b)	6	
31	29	...	...	...	...	10.05	...	10.05	67	(c)	6	
59	54	...	...	5.09	...	1,61.93	...	1,61.93	1,344	(c)	6	
57	54	...	...	...	...	12.22	...	12.22	81	(b)	7	
1.47	1.28	...	...	10.86	...	6,62.14	...	6,62.14	5,216	(a)	10	
95	81	...	2.62	64.49	...	8,95.50	25.23	9,20.73	7,822	(b)	10	
2.62	2.30	...	...	2.33	...	78.32	...	78.32	617	(c)	10	
45	40	...	...	10	1.44	8.43	16.96	25.39	13,598	(c)	10	
48	39	...	...	20	...	10.99	...	10.99	8	(b)	10	
87	...	...	...	...	...	44.21	...	44.21	1,022	(b)	10	
2.03	...	21	...	...	...	1,18.19	...	1,18.19	1,022	(c)	10	
1.74	1.25	89.25	2.20	15.20	1.08	14,72.74	31.55	15,04.29	9,866	(a)	11	
84	78	11.75	...	17.26	1.41	7,70.08	12.36	7,82.44	5,216	(b)	12	
1.81	93	17.64	...	60.09	...	17,01.08	...	17,01.08	13,119	(a)	15	
1.16	97	2.88	...	...	...	2,19.33	26	2,19.59	1,819	(b)	15	
78	66	...	...	...	6.59	11.79	72.16	83.95	67	(c)	15	
34	31	25	...	52	...	42.19	...	42.19	281	(c)	19	
58	51	...	...	9.86	14	130.24	2.70	132.94	1,349	(b)	22	Includes the out- lay of Rs. 54,58 thousand on State works incurred from the joint debenture stock.
...	...	1,08.61	4.82	7,47.57	10.28	2,67,99.16	4,92.05	2,92,72.21	219,547			
BY GOVERNMENT UNDER MODERN CONTRACTS.												
94	83	...	...	...	...	30.18	...	30.18	201	(b)	9	
LINES												
1.51	1.36	...	...	...	...	1,19.77	...	1,19.77	798	(c)	4	
...	...	...	...	...	...	...	...	91.09	607			
...	...	2,60.87	9.76	11,74.22	67.08	4,18,74.62	8,90.71	4,23,58.62	314,285			

(i) Capital outlay during the year and

CLASSIFICATION No. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferris).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
Railways, the transactions of which									
V.—DISTRICT									
6	(a)	Beawada-Masulipatam	3' 3 1/2"	—	—	16	16	21,99	—
10	(g)	Tanjore District Board	"	—	—	12	12	48,69	—
		TOTAL		—	—	28	28	70,68	—
VI.—BRANCH LINE COMPANIES' RAILWAYS									
2	(f)	Tapti Valley	5' 6"	—	—	5	5	1,31,42	—
2	(g)	Ahmedabad-Dholka	3' 3 1/2"	—	—	—	—	11,18	—
2	(h)	Ahmedabad-Parantij	"	—	—	24	24	36,65	—
3	(d)	Mymensingh-Jamalpur-Jagannathganj	2' 6"	—	—	55	55	26,27	—
5	(e)	Dhond-Baramati	"	2	—	—	2	—	2
5	(g)	Murtajapur-Biltepur	"	5,98	10	—	6,08	—	7,71
5	(h)	Murtajapur-Yectmal	"	43	—	—	43	—	98
8	(b)	Amritsar-Patti	5' 6"	—	—	2	2	28,71	—
8	(d)	Jullundur-Doab	"	59,00	—	—	59,00	29,50	61,55
8	(h)	Southern Punjab	"	—	—	4,81	4,81	2,47,96	—
8	(i)	Southern Punjab, "Ludhiana" extension	"	—	—	32	32	90,16	—
8	(j)	Sutlej Valley	"	—	—	11	11	1,52,28	—
36	(e)	Godhra-Lunavada	2' 6"	1,83	1	—	1,84	—	2,66
39	(f)	Nadiad-Kapadvaj	"	5,11	89	—	6,00	—	7,29
		TOTAL		72,32	1,00	5,60	78,92	7,44,53	80,15
VII.—COMPANIES' LINES GUARAN									
NIL.									
VIII.—ASSISTED COMPANIES' LINES SUBSIDIZED									
4	(b)	Delhi-Umballa-Kalka	5' 6"	—	—	1,94	1,94	1,79,13	—
22	(c)	Rohilkhand and Kumaon	3' 3 1/2"	—	1	2,32	2,33	1,60,75	—
		TOTAL		—	1	3,66	3,67	3,39,88	—
IX.—ASSISTED COMPANIES' LINES SUBSIDIZED									
16	(c)	Dibru-Sadiya	3' 3 1/2"	—	1,80	1,48	3,28	1,04,57	—
30	(a)	Buthidaung-Manngdaw	2' 6"	3,14	—	—	3,14	—	3,14
43	(e)	Darjeeling-Himalayan	2' 0"	—	—	9	2	36,68	—
		TOTAL		3,14	1,78	1,57	6,39	1,41,40	3,14
X.—ASSISTED COMPANIES' LINES SUBSIDIZED									
12	(a)	Bengal Doonah	3' 3 1/2"	—	—	38	38	30,14	—
25	(a)	Arrah-Sasaram Light	2' 6"	—	8	1,11	1,19	21,92	—
27	(a)	Baraset-Basirhat Light	"	—	—	30	30	22,03	—
29	(a)	Bukhtiarpoore-Bihar Light	"	—	—	58	58	12,43	—
37	(a)	Jessore-Jhemidah Light	"	5,05	—	—	5,05	—	8,62
42	(a)	Tezpoore-Balipara Light	"	—	—	—	—	4,87	—
44	(a)	Howrah-Amta Light	2' 0"	—	18	23	41	22,16	—
45	(a)	Howrah-Sheakhala Light	"	—	—	7	7	6,47	—
		TOTAL		5,05	26	2,67	7,98	1,20,02	8,62

DIX 2—contd.

(ii) total capital outlay to end of the year 1912.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).		Sub- head.	Main head.	
Open (calcu- lated on mileage in column 12 of Appen- dix 1).	Of single track, in- cluding sidings (cal- culated on mileage in column 15 of Appendix 1).	Open.	Under con- struc- tion.	Open.	Under con- struc- tion.	Open.	Under construc- tion.	In thous- ands of rupees.	Equiva- lent in sterling (in thous- ands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
II.												
<i>do not pass through the Government accounts.</i>												
BOARDS' LINES.												
43	37	...	...	...	...	21,99	...	21,99	137	(d)	6	
47	43	...	...	...	...	48,69	...	48,69	325	(g)	10	
...	...	...	...	...	...	70,68	...	70,68	4,72			
ASSISTED BY GOVERNMENT UNDER "REBATE" TERMS.												
85	79	...	...	...	...	1,31,42	...	1,31,42	876	(f)	2	
33	31	...	...	...	...	11,18	...	11,18	75	(g)	2	
41	37	...	...	...	...	36,65	...	36,65	244	(h)	2	
48	40	...	...	...	...	26,27	...	26,27	175	(i)	4	
...	...	...	...	...	...	...	7,71	7,71	51	(j)	5	
...	...	...	...	...	...	...	98	98	7	(k)	5	
59	46	...	...	...	...	28,71	...	28,71	191	(b)	8	
78	...	...	...	...	19,77	20,50	81,32	1,01,82	679	(d)	8	
53	43	...	...	...	...	2,47,36	...	2,47,36	1,513	(h)	8	
59	54	...	...	...	...	90,16	...	90,16	602	(c)	8	
78	65	...	...	...	...	1,52,28	...	1,52,28	1,015	(g)	8	
...	...	...	...	...	4,90	...	7,46	7,46	50	(a)	26	
...	...	...	...	...	2,26	...	9,49	9,49	63	(a)	30	
...	...	...	...	...	28,63	7,44,53	1,06,96	8,51,51	5,541			
TEED BY NATIVE STATES.												
<i>NIL.</i>												
BY THE GOVERNMENT OF INDIA.												
33	34	...	...	...	...	1,79,13	...	1,79,13	1,194	(b)	4	
63	55	...	...	...	2,15	1,62,90	...	1,62,90	1,121	(a)	22	
...	...	...	...	...	2,15	3,42,08	...	3,42,08	2,315			
BY LOCAL GOVERNMENTS.												
1,21	1,04	23	...	1,50	...	1,06,30	...	1,06,30	700	(a)	16	
...	...	...	...	...	...	39,25	3,14	8,14	21	(a)	30	
...	66	...	...	...	...	...	...	39,25	262	(a)	43	
...	...	23	...	3,22	...	1,45,55	3,14	1,48,69	992			
BY DISTRICT BOARDS.												
83	73	1,35	...	28	...	31,72	...	31,72	205	(a)	13	
36	34	...	...	6	...	21,98	...	21,98	147	(a)	25	
43	40	...	...	40	...	22,43	...	22,43	150	(a)	27	
38	36	...	...	20	...	12,63	...	12,63	84	(a)	29	
...	...	...	...	...	...	...	8,62	8,62	77	(a)	37	
...	...	...	...	...	...	4,87	...	4,87	32	(a)	42	
24	23	...	...	...	...	22,95	...	22,95	153	(a)	44	
51	46	...	...	79	...	6,62	...	6,62	44	(a)	45	
38	32	...	...	15	...	...	...	...	...
...	...	1,35	...	1,38	...	1,23,20	8,62	1,31,82	892			

(i) Capital outlay during the year and

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
XI.—ASSISTED COMPANIES' LINES RECEIVING									
4	(d)	Tarkessur	5' 6"	...	...	2	2	18,07	...
5	(h)	Matheran	2' 0"	...	1	1	2	11,38	...
12	(a)	Bengal and North-Western	3' 3 1/2"	73,86	3,26	1,04,38	33,78	9,08,30	19,74
13	(b)	Bengal Doars extensions . . . . .	"	...	...	66	66	92,78	...
19	(d)	Mirpur Khas-Jhudo . . . . .	"	...	...	2	2	7,23	...
19	(e)	Mirpur Khas-Khadro . . . . .	"	...	...	58	53	8,25	...
22	(c)	Powayan Light	2' 6"	...	...	...	...	8,95	...
28	(a)	Barsi Light	"	...	8	95	93	68,74	...
31	(a)	Champaner-Shivrajpur Light	"	...	2	28	26	8,86	...
35	(a)	Dwara-Therria Light . . . . .	"	...	...	...	...	...	4,61
40	(a)	Shahdara (Delhi)-Saharanpur Light	"	...	19	17	36	42,17	...
TOTAL			...	73,86	3,47	1,07,07	36,68	11,74,73	24,35
XII.—UNASSISTED									
16	(b)	Ledo and Tikak-Margherita Colliery	3' 3 1/2"	...	...	...	72	16,91	...
24	(a)	Ambaji-Teranga Light	2' 6"	72	...	...	...	...	72
33	(a)	Dehri-Rohtas Light	"	10	7	...	17	5,43	...
38	(a)	Madaya Light . . . . .	"	...	...	Information not furnished		...	...
41	(a)	Tarkessur-Magra Light	"	...	6	5	11	11,18	...
46	(a)	Jagadhri Light	2' 0"	...	28	...	28	1,08	...
TOTAL			...	82	41	5	1,28	34,63	72
XIII.—NATIVE STATE LINES WORKED									
14	(a)	Bhavnagar	3' 3 1/2"	7,97	55	39	8,91	97,40	7,97
14	(b)	Dhrangadra . . . . .	"	...	...	...	...	5,85	...
17	(a)	Gondal-Porbandar . . . . .	"	...	...	...	...	66,94	...
17	(b)	Jetalsar-Rajkot . . . . .	"	...	...	1	1	16,15	...
17	(c)	Khijadia-Chalala	"	8,64	...	...	8,64	...	8,64
18	(a)	Jamnagar	"	...	1	5	6	23,22	...
19	(a)	Jodhpur	"	1,31	2,14	2,03	5,48	1,45,94	1,39
19	(b)	Bikaner	"	...	2,82	13,19	16,01	1,03,58	...
20	(a)	Junagad	"	5,59	1,04	51	7,14	48,24	5,64
21	(a)	Morvi (including 2' 6" gauge)	"	...	34	46	80	50,14	...
23	(a)	Udaipur-Chitorgarh	"	...	68	12	80	21,96	...
32	(a)	Cutch	2' 6"	14	...	46	60	9,89	20
34	(a)	Dholpur-Bari	"	52	26	5	83	7,48	77
48	(a)	Pipar Road-Bhavi Light	2' 0"	...	8	15	23	2,75	...
TOTAL			...	24,17	7,92	17,42	49,51	5,99,54	24,61

DIX 2—contd.

(ii) total capital outlay to end of the year 1912.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).		Sub-head.	Main head.	
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
II—contd.												
LAND ONLY FROM GOVERNMENT.												
81	70	...	...	...	...	18,07	...	18,07	120	(d)	4	
90	83	...	...	...	...	11,38	...	11,38	76	(h)	5	
77	68	24,06	...	16,49	20	9,48,85	19,04	9,68,79	6,711	(a)	12	
80	72	...	...	1,65	...	94,43	...	94,43	630	(b)	18	
14	14	...	...	...	...	7,23	...	7,23	43	(d)	10	
17	16	...	...	...	...	8,25	...	8,25	55	(e)	19	
23	23	...	...	...	...	8,95	...	8,95	60	(c)	22	
59	59	...	...	1,40	...	70,14	...	70,14	468	(a)	28	
44	39	...	...	40	...	9,26	...	9,26	69	(a)	31	
46	42	...	...	94	4,84	42,51	9,45	42,51	283	(a)	35	
...	...	24,06	...	29,28	5,84	12,19,07	29,89	12,48,46	8,576		40	
COMPANIES' LINES.												
3,08	1,29	...	...	...	...	16,94	...	16,94	118	(b)	16	
23	20	...	...	8	...	5,51	...	5,51	37	(a)	24	
34	33	1	...	Information not furnished.	...	11,46	...	11,46	76	(a)	33	
33	28	...	...	27	...	1,11	...	1,11	7	(a)	41	
...	...	1	...	38	...	35,02	73	35,74	238	(a)	46	
BY NATIVE STATES.												
57	49	...	...	4,27	...	1,01,67	7,97	1,09,64	781	(a)	14	
28	26	...	...	...	...	5,85	...	5,85	39	(b)	14	
45	41	...	...	1,06	...	68,02	...	68,02	453	(a)	17	
85	82	...	...	...	3	16,15	8,67	16,15	108	(b)	17	
...	...	...	...	...	...	...	...	8,67	53	(c)	17	
46	43	...	...	14	...	22,36	...	22,36	156	(a)	18	
28	26	...	...	9,13	6,13	1,55,07	7,51	1,52,56	1,034	(a)	19	
22	21	...	...	2,49	...	1,06,07	...	1,06,07	707	(b)	19	
48	43	...	...	2,05	...	50,29	5,64	55,93	378	(a)	20	
54	49	...	...	1,03	...	51,22	...	51,22	311	(a)	21	
33	30	...	...	...	...	21,96	...	21,96	146	(a)	23	
27	25	...	...	...	...	9,80	20	10,09	67	(a)	32	
38	32	...	...	...	...	7,48	77	8,25	55	(a)	34	
11	11	...	...	...	...	2,75	...	2,75	18	(a)	45	
...	...	...	...	20,24	6,15	6,19,78	30,76	6,50,54	4,236			

* Includes the expenditure of Rs. 6,16,993 incurred prior to the transfer of the working of the line to the Rohilkhand and Kumaon Railway Company.

(i) Capital outlay during the year and

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
XIV.—NATIVE STATE LINES WORKED									
1	(d)	Mourbhanj	2' 6"	...	4	4	8	7.80	...
1	(f)	Parlakimedi Light	"	...	...	...	...	7.44	...
2	(c)	Nagda-Ujjain	5' 6"	...	...	7	7	22.41	...
2	(d)	Petlad-Cambay (Anand-Tarapur section)	"	...	...	1	1	11.86	...
2	(e)	Petlad-Cambay (Tarapur-Cambay section)	"	...	...	...	...	8.68	...
2	(j)	Gaekwar's Mehsana	3' 3 1/2"	...	...	14	14	57.16	...
2	(j)	Jaipur	"	...	...	...	...	24.10	...
2	(k)	Palanpur-Deesa	"	...	...	...	...	1.85	...
2	(l)	Vijapur-Kalol-Kadi	"	...	...	22	22	15.68	...
2	(m)	Gaekwar's Dabhol	2' 6"	...	11	11	22	35.29	6.12
2	(n)	Kosamba-Zankirav	"	...	...	68	68	12.23	...
2	(o)	Rajpipla	"	...	...	...	...	13.90	...
2	(p)	Billimora-Kalamba	"	2.14	...	...	2.14	...	2.34
2	(r)	Petlad-Vaso	"	2.80	...	...	2.80	...	3.20
5	(d)	Bhopal-Itarsi (Native State section)	5' 6"	...	...	2	2	50.00	...
5	(e)	Bhopal-Ujjain	"	...	...	1	1	78.79	...
5	(f)	Bina-Goona-Baran	"	...	...	...	...	1,00.84	...
5	(g)	Gwalior Light	2' 0"	...	13	7	20	67.67	...
5	(b)	Kolar Gold-fields	5' 6"	...	...	...	...	12.07	...
5	(c)	Birur-Shimoga	3' 3 1/2"	...	...	...	...	24.32	...
6	(g)	Hindupur (Yesvantpur-Mysore Frontier)	"	...	...	...	...	24.98	...
6	(h)	Kolhapur	"	...	...	...	...	23.28	...
6	(i)	Mysore-Nanjangud	"	...	...	1	1	6.57	...
6	(k)	Sangli	"	...	...	1	1	1.78	...
6	(m)	Bowringpet-Kolar	2' 6"	7	...	...	7	...	7
7	(a)	Nizam's Guaranteed State	5' 6"	...	8	3.27	3.35	4,60.01	...
7	(c)	Hingoli Branch	3' 3 1/2"	...	...	10.20	10.20	29.44	...
7	(d)	Hyderabad-Godavari Valley	"	...	42	3.24	3.66	2,90.55	...
10	(f)	Shoranur-Cochin	"	...	8	2	10	68.38	...
		TOTAL		5.01	86	18.11	23.98	14,53.83	11.73
XV.—NATIVE STATE LINES WORKED									
3	(c)	Cooch Behar	3' 3 1/2"	...	13	85	22	19.27	...
3	(c)	Jammu and Kashmir (Native State section).	5' 6"	...	...	18	18	10.27	...
3	(e)	Khanpur-Chachran	"	...	...	10	10	13.85	...
3	(f)	Ludhiana-Dhuri-Jakhal	"	...	...	53	53	41.92	...
3	(g)	Rajpura-Bhatinda	"	...	...	...	...	70.42	...
		TOTAL		...	13	91	78	1,55.78	...
XVI.—LINES IN									
6	(b)	West of India Portuguese	3' 3 1/2"	...	...	5.84	5.84	1,88.25	...
10	(d)	Peralam-Karaikkal	"	...	...	...	...	7.24	...
10	(e)	Pondicherry	"	...	...	...	...	5.69	...
		TOTAL		...	...	5.84	5.84	1,96.18	...
		TOTAL, PART II		36.65	15.53	1,63.13	2,15.31	50,32.65	1,13.22
		GRAND TOTAL		437.60	3,91.44	7,02.80	15,91.84	4,49,72.88	9,87.19

DIX 2—conold.

(ii) total capital outlay to end of the year 1912.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).		Sub-head.	Main head.	
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
II—conold.												
BY COMPANIES.												
22	21	...	...	...	...	7.20	...	7.20	43	(3)	1	
30	29	...	...	...	...	7.44	...	7.44	49	(3)	1	
65	63	...	...	...	...	22.41	...	22.41	149	(6)	2	
53	48	...	...	10	...	11.46	...	11.46	78	(6)	2	
70	54	...	...	...	...	8.66	...	8.66	58	(6)	2	
41	37	...	...	...	...	57.16	...	57.16	381	(4)	2	
33	30	...	...	...	...	24.10	...	24.10	161	(2)	2	
...	...	...	...	...	...	1.85	...	1.85	12	(2)	2	
31	28	...	...	...	...	15.63	...	15.63	104	(3)	2	
23	20	...	...	29	1.15	35.58	7.37	42.95	286	(2)	2	
47	43	...	...	4	...	12.37	...	12.37	82	(2)	2	
37	34	...	...	...	...	13.90	...	13.90	93	(6)	2	
...	...	...	...	...	...	2.90	...	2.90	35	(2)	2	
...	...	...	...	...	...	31	...	31	23	(2)	2	
112	117	...	...	...	...	50.00	...	50.00	333	(3)	5	
70	64	...	...	...	...	78.79	...	78.79	525	(6)	5	
89	64	...	...	...	...	1,00.94	...	1,00.94	669	(6)	5	
27	26	...	...	...	...	67.67	...	67.67	431	(6)	5	
1.22	77	...	...	...	...	12.07	...	12.07	80	(6)	6	
64	57	...	...	...	...	24.32	...	24.32	162	(6)	6	
49	45	...	...	...	...	24.98	...	24.98	167	(6)	6	
79	75	...	...	...	...	23.26	...	23.26	155	(6)	6	
42	39	...	...	...	...	6.87	...	6.87	44	(6)	9	
36	34	...	...	...	...	1.78	...	1.78	12	(3)	6	
1.39	1.23	...	...	24.98	...	4,84.97	7	4,84.97	3,718	(a)	7	
59	53	...	...	75	...	30.19	...	30.19	201	(c)	7	
74	56	...	...	5.57	...	2,96.12	...	2,96.12	1,957	(d)	7	
1.06	91	...	...	46	...	69.65	...	69.65	464	(f)	10	
...	...	87	...	32.17	4.36	14,82.37	16.00	14,98.46	10,490			
BY STATE RAILWAY AGENCY.												
58	54	4	...	...	...	19.31	...	19.31	129	(c)	8	
65	54	...	...	...	...	10.27	...	10.27	68	(c)	8	
68	54	...	...	...	...	13.85	...	13.85	92	(c)	8	
53	50	...	...	...	...	41.92	...	41.92	279	(f)	8	
65	54	...	...	...	...	70.42	...	70.42	470	(f)	8	
...	...	4	...	...	...	1,55.77	...	1,55.77	1,033			
FOREIGN TERRITORY.												
3.59	2.75	...	...	...	...	1,83.25	...	1,83.25	1,491	(1)	6	
49	43	...	...	...	...	7.24	...	7.24	48	(d)	10	
72	58	...	...	...	...	5.69	...	5.69	38	(e)	10	
...	...	...	...	...	...	1,96.18	...	1,96.18	1,577			
...	...	26.55	...	80.97	42.38	51,40.18	1,95.70	53,35.88	36,467			
...	...	2,86.93	9.76	12,55.19	1,03.46	4,65,15.00	10,36.41	4,76,92.50	5,350,752			

* The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Darbar.

† Including the British section.

‡ Includes Rs. 91.00 thousand of 1907 thousand on account of "Unclassified expenditure," vide column 19 and 20 on page 29.

Capital liability on account of railways classed.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		Railways.	CAPITAL LIABILITY								
			SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.								Debt incurred for pur- chase of rail- ways.
			Commuted value of stock purchas- ed.	Deduct.		Net capital to be paid off by annuities.	Deduct amount redeemed by annuity payments.	Net out- stand- ing.	State outlay.		
Commuted capital re- presenting annuities which were pur- chased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Maharatta Railway Companies issued in exchange for por- tions of annuities.										
1	2	3	4	5	6	7	8	9	10	11	
			£	£	£	£	£	£	£	£	
I—STATE LINES											
...	...	Akbarpur-Tanda	...	...	...	...	...	...	97,111	...
...	...	Allahabad-Rae-Bareilly-Cawnpore	...	...	...	...	...	...	720,810	...
...	...	Bilaspur-Etawah	...	...	...	...	...	...	5,000	...
9	(d)	Cawnpore-Banda	...	...	...	...	...	...	238,060	...
3	(a) & (b)	Eastern Bengal 5' 6", 3' 3½" and 2' 6" ganges	3,391,917	542,070	...	2,849,847	363,874	2,485,973	16,622,408	1,326,684	
...	...	Dhaka-Sambhal	...	...	...	...	...	...	44,739	...
...	...	Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	82,253	...
...	...	Frontier railway reserve	...	...	...	...	...	...	292,741	...
...	...	Gajroula-Chandpur	...	...	...	...	...	...	48,378	...
...	...	Ganges bridge at Kachhia	...	...	...	...	...	...	5,094	...
47	...	Jorhat (Provincial)	...	...	...	...	...	...	85,623	...
...	...	Jullundur-Hoshiarpur	...	...	...	...	...	...	106,965	...
...	...	Jakhal-Hissar	...	...	...	...	...	...	143,901	...
8	(*)	Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...	310,525	...
...	...	Laki-Pezu-Tank	...	...	...	...	...	...	14,634	...
...	...	Lower Ganges Bridge	...	...	...	...	...	...	1,615,230	...
...	...	Ludhiana-Ferozepore	...	...	...	...	...	...	1,687	...
...	...	Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	48,908	...
8	(a)	North Western	14,009,124	4,911,216	...	9,097,908	1,036,293	8,061,615	43,204,789	3,736,833	
9	(a)	Raja Bhat Khawa-Dalsingpara	...	...	...	...	...	...	33,587	...
...	...	Oudh and Rohilkhand	...	...	...	...	...	...	6,437,181	10,706,559
...	...	Petroleum operations in Baluchistan	...	...	...	...	...	...	7,346	...
...	...	Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...
...	...	Rangiya-Tangla	...	...	...	...	...	...	69,117	...
...	...	Sabarnati-Dholka	...	...	...	...	...	...	3,993	...
...	...	Sarsi Kala-Havelian	...	...	...	...	...	...	230,884	...
...	...	Singhiani-Fulchhari	...	...	...	...	...	...	77,864	...
...	...	Shorkot Road-Chichoki	...	...	...	...	...	...	529,170	...
...	...	Southern Maharatta (Depreciation on works)	...	...	...	...	...	...	35,188	...
...	...	State railway stores	...	...	...	...	...	...	15,814	...
...	...	Umaria Colliery	...	...	...	...	...	...	12,178	...
...	...	Visagapatam-Raipur	...	...	...	...	...	...	16,388	...
...	...	Warora Colliery	...	...	...	...	...	...	74,002	...
Total			17,401,041	5,458,286	...	11,942,755	1,452,173	10,490,582	70,146,633	16,770,025	
II—STATE LINES WORKED											
5	(b)	Agra-Delhi Chord	...	...	...	...	...	...	956,048	...
11	(a)	Assam-Bengal	...	...	...	...	...	...	6,347,268	...
5	(c)	Baran-Kotah	...	...	...	...	...	...	306,453	...
Carried over			...	...	...	...	...	...	7,609,780	...

Capital liability on account of railways classed as State

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railways.	CAPITAL LIABILITY								
Main head.	Sub-head.		SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.						State outlay.	Debt incurred for purchase of railways.	
			Commuted value of stock purchased.	Deduct,		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
			£	£	£	£	£	£	£	£	£
II.—STATE LINES											
		Brought forward	...	...	...	...	...	...	...	7,609,739	...
		Bayana-Agra	...	...	...	...	...	...	...	202,857	...
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur	...	...	...	...	...	...	...	2,061,982	...
2	(g)	Broach-Jambusar	...	...	...	...	...	...	...	42,881	...
7	(b)	Bezwa Extension	...	...	...	...	...	...	...	81,491	...
5	(d)	Bhopal-Itarsi (British section)	...	...	...	...	...	...	...	260,995	...
2	(a)	Bombay, Baroda and Central India	...	...	...	...	...	...	...	17,146,548	12,556,908
15	(a)	Burma	...	...	...	...	...	...	...	6,494,155	...
15	(b)	Burma Extensions	...	...	...	...	...	...	...	2,029,586	...
...	...	Coonoor-Ootacamund	...	...	...	...	...	...	...	253,398	...
...	...	Dharmapuri-Hosur	...	...	...	...	...	...	...	118,027	...
6	(f)	Dhone-Kurnool	...	...	...	...	...	...	...	67,028	...
4	(a)	East Indian	32,750,000	7,282,206	...	25,467,624	3,611,291	21,856,353	5,284,897	9,939,219	...
5	(a)	Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	4,837,964	28,271,254	3,796,975	5,964,666	...
19	(c)	Indian Midland	...	...	...	...	...	...	2,542,056	4,220,021	...
...	...	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	...	281,299	...
22	(b)	Lucknow-Bareilly	...	...	...	...	...	...	...	341,409	...
6	(a)	Madras and Southern Mahratta*	12,819,558	...	1,500,000	11,319,558	472,690	10,846,868	9,155,605	1,889,102	...
6	(f)	Mysore section (Madras and Southern Mahratta)	...	...	...	...	...	...	...	...	...
2	(k)	Palampur-Deesa†	...	...	...	...	...	...	...	16,830	...
...	...	Roserah-Khagarah	...	...	...	...	...	...	...	68,169	...
...	...	Samastipur-Roserah	...	...	...	...	...	...	...	45,143	...
10	(a)	South Indian	...	...	...	...	...	...	...	4,876,537	4,724,169
10	(h)	Tinnevely-Quilon (Travancore) (British section).	...	...	...	...	...	...	...	6,681	...
10	(i)	Tinnevely-Quilon (Travancore) (Native State section).	...	...	...	...	...	...	...	11,298	...
12	(b)	Tirhoot	...	...	...	...	...	...	...	5,108,011	...
		TOTAL	80,428,776	7,282,206	3,250,000	69,896,410	8,921,925	60,974,475	67,886,557	39,294,079	
III.—COMPANIES' LINES GUARANTEED BY											
9	(b)	Hardwar-Dehra	...	...	...	...	...	...	...	...	...
		GRAND TOTAL	97,629,817	12,735,652	3,250,000	81,644,165	10,374,107	71,270,058	138,035,180	55,064,154	

* The figures relating to the purchase of the late Madras railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

† The expenditure shown against this railway in this appendix represents the outlay incurred by Government.

DIX 3—concl.

railways and of the Haridwar-Dehra railway at the end of 1912.

AT END OF THE YEAR.

NOMINAL AMOUNTS OF COMPANIES' CAPITAL.													Total capital liability (excluding capital not bearing interest, column 19).
Share Capital.						Over-drafts.	Capital not bearing interest including discounts on capital raised.	ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.					
In England.		In India.		In England.				In England.		In India.			
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.		
12	13	14	15	16	17	18	19	20	21	22	23	24	
	£		£		£	£	£		£		£		
WORKED BY COMPANIES—concl.													
	1,500,000				1,555,000		-1,000					10,000,000	
4%	3,000,000			3%	1,150,000	4,784,737						302,337	
				3 1/2%	1,185,500								
				3 1/2%	3,014,500								
				4%	155,000		-14,323	3 1/2%	2,000,000	3 1/2%	6,480,510	25,000,420	
												49,321	
												81,401	
												200,265	
3%	2,000,000			3 1/2%	1,000,000		-40,636					82,708,451	
3 1/2%	3,000,000			3%	1,250,000	381,957	-80,151					11,190,112	
												2,023,586	
												253,328	
												115,027	
												67,028	
				3%	3,000,000							52,079,408	
				3 1/2%	7,000,000		-711,007						
3%	2,575,000			3 1/2%	3,500,000		-248,942	3 1/2%	2,500,000			46,007,925	
												6,762,077	
												281,399	
				3 1/2%	75,000						3 1/2%	700,012	
				3 1/2%	32,000						4%	184,407	
				4%	435,000							1,808,828	
				3%	180,000							29,065,847	
3 1/2%	4,991,540	3 1/2%	3,460	3 1/2%	1,070,000	925,272	25,233					1,200,000	
				3 1/2%	600,000							16,800	
				4%	1,200,000		24,000					68,160	
												45,148	
												11,050,706	
3%	1,000,000			3 1/2%	175,000							292,781	
				3 1/2%	73,000							764,106	
				4%	200,000							5,103,911	
				4%	20,488		432						
				3 1/2%	67,575								
				3 1/2%	193,742								
				4%	29,517								
				3 1/2%	369,125		316						
				3 1/2%	370,358								
	18,066,540		3,460		32,912,900	6,091,966	-991,342		5,400,000		7,204,140	237,899,117	
GOVERNMENT UNDER MODERN CONTRACTS.													
			185,475			1,311						166,087	
	18,066,540		193,938		32,912,900	6,093,177	-981,342		5,400,000		7,204,140	234,500,965	

* State share of "Joint Debenture Stock" of 2800,000. The proceeds of this loan were not paid over to Government.

APPEN
Details of gross earnings

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway system.	Year.	COACHING TRAFFIC.												
Main head.	Sub-head.			PASSENGER TRAFFIC.										Other coaching traffic earnings		
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		[In thousands.]
1	2	3	4	No. [In hundreds]	Earnings [In thousands]	No. [In hundreds]	Earnings [In thousands]	No. [In hundreds]	Earnings [In thousands]	No. [In hundreds]	Earnings [In thousands]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds]	Earnings [In thousands.]	Rs.
		5' 6" GAUGE - <i>concl'd.</i>			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
8	(a) to (m)	North Western.	1905*		4,90		6,41		13,74		1,35,99		...		1,60,24	21,11
		Commercial Section.	1906*		5,28		6,58		14,89		1,44,28		...		1,70,98	20,05
			1907		6,18		7,93		15,86		1,72,89		...		2,02,11	22,54
			1908		6,35		8,10		16,31		1,78,49		...		2,04,95	22,70
			1909		6,29		8,49		18,03		1,77,27		...		2,10,08	25,98
			1910		7,22		9,09		17,61		2,01,17		...		2,25,13	26,95
			1911		8,47		10,12		19,21		2,22,74		...		2,60,81	32,25
			1912		7,89		9,60		16,78		2,18,98		...		2,53,31	32,93
		Military Section.	1905		50		63		1,01		15,77		...		17,91	2,58
			1906		52		74		1,15		17,88		...		20,50	3,06
			1907		62		78		1,23		19,03		...		21,65	3,14
			1908		80		93		1,65		19,87		...		23,95	3,65
			1909		88		1,01		1,71		20,58		...		24,18	3,06
			1910		1,09		1,01		1,79		21,95		...		25,77	3,17
			1911		1,06		1,03		1,82		22,32		...		27,13	3,53
			1912		95		1,06		1,57		24,41		...		27,99	3,58
		Total North Western (commercial and military sections).	1905	*78,7	*5,40	*256,1	*7,04	*1,408,1	*14,75	*28,276,1	*1,51,08	...	...	*20,017,0	*1,78,25	*28,67
			1906	*81,1	*5,86	*271,9	*7,32	*1,375,2	*16,04	*31,659,5	*1,62,02	...	...	*23,597,7	*1,91,28	*23,11
			1907	96,6	6,75	319,6	8,71	1,907,7	16,89	37,700,1	1,91,41	...	...	40,024,9	2,23,76	25,68
			1908	94,7	7,15	333,9	9,03	2,187,9	17,96	38,183,3	1,93,36	...	...	40,745,1	2,27,50	29,65
			1909	92,5	7,17	361,6	9,50	2,448,1	19,74	39,815,6	1,97,85	...	...	42,712,8	2,34,26	*29,02
			1910	85,6	8,24	297,8	10,10	1,979,2	19,40	45,998,4	2,28,12	128,8	4	48,489,3	2,60,90	30,13
			1911	118,8	9,58	326,6	11,15	2,421,4	21,08	50,551,4	2,45,98	141,6	7	56,559,8	2,87,74	35,80
			1912	21,6	8,84	347,6	10,66	1,976,9	18,38	51,383,3	2,48,39	248,4	8	54,047,7	2,81,90	36,31
			1905	39,1	2,26	123,3	2,95	322,9	6,85	9,711,8	62,50	...	...	10,797,3	64,56	7,46
			1906	41,0	2,35	133,8	3,17	378,9	7,39	10,716,9	68,21	...	...	11,999,3	71,08	7,53
			1907	40,9	2,33	135,4	3,12	1,081,1	7,02	11,805,0	64,18	12,4	1	13,024,8	76,66	7,31
			1908	41,1	2,34	135,1	3,09	989,5	7,32	11,023,9	66,69	13,5	1	12,308,1	69,45	7,32
9	(a) to (c)	Oudh and Rohilkhand.	1909	40,4	2,34	138,6	3,19	1,017,8	7,31	11,858,8	69,15	11,5	1	13,067,1	75,00	7,32
			1910	34,3	2,74	118,6	3,63	1,193,8	7,92	13,734,7	69,53	11,4	1	15,017,8	83,88	8,77
			1911	40,0	3,05	139,5	4,05	1,175,1	8,54	15,562,3	76,92	10,8	1	16,223,7	92,57	9,21
			1912	43,5	3,06	139,4	4,07	1,280,0	8,71	16,139,3	86,54	17,0	2	19,619,2	1,02,40	10,37
10	(a)	South Indian.	1908	†	79	†	1,40	...	...	†	18,80	†	5	†	20,54	2,84
			1909	†	89	†	1,53	...	...	†	18,29	†	11	†	20,62	2,83
			1910	†	95	†	1,65	...	...	†	20,06	†	9	†	22,75	3,13
			1911	†	92	†	1,77	...	...	†	20,61	†	17	†	23,47	3,39
			1912	†	1,07	†	2,02	...	...	†	22,46	†	12	†	25,67	3,51
		3' 3 1/2" GAUGE.														
			1905	6,1	41	16,9	88	18,9	18	2,435,2	13,97	...	...	2,476,4	13,94	1,50
			1906	7,0	51	17,3	42	14,2	15	2,693,6	14,17	...	...	2,732,1	15,25	1,71
			1907	7,5	57	20,4	50	18,6	20	3,027,7	16,00	...	...	3,074,2	17,27	1,92
			1908	8,6	65	21,4	53	18,7	21	3,190,3	17,19	...	...	3,238,8	18,56	2,03
11	(a)	Assam-Bengal.	1909	9,3	67	21,4	54	23,4	25	3,326,6	17,86	2,9	1	3,382,6	19,33	2,23
			1910	10,6	72	24,2	57	29,1	40	3,580,4	19,11	5,3	1	3,669,6	20,81	2,67
			1911	11,9	83	25,6	64	35,1	55	4,094,3	21,50	11,3	4	4,198,1	23,56	3,04
			1912	13,5	87	26,6	64	35,0	77	4,546,8	23,81	14,1	5	4,686,0	25,14	3,19
			1905	19,7	61	45,1	74	214,9	1,57	13,534,2	52,58	191,7	4	14,005,6	55,54	3,34
			1906	15,3	59	46,6	80	239,7	1,73	14,570,5	57,29	223,7	4	15,099,3	60,36	3,72
			1907	19,1	62	55,6	93	263,1	1,84	16,352,8	65,43	165,1	3	16,855,5	68,85	4,03
			1908	20,1	63	55,0	96	263,0	1,84	17,804,0	69,25	125,6	2	18,270,7	72,70	4,49
12	(a) & (b)	Bengal and North-Western.	1909	13,6	59	55,1	92	251,3	1,73	17,608,4	68,47	140,1	3	18,073,5	69,74	4,25
			1910	17,3	59	58,6	1,00	277,0	1,69	20,105,3	74,39	136,3	3	20,594,8	77,90	4,57
			1911	17,6	56	56,5	94	263,3	1,90	22,018,9	81,13	123,7	3	22,515,9	84,56	5,39
			1912	17,4	58	59,4	1,04	312,9	1,93	23,077,3	87,43	132,1	3	23,619,1	91,11	5,58

*Includes the Kalka-Simla railway, the working of which was made over to the North Western railway from the 1st January 1907.
† Included with the South Indian railway, 3' 3 1/2" gauge section.

Details of gross earnings

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX," TO APPENDIX.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings [In thousands.]			
				PASSENGER TRAFFIC.															
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.					
				No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17			
		3'-3 1/2" GAUGE.—contd.		Ra.		Ra.		Ra.		Ra.		Ra.		Ra.		Ra.			
13	(a) & (b)	Bengal Doonah.	1905	3	2	2.0	5	5.4	4	478.3	1.75	...	...	486.0	1.86	22	
			1906	4	2	2.2	5	6.3	4	444.4	1.77	...	...	453.3	1.88	21	
			1907	6	2	2.6	5	7.3	4	595.2	1.96	...	...	605.7	2.07	23	
			1908	8	4	3.1	5	14.0	7	645.1	2.42	...	...	663.0	2.53	23	
			1909	9	3	2.7	5	14.1	7	665.0	2.42	...	...	682.7	2.57	23	
			1910	1.2	5	3.2	5	17.4	9	672.9	2.39	...	...	694.7	2.58	21	
	Bhavnagar-Gondal-Jamnagar-Forbandar.	1905	7.7	25	55.2	75	70.0	58	1,961.9	10.53	10.3	2	2,105.1	12.11	1.24		
				1906	7.5	22	53.1	72	77.2	59	2,038.4	11.23	10.6	2	2,249.8	12.78	1.05		
				1907	8.4	25	61.3	80	89.2	67	2,418.3	12.45	4.1	1	2,611.7	14.19	1.27		
				1908	7.9	26	51.2	79	85.2	67	2,608.0	14.15	2.3	...	2,754.7	15.87	1.18		
				1909	6.9	25	46.0	74	78.5	56	2,555.7	13.99	5.3	1	2,692.9	15.55	1.29		
				1910	7.1	24	45.9	77	97.5	69	2,958.5	15.95	52.6	7	3,164.6	17.62	1.33		
14	(a) & (b)	Bhavnagar.	1911	2.7	8	19.0	30	23.8	23	1,342.6	7.08	4.4	1	1,397.5	7.70	54			
			1912	2.6	8	22.2	32	...	...	1,358.5	7.25	5.4	1	1,389.7	7.66	62	
15	(a) to (c)	Burma.	1905	44.2	2.02	191.4	2.63	...	...	16,410.4	61.97	223.4	22	16,874.4	65.94	3.63	
			1906	43.1	2.23	200.2	2.73	...	...	17,076.0	62.56	337.3	24	17,609.6	67.76	3.64	
			1907	43.2	2.62	160.8	2.84	...	...	17,051.5	64.32	310.0	23	17,570.5	70.01	3.96	
			1908	55.2	2.58	179.1	3.27	...	...	19,436.0	77.96	263.8	21	19,996.1	83.87	4.31	
			1909	55.1	2.59	171.1	3.12	...	...	19,936.2	75.17	333.8	24	20,502.2	81.42	4.33	
			1910	55.2	3.00	164.8	3.11	...	...	20,930.3	74.94	397.3	27	21,550.6	81.32	4.74	
			1911	55.6	3.07	172.9	3.23	...	...	22,597.7	80.66	471.3	29	23,297.3	87.25	5.14	
			1912	60.4	3.07	189.5	3.47	...	...	24,968.7	83.10	490.2	32	25,708.3	94.96	5.98	
			Deoghur.	1905	1.7	1	6.4	2	285.4	86	273.5	89	2
						1906	328.9	47	328.9	47	...
1907	2.0	1				...	...	...	...	313.8	44	...	...	315.8	45	1
1908	2.4	1				...	...	...	...	316.4	41	...	...	318.8	42	2
1909	2.2	1				...	...	...	...	308.4	41	...	...	310.6	42	1
1910		
16	(a) & (b)	Dibrasadiya.	1905	3.8	9	3.4	4	...	...	845.5	1.98	...	...	852.7	1.41	24
			1906	5.4	9	4.5	5	...	...	885.7	1.41	...	...	895.6	1.55	24
			1907	5.8	10	4.8	5	...	...	405.2	1.38	...	...	415.8	1.51	25
			1908	6.7	10	6.0	5	...	...	483.4	1.58	...	...	496.1	1.73	26
			1909	7.1	10	6.2	5	...	...	498.9	1.57	...	...	512.2	1.72	26
			1910	8.1	11	7.1	6	...	...	524.6	1.63	...	...	539.3	1.80	31
			1911	8.6	13	6.7	6	...	...	590.2	1.87	...	...	605.5	2.06	36
			1912	8.7	14	6.8	7	...	...	675.6	2.17	...	...	691.1	2.33	47
			3	(b) to (d)	Eastern Bengal.	1905	†	76	†	1.15	†	2.54	†	27.54	†	6	†	32.05	3.86
						1906	†	89	†	1.16	†	2.70	†	32.77	†	6	†	37.60	4.40
1907	†	1.09				†	1.53	†	4.19	†	33.55	†	10	†	40.46	5.32			
1908	†	1.68				†	1.65	†	5.49	†	35.69	†	10	†	44.22	4.97			
1909	†	1.26				†	1.69	†	4.76	†	35.26	†	10	†	43.09	4.22			
...	...	Gondal-Forbandar.	1910	†	94	†	1.53	†	4.39	†	37.51	†	10	†	44.46	10.00			
			1911	†	81	†	1.45	†	5.04	†	46.25	†	11	†	53.68	6.55			
			1912	†	82	†	1.46	†	5.25	†	50.55	†	12	†	59.20	6.53			
			1911	3.3	8	24.5	28	35.1	22	1,327.2	5.94	2.9	...	1,393.0	6.53	38			
1912	3.6	10	32.6	37	...	...	1,267.6	6.16	1.8	...	1,305.6	6.63	50				

* Information not furnished.

† Included with the Eastern Bengal railway, 5' 6" gauge section.

DIX 4—contd.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings. [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]		Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
2.08	67	4.88	...	...	8	88	119	1.09	...	...	7	194	6.42	1	...	31	8.82
2.09	79	5.98	...	...	14	58	108	1.03	...	...	3	201	7.57	3	13	11	9.93
2.30	87	6.39	...	...	15	58	42	61	...	...	3	144	7.61	2	16	15	10.35
2.86	87	6.61	...	...	18	64	9	6	...	...	7	114	7.38	2	17	14	10.87
2.86	83	6.40	...	...	19	75	6	4	...	...	10	108	7.39	1	18	21	10.85
2.89	87	6.95	...	...	22	92	14	11	...	...	6	123	8.05	2	17	32	11.45
3.19	93	7.14	...	...	24	1.05	23	17	...	...	5	140	8.41	2	16	24	12.02
3.64	198	8.46	...	...	34	1.50	19	16	...	...	5	161	10.17	2	18	32	14.34
13.35	264	8.11	...	...	6	7	14	11	...	1	3	284	8.83	20	...	32	22.40
13.83	283	8.71	...	...	11	11	22	16	...	1	1	316	9.00	21	...	32	23.56
15.48	349	10.78	...	...	10	11	18	15	1	2	2	378	11.08	24	...	70	27.57
17.05	299	10.47	...	...	7	7	37	29	1	5	3	344	10.91	21	...	60	29.83
16.64	318	10.49	...	...	11	11	28	17	1	4	2	353	10.75	20	...	52	29.31
18.35	357	11.59	...	...	10	15	26	14	1	5	6	374	12.09	21	...	53	32.08
8.54	189	6.26	...	...	6	7	21	11	2	10	-1	218	6.58	8	...	67	15.52
8.23	207	6.21	...	...	14	16	34	15	3	16	4	268	6.78	7	...	52	15.40
69.57	1,486	76.46	2	28	1	1	934	6.15	7	217	30	2,430	85.97	26	33	2.08	1,57.76
71.40	1,412	72.55	2	30	1	1	1,167	7.26	7	2.00	35	2,580	82.47	28	50	2.63	1,57.32
78.97	1,547	82.19	1	12	1	3	1,112	6.57	9	2.20	23	2,670	91.34	24	55	1.75	1,67.85
88.68	1,624	85.08	3	18	1	7	1,458	7.74	5	2.31	20	3,094	95.43	28	60	3.15	1,88.00
86.25	1,682	90.09	3	16	4	26	1,236	7.29	7	1.88	30	2,932	93.98	20	60	7.71	1,94.69
86.06	1,838	96.97	3	16	10	60	1,097	7.20	9	2.37	24	2,956	1,06.54	26	70	4.78	1,98.21
92.39	1,882	98.57	4	17	12	78	1,034	7.17	9	2.34	24	2,941	1,08.87	23	81	3.41	2,04.71
1,00.94	1,959	1,02.07	5	19	10	1,15	893	6.78	10	3.00	39	2,987	1,13.53	25	81	3.62	2,19.05
41	12	3	...	...	2	1	...	...	...	...	...	14	4	...	...	...	45
47	15	5	...	...	...	...	...	...	...	...	...	15	5	...	...	...	53
46	21	9	...	...	...	...	...	...	...	...	...	21	9	...	...	...	58
44	16	5	...	...	4	1	...	...	...	...	...	20	6	...	...	...	51
43	15	6	...	...	4	1	...	...	...	...	...	19	7	...	...	...	50
1.65	81	3.06	...	...	551	4.89	10	3	...	1	1	642	2.00	7	...	42	10.14
1.79	95	3.46	...	...	562	4.82	10	3	...	1	1	647	2.33	8	...	54	10.74
1.76	103	3.58	...	...	572	5.00	9	3	...	...	...	684	2.61	7	...	58	10.99
1.99	97	3.42	...	...	591	4.80	8	2	...	...	...	680	2.91	8	...	50	10.94
1.96	107	3.65	...	...	597	5.70	10	3	...	...	...	714	2.39	7	...	46	11.90
2.11	113	3.70	...	...	577	5.63	13	5	...	...	...	703	2.48	6	...	42	12.00
2.42	122	4.60	...	...	570	5.69	66	23	...	1	1	758	2.90	6	...	24	12.72
2.85	143	4.58	...	...	578	6.19	17	6	...	1	2	738	10.56	6	...	27	14.04
35.91	†	40.84	†	...	†	1.32	†	3.12	†	...	22	†	45.00	19	7.17	1.10	80.37
42.00	†	52.48	†	...	†	1.64	†	2.81	†	19	62	†	57.74	21	2.84	81	1,09.60
45.78	†	43.30	†	...	†	83	†	5.42	†	62	29	†	59.46	23	2.16	95	1,06.58
48.49	†	55.12	†	...	†	1.90	†	3.57	†	72	39	†	58.79	22	2.97	90	1,18.28
47.31	†	58.84	†	3	†	1.24	†	2.31	†	63	26	†	60.78	25	10.60	1.28	1,20.27
54.46	†	81.00	†	4	†	1.43	†	4.77	†	44	15	†	57.85	28	11.09	60	1,24.28
60.31	†	56.31	†	...	†	1.22	†	7.97	†	62	93	†	67.61	30	12.10	47	1,40.55
64.78	†	61.68	†	...	†	1.99	†	6.48	†	91	41	†	71.57	24	18.46	68	1,50.82
6.90	195	4.44	...	...	7	8	16	14	2	6	1	220	4.78	10	...	47	12.20
7.13	218	4.55	...	...	5	9	9	9	3	9	2	238	4.81	10	...	38	13.45

† Information not furnished.
 † Includcd with the Eastern Bengal railway, 5' 6" gauge section.
 † Live stock has been converted into tons as:—
 A head of cattle, or a pony or horse = 0.25 ton.
 A head of sheep, goat, etc. = 0.025 ton.
 An elephant = 250 tons.

• Details of gross earnings

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				PASSENGER TRAFFIC.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
				No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3' 3 3/4" GAUGE -contd.		Rs.	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.	Rs.
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	1905	4.0	21	37.5	81	---	---	1,538.9	7.66	10.7	5	1,591.1	8.78	88
			1906	5.7	21	39.5	88	---	---	1,750.5	8.22	9.4	7	1,803.1	9.38	94
			1907	4.5	26	43.7	99	---	---	2,039.8	9.64	8.0	4	2,095.5	10.93	1,05
			1908	4.8	24	41.7	95	---	---	2,165.9	9.84	11.0	5	2,223.9	11.08	97
			1909	4.5	29	42.1	95	---	---	2,275.4	9.88	19.7	5	2,341.7	11.11	1,02
			1910	4.5	28	35.0	96	---	---	2,153.7	10.96	27.5	6	2,220.7	12.26	1,14
			1911	5.4	35	37.4	1,05	---	---	1,981.4	10.30	40.2	7	2,064.4	11.77	1,47
1912	6.0	49	38.9	98	---	---	2,309.6	12.42	40.5	3	2,395.0	13.92	2,24			
18	(a)	Jamnagar	1911	9	3	5.5	8	12.9	10	274.3	1.41	1.0	---	294.6	1.62	16
			1912	5	2	6.8	9	---	---	273.7	1.48	1.2	---	282.2	1.59	15
19	(a) to (e)	Jodhpur-Bikaner.	1905	8.8	27	17.9	56	50.5	59	1,898.2	11.12	---	---	1,970.4	12.54	1,50
			1906	4.5	36	17.4	52	58.0	62	2,027.5	11.56	---	---	2,107.4	13.06	1,60
			1907	8.7	29	19.3	59	69.3	74	2,365.8	13.28	---	---	2,458.1	14.90	1,68
			1908	8.9	30	18.7	57	69.8	71	2,611.0	14.32	---	---	2,703.4	15.90	1,66
			1909	4.9	40	18.6	57	69.4	72	2,719.7	14.17	---	---	2,812.6	15.86	1,75
			1910	5.7	28	22.3	66	86.9	90	3,530.6	18.23	---	---	3,643.5	20.12	2,17
			1911	4.2	38	26.0	77	98.7	1,16	4,261.7	22.37	4	---	4,391.0	24.70	2,56
1912	5.2	36	25.0	78	100.2	1,15	4,346.0	21.83	---	---	4,476.4	24.12	2,72			
20	(a)	Junagad	1911	1.2	3	12.3	10	18.0	8	595.4	2.14	6.5	1	633.4	2.36	16
			1912	1.8	3	20.3	16	---	---	732.6	2.56	1.9	1	756.6	2.76	21
---	---	Southern Mahratta	1905	18.7	1.47	79.9	2.06	---	---	3,290.6	34.41	19.0	2	3,408.6	37.96	5.58
			1906	20.2	1.56	87.4	2.36	---	---	3,858.4	36.00	25.3	3	3,991.3	39.85	5.71
			1907	21.9	1.78	86.7	2.36	---	---	3,877.9	38.95	26.4	3	4,022.9	43.07	5.55
6	(c) to (i)	Madras and Southern Mahratta.	1908	•	1.67	•	2.58	---	---	•	49.35	•	2	•	53.57	6.73
			1909	•	1.68	•	2.62	---	---	•	50.71	•	3	•	54.92	6.40
			1910	•	1.62	•	2.98	---	---	•	53.91	•	6	•	58.57	6.74
			1911	•	1.67	•	3.84	•	1	•	58.33	•	6	•	57.91	7.35
			1912	•	1.67	•	3.20	•	1	•	58.70	•	6	•	63.64	7.79
21	(a)	Morvi...	1905	1.6	6	10.0	17	218.5	1.52	56.1	37	---	---	286.2	2.12	23
			1906	1.7	6	10.4	18	233.1	1.94	---	---	---	---	295.2	2.18	24
			1907	2.5	9	12.0	22	268.8	1.95	62.0	39	---	---	340.6	2.65	29
			1908	2.3	9	12.1	22	129.7	1.10	255.6	1.67	4	---	400.1	3.08	30
			1909	1.9	8	10.8	19	116.6	97	269.9	1.70	---	---	399.4	2.94	27
			1910	2.1	10	9.3	23	139.0	1,17	311.3	1.94	---	---	462.3	3.44	35
			1911	2.3	18	9.3	24	114.6	95	364.6	2.46	---	---	490.7	3.78	36
1912	2.5	10	12.7	23	---	---	498.6	3.78	---	---	513.8	4.08	36			
10	(c)	Nilgiri...	1905	3.3	33	5.1	26	---	---	76.2	51	2.2	---	86.8	1.10	43
			1906	3.5	35	6.2	31	---	---	80.3	50	1.0	---	91.5	1.16	50
			1907	3.5	35	5.7	28	---	---	83.3	53	---	---	92.3	1.16	48
			1908	†	36	†	24	---	---	†	68	†	---	†	1.28	49
			1909	†	34	†	26	---	---	†	82	†	2	†	1.44	58
			1910	†	45	†	15	---	---	†	94	†	3	†	1.56	60
			1911	†	---	†	52	---	---	†	98	†	3	†	1.53	98
1912	†	56	---	---	---	---	†	1,07	†	8	†	1.66	1,13			

* Included with the Madras and Southern Mahratta railway, 5' 6" gauge section.
 † Included with the South Indian railway, 3' 3 3/4" gauge section.

DIX 4—contd.
of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings. [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]		Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
9,61	232	18,66	...	4	6	81	135	73	...	3	5	373	19,19	11	...	72	30,63
10,32	225	17,96	...	2	9	40	168	71	...	3	6	343	19,18	12	...	71	30,33
11,98	219	18,06	...	2	15	64	78	88	...	5	8	313	19,73	13	...	71	32,55
12,05	238	18,23	...	...	9	37	115	79	...	9	5	363	19,52	14	...	71	33,42
12,18	235	18,18	...	1	12	47	161	83	1	10	7	409	19,60	12	...	70	32,55
13,40	247	20,31	1	4	13	54	157	121	...	4	9	413	22,33	12	...	81	36,56
13,24	241	18,90	1	5	6	31	133	128	...	4	10	388	20,58	14	...	1,01	34,97
16,16	297	24,60	1	4	14	52	311	1,54	...	7	10	623	36,67	16	...	1,07	41,26
1,78	26	61	...	...	...	...	...	1	...	...	...	26	62	2	...	4	2,46
1,74	32	58	...	...	...	1	...	...	...	...	...	32	59	2	...	3	2,39
14,94	391	18,74	1	10	27	82	52	52	...	3	8	471	20,29	41	...	50	35,24
15,66	403	22,33	1	8	23	65	70	90	...	1	9	537	25,12	36	...	69	40,78
16,58	454	19,51	1	10	19	43	56	57	...	3	6	530	20,78	37	...	63	36,28
17,56	328	18,76	...	6	14	24	176	1,91	...	3	5	519	16,67	33	...	66	34,62
17,61	420	16,69	1	6	11	13	197	1,48	...	5	4	620	18,65	13	...	1,16	37,55
22,29	521	22,04	...	4	15	15	151	1,37	...	6	6	687	24,22	14	...	83	47,51
27,26	831	31,69	...	8	18	21	127	1,64	1	11	7	977	35,65	13	...	1,11	62,15
26,84	1,051	40,63	1	2	20	28	107	1,68	1	11	6	1,160	43,72	13	...	73	70,42
2,52	69	1,70	...	...	1	1	17	11	...	1	-1	87	1,82	9	...	9	4,46
2,97	85	2,04	...	...	1	1	17	11	...	1	...	103	2,17	8	...	10	5,63
43,54	1,119	63,78	1	18	8	35	213	3,98	1	16	30	1,342	63,78	32	1,76	1,65	1,16,03
45,56	1,171	69,89	2	30	9	48	231	4,68	2	23	34	1,415	75,42	35	1,85	1,40	1,24,67
48,62	1,311	78,97	3	27	16	81	224	4,88	3	23	37	1,556	84,63	40	2,63	1,76	1,39,04
60,80	...	90,80	...	26	...	1,63	...	5,15	...	21	38	...	93,43	39	3,66	2,16	1,64,93
61,32	...	85,64	...	31	...	1,60	...	6,17	...	37	33	...	95,42	31	3,24	1,69	1,61,97
65,81	...	92,40	...	30	...	57	...	4,93	...	39	32	...	99,91	31	3,98	2,35	1,70,85
65,26	...	1,01,33	...	27	...	92	...	4,64	...	43	33	...	1,07,37	34	3,74	2,72	1,79,93
71,43	...	1,03,93	...	22	...	97	...	4,74	...	48	43	...	1,10,77	31	3,17	2,26	1,97,94
2,35	22	63	...	...	...	...	27	21	...	...	1	49	84	6	...	-7	3,24
2,42	26	52	...	...	...	...	8	8	...	...	...	34	60	3	...	3	3,08
2,94	47	1,06	...	...	1	1	6	5	...	1	...	54	1,15	4	...	1	4,12
3,23	62	1,54	...	...	1	2	12	8	...	1	...	75	1,65	4	...	1	5,05
3,21	62	1,42	...	...	1	2	1	1	...	1	...	64	1,42	3	...	2	4,72
3,79	51	1,33	...	...	1	1	6	5	...	1	...	58	1,44	4	...	2	5,29
4,14	68	2,07	...	...	1	1	7	5	...	2	...	76	2,15	4	...	2	6,26
4,44	87	2,54	...	...	2	3	8	6	...	2	1	97	2,66	4	...	11	7,25
1,53	22	1,45	...	2	2	9	...	4	...	...	1	25	1,61	...	...	1	3,15
1,66	19	1,40	...	2	...	...	2	9	...	...	1	21	1,52	...	...	2	3,20
1,64	21	1,23	...	34	...	...	...	11	...	...	1	26	1,70	...	...	...	3,24
1,77	...	1,14	...	15	...	...	...	25	...	...	1	...	1,55	...	...	4	3,30
2,02	...	1,49	...	24	...	5	...	25	...	...	1	...	2,04	...	...	3	4,09
2,26	...	1,78	...	20	...	5	...	15	...	...	1	...	2,19	...	...	2	4,37
2,51	...	2,06	...	15	...	2	...	13	...	...	1	...	2,42	...	...	1	4,95
2,79	...	2,05	...	17	...	2	...	14	...	...	1	...	2,29	...	...	3	5,22

* Included with the Madras and Southern Mahratta railway, 5' 6" gauge section.
 † Included with the South Indian railway, 3' 3½" gauge section.
 ‡ Live stock has been converted into tons as:-
 A head of cattle, or a pony or horse = 0.25 ton.
 A head of sheep, goat, etc. = 0.075 ton.
 An elephant = 2.50 tons.

Details of gross earnings

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]			
Main head.	Sub-head.			PASSENGER TRAFFIC.															
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.					
1	2	3	4	No. [In hundreds]	Earnings [In thousands]	No. [In hundreds]	Earnings [In thousands]	No. [In hundreds]	Earnings [In thousands]	No. [In hundreds]	Earnings [In thousands]	No. of trips up and down on which the price of the tickets is based. [In hundreds]	Earnings [In thousands]	No. [In hundreds]	Earnings [In thousands]	17			
					Rs.		Rs.		Rs.		Rs.		Rs.		Rs.				
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	1905	29.0	1.69	103.9	2.69	261.8	2.95	14,813.3	74.79	15.2	4	15,228.0	82.06	9.27			
			1906	28.0	1.73	106.7	2.71	232.3	2.67	16,501.1	81.05	23.4	6	16,891.5	88.23	9.80			
			1907	33.1	1.76	130.7	2.64	343.3	3.98	18,996.2	87.54	25.4	6	19,581.7	95.98	9.76			
			1908	29.8	1.74	124.2	2.78	275.3	3.32	19,274.2	85.29	38.0	6	19,741.5	93.14	10.49			
			1909	29.9	1.65	120.3	2.61	231.1	2.91	19,182.5	84.69	42.7	6	19,536.5	91.92	9.75			
			1910	27.8	2.17	102.3	3.11	239.1	2.75	22,314.9	98.97	53.4	8	22,787.5	106.93	10.07			
			1911	33.6	2.89	111.2	3.74	303.7	3.65	23,522.7	104.99	51.5	7	24,029.7	115.54	13.01			
			1912	29.7	2.27	112.6	3.43	358.9	4.11	21,491.8	105.48	42.4	7	25,033.4	115.41	11.47			
			23	(a) & (b)	Rohilkund and Kumaon.	1905	6.1	45	24.8	87	13.6	11	1,727.1	6.20	1,771.6	7.68	97
						1906	6.3	44	26.6	86	22.8	10	2,751.4	3.46	2,906.8	9.96	1.11
						1907	6.8	48	26.4	87	27.5	26	3,193.8	9.47	1	...	3,194.9	11.06	1.16
						1908	7.4	52	27.9	86	26.8	25	2,983.6	8.90	3	...	3,046.0	10.53	1.18
1909	6.9	54				24.3	91	29.6	27	3,392.3	10.54	7.2	1	3,389.7	12.27	1.30			
1910	6.1	49				24.4	98	31.7	30	3,952.2	11.61	6.6	1	3,981.0	13.99	1.35			
1911	5.8	47				23.9	93	33.6	31	4,007.5	12.36	5.4	1	4,076.2	13.97	1.33			
1912	6.3	52				24.9	101	34.8	38	4,343.2	14.66	4.5	1	4,918.7	16.53	1.60			
10	(f)	Shoranur-Cochin.				1905	2.2	5	15.3	18	619.8	2.05	7.4	1	644.7	2.24	12
						1906	2.4	5	15.4	18	624.3	2.00	8.3	1	650.9	2.19	11
						1907	2.5	6	16.3	18	666.3	2.13	10.0	1	685.1	2.33	13
						1908	*	6	*	16	*	2.43	*	1	*	2.66	17
			1909	*	7	*	18	...	...	*	2.65	*	1	*	2.91	16	
			1910	*	9	*	21	...	...	*	2.88	*	1	*	3.19	20	
			1911	*	10	*	20	...	...	*	3.06	*	1	*	3.37	19	
			1912	*	11	*	23	...	...	*	3.29	*	1	*	3.37	20	
			10	(b), (d), (e) & (g) to (i)	South Indian.	1905	24.5	1.28	150.1	2.46	19,793.6	69.04	415.0	18	19,888.2	72.96	4.37
						1906	25.0	1.36	159.0	2.67	19,727.6	70.67	489.0	20	20,350.6	74.93	4.49
						1907	26.4	1.80	178.6	2.93	22,938.9	77.99	512.1	23	23,656.0	88.70	5.07
						1908	49.4	1.51	294.0	3.20	31,277.3	78.18	669.3	30	31,990.0	93.19	5.27
1909	47.2	1.80				320.8	3.72	...	...	30,528.5	85.62	71,003.6	37	31,900.1	91.01	5.81	
1910	52.3	1.73				331.4	3.98	...	...	32,459.9	86.02	71,193.4	49	34,059.8	93.25	5.94	
1911	46.8	1.85				332.4	4.15	...	...	36,122.1	92.55	71,496.7	53	37,987.9	99.08	6.34	
1912	60.5	1.94				409.4	4.62	...	...	40,988.3	102.15	71,606.1	61	42,984.3	109.33	7.94	
23	(a)	Udaipur-Oditorgarh.				1905	7	4	2.2	6	253.5	1.12	5	...	256.9	1.23	10
						1906	1.0	4	2.0	6	1.3	1	271.1	1.31	5	...	275.9	1.32	14
						1907	1.5	6	2.4	6	3.0	3	280.8	1.23	5	...	288.2	1.36	10
						1908	2.0	9	2.6	7	2.5	3	276.1	1.28	5	...	283.7	1.42	13
			1909	1.0	7	2.1	6	2.2	2	266.9	1.24	5	...	272.7	1.39	10			
			1910	1.0	6	1.7	5	1.9	2	295.7	1.27	5	...	300.3	1.40	11			
			1911	1.0	8	2.2	6	1.6	2	343.3	1.55	5	...	349.1	1.71	13			
			1912	1.0	8	2.3	7	1.9	2	359.3	1.37	5	...	365.5	1.54	16			
			25	(a)	Aradh-Sasaram Light.	1911	4	1	3.7	3	226.5	1.00	230.6	1.04	3
						1912	6	2	4.9	5	285.4	1.23	290.9	1.25	6
						1905	298.5	1.04	298.5	1.04	4
						1906	412.5	1.39	412.5	1.39	5
1907	...	...				...	...	...	...	501.5	1.63	...	...	501.5	1.63	5
1908	...	...				...	...	...	...	409.5	1.37	...	...	409.5	1.37	4
27	(a)	Baraset-Basirhat Light.				1909	2	1	2.3	2	12.9	7	439.6	1.42	21.1	3	476.2	1.55	6
						1910	2	1	2.7	3	11.3	7	502.4	1.30	21.6	3	536.2	1.54	6
						1911	4	1	2.9	3	14.6	9	615.8	2.14	26.8	6	670.5	2.38	9
						1912	4	1	3.5	4	17.2	11	791.2	2.51	49.5	7	771.8	2.74	13

* Included with the South Indian railway, 3' 3 3/4" gauge section.

† Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

DIX 4—contd.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings. [In thousands.]	MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.*
91.83	2,154	1,85,93	6	76	36	91	466	7,91	7	1,20	28	2,669	1,96,29	73	...	4,92	2,93,27
97.52	2,378	1,76,84	2	54	38	1,16	363	6,61	11	1,41	41	2,691	1,84,97	71	...	4,84	2,89,81
1,05,64	2,399	1,76,56	3	60	199	1,95	314	6,25	10	1,04	33	2,456	1,86,68	72	...	4,92	2,97,91
1,03,63	1,899	1,38,31	3	35	136	2,05	367	8,69	14	1,43	36	2,489	1,80,59	68	...	4,16	2,88,66
1,01,07	-2,050	1,47,15	5	63	175	2,69	325	6,26	18	2,19	83	2,573	1,80,25	55	...	4,10	2,81,97
1,17,05	2,245	1,68,09	4	42	217	3,42	399	5,24	23	2,98	80	2,789	1,77,52	65	...	4,76	2,92,53
1,28,55	2,526	1,74,12	4	45	245	3,74	494	6,89	27	3,50	41	3,298	1,80,20	70	...	5,70	3,24,15
1,26,88	2,493	1,84,68	4	40	120	2,20	394	7,13	24	2,90	39	3,035	1,97,70	61	...	7,91	3,32,40
8.60	341	9.56	1	6	1	1	98	73	...	...	6	441	10,42	8	...	78	19,88
11,07	385	11,18	2	12	1	2	114	75	...	...	6	502	12,13	8	...	1,31	21,80
12,24	419	12,66	2	12	2	2	211	1,18	...	1	12	634	14,00	9	...	1,36	27,05
11,71	462	13,36	4	16	3	3	314	95	...	...	24	788	14,74	10	...	1,95	27,60
12,47	512	13,68	9	16	5	6	125	1,10	...	...	12	681	15,12	9	...	1,21	29,88
14,74	539	13,99	6	11	5	5	115	1,25	...	...	...	685	15,51	9	...	1,27	31,71
15,30	556	15,22	8	7	6	5	80	78	...	...	...	645	16,31	10	...	2,63	34,14
13,13	631	16,58	8	14	5	5	65	47	...	...	10	720	19,37	10	...	4,06	41,08
2.26	73	1.42	...	...	...	...	9	3	...	...	3	83	1.41	1	...	6	3.27
2.30	73	1.48	...	...	...	...	10	3	...	...	3	83	1.54	1	...	6	3.91
2.46	81	1.57	...	...	...	...	15	5	...	...	2	96	1.94	1	...	6	4.17
2.68	†	1.52	...	...	...	...	†	2	...	...	2	†	1.58	1	...	6	4.44
3.07	†	2.00	...	...	...	...	†	2	...	1	3	†	2.09	1	...	2	5.16
3.29	†	2.13	...	...	...	...	†	2	...	...	4	†	2.19	1	...	4	5.93
3.56	†	2.33	...	...	...	...	†	4	...	...	5	†	2.43	1	...	1	6.91
3.77	†	2.41	...	...	...	...	†	4	...	...	5	†	2.51	1	...	1	6.98
77.23	1,403	57.72	...	4	32	53	1,663	2.53	3	41	87	3,103	61.03	31	...	1,90	1,41.03
79.41	1,483	58.72	...	5	19	26	1,725	2.82	6	41	41	3,233	62.07	32	...	2,28	1,44.08
87.77	1,598	60.60	...	5	35	41	1,919	2.83	7	45	81	3,589	64.05	32	...	1,83	1,64.57
88.46	12,466	63.52	13	8	135	43	11,549	2.14	19	43	29	14,062	66.99	33	...	1,93	1,57.90
96.82	12,166	61.91	13	5	123	34	1,401	1.90	19	35	40	12,601	65.04	31	...	2,00	1,61.26
98.19	12,280	66.67	13	5	129	43	1,391	2.13	14	69	61	12,717	70.58	34	...	2,30	1,71.41
1,05.72	12,529	78.88	12	6	120	39	1,385	2.60	119	91	74	12,955	80.66	33	...	2,20	1,91.88
1,16.36	12,659	82.70	12	5	138	35	1,412	2.84	120	111	93	13,161	86.49	41	...	4,39	2,00.64
1.23	16	71	...	...	...	...	...	1	...	...	1	16	73	1	...	2	2.08
1.46	22	95	...	...	...	...	...	1	...	...	1	27	97	1	...	2	2.47
1.49	22	97	...	...	...	...	...	1	...	...	1	28	99	1	...	2	2.51
1.55	17	78	...	...	...	...	...	...	...	...	2	17	50	1	...	3	2.30
1.49	21	87	...	...	...	...	1	1	...	...	1	22	90	1	...	3	2.43
1.51	22	92	...	...	...	...	1	1	...	...	1	23	95	1	...	4	2.52
1.84	20	91	...	...	1	1	...	...	...	...	1	21	94	1	...	5	2.84
1.70	29	1,22	...	...	...	...	2	1	...	...	3	31	1,26	1	...	8	3.05
1.12	8	30	...	...	...	1	...	...	...	...	...	8	31	...	...	...	1.33
1.41	18	31	...	...	...	...	...	...	...	...	...	18	31	...	...	...	1.72
1.08	2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	1.11
1.44	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	...	1.51
1.97	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	...	1.73
1.41	2	8	...	...	...	...	...	...	...	...	...	2	8	...	...	...	1.42
1.91	2	13	...	...	...	...	...	...	...	...	...	2	13	...	...	...	1.74
2.06	13	29	...	...	...	...	...	...	...	...	...	13	29	...	...	...	2.36
2.42	17	35	...	...	...	...	...	...	...	...	...	17	35	...	...	...	2.78
2.57	27	50	...	...	...	...	...	...	...	...	...	27	50	...	...	...	3.38

* Live-stock has been converted into tons at—

A head of cattle, or a pony or horse. ... = 0.25 ton.

A head of sheep, goat, etc. ... = 0.025 ton.

An elephant ... = 2.50 tons.

† Included with the South Indian railway, 3' 3 1/2" gauge section.

‡ Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

Details of gross earnings

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 8.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				PASSENGER TRAFFIC.										Total.		
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		No. [In hundreds.]	Earnings. [In thousands.]	
Main head.	Sub-head.	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
		2' 6" GAUGE -contd.														
28	(a)	Barsi Light.	1905	...	4	1	...	...	100.9	32	...	...	101.3	33	4
			1906	5	1	4	1	...	176.3	67	...	...	177.2	69	3
			1907	5	2	3.3	6	...	654.5	3.02	...	...	658.3	3.10	8
			1908	3	1	2.5	4	...	508.5	2.24	...	...	506.3	2.29	6
			1909	4	1	2.8	5	...	782.3	3.41	...	...	785.5	3.47	8
			1910	5	1	3.7	6	...	800.3	3.65	...	...	804.5	3.72	10
			1911	5	1	2.3	5	...	776.5	3.64	...	...	779.8	3.70	12
			1912	3	2	3.4	6	...	913.0	4.65	...	...	916.7	4.73	13
29	(a)	Bukhtiar-pore-Bihar Light.	1905	...	...	...	...	...	252.2	60	...	...	252.2	60	3
			1906	...	...	...	...	...	274.1	66	...	...	274.1	66	4
			1907	...	...	...	...	...	314.1	79	...	...	314.1	79	3
			1908	...	...	...	...	...	279.9	69	...	...	279.9	69	4
			1909	1.0	1	1.9	1	13.1	895.5	1.00	...	...	411.5	1.08	4
			1910	9	1	1.9	1	13.5	349.2	78	...	...	365.5	87	4
			1911	6	1	2.1	1	13.5	360.5	78	...	...	376.7	87	4
			1912	8	1	2.8	2	16.7	686.2	1.89	...	...	706.5	2.00	4
31	(a)	Champner-Shivrajpur Light.	1911	...	1	...	...	...	87.0	16	...	...	87.1	16	1
			1912	...	5	1	...	...	96.3	19	...	...	96.8	20	1
32	(a)	Catch ...	1905	...	...	...	...	...	2.7	1	...	...	2.7	1	...
			1906	...	...	...	...	...	8.8	2	...	...	8.8	2	...
			1907	...	...	...	...	...	21.4	7	...	...	21.4	7	2
			1908	...	...	...	...	...	23.4	6	...	...	23.4	6	2
			1909	1	...	...	...	...	75.7	31	...	...	75.8	34	7
			1910	2	...	1.2	2	...	97.6	42	...	...	99.0	44	6
			1911	2	...	1.4	2	...	85.4	40	...	...	87.0	42	3
			1912	1	...	7	1	...	79.8	33	...	...	80.6	39	6
33	(a)	Dehri-Rohtas Light.	1911	2	...	...	...	4	83.4	8	...	...	84.0	8	1
			1912	2	...	...	...	7	89.4	9	...	...	40.3	10	...
34	(a)	Dholpur-Bari.	1908	1	...	...	...	...	89.4	11	...	...	89.5	11	1
			1909	...	...	2	...	...	52.0	14	...	...	52.3	14	1
			1910	...	1	6	...	...	72.0	20	...	...	72.6	21	2
			1911	2	...	4	...	...	71.0	19	...	...	71.6	19	1
			1912	4	1	...	...	...	71.0	19	...	...	71.4	20	1
...	...	Kalka-Simla.	1905	5.5	78	10.3	65	...	81.2	1.90	...	...	97.0	3.33	1.04
			1906	4.7	68	10.6	69	...	80.8	1.83	...	...	96.1	3.19	1.08
			1907	Amalgamated with the North Western railway									
38	(a)	Madaya Light.	1912	...	...	...	...	...	Information not furnished		...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupat-Krishnagiri.	1905	...	4	...	...	...	35.5	9	1.1	...	37.0	9	...
			1906	2	...	1.9	1	...	288.5	51	4.2	...	244.8	52	2	
			1907	...	...	2.2	2	...	267.6	61	2.1	...	261.9	63	2
			1908	...	...	...	1	...	...	62	...	...	...	63	3
			1909	...	...	...	2	...	...	...	...	...	...	54	3
			1910	...	...	...	2	...	...	...	...	...	...	66	3
			1911	...	...	...	2	...	...	...	...	...	...	65	3
			1912	...	...	...	2	...	...	70	...	...	...	72	4

* Included with the South Indian railway, 3' 3 1/2" gauge section.

DIX 4—contd.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings. [In thousands.]	MERCHANDISE GENERAL.		MILITARY STORES.		GOVT AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]		Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
87	79	1,77	...	...	...	...	3	2	...	...	...	82	1,79	...	...	...	2,10
72	56	1,38	...	...	...	...	1	1	...	...	1	57	1,40	...	...	6	2,19
9,18	80	2,09	...	...	1	1	...	...	...	...	1	89	2,11	...	...	18	5,43
2,85	69	1,85	...	...	...	...	...	...	...	...	1	69	1,88	...	...	8	4,31
3,55	97	2,68	...	...	1	2	12	6	...	...	2	110	2,78	...	...	10	6,45
3,82	102	2,89	...	...	2	4	4	1	...	...	3	108	2,97	...	...	17	6,98
3,92	105	3,25	...	...	2	4	6	3	...	...	3	113	3,35	...	...	25	7,45
4,86	125	4,89	...	...	3	12	11	3	...	...	5	189	5,09	...	...	39	10,31
68	19	26	...	...	...	...	...	...	...	...	...	19	26	...	...	...	89
70	28	41	...	...	...	...	...	...	...	...	...	28	41	...	...	...	1,11
82	21	28	...	...	...	...	...	...	...	...	...	21	28	...	...	1	1,11
73	28	37	...	...	...	...	...	...	...	...	...	28	37	...	...	...	1,10
1,12	29	39	...	...	...	...	...	...	...	...	...	29	39	...	...	1	1,52
91	26	32	...	...	...	...	...	...	...	...	...	26	32	...	...	1	1,34
91	28	43	...	...	...	...	...	...	...	...	...	28	43	...	...	...	1,34
2,04	33	45	...	...	...	...	...	...	...	...	...	33	45	...	...	1	2,80
17	47	46	...	...	...	...	...	...	...	...	...	47	46	1	...	...	64
21	65	63	...	...	1	1	...	...	...	...	...	67	64	1	...	2	88
1	7	27	...	...	...	...	...	...	...	...	...	7	27	...	...	...	28
2	11	33	...	...	...	...	...	...	...	...	...	11	33	...	...	5	40
3	9	24	...	...	...	...	...	...	...	...	...	9	24	...	...	3	48
8	9	25	...	...	...	...	...	...	...	...	...	10	29	...	...	...	40
15	15	35	...	...	...	...	...	...	...	...	...	16	43	...	...	1	85
50	17	34	...	...	...	...	...	...	...	...	...	18	43	...	...	1	94
50	19	40	...	...	...	...	...	...	...	...	...	19	50	...	...	1	1,01
45	21	46	...	...	...	...	...	...	...	...	...	22	57	...	...	...	1,02
9	8	12	...	...	...	...	...	...	...	...	...	10	15	...	...	1	24
10	40	62	...	...	...	...	...	...	...	...	...	44	69	...	...	...	79
12	17	9	...	...	...	...	...	...	...	...	...	17	9	...	...	...	21
16	26	20	...	...	...	...	...	...	...	...	...	26	20	...	...	1	36
23	19	24	...	...	...	...	...	...	...	...	...	19	24	...	...	...	46
20	21	31	...	...	...	...	...	...	...	...	...	21	31	...	...	...	41
21	18	17	...	...	...	...	...	...	...	...	...	20	18	...	...	1	40
4,37	20	2,47	...	11	3	31	...	...	...	...	1	27	2,90	...	...	14	7,52
4,27	25	2,65	...	18	4	42	...	...	...	...	2	32	3,27	...	...	8	7,04
9	2	4	...	...	...	...	...	...	...	...	...	2	4	...	...	...	13
54	14	24	...	...	1	1	...	...	...	...	...	15	25	...	...	...	79
55	15	26	...	...	...	...	...	...	...	...	...	15	27	...	...	1	93
66	...	24	...	...	...	...	...	...	...	...	...	...	24	...	...	...	91
57	...	23	...	...	...	...	...	...	...	...	...	...	23	...	...	...	85
69	...	33	...	...	...	...	...	...	...	...	...	...	33	...	...	...	1,03
68	...	37	...	...	...	...	...	...	...	...	...	...	37	...	...	...	1,06
76	...	36	...	...	...	...	...	...	...	...	...	...	36	...	...	...	1,18

* Included with the South Indian railway, 3' 3 1/2" gauge section.
 † Live-stock has been converted into tons at:—
 A head of cattle, or a pony or horse ... = 0.25 ton.
 A head of sheep, goat, etc. ... = 0.025 ton.
 An elephant ... = 2.50 tons.

Details of gross earnings

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway system.	Year.	COACHING TRAFFIC.													Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			PASSENGER TRAFFIC.											Total.		
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.					
1	2	3	4	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	17	
				5	6	7	8	9	10	11	12	13	14	15	16	17	
					Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	
		2' 6" GAUGE—concl'd.															
			1905	1	...	4	1	5	...	28.9	10	...	...	29.9	11	1
			1906	2	...	4	1	1.8	1	62.4	20	...	...	64.3	22	2
			1907	...	...	5	1	1.8	1	66.1	22	...	...	68.4	24	1
			1908	1	...	5	1	1.5	1	67.8	22	...	...	69.9	24	2
	(d)	Mourbhanj.	1909	2	1	6	1	1.6	1	69.8	22	...	...	72.2	25	1
			1910	1	...	4	1	1.6	1	63.3	20	...	...	65.4	22	2
			1911	2	...	5	1	1.8	1	70.7	23	...	...	73.2	25	3
			1912	2	1	4	...	1.9	1	64.9	21	...	...	67.4	23	2
			1905	3	1	...	...	2.7	1	65.1	15	...	...	68.1	17	2
			1906	3	...	...	...	2.6	1	79.2	13	...	...	82.1	14	1
			1907	3	1	...	...	2.3	1	111.9	15	...	...	114.5	17	1
	(f)	Parlakimedi Light.	1908	4	1	...	...	1.3	...	117.1	17	...	...	118.8	18	1
			1909	3	1	...	...	1.8	1	121.1	17	...	...	123.2	19	2
			1910	4	1	...	...	2.3	1	127.7	18	...	...	130.4	20	3
			1911	2	1	3	...	2.2	1	129.3	24	...	...	132.5	23	1
			1912	2	1	3	...	2.3	1	126.3	24	...	...	129.1	26	2
			1905	2	...	1.2	1	...	...	296.4	46	...	...	297.8	47	2
			1906	2	...	1.6	1	...	...	320.6	50	...	...	322.4	51	3
			1907	...	...	1.7	1	...	...	327.2	51	...	...	328.9	52	1
	(c)	Powsayan Light.	1908	1	...	1.7	1	...	...	349.0	48	...	...	350.8	49	1
			1909	1	...	1.9	1	...	...	314.9	49	...	...	316.9	50	2
			1910	1	...	2.0	1	...	...	361.5	56	...	...	363.6	57	2
			1911	1	...	2.3	2	...	...	390.7	58	...	...	393.1	60	2
			1912	2	...	3.2	2	...	...	416.7	63	...	...	420.1	65	2
			1907	...	...	...	...	...	...	165.0	59	...	...	165.0	59	1
	(a)	Shahdara (Delhi)-Saharanpur Light.	1908	1	...	3	1	10.5	6	599.7	2.00	...	...	600.6	2.07	8
			1909	2	1	2	...	8.9	5	651.4	2.14	...	...	660.7	2.20	8
			1910	4	1	...	...	12.4	7	848.7	2.78	...	...	861.5	2.86	9
			1911	4	1	...	...	18.6	8	939.3	3.10	...	...	953.2	3.19	9
			1912	7	1	...	...	18.3	8	980.2	3.30	...	...	994.1	3.39	10
			1905	1	...	1.3	...	14.9	3	426.3	63	13.0	2	456.1	68	3	
			1906	2	...	1.3	...	16.4	3	477.1	72	13.1	2	508.1	77	3	
	(a)	Tarakesur-Magra Light.	1907	...	...	1.6	1	19.7	3	512.5	78	17.3	3	551.0	85	3
			1908	1	...	1.2	...	23.3	4	594.7	80	21.4	3	639.7	87	4	
			1909	2	...	1.3	...	23.1	4	552.4	78	22.4	4	599.3	86	5	
			1910	1	...	1.5	...	25.4	4	536.6	78	22.2	4	592.8	86	5	
			1911	2	...	1.7	1	24.9	4	531.6	76	39.7	3	598.1	84	5	
			1912	1	...	1.6	1	23.2	4	569.6	81	40.3	3	634.6	89	4	
			1905	2.5	3	...	...	3.9	1	147.8	33	1.0	1	155.2	33	4
	(a)	Tarpore-Balipara Light.	1906	2.2	3	...	...	4.4	1	136.3	33	13.0	1	155.8	37	5
			1907	2.2	3	...	...	4.5	1	136.9	32	13.2	1	156.6	37	5
			1908	1.9	2	...	...	4.9	1	136.0	32	9.6	1	152.6	36	5
			1909	1.7	2	...	...	4.5	1	124.0	31	13.9	1	144.1	35	4
			1910	2.3	3	...	...	4.8	1	132.3	33	15.5	1	154.9	38	6
			1911	2.0	2	...	...	5.4	2	143.6	36	16.5	1	167.5	41	7
			1912	2.2	3	...	...	5.9	2	155.7	38	16.9	1	160.7	44	7

DIX 4—contd.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings. [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sug-dry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]		Tons [In thousands.]	Earnings [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
12	3	7	...	...	...	...	10	11	...	...	1	13	19	...	...	...	31
24	12	19	...	...	...	...	...	...	...	...	1	12	20	...	...	...	46
25	11	17	...	...	...	...	...	...	...	...	1	11	18	...	...	...	44
26	16	24	...	...	...	...	...	...	...	...	...	16	24	...	...	...	51
26	15	23	...	...	...	...	...	...	...	...	...	15	23	...	...	...	55
24	17	31	...	...	...	...	1	1	...	...	1	17	31	...	...	...	58
27	20	34	...	...	...	...	...	...	...	...	...	20	34	...	...	...	62
25	15	24	...	...	...	...	...	...	...	...	...	15	24	...	...	...	51
19	10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	27
15	6	5	...	...	...	...	1	1	...	...	...	7	6	...	...	...	21
18	7	5	...	...	...	...	1	1	...	...	...	8	6	...	...	...	25
19	6	5	...	...	...	...	2	2	...	...	...	8	7	...	...	...	28
21	5	4	...	...	...	...	1	1	...	...	...	6	5	...	...	...	26
22	6	5	...	...	...	...	...	...	...	...	...	6	5	...	...	...	27
27	6	5	...	...	...	...	...	...	...	...	...	6	5	...	...	...	28
28	9	10	...	...	...	...	1	1	...	...	...	10	11	...	...	...	40
49	29	43	...	...	...	...	1	...	...	...	1	30	44	...	...	...	93
53	31	46	...	...	...	...	1	...	...	...	...	33	46	...	...	...	99
53	33	33	...	...	...	...	1	1	...	...	...	24	34	...	...	...	87
50	21	32	...	...	...	...	1	...	...	...	...	23	31	...	...	...	81
52	27	36	...	...	...	...	7	4	...	...	...	34	40	...	...	...	92
59	25	35	...	...	...	...	2	1	...	...	...	27	35	...	...	...	95
62	34	37	...	...	...	...	2	1	...	...	...	36	41	...	...	...	1,08
67	29	34	...	...	...	...	2	...	...	...	...	31	34	...	...	...	1,01
60	14	41	...	...	...	...	...	...	...	...	...	14	41	...	...	...	1,01
2,14	42	1,16	...	...	...	...	3	5	...	...	...	45	1,21	...	...	...	3,36
2,28	68	1,77	...	...	...	...	3	1	...	...	...	71	1,76	...	...	...	4,06
2,95	75	2,07	...	...	...	...	...	...	...	...	...	75	2,07	...	...	...	5,04
3,28	80	2,01	...	...	...	...	...	...	...	...	...	80	2,02	...	...	...	5,32
3,49	106	2,60	...	...	...	...	...	...	...	...	...	106	2,60	...	...	...	6,10
70	21	13	...	...	...	...	1	2	...	...	...	23	15	...	...	...	87
80	25	17	...	...	...	...	1	1	...	...	...	26	16	...	...	...	1,00
88	32	20	...	...	...	...	1	1	...	...	...	33	21	...	...	...	1,10
91	29	20	...	...	...	...	1	1	...	...	...	30	21	...	...	...	1,18
91	45	10	...	...	...	...	1	1	...	...	...	46	31	...	...	...	1,24
90	47	22	...	...	...	...	1	...	...	...	...	48	33	...	...	...	1,24
89	53	35	...	...	...	...	...	...	...	...	...	53	35	...	...	...	1,26
93	51	34	...	...	...	...	...	...	...	...	...	51	35	...	...	...	1,31
42	12	50	...	...	...	...	2	5	...	...	...	14	55	...	...	...	1,03
42	18	56	...	...	...	...	3	8	...	...	...	16	64	...	...	...	1,15
42	12	33	...	...	...	...	3	8	...	...	...	15	62	...	...	...	1,12
41	6	33	...	...	...	...	3	8	...	...	...	9	42	...	...	...	99
39	6	30	...	...	...	...	3	10	...	...	...	9	41	...	...	...	86
44	6	33	...	...	...	...	4	11	...	...	...	10	45	...	...	...	94
47	8	44	...	...	...	...	6	17	...	...	...	14	62	...	...	...	1,15
51	9	42	...	...	...	...	8	21	...	...	...	17	64	...	...	...	1,21

* Live stock has been converted into tons at:—
 A head of cattle, or a pony or horse = 0.25 ton.
 A head of sheep, goat, etc. = 0.625 ton.
 An elephant = 2.50 tons.

Details of gross earnings

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 2.)		Railway system.	Year.	COACHING TRAFFIC.													Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			PASSENGER TRAFFIC.										Total.			
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		No.	Earnings.		
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		2' 0" GAUGE.		Rs.		Rs.		Rs.					Rs.		Rs.	Rs.	
43	(a)	Darjeeling-Himalayan.	1905	6.5	74	19.7	1.01	...	...	111.2	1.31	...	...	137.4	3.06	98
			1906	7.1	82	19.2	99	...	...	108.0	1.33	...	...	134.3	3.14	98
			1907	7.2	85	19.3	92	...	...	118.3	1.38	...	...	145.3	3.15	98
			1908	7.8	89	21.3	96	...	...	136.6	1.48	...	...	165.7	3.33	94
			1909	8.3	90	21.3	92	...	...	144.3	1.53	...	...	173.9	3.35	97
			1910	7.7	94	21.9	92	...	...	176.1	1.55	...	...	205.7	3.41	1.00
			1911	7.8	92	20.7	84	...	...	208.5	1.63	...	...	237.0	3.39	98
			1912	8.6	1.03	22.2	95	...	...	233.6	1.90	...	...	264.4	3.33	1.19
44	(a)	Howrah-Amra Light.	1905	...	...	...	...	...	...	939.6	2.98	...	...	939.6	2.98	2
			1906	...	...	...	...	...	...	992.9	3.16	...	...	992.9	3.16	3
			1907	...	...	...	...	...	...	1,047.3	3.40	...	...	1,047.3	3.40	4
			1908	...	...	...	...	...	...	1,131.5	3.62	...	...	1,131.5	3.62	6
			1909	8	...	...	1	22.8	11	1,088.1	3.69	119.2	11	1,231.3	3.92	9
			1910	8	...	...	1	21.8	11	1,181.9	4.04	137.7	13	1,342.6	4.29	10
			1911	8	1	1.3	1	23.6	11	1,261.0	4.15	178.3	15	1,465.0	4.53	9	
			1912	8	1	1.9	1	29.4	14	1,372.1	4.53	217.1	18	1,620.8	4.87	13	
45	(a)	Howrah-Sheakhala Light.	1905	...	...	...	...	...	...	350.9	79	...	...	350.9	79	...
			1906	...	...	...	...	...	...	364.4	80	...	...	364.4	80	1
			1907	...	...	...	...	...	...	392.4	85	...	...	392.4	85	1
			1908	...	...	...	...	...	...	445.8	81	...	...	445.8	81	2
			1909	1	...	...	...	16.6	2	354.6	80	123.7	13	485.0	95	12
			1910	1	...	...	...	6.1	2	432.4	90	123.7	14	562.3	1.06	13
			1911	1	...	...	...	5.3	2	411.2	90	205.5	21	622.1	1.13	13
			1912	2	...	...	...	7.0	2	459.0	96	245.4	24	711.6	1.24	13
46	(a)	Jagadhri Light.	1911	...	...	4	...	...	...	56.8	5	...	...	57.2	5	1
			1912	...	...	8	...	...	...	151.9	12	...	...	152.7	12	1
47	(a)	Jorhat (Provincial).	1905	...	...	...	...	...	...	166.6	26	...	...	166.6	26	...
			1906	...	...	...	...	...	...	161.6	27	...	...	161.6	27	...
			1907	...	...	...	...	...	...	185.3	30	...	...	185.2	30	...
			1908	...	...	...	...	...	...	194.4	32	...	...	194.4	32	...
			1909	...	...	...	...	...	...	194.5	31	...	...	194.5	31	...
			1910	...	...	...	...	...	...	201.6	32	...	...	201.6	32	...
			1911	...	...	...	...	...	...	208.9	36	...	...	208.9	36	...
			1912	...	...	...	...	...	...	207.6	36	...	...	207.6	36	...
48	(a)	Pipar Road-Bhavi Light.	1910	...	...	...	...	...	...	3.9	1	...	...	3.9	1	...
			1911	...	...	2	...	...	...	53.4	11	...	...	53.6	11	1
			1912	...	...	3	...	...	...	73.3	16	...	...	73.6	16	1
		TOTAL OF ALL RAILWAYS.	1905	662.6	45.12	2,948.7	64.66	3,104.0	33.06	218,413.1	10,633.76	18,023.3	12,223	248,157.2	12,73.33	1,66.67	
			1906	683.8	47.33	3,026.1	67.35	3,493.7	36.37	239,391.2	11,53.48	19,468.2	13.38	271,063.0	13,63.31	1,71.16	
			1907	733.0	50.24	3,303.1	70.21	3,873.4	33.10	271,223.6	12,76.92	20,733.2	14.03	305,865.3	15,04.50	1,80.76	
			1908	747.7	50.84	3,327.5	71.10	10,060.2	33.61	264,576.9	13,06.78	22,454.7	14.54	321,169.0	15,36.87	1,86.00	
			1909	748.4	51.90	3,344.3	71.63	10,028.4	37.37	291,544.3	13,38.95	23,713.7	15.59	329,379.6	15,65.94	1,89.67	
			1910	778.4	53.32	2,932.1	77.23	11,032.9	34.99	332,481.7	14,35.16	24,340.9	15.35	371,576.0	17,12.04	2,03.01	
			1911	783.8	53.37	3,135.4	83.33	11,762.4	1,08.38	343,475.5	15,73.15	25,687.5	16.35	389,862.6	18,49.03	2,33.31	
			1912	795.5	53.90	3,223.2	83.31	10,333.3	91.37	375,666.8	17,01.35	26,810.6	17.55	417,229.4	19,56.43	2,44.23	

DIX 4—concl'd.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
4.02	36	4.89	...	7	2	15	6	35	...	...	11	44	5.57	3	...	10	9.72
3.12	36	4.83	...	6	2	15	6	36	...	...	9	44	5.49	2	...	17	9.50
4.03	34	4.49	...	11	3	23	9	31	...	1	10	46	5.24	2	...	16	9.50
4.27	32	4.36	...	9	3	21	8	32	...	...	9	43	5.07	3	...	7	9.44
4.32	37	4.76	...	9	2	20	8	31	...	...	9	47	5.45	3	...	9	9.89
4.41	35	4.81	...	8	3	23	8	35	...	...	6	46	5.53	3	...	6	10.03
4.37	38	5.03	...	7	3	28	9	37	...	2	...	50	5.32	3	...	6	10.30
5.07	40	5.40	...	6	3	30	10	42	...	4	...	53	6.22	3	...	7	11.30
3.00	17	23	...	...	...	...	...	...	...	...	...	17	23	...	...	1	3.30
3.19	20	32	...	...	...	...	...	...	...	...	...	20	32	...	...	...	3.51
3.44	16	26	...	...	...	...	...	...	...	...	...	16	26	...	...	...	3.70
3.68	17	29	...	...	...	...	...	...	...	...	...	17	29	...	...	1	3.68
4.01	19	35	...	...	...	...	...	...	...	...	...	19	35	...	...	1	4.37
4.39	20	44	...	...	...	...	...	...	...	...	...	20	44	...	...	1	4.34
4.52	26	46	...	...	...	...	...	...	...	...	...	26	46	...	...	1	4.90
5.00	33	58	...	...	...	...	...	...	...	...	...	33	58	...	...	1	5.50
79	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	1	88
81	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	1	91
86	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	...	95
93	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	...	1.01
97	8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	...	1.07
1.08	8	12	...	...	...	...	...	...	...	...	...	8	12	...	...	...	1.30
1.15	9	11	...	...	...	...	...	...	...	...	...	9	11	...	...	...	1.36
1.27	11	13	...	...	...	...	...	...	...	...	...	11	13	...	...	1	1.41
6	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	8
12	16	13	...	...	...	...	...	...	...	...	...	16	13	...	...	...	25
26	10	48	...	...	...	...	...	...	...	...	...	10	48	2	...	3	79
27	15	59	...	...	...	...	...	...	...	...	...	15	59	2	...	3	93
30	14	57	...	...	...	...	...	...	...	...	...	14	57	2	...	3	92
32	17	65	...	...	...	...	...	...	...	...	...	17	65	2	...	2	1.01
31	13	64	...	...	...	...	...	...	...	...	...	13	64	2	...	2	99
32	19	61	...	...	...	...	...	...	...	...	...	19	61	1	...	2	96
36	21	71	...	...	...	...	...	...	...	...	...	21	71	1	...	1	1.00
36	24	83	...	...	...	...	...	...	...	...	...	24	83	1	...	2	1.22
1	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2
12	3	4	...	...	...	...	...	...	...	...	...	...	4	...	...	...	16
17	3	5	...	...	...	...	...	...	...	...	...	...	5	...	...	...	23
14,33,51	30,433	21,32,27	93	20,63	10,202	2,99,19	14,106	1,46,51	102	18,46	20,23	54,936	26,20,78	8,78	21,08	20,77	41,69,92
15,36,65	32,772	22,36,58	67	20,58	11,184	3,21,84	14,704	1,51,54	123	20,35	16,85	58,809	27,59,89	8,63	24,78	83,88	44,18,56
16,82,13	35,381	23,97,38	87	19,12	12,191	3,17,71	14,300	1,60,28	140	20,59	18,57	62,099	29,24,37	9,24	27,49	87,38	47,30,51
17,22,37	32,501	20,52,05	96	10,50	13,257	3,57,82	16,381	1,82,23	163	21,53	14,80	62,298	26,32,06	8,47	28,51	90,68	44,32,09
17,52,32	33,928	22,59,93	106	13,13	12,159	3,20,05	14,545	1,76,26	166	22,37	16,28	60,902	28,12,48	7,43	29,00	1,06,15	47,06,38
19,17,42	36,207	24,49,72	112	6,24	13,911	3,24,62	15,784	1,72,90	199	26,51	9,20	65,608	30,43,17	8,05	29,32	1,16,26	51,14,22
20,83,97	39,558	26,23,23	155	16,96	14,515	4,12,76	16,316	1,91,65	224	32,66	19,17	71,268	32,33,32	9,01	31,73	1,09,89	55,37,92
21,96,39	44,349	30,36,32	166	12,79	16,546	4,35,00	17,168	1,98,41	228	31,92	37,49	73,475	37,31,34	9,42	32,71	1,24,71	61,65,07

* Live stock has been converted into tons at :—
 A head of cattle, or a pony or horse = 0.25 ton.
 A head of sheep, goat, etc. = 0.25 ton.
 An elephant = 2.50 tons.

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5'6" GAUGE.									
1	(a) to (c), (e), (g) and (h).	Bengal-Nagpur	1905	26,53	10.54	31,69	12.95	9,35	3.82	19,28	7.85
			1906	26,38	9.79	40,12	14.89	11,96	4.44	23,34	8.66
			1907	27,07	9.34	48,65	16.79	13,69	4.72	24,97	8.62
			1908	32,91	12.12	51,36	18.91	16,30	6.00	27,38	10.08
			1909	33,36	11.59	49,55	17.22	15,34	5.33	27,21	9.46
			1910	32,94	10.63	50,54	16.38	14,29	4.63	26,89	9.36
			1911	34,88	10.27	54,66	16.09	18,03	5.31	30,26	9.91
			1912	35,91	8.92	55,18	13.95	25,24	6.27	32,15	7.98
2	(a), (c) to (f), and (m) to (o).	Bombay, Baroda and Cen- tral India.	1905	17,89	8.45	36,14	17.07	11,02	5.20	13,92	6.57
			1906	21,28	9.71	41,26	18.82	12,40	5.66	15,53	7.03
			1907	20,81	8.99	37,93	16.39	13,19	5.70	16,09	6.95
			1908	28,07	12.35	43,92	19.33	12,01	5.29	19,14	8.43
			1909	25,01	10.08	49,03	19.67	9,99	4.01	19,48	7.82
			1910	29,29	10.37	56,37	19.95	13,85	4.90	21,40	7.53
			1911	35,32	11.68	58,13	18.95	12,28	4.00	22,35	7.26
			1912	38,05	10.69	73,62	20.63	15,79	4.43	27,71	7.78
3	(a)	Eastern Bengal	1905	*16,31	13.08	*18,52	14.86	*6,51	5.22	*16,64	13.35
			1906	23,54	10.68	19,98	14.16	6,37	4.52	22,53	15.90
			1907	33,68	20.51	22,09	13.45	7,27	4.43	26,64	16.22
			1908	31,53	19.61	31,27	19.45	10,61	6.60	26,93	16.75
			1909	30,51	18.75	29,01	17.83	7,56	4.65	28,28	17.88
			1910	28,57	16.07	23,39	14.15	7,80	4.72	25,46	15.40
			1911	35,26	19.45	26,37	14.55	9,10	5.02	27,45	15.15
			1912	29,49	14.81	27,62	13.86	10,37	5.20	26,73	13.42
4	(a) to (d)	East Indian ...	1905	59,44	7.62	79,94	10.25	33,86	4.34	59,96	7.69
			1906	77,02	9.32	85,67	10.37	34,41	4.17	70,12	8.49
			1907	77,47	9.25	97,33	11.62	30,02	3.58	79,15	9.45
			1908	80,00	9.33	1,12,66	13.20	47,47	5.56	87,08	10.21
			1909	74,76	9.02	80,77	9.75	36,95	4.46	83,45	10.07
			1910	74,74	8.39	1,02,19	11.43	42,76	4.80	76,03	8.54
			1911	78,18	8.16	1,14,71	11.93	42,26	4.41	86,43	9.03
			1912	88,99	8.46	1,15,89	11.02	39,62	3.77	89,10	8.47
5	(a) to (h)	Great Indian Peninsula ...	1905	60,07	9.53	1,28,94	20.45	30,75	4.88	48,57	7.71
			1906	65,23	10.13	1,35,81	21.09	30,61	4.75	51,83	8.06
			1907	66,12	9.60	1,62,74	23.64	34,73	5.04	56,64	8.23
			1908	73,41	12.12	1,67,63	27.68	29,08	4.80	61,28	10.12
			1909	67,03	10.15	1,67,05	25.27	36,24	5.48	62,16	9.40
			1910	79,96	10.87	1,76,22	23.98	28,72	3.93	66,94	9.12
			1911	95,63	12.35	1,79,20	23.14	33,15	4.28	67,63	8.73
			1912	1,02,05	11.79	1,98,91	22.97	33,02	3.81	70,82	8.18
...	...	Madras ...	1905	28,78	13.31	44,76	21.43	15,86	7.61	15,23	7.31
			1906	36,34	16.99	44,49	20.80	13,34	6.24	16,53	7.73
			1907	49,10	22.25	48,23	21.83	15,03	6.84	18,45	8.37
6	(a) and (b)	Madras and Southern Mahratta	1908	32,32	13.75	43,39	26.10	15,03	9.04	15,32	9.22
			1909	22,16	12.25	44,33	24.50	11,86	6.56	14,06	7.77
			1910	21,32	11.50	44,82	23.63	12,97	6.84	13,56	7.15
			1911	22,61	11.41	42,78	21.60	13,67	6.90	13,62	6.88
			1912	24,74	11.33	46,92	21.43	12,14	5.56	14,57	6.67
7	(a) and (b)	Nizam's Guaranteed State	1905	3,77	8.16	4,74	10.24	1,41	3.05	2,59	5.59
			1906	5,63	11.65	5,16	10.63	1,59	3.30	2,78	5.75
			1907	4,69	8.84	5,51	10.40	1,58	2.98	2,86	5.39
			1908	4,00	7.94	6,14	12.20	1,43	2.83	3,09	6.13
			1909	6,49	12.97	6,30	12.59	1,71	3.42	3,46	6.91
			1910	8,85	15.84	7,84	12.97	1,83	3.28	3,76	6.65
			1911	13,26	21.67	8,43	13.91	2,07	4.42	3,71	6.13
			1912	8,06	13.03	9,06	14.70	2,17	3.52	3,93	6.38

* Includes the Bengal Central railway, which, for the first-half of 1905, was worked independently of the Eastern Bengal railway.

DIX 5.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.	
13	14	15	16	17	18	19	20	21	22	23	24	
5' 6" GAUGE.												
18,56	5.54	2,25	0.92	8,01	3.27	1,10,07	45.22	1905	Bengal-Nagpur	(a) to (c), (d), (g) and (h).	1	
14,81	5.31	3,14	1.17	8,71	3.23	1,27,96	47.49	1906				
15,16	5.23	3,29	1.14	8,51	2.93	1,41,34	48.77	1907				
16,67	6.14	3,94	1.45	8,93	3.29	1,57,49	57.99	1908				
17,95	6.24	3,48	1.21	9,41	3.27	1,58,30	54.32	1909				
17,78	5.76	4,07	1.32	9,70	3.15	1,53,21	51.28	1910				
18,28	5.38	3,91	1.15	11,46	3.37	1,71,48	50.48	1911				
19,18	4.77	4,10	1.02	11,38	2.83	1,84,14	45.74	1912				
8,31	3.38	...	...	5,19	2.45	92,47	43.67	1905		
9,71	4.43	...	...	3,36	1.53	1,03,54	47.23	1906		
8,78	3.30	...	...	4,72	2.04	1,01,52	43.87	1907		
10,90	4.80	...	...	5,75	2.58	1,19,79	53.73	1908		
10,31	4.34	...	...	5,98	2.40	1,20,30	43.27	1909		
11,51	4.03	...	...	6,08	2.15	1,33,50	43.03	1910		
11,48	3.74	...	...	9,55	3.11	1,49,81	43.78	1911		
13,27	3.73	...	...	10,73	3.01	1,79,17	50.32	1912		
6,62	5.31	...	...	4,92	3.95	69,52	55.77	1905		
6,75	4.78	...	...	3,36	2.30	83,13	58.90	1906		
8,26	5.03	...	...	5,43	3.34	1,08,42	62.98	1907		
8,84	5.50	...	...	4,86	3.03	1,14,14	70.99	1908		
9,32	5.73	...	...	4,69	2.93	1,09,37	67.22	1909		
8,24	4.99	...	...	4,01	2.43	95,47	57.76	1910		
9,05	4.99	...	...	5,96	3.29	1,13,19	62.45	1911		
8,44	4.24	...	...	16,31	3.44	1,19,46	59.37	1912		
23,32	3.33	2,74	0.36	19,39	2.58	2,32,15	36.20	1905				
23,53	3.45	2,23	0.27	23,77	2.33	3,21,75	33.35	1906				
20,57	3.65	2,30	0.27	13,52	2.22	3,35,45	40.04	1907				
33,39	3.97	5,10	0.30	25,60	3.00	3,91,30	45.93	1908				
33,32	4.02	2,52	0.30	20,72	2.50	3,32,49	40.12	1909				
32,56	3.66	1,63	0.18	19,93	2.24	3,49,94	39.29	1910				
32,56	3.40	1,33	0.19	19,35	2.02	3,75,27	39.19	1911				
33,49	3.18	1,37	0.18	26,71	2.54	3,35,67	37.62	1912				
23,26	3.69	...	...	13,78	2.18	3,05,37	48.44	1905		
24,93	3.38	...	...	13,50	2.09	3,22,01	50.00	1906		
25,79	3.74	...	...	19,11	2.78	3,05,18	53.03	1907		
27,13	4.43	...	...	18,23	3.01	3,76,79	62.21	1908		
28,36	4.23	...	...	20,47	3.10	3,31,36	57.69	1909		
29,37	3.92	...	...	31,99	4.38	4,12,70	56.20	1910		
30,23	3.73	...	...	23,38	3.02	4,23,33	55.30	1911		
30,32	3.54	...	...	31,79	3.37	4,67,21	53.96	1912		
10,17	4.33	...	...	7,59	3.64	1,22,39	53.73	1905		
10,33	5.06	...	...	5,56	2.60	1,27,09	59.42	1906		
11,74	5.32	...	...	5,39	2.44	1,43,04	67.10	1907		
10,47	6.30	...	...	5,70	2.23	1,20,73	72.64	1908		
9,36	5.50	...	...	5,05	2.79	1,07,42	59.37	1909		
9,92	5.23	...	...	5,11	2.69	1,08,20	57.04	1910		
9,77	4.93	...	...	5,37	2.96	1,03,32	54.68	1911		
9,92	4.54	...	...	5,59	2.56	1,13,33	52.14	1912		
2,41	5.21	...	...	80	1.73	15,72	33.03	1905		
2,47	5.10	...	...	80	1.65	18,43	33.13	1906		
2,57	4.83	...	...	93	1.75	18,14	34.22	1907		
2,74	5.44	...	...	91	1.80	18,31	36.34	1908		
2,31	5.61	...	...	1,31	2.62	22,03	44.12	1909		
2,39	5.11	...	...	1,36	3.29	23,53	43.89	1910		
2,91	4.90	...	...	1,70	2.30	22,03	52.92	1911		
3,03	4.92	...	...	1,55	2.52	27,30	45.12	1912		
										Nizam's Guaranteed State	(a) and (b)	7

* Includes the Bengal Central railway, which, for the first-half of 1905, was worked independently of the Eastern Bengal railway.

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
8	(a) to (m)	5' 6" GAUGE—consolid. North Western—	1905	*72.03	12.09	*1,23.93	20.80	*19.89	3.34	*42.00	7.05
			1906	*78.64	12.37	*1,38.52	21.60	*21.78	3.43	*45.63	7.18
			1907	93.63	12.71	1,42.58	19.85	30.20	4.10	55.31	7.50
			1908	1,08.71	18.62	1,33.15	31.37	36.25	6.21	62.21	10.65
			1909	99.12	14.35	1,32.18	27.82	29.68	4.30	64.18	9.29
			1910	1,34.14	17.41	1,64.56	21.36	47.32	6.14	78.19	10.15
			1911	1,19.87	14.89	1,72.44	20.70	55.27	6.64	77.04	9.25
			1912	1,03.28	10.79	1,76.60	18.45	52.86	5.52	85.59	8.94
			1905	13.80	29.75	17.15	36.99	2.19	4.72	6.48	13.97
			1906	15.56	30.94	20.61	40.98	2.32	4.80	7.53	14.93
			1907	19.86	38.97	21.03	41.27	2.87	5.66	8.50	16.87
			1908	28.05	52.76	32.08	60.33	4.17	7.84	8.75	16.45
			1909	20.59	39.83	32.95	63.76	3.55	6.66	9.69	18.77
			1910	19.32	36.09	26.03	43.64	4.93	9.21	9.49	17.73
			1911	18.46	32.71	27.05	47.91	5.36	9.48	9.58	16.95
			1912	17.86	30.50	19.30	33.81	4.76	8.11	9.69	16.69
			1905	*85.83	18.36	*1,41.08	21.97	*22.08	3.44	*43.48	7.55
			1906	*94.20	13.74	*1,59.18	23.20	*24.10	3.51	*53.16	7.75
			1907	1,13.49	14.40	1,63.61	20.77	33.07	4.20	63.61	8.10
			1908	1,36.76	21.47	2,15.23	33.78	40.42	6.35	70.96	11.14
1909	1,19.71	16.12	2,25.13	30.32	33.23	4.48	73.87	9.95			
1910	1,53.46	18.63	1,90.59	23.13	52.25	6.34	87.68	10.64			
1911	1,36.33	15.55	1,99.49	22.43	60.63	6.62	86.60	9.73			
1912	1,21.14	11.92	1,96.40	19.33	57.61	5.67	95.48	9.40			
1905	31.92	20.33	26.45	16.85	5.03	3.20	17.15	10.92			
1906	22.06	13.13	30.39	18.09	6.36	3.48	17.37	10.84			
1907	27.74	14.93	51.57	27.75	7.13	3.84	19.06	10.26			
1908	25.89	15.66	42.21	25.62	11.13	6.73	20.29	12.27			
1909	23.56	14.23	29.92	18.07	30.74	18.57	19.43	11.74			
1910	26.97	14.42	23.99	15.50	8.84	4.72	19.70	10.53			
1911	24.41	11.72	29.72	14.27	12.32	5.92	20.81	10.00			
1912	25.12	10.07	33.70	13.50	10.42	4.17	23.04	9.23			
1908	7.40	12.92	12.32	21.52	5.55	9.70	3.51	6.13			
1909	4.46	7.16	17.03	27.34	2.66	4.25	4.43	7.19			
1910	5.38	8.48	17.81	23.09	3.39	5.35	5.23	8.30			
1911	6.21	8.91	14.07	20.20	2.52	3.62	4.74	6.80			
1912	6.55	8.83	17.18	23.17	5.65	7.62	4.97	6.70			
1905	10.03	28.80	7.83	22.49	2.36	6.76	4.54	13.03			
1906	12.68	30.06	8.87	21.01	2.69	6.33	5.27	12.49			
1907	13.18	26.95	10.65	21.78	2.93	6.11	6.45	13.18			
1908	13.22	23.16	11.01	23.44	2.91	6.19	7.18	15.29			
1909	13.56	27.59	11.17	22.73	2.52	5.13	7.23	14.71			
1910	13.47	26.05	10.15	19.63	2.91	5.63	9.65	13.87			
1911	14.04	25.13	11.29	20.25	2.96	5.31	8.62	15.46			
1912	15.05	23.33	11.40	17.68	3.06	4.74	9.83	15.24			
1905	14.42	11.67	13.06	10.56	3.47	2.81	9.85	7.99			
1906	20.48	14.24	15.10	10.50	4.22	2.93	10.53	7.33			
1907	21.87	13.26	18.45	11.18	4.77	2.89	11.63	7.05			
1908	17.84	10.74	20.92	12.95	5.36	3.32	12.99	8.04			
1909	17.50	11.20	20.38	13.05	5.03	3.22	12.89	8.25			
1910	17.66	10.53	20.46	12.20	5.15	3.07	12.30	7.34			
1911	23.20	12.31	19.76	10.49	6.23	3.30	13.05	6.93			
1912	17.91	8.50	21.31	10.11	6.19	2.94	12.75	6.05			

* Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.

DIX 5—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
5' 6" GAUGE—contd.											
North Western—											
15.51	2.60	2	0.01	7.30	1.31	2,81.14	47.18	1905	(a) to (m)	6	
16.29	2.66	6	0.01	8.32	1.30	3,08.34	48.66	1906			
19.55	2.65	8	0.01	10.61	1.44	3,51.86	47.76	1907			
21.95	3.76	7	0.01	16.85	2.80	4,28.69	73.42	1908			
21.69	3.14	19	0.03	18.21	2.64	4,35.25	61.57	1909			
22.44	2.91	7	0.01	19.84	2.68	4,68.66	60.66	1910			
23.99	2.88	5	0.01	15.84	1.90	4,04.50	55.77	1911			
27.74	2.90	8	0.01	21.22	2.21	4,67.37	48.82	1912			
3.48	7.51	11	0.24	76	1.68	43.97	94.81	1905			
3.68	7.31	12	0.24	1.01	2.02	50.83	101.07	1906			
3.86	7.58	14	0.28	1.11	2.17	57.87	112.58	1907			
4.39	6.26	...	...	1.28	2.41	78.72	148.05	1908	
4.48	6.69	...	...	1.49	2.89	72.75	140.80	1909	
4.43	6.28	...	...	1.37	2.56	65.67	122.51	1910	
4.46	7.90	...	...	1.38	2.44	66.27	117.39	1911	
4.68	7.99	...	...	1.67	2.85	58.85	100.15	1912	
Commercial section											
Military section											
18.99	2.86	9	0.01	3.56	1.38	3,25.11	50.62	1905	
19.97	2.91	16	0.03	3.33	1.36	3,80.07	52.60	1906			
23.41	2.97	22	0.02	11.72	1.49	4,09.33	51.95	1907			
26.34	4.14	7	0.01	17.68	2.76	5,07.41	79.65	1908			
26.17	3.53	19	0.03	19.70	2.65	4,98.00	67.08	1909			
26.67	3.26	7	0.01	21.21	2.57	5,32.13	64.63	1910			
28.45	3.20	5	0.01	17.23	1.98	5,30.77	59.67	1911			
32.42	3.19	8	0.01	22.89	2.25	5,26.02	51.77	1912			
7.05	4.49	...	...	4.61	2.85	92.21	58.74	1905	
7.43	4.42	...	...	5.42	3.23	88.53	52.69	1906	
8.06	4.84	...	...	4.68	2.62	1,18.24	63.64	1907	
8.77	5.30	...	...	4.92	2.97	1,13.21	68.45	1908	
8.93	5.39	...	...	5.19	3.14	1,17.77	71.14	1909	
8.71	4.65	...	...	3.05	1.68	98.26	51.45	1910	
9.09	4.37	...	...	4.81	2.81	1,01.16	48.59	1911	
9.74	3.90	...	...	5.61	2.25	1,07.63	43.12	1912	
Oudh and Rohilkhand											
South Indian											
2.38	4.16	2.4	1.47	32.00	55.90	1908	(a)	10	
3.38	5.42	...	...	2.12	3.40	34.12	64.76	1909	
3.18	4.94	...	...	3.47	5.47	38.44	60.63	1910	
3.41	4.90	...	...	68	0.83	31.53	45.26	1911	
3.29	4.44	...	...	1.80	1.75	38.94	62.51	1912	
3' 9" GAUGE.											
Assam-Bengal											
6.05	17.38	34	1.00	1.34	5.29	32.99	94.75	1905	(a)	11	
5.51	13.05	25	0.59	2.65	6.28	47.92	89.86	1906			
5.76	11.77	23	0.57	3.20	6.55	42.50	86.91	1907			
5.85	12.45	31	0.66	5.95	12.68	46.43	98.87	1908			
6.06	12.33	24	0.49	3.89	7.02	44.67	90.90	1909			
5.90	11.41	10	0.19	1.68	3.25	43.66	84.83	1910			
5.94	10.65	12	0.21	1.41	2.63	44.38	79.59	1911			
5.90	9.15	...	...	1.96	3.04	47.20	73.18	1912	
6.37	5.16	4.61	3.73	1.53	1.21	53.31	43.13	1905			
6.78	4.68	4.71	3.28	2.16	1.50	63.93	44.45	1906			
7.42	4.50	4.96	3.01	3.85	2.39	73.05	44.23	1907			
7.71	4.78	5.33	3.61	2.78	1.72	72.93	45.16	1908			
8.11	5.19	5.88	3.77	2.71	1.74	72.50	46.42	1909			
7.90	4.71	4.83	2.88	2.54	1.52	70.84	42.25	1910			
7.94	4.21	4.61	2.45	3.39	1.79	76.17	41.47	1911			
7.89	3.74	4.90	2.32	1.05	0.59	72.00	34.16	1912			
Bengal and North-Western.											

* Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3 1/2" GAUGE—contd.									
			1905	1.28	14.56	88	9.92	23	2.99	63	7.12
			1906	92	9.29	91	9.19	24	2.44	74	7.39
			1907	2.67	25.99	1.03	10.05	23	2.21	75	7.35
			1908	97	9.17	88	8.31	21	2.04	71	6.71
13	(a) & (b)	Bengal Doars ...	1909	84	7.98	83	7.87	22	2.09	70	6.64
			1910	1.24	10.74	86	7.80	18	1.66	73	6.29
			1911	1.43	11.90	85	7.07	22	1.83	87	5.58
			1912	1.53	10.67	1.17	8.16	33	2.30	74	5.16
			1905	3.17	14.15	2.63	11.74	87	3.90	1.78	7.93
			1906	3.07	13.01	2.77	11.77	77	3.25	1.91	8.12
			1907	3.54	12.82	3.16	11.46	73	2.65	2.18	7.74
			1908	3.13	10.86	4.24	14.72	74	2.57	2.27	7.87
		Bhavnagar-Gondal-Junna- gad-Forbandar.	1909	3.94	13.92	6.06	21.41	93	3.23	2.50	8.83
			1910	4.73	14.74	3.34	11.97	96	2.99	2.52	7.86
14	(a) & (b)	Bhavnagar ...	1911	1.49	9.60	1.73	11.15	31	1.99	1.27	8.13
			1912	1.73	11.23	2.45	15.91	46	2.99	1.37	8.89
			1905	27.85	17.65	33.98	21.54	6.94	4.40	14.08	8.92
			1906	27.15	17.26	34.01	21.62	8.44	5.27	14.91	9.43
			1907	27.26	16.24	36.33	21.64	11.61	6.92	16.47	9.81
			1908	27.34	14.80	37.94	20.17	10.65	5.66	18.13	9.67
15	(a) to (c)	Burma ...	1909	35.16	18.06	39.24	20.16	11.73	6.02	18.31	9.66
			1910	33.18	16.74	39.69	19.97	11.00	5.55	18.68	9.42
			1911	41.66	20.16	40.52	19.60	14.34	6.94	18.67	9.08
			1912	37.35	17.05	39.18	17.89	14.03	6.42	19.45	8.83
			1905	6	13.12	12	27.03	2	4.49	6	13.73
			1906	7	12.36	7	13.86	6	10.16	7	13.32
			1907	5	8.46	11	19.71	12	20.93	8	13.76
			1908	5	9.98	13	26.10	3	6.63	9	17.40
			1909	6	11.26	10	20.20	4	8.83	9	17.44
			1910	*	*	*	*	*	*	*	*
			1911	*	*	*	*	*	*	*	*
							Amalgamated		with the	East Indian	
			1905	1.89	18.63	1.14	11.26	1.00	9.83	63	6.23
			1906	2.15	20.04	1.24	11.56	1.39	12.95	70	6.52
			1907	2.78	25.27	1.33	16.62	61	6.52	73	6.85
			1908	1.75	15.97	1.98	18.10	71	6.51	79	7.24
16	(a) & (b)	Dibru-Sadiya ...	1909	1.75	14.71	2.18	13.32	89	7.48	90	7.66
			1910	1.93	16.03	2.41	20.09	93	7.75	91	7.53
			1911	2.39	22.73	2.23	17.45	95	7.51	99	7.72
			1912	2.40	17.09	2.34	16.67	1.15	8.19	99	7.05
			1905	12.68	14.19	11.04	12.35	2.03	2.30	3.05	9.01
			1906	16.15	14.74	13.03	11.94	6.32	5.77	10.47	9.55
			1907	15.70	14.73	14.64	13.73	4.70	4.41	11.55	10.33
			1908	15.22	12.67	13.94	16.86	14.70	12.42	13.01	11.00
3	(b) to (d)	Eastern Bengal ...	1909	13.18	10.86	20.76	17.26	6.45	5.36	14.97	12.45
			1910	16.54	13.30	17.74	14.28	5.82	4.63	13.43	10.80
			1911	20.85	14.83	22.85	16.26	9.93	7.10	14.60	10.39
			1912	18.68	12.33	23.51	15.59	7.73	5.13	15.59	10.34
17	(a) & (b)	Gondal-Forbandar ...	1911	1.36	11.10	2.07	16.90	24	2.00	1.04	8.50
			1912	88	7.04	2.43	19.95	22	1.74	1.06	8.45
			1905	6.73	22.73	3.30	12.82	52	1.75	2.33	7.85
			1906	6.29	20.73	3.64	12.02	62	2.04	2.44	8.05
			1907	4.79	14.71	3.74	11.49	57	1.75	2.43	7.63
			1908	5.83	18.15	4.14	12.76	56	1.73	2.71	8.35
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	1909	6.79	20.86	4.55	13.98	53	1.73	2.89	8.33
			1910	5.85	16.00	4.97	13.60	69	1.89	3.15	8.61
			1911	8.66	24.76	5.13	14.31	98	2.75	3.36	9.61
			1912	8.23	18.71	6.43	14.53	1.16	2.62	3.84	8.63

* Information not furnished.

DIX 5—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).	
Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
1,08	12.20	..	...	22	2.52	4,35	49.32	1905	8' 3½" GAUGE—contd.		
1,08	10.53	..	...	16	1.65	4,05	40.79	1906			
1,08	10.53	..	...	21	2.10	5,97	58.24	1907			
1,08	10.19	..	...	24	2.27	4,09	38.60	1908			
1,01	9.57	..	...	26	2.46	3,86	36.59	1909	Bengal Doars	(a) & (b)	13
1,07	9.34	..	...	18	1.57	4,26	37.20	1910			
1,07	8.89	7	0.61	24	2.00	4,55	37.38	1911			
1,08	7.53	7	0.49	25	1.74	5,17	36.05	1912			
2,06	9.19	..	...	48	2.15	10,99	49.06	1905	Bhavnagar-Gondal-Junagad-Forbandar.		
1,98	8.38	..	...	48	2.05	10,98	46.58	1906			
2,25	8.16	..	...	37	3.16	12,68	45.99	1907			
2,22	7.68	..	...	60	2.09	13,20	45.79	1908			
2,13	7.52	..	...	60	2.12	16,16	57.08	1909			
2,08	6.43	..	...	69	2.15	14,32	46.19	1910			
90	6.36	..	...	22	1.42	6,01	38.72	1911	Bhavnagar	(a) & (b)	14
1,07	6.95	..	...	28	1.82	7,36	47.79	1912			
9,81	6.22	1.41	0.90	1,38	1.19	95,95	60.82	1905	Barma	(a) to (c)	15
10,18	6.47	1,33	0.84	2,38	1.70	99,70	62.74	1906			
11,23	6.89	1,63	0.97	3,30	1.97	1,07,33	64.24	1907			
12,25	6.51	1,63	0.87	3,30	1.75	1,11,79	59.43	1908			
12,34	6.59	2,43	1.25	3,61	1.86	1,23,32	63.60	1909			
13,03	6.57	2,02	1.02	4,40	2.22	1,21,90	61.49	1910			
13,05	6.31	2,23	1.10	4,24	2.05	1,34,76	65.19	1911			
13,65	6.23	2,30	1.05	4,27	1.95	1,30,26	59.47	1912			
4	7.44	..	...	..	..	30	65.89	1905	Deoghur		
4	7.42	..	...	..	..	31	57.12	1906			
5	9.43	..	...	..	..	41	72.29	1907			
4	7.83	..	...	..	..	34	69.94	1908			
4	8.53	..	...	..	..	33	66.26	1909			
†	†	..	...	†	†	†	†	1910			
†	†	..	...	†	†	†	†	1911			
84	8.59	..	...	5	0.16	5,55	54.73	1905	Dibru-Sadiya	(a) & (b)	16
86	8.02	..	...	6	0.56	6,40	59.65	1906			
86	7.87	..	...	5	0.49	6,36	62.42	1907			
88	7.98	..	...	5	0.51	6,16	56.31	1908			
93	7.82	..	...	6	0.50	6,71	56.89	1909			
97	8.08	..	...	7	0.59	7,22	60.17	1910			
1,00	7.92	..	...	5	0.42	8,11	68.75	1911			
1,05	7.48	..	...	8	0.57	8,01	57.05	1912			
4,15	4.64	5,23	5.85	1,47	1.65	44,63	49.99	1905	Eastern Bengal	(b) to (d)	3
4,39	4.45	6,39	5.63	1,93	1.76	59,23	54.04	1906			
5,16	4.35	7,12	6.68	2,61	2.45	61,48	57.68	1907			
5,35	4.35	7,62	6.44	3,27	2.77	79,61	67.31	1908			
6,39	5.31	8,99	7.47	2,25	1.67	72,99	60.63	1909			
6,18	4.97	11,96	9.63	2,23	1.33	73,95	59.49	1910			
6,50	4.62	10,32	7.34	2,57	1.63	87,67	62.37	1911			
6,51	4.31	11,07	7.34	4,36	2.89	87,60	59.01	1912			
84	7.70	..	...	10	0.80	5,75	47.00	1911	Gondal-Forbandar	(a) & (b)	17
88	7.08	..	...	65	5.23	6,17	49.54	1912			
2,62	8.83	..	...	35	1.18	16,35	56.16	1905	Hingoli Branch and Hyderabad-Godavari Valley.	(c) & (d)	7
2,68	8.33	..	...	44	1.44	16,11	53.12	1906			
2,78	8.55	..	...	45	1.38	14,81	45.50	1907			
2,94	9.08	..	...	57	1.75	16,80	51.82	1908			
3,00	9.22	..	...	72	2.21	18,53	56.03	1909			
3,07	8.41	..	...	77	2.11	18,50	50.63	1910			
3,11	8.69	..	...	58	1.66	21,85	62.46	1911			
3,41	7.71	..	...	59	1.33	23,73	52.63	1912			

* Steam-boat expenses were shown with traffic expenses.
Information not furnished.

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
18	(a)	3' 3 1/2" GAUGE—contd. Jamnagar ...	1911	31	12.50	40	16.86	8	3.36	20	7.98
			1912	32	13.32	48	19.98	5	2.01	23	9.58
			1905	4.51	12.80	5.52	15.66	85	2.42	1.98	5.61
			1906	5.95	14.59	7.04	17.27	98	2.27	2.37	5.83
			1907	6.81	17.25	7.13	18.64	1.18	3.07	2.40	6.28
			1908	5.17	14.93	7.52	21.73	1.61	4.64	2.41	6.96
			1909	6.28	16.73	7.48	19.92	1.69	4.50	2.66	7.08
			1910	4.25	10.42	8.28	17.43	1.50	3.16	3.25	6.84
			1911	5.28	8.49	10.29	16.56	1.98	3.19	3.59	5.78
			1912	7.77	11.04	12.03	17.08	2.09	2.97	4.31	6.12
19	(a) to (c)	Jodhpur-Bikaner ...	1909	6.28	16.73	7.48	19.92	1.69	4.50	2.66	7.08
			1910	4.25	10.42	8.28	17.43	1.50	3.16	3.25	6.84
			1911	5.28	8.49	10.29	16.56	1.98	3.19	3.59	5.78
			1912	7.77	11.04	12.03	17.08	2.09	2.97	4.31	6.12
			1911	52	11.66	67	15.02	8	1.79	37	8.30
			1912	67	12.57	85	15.95	14	2.63	47	8.82
			1905	18.81	16.21	24.88	21.01	6.06	5.23	9.36	8.07
			1906	17.94	14.38	27.56	22.11	6.44	5.17	10.13	8.18
			1907	20.23	14.55	28.56	20.54	9.27	6.67	11.10	7.98
			1908	19.49	11.82	36.04	21.85	8.63	5.23	12.96	7.86
6	(c) to (l)	Madras and Southern Mahratta ...	1908	19.49	11.82	36.04	21.85	8.63	5.23	12.96	7.86
			1909	21.51	13.28	37.58	23.20	9.33	5.76	13.65	8.43
			1910	22.07	12.92	39.50	23.12	9.85	5.76	13.84	7.81
			1911	24.56	13.65	40.83	22.69	10.28	5.71	13.56	7.53
			1912	23.85	12.69	42.11	22.41	10.69	5.69	14.39	7.65
			1905	24	7.55	56	17.33	6	1.93	30	9.19
			1906	27	8.92	45	14.61	11	3.42	23	7.50
			1907	26	6.44	54	13.14	10	2.33	23	5.88
			1908	29	5.60	95	18.68	16	3.18	35	6.93
			1909	37	7.68	99	20.88	19	4.05	40	8.53
21	(a)	Morvi ...	1910	47	8.92	92	17.84	18	2.42	37	7.08
			1911	38	6.07	77	12.14	18	2.89	39	6.09
			1912	35	4.89	1.22	16.89	27	3.66	41	5.67
			1905	73	23.24	1.23	39.15	8	2.63	33	10.41
			1906	83	27.65	1.23	38.57	7	2.16	34	10.52
			1907	96	28.79	1.15	34.82	6	1.75	36	10.87
			1908	46	13.69	1.66	49.40	38	11.31	28	8.85
			1909	51	12.80	2.31	54.04	18	4.40	36	8.81
			1910	63	18.78	2.30	50.82	19	4.16	39	8.45
			1911	67	18.53	2.12	42.83	18	3.64	41	8.28
1912	64	12.26	2.47	47.82	16	3.07	44	8.43			
10	(c)	Nilgiri ...	1905	24.38	8.31	50.48	17.21	15.16	5.17	19.27	6.57
			1906	27.83	9.61	54.88	18.94	16.34	5.64	20.61	7.12
			1907	31.94	10.72	58.78	19.06	15.88	5.33	25.25	8.47
			1908	35.80	13.82	61.60	23.78	15.66	6.05	26.87	9.98
			1909	61.49	11.83	57.42	21.67	15.52	5.86	26.42	9.97
			1910	30.02	10.01	56.01	18.67	14.51	4.84	27.14	9.05
			1911	35.09	10.83	62.59	19.31	15.99	4.93	28.44	8.77
			1912	28.85	8.68	71.38	21.46	15.54	4.68	27.50	8.27
			1905	3.22	16.24	2.61	13.12	78	3.92	1.58	7.93
			1906	2.90	11.76	3.68	14.77	1.06	4.33	1.99	8.10
1907	2.54	9.18	4.23	16.47	1.32	4.79	2.40	8.68			
1908	2.88	10.44	4.35	15.76	1.69	5.75	2.72	9.87			
23	(a) & (b)	Rohilkhand and Kumaon ...	1909	4.25	14.23	4.34	14.52	1.34	4.50	2.96	9.80
			1910	3.42	15.75	4.11	16.98	1.18	5.44	2.80	12.80
			1911	4.14	12.12	4.38	12.83	1.53	4.48	2.95	8.64
			1912	4.04	9.69	4.66	11.66	1.53	3.79	3.04	7.29
			1905	49	12.52	37	22.49	31	7.95	30	7.78
			1906	60	15.19	37	22.19	26	6.64	33	8.37
			1907	82	19.74	38	23.58	31	7.37	38	9.14
			1908	48	10.73	31	20.43	30	6.71	35	7.86
			1909	43	8.33	1.09	21.15	7	1.44	46	8.88
			1910	60	10.66	1.16	20.61	24	4.27	50	8.90
1911	74	12.33	1.19	19.71	23	3.80	47	7.81			
1912	81	12.86	1.22	19.87	27	4.29	47	7.46			
10	(f)	Shoranur-Cochin ...	1909	43	8.33	1.09	21.15	7	1.44	46	8.88
			1910	60	10.66	1.16	20.61	24	4.27	50	8.90
			1911	74	12.33	1.19	19.71	23	3.80	47	7.81
			1912	81	12.86	1.22	19.87	27	4.29	47	7.46

DIX 5—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX D).	
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
23	9.39	7	2.71	1.29	52.30	1911	3' 3 1/2' GAUGE—contd. Jamnagar ...	(a)	18
26	11.00	...	...	6	2.75	1.40	58.64	1912	
1.28	3.57	79	2.25	14.91	42.31	1905	Jodhpur-Bikaner ...	(a) to (e)	10
1.43	3.51	...	...	94	2.31	18.66	45.78	1906	
1.46	3.32	...	...	89	2.32	19.67	51.38	1907	
1.54	4.44	...	...	89	2.58	19.14	55.26	1908	
1.65	4.39	...	...	1.47	3.92	21.23	66.54	1909	
1.96	4.12	1.60	3.37	21.54	45.94	1910	Junagad ...	(a)	20
2.16	3.47	...	...	2.75	4.42	26.05	41.91	1911	
2.48	3.52	...	...	3.93	5.58	32.61	46.31	1912	
49	10.99	26	5.83	2.39	53.59	1911	Southern Mahratta
43	9.00	...	...	7	1.31	2.68	50.28	1912	
8.94	7.70	1.84	1.15	1.81	1.56	70.70	60.93	1905	Madras and Southern Mahratta.	(e) to (f)	6
9.67	7.76	1.49	1.19	2.38	1.91	75.61	60.65	1906			
9.65	6.95	2.04	1.47	2.15	1.54	83.00	59.70	1907			
10.99	6.67	2.45	1.48	3.27	1.93	93.83	58.89	1908	Morvi ...	(a)	21
11.10	6.85	2.03	1.25	2.60	1.61	97.80	60.38	1909			
10.75	6.29	2.26	1.32	3.11	1.82	1,00.88	59.04	1910			
11.19	6.22	2.04	1.13	2.16	2.32	1,06.61	59.25	1911			
10.85	5.77	2.09	1.11	3.72	1.98	1,07.70	57.30	1912			
38	8.59	5	1.50	1.49	46.09	1905	Nilgiri ...	(c)	10
35	11.29	...	...	7	2.37	1.48	48.11	1906	
35	8.53	...	...	8	1.32	1.56	37.89	1907	
34	6.63	...	...	17	3.41	2.28	44.43	1908	
32	6.94	...	...	32	3.30	2.59	54.83	1909	
29	5.51	15	2.78	2.33	44.00	1910	Bombay, Baroda and Central India.	(b) & (g) to (i)	2
31	4.92	...	...	10	1.46	2.13	33.57	1911	
37	5.17	...	...	8	1.04	2.70	37.32	1912	
21	6.61	...	...	8	2.44	2.68	34.48	1905	
21	6.46	...	...	10	3.02	2.83	33.33	1906	
22	6.43	9	2.81	2.84	35.02	1907	Rohilkund and Kumaon ...	(a) & (b)	22
14	4.17	...	...	6	1.79	2.93	37.21	1908	
22	5.40	...	...	7	1.72	3.55	36.87	1909	
24	5.25	...	...	10	2.19	3.86	34.15	1910	
24	4.85	...	...	8	1.62	3.70	74.75	1911	
24	4.60	...	...	10	1.91	4.05	77.69	1912	
12.94	4.41	3.82	1.24	1,25.85	42.91	1905	Shoranur-Cochin ...	(f)	10
12.82	4.43	...	...	4.53	1.57	1,36.96	47.31	1906	
13.97	4.69	...	...	4.40	1.48	1,48.22	49.75	1907	
15.20	5.87	...	...	5.31	2.05	1,59.44	61.55	1908	
14.28	5.33	...	...	4.43	1.67	1,49.53	56.43	1909	
14.94	4.98	4.76	1.63	1,47.38	49.13	1910	Shoranur-Cochin ...	(f)	10
15.45	4.77	...	...	7.55	2.33	1,65.11	50.94	1911	
14.82	4.31	...	...	5.19	1.66	1,62.73	43.96	1912	
1.51	7.60	...	...	43	2.15	10.13	50.96	1905	
1.72	6.99	...	...	1.27	5.17	12.57	51.12	1906	
1.95	7.05	89	1.41	12.88	46.53	1907	Shoranur-Cochin ...	(f)	10
2.40	8.71	...	...	35	1.25	14.29	51.78	1908	
2.22	7.42	...	...	66	2.21	15.77	52.78	1909	
2.03	9.35	...	...	39	1.60	13.93	64.17	1910	
2.29	6.71	...	...	40	1.17	15.89	45.95	1911	
2.38	5.71	...	...	58	1.39	16.48	39.53	1912	
19	4.97	10	2.58	2.26	58.23	1905	Shoranur-Cochin ...	(f)	10
20	5.17	...	...	10	2.66	2.36	60.22	1906	
23	5.45	...	...	9	2.18	2.31	67.44	1907	
26	5.30	...	...	14	3.30	2.44	54.68	1908	
31	6.04	...	...	19	3.62	2.55	49.46	1909	
33	5.79	23	4.03	3.06	54.32	1910	Shoranur-Cochin ...	(f)	10
33	5.52	...	...	15	2.53	3.11	51.75	1911	
33	5.25	...	...	20	3.14	3.30	52.41	1912	

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3 1/2" GAUGE—consolid.									
10	(b), (d), (e), and (g) to (i)	South Indian ...	1905	17,30	12.27	24.27	17.21	5,94	4.21	10.61	7.52
			1906	22,20	15.34	29,27	20.23	6,47	4.47	11,06	7.65
			1907	19,81	12.82	25,77	16.67	6,56	4.24	11,80	7.63
			1908	15,24	9.37	30,15	19.13	8,60	5.46	13,33	8.46
			1909	14,05	8.52	30,84	18.71	10,00	6.07	15,16	9.19
			1910	14,44	8.42	34,11	19.90	8,83	5.15	15,35	8.96
			1911	20,19	10.52	36,09	18.81	11,12	5.80	15,26	7.95
			1912	23,62	11.27	37,56	17.92	10,55	5.08	15,85	7.86
23	(a)	Udaipur-Chitorgarh ...	1905	34	16.45	31	15.09	5	2.26	17	6.16
			1906	37	14.97	34	13.59	5	2.16	18	7.33
			1907	37	14.61	33	13.21	6	2.33	20	8.07
			1908	39	16.49	33	13.73	7	2.72	23	9.66
			1909	39	16.17	34	14.15	7	2.68	19	7.89
			1910	38	13.19	36	14.30	9	3.73	20	8.08
			1911	38	13.40	37	12.89	9	3.39	22	7.97
			1912	40	13.18	50	16.43	11	3.52	22	7.34
		2' 6" GAUGE.									
25	(a)	Arrah-Sasaram Light ...	1911	23	17.36	20	15.13	2	1.99	23	16.96
			1912	23	16.13	26	14.80	4	2.52	32	18.39
			1905	14	12.54	12	11.20	3	3.24	19	17.23
			1906	16	12.33	16	10.43	6	3.89	24	16.69
			1907	20	11.70	24	13.99	8	4.32	27	15.72
27	(a)	Buraset-Basirhat Light ...	1908	22	14.83	27	17.80	9	6.06	24	16.38
			1909	32	13.37	29	16.54	6	3.55	29	13.85
			1910	50	21.27	45	19.55	10	4.40	40	16.85
			1911	51	18.26	44	15.62	7	2.62	43	17.27
			1912	41	12.13	50	14.73	8	2.41	57	16.94
28	(a)	Barai Light ...	1905	10	4.55	23	10.49	5	2.18	16	7.63
			1906	11	5.15	27	12.50	6	2.53	21	9.63
			1907	62	11.40	1,02	18.60	11	1.97	45	8.33
			1908	30	6.94	82	19.13	10	2.30	40	9.39
			1909	31	4.80	86	13.34	5	0.85	41	6.35
			1910	43	6.16	1,03	14.81	22	3.15	47	6.76
			1911	37	4.97	1,18	15.33	19	2.49	53	7.85
			1912	71	6.90	1,69	16.42	27	2.64	70	6.74
20	(a)	Bakhtiarpore-Bihar Light ...	1905	11	12.56	14	16.08	3	3.41	19	21.52
			1906	13	11.92	17	15.04	4	3.76	23	20.78
			1907	13	11.33	18	15.86	4	3.31	24	21.73
			1908	12	11.19	19	17.37	5	3.98	22	20.24
			1909	15	9.94	38	25.24	6	3.99	28	13.33
			1910	12	9.32	20	15.32	4	3.13	24	19.26
			1911	11	8.07	21	15.57	3	2.06	25	18.96
			1912	14	5.79	34	13.78	7	2.79	35	13.60
31	(a)	Champaner-Shivrajpur Light	1911	14	21.81	14	21.85	3	4.53	9	13.55
			1912	13	15.07	20	22.43	2	1.94	10	11.67
32	(a)	Catch ...	1905	1	3.51	4	14.04	1	3.51	1	5.57
			1906	6	14.63	9	22.75	1	3.15	4	9.57
			1907	3	7.49	3	13.78	2	4.94	3	7.17
			1908	3	7.47	8	20.83	4	9.29	4	10.52
			1909	10	11.72	12	13.87	4	5.13	8	9.24
			1910	12	12.73	12	12.73	4	4.43	7	7.75
			1911	14	13.79	15	15.03	4	3.68	7	7.27
			1912	15	14.90	17	16.32	3	3.27	7	7.55
33	(a)	Dehri-Rohas Light ...	1911	9	6.94	6	24.43	2	7.70	15	63.02
			1912	11	13.34	7	9.22	3	3.52	15	13.51

DIX 5—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION No. of RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).				
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.			Sub-head.	Main head.			
13	14	15	16	17	18	19	20	21	22	23	24			
8,96	6.36	2,69	1.90	69,77	49.47	1906	3' 3 1/2" GAUGE—consolid.					
9,50	6.57	...	...	2,50	1.78	81,00	55.99	1906				
9,61	6.21	...	...	2,98	1.94	76,53	49.51	1907				
10,03	6.36	...	...	5,57	3.53	82,92	52.61	1908				
10,01	6.07	5,37	3.26	85,43	51.62	1909				South Indian	(b), (d), (e) and (g) to (i)	10
10,41	6.07	...	...	5,35	3.12	88,49	51.62	1910				
10,79	5.62	...	...	6,00	3.13	99,45	51.83	1911				
11,35	5.41	...	...	7,07	3.37	1,06,00	50.66	1912				
13	6.49	...	...	4	1.74	1,04	50.19	1905				
14	5.83	4	1.45	1,12	45.33	1906				Udaipur-Chitorgarh	(a)	23
14	5.74	...	...	4	1.47	1,14	45.43	1907				
15	6.23	...	...	4	1.76	1,21	50.59	1908				
14	5.76	...	...	5	1.97	1,18	48.62	1909				
15	5.80	...	...	5	1.95	1,18	47.06	1910				
16	5.66	...	...	9	3.06	1,31	46.07	1911				
16	5.22	...	...	9	2.81	1,43	43.60	1912				
20	14.73	1	0.62	89	66.79	1911	3' 6" GAUGE.					
22	12.83	1	0.77	1,13	65.54	1912				Arrah-Sasaram Light	(a)	25
6	5.24	1	0.43	55	49.93	1905	Baraset-Basirhat Light	(a)	27			
6	4.23	...	...	1	0.61	71	47.23	1906				
7	3.87	...	...	1	0.66	87	50.26	1907				
7	4.84	...	...	1	0.78	90	60.69	1908				
7	4.27	...	...	2	0.77	1,05	60.45	1909				
14	5.93	...	...	2	0.89	1,62	63.39	1910				
14	5.08	...	...	2	0.82	1,36	59.67	1911				
16	4.72	...	...	4	1.01	1,76	51.99	1912				
22	9.88	4	1.66	80	36.39	1905	Burai Light	(a)	28			
40	18.46	...	...	4	1.64	1,09	49.90	1906				
26	17.67	...	...	3	0.59	3,19	58.76	1907				
22	21.24	...	...	5	1.08	2,59	60.06	1908				
22	13.60	...	...	4	0.64	2,55	39.58	1909				
22	12.64	...	...	5	0.66	3,06	44.18	1910				
1,09	14.59	...	...	5	0.70	3,46	46.44	1911				
1,09	10.56	...	...	19	1.79	4,65	45.05	1912				
5	5.88	1	0.39	53	59.34	1905	Bukhtiarpore-Bihar Light	(a)	29			
5	4.66	...	...	1	0.61	63	53.77	1906				
5	4.83	...	...	1	0.64	65	52.45	1907				
5	5.46	...	...	1	0.80	65	59.04	1908				
6	3.75	...	...	1	0.56	94	61.70	1909				
6	5.30	...	...	3	2.66	69	55.99	1910				
9	6.73	...	...	3	1.99	72	53.33	1911				
10	3.36	...	...	3	3.03	1,06	43.10	1912				
8	13.34	1	0.66	49	75.74	1911	Champner-Shivrajpur Light.	(a)	31			
10	11.93	...	...	1	0.79	56	63.66	1912				
...	7	26.63	1905	Cutch	(a)	32			
...	...	...	...	...	...	20	50.64	1906	
3	5.93	...	...	...	...	19	44.31	1907		
3	6.30	...	...	...	...	22	54.41	1908		
3	3.65	...	...	...	...	37	43.61	1909		
2	2.55	...	...	...	...	37	40.24	1910		
2	2.25	...	...	...	...	42	42.05	1911		
3	2.63	...	...	...	...	45	44.67	1912		
4	16.93	36	151.07	1911	Dehri-Bohtas Light	(a)	33			
6	3.22	...	...	3	3.26	45	56.17	1912				

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Propor- tion per cent. to gross earnings.	Rs.	Propor- tion per cent. to gross earnings.	Rs.	Propor- tion per cent. to gross earnings.	Rs.	Propor- tion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" GAUGE—contd.									
34	(a)	Dholpur-Bari ...	1908	13	58.88	7	31.44	1	4.85	6	29.85
			1909	5	15.39	9	23.93	2	5.90	7	19.92
			1910	6	13.12	9	17.95	2	5.20	5	10.19
			1911	6	14.10	6	15.00	3	7.71	5	12.15
			1912	6	15.24	10	25.19	4	9.81	5	13.63
...	...	Kalka-Simla ...	1905	9	1.14	1.77	23.46	22	2.98	67	8.93
			1906	1.05	13.71	1.67	21.81	17	2.30	85	11.11
			1907	...	...	...	...	...	Amalgamated	with the	...
38	(a)	Madaya Light ...	1912	Information	not furnished.	...	...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krish- nagiri.	1905	6	45.15	3	23.08	2	15.39	2	15.38
			1906	5	6.33	37	46.34	11	13.92	14	17.72
			1907	23	25.21	29	30.76	9	9.67	11	11.91
			1908	19	20.27	42	45.59	10	11.29	7	8.04
			1909	20	23.53	49	57.64	5	5.88	7	8.24
			1910	24	23.30	39	37.87	5	4.85	8	7.77
			1911	31	29.25	39	36.79	5	4.72	7	6.60
			1912	29	25.66	41	38.28	4	3.54	8	7.08
1	(d)	Mourbhanj ...	1905	5	15.93	6	18.49	2	5.33	4	13.93
			1906	7	14.75	7	15.62	4	9.27	4	9.08
			1907	6	13.78	7	16.31	2	5.01	5	10.70
			1908	6	12.25	7	13.33	1	2.32	5	10.78
			1909	7	12.50	10	17.94	5	9.23	7	12.67
			1910	12	21.08	9	14.68	2	3.83	7	12.18
			1911	6	9.68	9	14.52	4	6.45	7	11.29
			1912	8	15.69	6	11.77	5	9.80	7	13.72
1	(f)	Parlakimedi Light ...	1905	5	18.21	9	32.44	1	3.71	4	13.61
			1906	6	25.79	16	72.37	5	22.62	3	14.94
			1907	7	28.20	17	65.99	2	8.24	3	13.25
			1908	8	31.80	8	31.63	3	10.76	4	12.85
			1909	7	26.52	6	24.12	...	...	4	14.34
			1910	5	19.41	7	24.03	1	3.35	3	11.50
			1911	8	24.24	8	24.24	2	6.06	3	9.09
			1912	10	25.00	9	22.50	3	7.50	3	7.50
22	(e)	Powayan Light ...	1905	15	16.17	15	16.06	5	5.71	9	10.03
			1906	15	15.17	17	17.43	6	5.79	9	9.10
			1907	15	17.02	17	19.79	4	4.95	8	9.58
			1908	14	17.18	20	24.88	3	3.01	7	9.17
			1909	13	14.03	21	22.94	4	3.86	8	9.30
			1910	14	14.70	19	19.66	5	5.76	8	8.85
			1911	14	13.24	19	18.57	6	5.86	10	9.93
			1912	16	16.00	18	17.96	7	6.68	10	10.18
40	(a)	Shahdara (Delhi)-Saharan- pur Light.	1907	14	13.80	27	26.23	4	3.85	22	21.33
			1908	43	12.78	55	16.40	9	2.84	45	13.34
			1909	33	8.11	53	14.36	11	2.62	63	15.43
			1910	45	8.85	62	12.38	8	1.70	64	12.76
			1911	44	8.26	59	10.97	3	1.53	66	12.41
			1912	58	9.49	66	10.80	10	1.66	72	11.86
41	(a)	Tarkessur-Magra Light	1905	13	14.92	17	19.59	4	4.09	17	20.16
			1906	18	13.17	16	16.07	4	4.26	19	18.57
			1907	14	12.47	22	19.98	5	4.57	20	17.90
			1908	14	12.74	25	23.27	6	5.02	20	18.09
			1909	18	12.89	23	21.00	8	6.59	21	17.02
			1910	15	11.95	21	16.60	7	5.71	22	18.13
			1911	16	12.41	21	17.06	3	6.25	23	18.18
			1912	16	11.82	20	15.58	6	4.64	23	17.50

DIX 5—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
4	24.77	...	...	1	2.95	32	152.74	1908	} 2' 6" GAUGE—contd. Dholpur-Bari ...	(a)	34
6	16.24	...	...	1	2.68	30	84.06	1909			
6	12.53	...	...	...	...	28	58.29	1910			
6	15.44	...	...	1	1.10	27	65.50	1911			
6	15.61	...	...	1	0.79	32	80.27	1912			
62	8.41	...	...	14	1.81	3.51	46.78	1905	} Kalka-Simla ...	...	...
77	10.15	...	...	6	0.74	4.57	59.82	1906			
North Western railway.	...	...	...	...	...	...	...	1907			
...	...	...	...	...	...	...	...	1912	Madaya Light ...	(a)	38
...	...	...	...	1	7.69	14	107.69	1906	} Merappur-Dharmapuri and Tirupattur-Krishnagiri.	(f) & (b)	10
8	10.13	...	...	6	7.59	81	102.58	1908			
7	7.40	...	...	5	5.87	84	90.32	1907			
5	5.86	...	...	3	3.46	86	94.51	1908			
7	8.24	...	...	3	3.58	91	107.06	1909			
5	4.85	...	...	2	1.94	88	80.58	1910			
5	4.72	...	...	1	0.94	88	88.02	1911			
6	5.81	...	...	2	1.77	90	79.84	1912			
5	16.33	...	...	...	...	23	70.01	1905	} Mourbhanj ...	(d)	1
1	2.45	...	...	...	...	23	51.17	1906			
2	4.66	...	...	...	...	22	50.48	1907			
2	4.29	...	...	1	0.65	22	43.62	1908			
2	3.87	...	...	...	...	31	58.23	1909			
2	3.56	...	...	1	1.17	33	56.70	1910			
2	3.22	...	...	1	1.81	29	48.77	1911			
2	3.92	...	...	...	...	28	54.90	1912			
4	15.55	...	...	...	...	23	83.52	1905	} Parlakimedi Light ...	(f)	1
1	6.42	...	...	...	...	31	145.14	1906			
2	7.42	...	...	...	...	31	123.10	1907			
2	9.78	...	...	...	...	25	96.82	1908			
2	8.07	...	...	...	...	19	78.05	1909			
2	7.20	...	...	1	4.01	19	69.50	1910			
2	6.06	...	...	...	...	23	69.69	1911			
2	5.00	...	...	1	2.50	23	70.00	1912			
11	11.27	...	...	1	1.18	56	60.87	1905	} Powayan Light ...	(e)	22
12	11.81	...	...	1	1.04	60	60.84	1906			
7	7.90	...	...	1	1.10	52	60.84	1907			
5	6.11	...	...	...	...	49	60.35	1908			
8	9.19	...	...	1	1.08	55	60.25	1909			
10	10.43	...	...	1	0.91	57	60.31	1910			
12	11.85	...	...	1	0.55	62	60.00	1911			
9	8.64	...	...	1	0.80	61	60.26	1912			
4	4.14	...	...	2	1.20	72	70.55	1907	} Shahdara (Delhi)-Saharanpur Light.	(a)	40
36	10.71	...	...	1	1.66	1.94	57.78	1908			
39	9.70	...	...	6	1.43	2.10	51.70	1909			
38	7.59	...	...	3	1.51	2.25	44.80	1910			
33	7.06	...	...	7	1.38	2.22	41.61	1911			
42	6.83	...	...	8	1.23	2.56	41.37	1912			
14	16.05	...	...	...	...	65	74.81	1905	} Tarkesur-Magra Light...	(a)	43
13	13.32	...	...	2	1.87	67	67.26	1906			
14	12.51	...	...	1	1.27	78	68.70	1907			
14	12.06	...	...	3	1.86	83	78.04	1908			
13	10.66	...	...	2	1.30	86	69.46	1909			
15	12.25	...	...	1	0.73	81	65.86	1910			
15	11.63	...	...	1	0.52	84	66.06	1911			
16	12.50	...	...	1	0.70	82	62.69	1912			

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.			
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
1	2	3	4	5	6	7	8	9	10	11	12		
42	(a)	2' 6" GAUGE—consolid.	1905	14	13.24	20	19.01	10	9.47	18	17.76		
		Tezpur-Balipara Light ...	1906	14	11.87	21	17.89	12	10.28	18	15.83		
			1907	16	14.71	21	18.37	12	10.76	18	16.05		
			1908	15	17.28	15	16.94	7	7.13	15	16.90		
			1909	12	13.97	13	14.67	8	9.76	14	16.57		
		2' 0" GAUGE.	1910	14	14.73	13	14.03	9	9.80	15	16.02		
			1911	24	20.77	14	11.77	11	9.96	17	14.92		
			1912	16	13.13	16	13.86	18	15.23	19	15.29		
			1905	1.20	12.33	1.68	17.30	52	5.39	80	8.23		
		43	(a)	Darjeeling-Himalayan ...	1906	1.34	13.67	1.65	16.79	53	5.46	85	8.68
					1907	1.00	10.51	1.44	15.16	56	5.85	85	8.90
					1908	98	10.40	1.52	16.03	46	4.88	91	9.67
1909	85				8.63	1.77	17.87	48	4.87	98	9.87		
1910	94			9.40	1.74	17.37	59	5.85	1.00	9.90			
1911	1.04			10.15	1.80	17.47	57	5.54	1.02	9.87			
1912	1.11			9.76	1.97	17.31	77	6.70	98	8.63			
44	(a)			Howrah-Amta Light ...	1905	34	10.34	39	11.81	18	5.41	45	13.53
					1906	32	9.21	55	15.55	21	5.87	51	14.42
					1907	33	8.94	49	13.14	16	4.29	54	14.48
					1908	44	10.39	61	15.29	20	5.02	58	14.45
				1909	59	13.40	65	14.81	16	3.70	66	15.21	
		1910	56		11.54	33	17.20	38	6.85	67	13.82		
		1911	51		10.19	65	13.06	28	5.17	69	13.90		
		1912	51		9.18	67	12.02	18	3.24	80	14.80		
		45	(a)	Howrah-Sheakhala Light	1905	11	13.03	9	10.66	5	5.67	20	22.20
					1906	11	11.36	12	13.06	3	4.01	23	23.35
					1907	12	12.43	13	13.96	4	4.75	21	21.61
					1908	16	15.82	17	16.89	7	7.27	21	20.88
1909	18			16.68	17	15.83	5	4.48	23	21.47			
	1910			11	9.67	12	9.95	3	2.48	21	17.80		
	1911			16	12.23	13	10.37	3	2.59	22	17.45		
	1912			16	11.33	14	10.26	3	1.98	23	16.00		
46	(a)			Jagadhri Light ...	1911	1	19.36	3	40.60	2	20.65
					1912	3	10.94	9	37.66	...	1	4.07	7	27.24
47	(a)			Jorhat (Provincial) ...	1905	19	24.13	23	29.85	7	8.42	14	17.75
					1906	22	23.80	25	26.77	6	5.98	14	15.63
		1907	26		27.84	27	29.83	9	10.63	15	15.93		
		1908	23		22.71	31	30.02	6	6.32	16	15.99		
		1909	16	16.20	35	34.70	4	4.47	13	17.71			
			1910	22	22.97	23	23.84	8	8.68	14	15.05		
			1911	21	19.27	24	22.02	7	6.42	14	12.34		
			1912	22	18.03	25	20.49	8	6.57	15	12.29		
		48	(a)	Pipar Road-Bhavi Light...	1910	1	63.51
					1911	3	19.37	5	30.90	1	5.63	2	10.75
					1912	4	18.33	9	37.73	1	5.09	2	11.27
		Total of all railways			1905	4,81,54	11.55	7,02,36	16.84	1,84,06	4.41	3,31,02	7.94
1906	5,43,70				12.82	7,72,99	17.51	1,98,71	4.50	3,71,43	8.41		
1907	5,99,19				12.67	8,58,42	18.15	2,13,30	4.61	4,17,67	8.33		
1908	6,22,19				13.88	9,76,59	21.79	2,63,37	5.88	4,55,21	10.15		
1909	5,82,95				12.39	9,52,19	20.23	2,54,42	5.40	4,63,54	9.85		
1910	6,35,86				12.43	9,51,61	18.61	2,52,63	4.94	4,77,91	8.94		
1911	6,97,47				12.62	10,00,77	18.10	2,85,76	5.17	4,97,06	8.99		
1912	6,80,82				11.04	10,68,70	17.33	2,90,08	4.71	5,27,43	8.56		

DIX 5—concl'd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
13	12.80	1	1.52	76	78.80	1905	2' 6" GAUGE—concl'd.		
14	12.16	...	...	1	1.85	80	69.51	1906	
14	12.69	...	...	2	1.47	83	74.05	1907	
14	15.69	...	...	2	2.29	68	76.43	1908	
14	15.74	1	1.61	62	72.52	1909	Tespore-Ballpara Light ...	(a)	43
15	16.18	...	...	2	1.49	68	72.40	1910	
15	13.39	...	...	2	1.42	83	72.23	1911	
16	13.57	...	...	1	0.65	86	71.23	1912	
1,11	11.36	32	3.29	5,63	57.90	1905	2' 0" GAUGE.		
1,11	11.29	...	...	31	3.18	5,79	59.07	1906	
1,06	11.21	...	...	30	3.18	5,21	54.81	1907	
1,05	11.09	...	...	31	3.21	5,23	55.33	1908	
1,02	10.29	39	3.99	5,49	55.52	1909	Darjeeling-Himalayan ...	(a)	48
1,01	10.08	...	...	34	3.36	5,32	55.95	1910	
1,07	10.37	...	...	35	3.46	5,85	56.86	1911	
1,03	9.46	...	...	37	3.25	6,28	55.11	1912	
13	3.83	1	0.45	1,50	45.42	1905	Howrah-Amta Light ...	(a)	44
13	3.80	...	...	2	0.60	1,74	49.45	1906	
13	3.54	...	...	2	0.74	1,67	45.18	1907	
16	4.06	...	...	3	0.86	2,02	50.67	1908	
17	3.86	3	0.81	2,26	51.79	1909			
24	4.90	...	...	5	1.17	2,68	55.48	1910	
27	5.34	...	...	8	1.70	2,46	49.36	1911	
29	5.24	...	...	8	1.34	2,53	45.32	1912	
5	5.25	1	0.85	50	56.80	1905	Howrah-Sheakhala Light	(a)	45
5	5.88	...	...	1	0.98	54	59.11	1906	
5	5.08	...	...	1	1.00	56	58.81	1907	
5	4.69	...	...	1	1.00	67	66.05	1908	
5	4.70	1	1.00	69	64.16	1909			
8	6.57	...	...	1	1.14	56	47.11	1910	
9	6.92	...	...	1	1.07	64	50.68	1911	
9	6.55	...	...	1	0.83	66	46.93	1912	
1	6.75	7	37.36	1911	Jagadhri Light ...	(a)	43
3	13.22	...	...	...	...	23	33.13	1912
12	15.68	1	1.04	76	96.67	1905	Jorhat (Provincial) ...	(a)	47
12	12.82	...	...	1	0.88	80	85.46	1906	
13	14.21	...	...	1	0.94	91	99.43	1907	
13	13.04	...	...	1	0.78	90	88.86	1908	
14	14.56	1	1.02	88	88.66	1909			
15	15.57	...	...	1	1.05	83	92.16	1910	
11	10.09	...	...	1	0.92	78	71.56	1911	
15	12.29	...	...	4	3.23	89	72.95	1912	
...	1	63.51	1910	Pipar Road-Bhavi Light	(a)	48
...	...	...	...	...	...	11	67.20	1911
1	3.51	...	...	...	...	17	76.03	1912
1,36,96	4.49	18,01	0.43	91,35	2.19	19,95,30	47.65	1905	Total of all railways.		
1,36,15	4.49	19,72	0.45	97,47	2.21	22,02,22	49.89	1906			
2,11,49	4.47	21,84	0.46	1,05,40	2.23	24,32,31	51.42	1907			
2,31,29	5.16	26,95	0.60	1,24,65	2.78	27,00,25	60.24	1908			
2,35,07	4.99	25,76	0.55	1,24,55	2.65	26,38,43	56.06	1909			
2,35,29	4.60	26,94	0.53	1,35,43	2.65	27,15,72	53.10	1910			
2,42,63	4.39	25,23	0.46	1,35,00	2.44	23,38,32	52.17	1911			
2,52,48	4.09	26,48	0.43	1,69,95	2.76	30,16,37	48.92	1912			

APPENDIX 6.

General results of working each railway system.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train- mileage (in thousands of miles).	Total capital outlay, includ- ing ferries, and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).	
Main head.	Sub- head.											
1	2	3	4	5	6	7	8	9	10	11	12	
		5' 6" GAUGE.										
1	(a) to (d), (e), (g) and (h)	Bengal-Nagpur	1905	1,974.77	5,851	26,87.89	2,44.71	1,10.67	1,34.04	*45.22	4.99	
			1906	1,996.60	6,458	27,82.09	2,69.47	1,27.96	1,41.51	*47.49	5.09	
			1907	2,113.35	6,944	30,14.72	2,89.80	1,41.34	1,48.46	*48.77	4.92	
			1908	2,300.86	6,886	31,94.80	2,71.56	1,57.49	1,14.07	*57.99	3.57	
			1909	2,348.68	7,074	33,61.56	2,87.72	1,56.80	1,31.42	*54.92	3.91	
			1910	2,395.39	7,810	34,13.96	3,08.53	1,53.21	1,50.32	*51.23	4.40	
			1911	2,438.92	8,592	35,24.88	3,39.70	1,71.48	1,63.22	*50.48	4.77	
1912	2,489.92	9,526	35,72.18	4,02.63	1,84.14	2,18.49	*45.74	6.12				
2	(a), (d) to (f), and (m) to (o)	Bombay, Baroda and Central India.	1905	858.43	3,365	14,70.59	2,11.73	92.47	1,19.26	43.67	8.11	
			1906	859.80	3,608	14,73.61	2,19.23	1,03.54	1,15.69	47.23	7.85	
			1907	960.80	4,137	15,84.03	2,31.42	1,01.52	1,29.90	43.87	8.20	
			1908	996.43	4,357	17,01.24	2,27.19	1,19.79	1,07.40	52.73	6.81	
			1909	1,199.15	4,647	20,17.63	2,49.22	1,20.30	1,28.92	48.27	6.39	
			1910	1,199.15	5,150	20,44.89	2,82.50	1,38.50	1,44.00	49.03	7.04	
			1911	1,199.15	6,005	21,21.11	3,06.80	1,49.61	1,57.19	48.76	7.44	
1912	1,351.09	6,892	24,01.01	3,56.03	1,79.17	1,76.86	50.32	7.42				
3	(a)	Eastern Bengal	1905	497.95	2,780	10,65.90	1,24.66	69.52	55.14	55.77	5.17	
			1906	497.95	3,322	10,90.96	1,41.12	83.13	57.99	58.90	5.32	
			1907	507.47	3,761	12,17.18	1,64.21	1,03.42	60.79	62.98	4.99	
			1908	507.47	3,867	13,01.39	1,60.78	1,14.14	46.64	70.99	3.58	
			1909	507.28	3,898	13,60.76	1,62.69	1,09.37	53.32	67.22	3.92	
			1910	511.43	3,890	14,03.24	1,65.28	95.47	69.31	57.76	4.96	
			1911	512.16	4,234	14,40.21	1,81.23	1,18.19	39.04	62.45	4.72	
1912	511.83	4,420	15,07.10	1,99.18	1,19.46	79.72	59.97	5.29				
4	(a) to (d)	East Indian ...	1905	2,235.65	16,246	52,77.77	7,79.46	2,82.15	4,97.31	36.20	9.42	
			1906	2,422.89	17,346	54,61.26	8,26.07	3,21.75	5,04.32	38.95	9.23	
			1907	2,471.64	19,230	59,27.41	8,37.91	3,35.46	5,02.45	40.04	8.43	
			1908	2,476.94	20,910	61,46.02	8,53.25	3,91.80	4,61.45	45.92	7.51	
			1909	2,475.83	19,416	62,78.35	8,23.70	3,32.49	4,96.21	40.12	7.90	
			1910	2,506.30	19,537	63,20.57	8,30.33	3,49.84	5,40.49	39.29	3.55	
			1911	2,559.33	21,269	64,22.04	9,57.61	3,75.27	5,32.34	39.19	9.07	
1912	2,624.61	22,914	65,84.16	10,51.66	3,95.67	6,55.99	37.62	9.96				
5	(a) to (3)	Great Indian Peninsula.	1905	2,989.10	15,276	48,19.72	6,30.44	3,05.37	3,25.07	48.44	6.74	
			1906	2,997.29	15,846	48,99.63	6,44.02	3,22.01	3,22.01	50.00	6.67	
			1907	3,009.30	17,931	50,61.33	6,83.54	3,65.13	3,23.41	53.03	6.39	
			1908	3,033.59	17,277	53,30.42	6,06.68	3,76.79	2,28.84	62.21	4.29	
			1909	3,157.43	17,763	54,25.04	6,61.11	3,31.36	2,79.75	57.69	5.16	
			1910	3,164.12	18,871	55,77.74	7,34.34	4,12.70	3,21.64	56.20	5.77	
			1911	3,164.66	20,243	57,13.62	7,74.50	4,28.33	3,46.17	55.30	6.06	
1912	3,163.67	21,448	58,72.37	8,65.79	4,67.21	3,98.58	53.96	6.79				
...	...	Madras	1905	1,411.08	5,174	20,47.29	2,08.41	1,22.39	86.02	53.73	4.20	
1906	1,407.43		5,065	21,92.71	2,13.90	1,27.09	86.31	59.42	3.95			
1907	1,490.19		5,334	22,63.43	2,20.60	1,43.04	72.56	67.10	3.21			
6	(a) and (b)	Madras and Southern Mah- aratta.	1908	1,041.61	4,599	16,80.91	1,66.21	1,20.73	45.48	72.64	2.71	
			1909	1,041.61	4,813	17,18.61	1,80.92	1,07.42	73.50	59.37	4.28	
			1910	1,041.61	4,423	17,49.13	1,89.68	1,03.20	81.48	57.04	4.66	
			1911	1,041.61	4,356	17,85.74	1,93.11	1,03.32	89.79	54.68	5.03	
			1912	1,041.61	4,534	17,92.95	2,13.42	1,13.88	1,04.54	52.14	5.83	
7	(a) & (b)	Nizam's Guarant- eed State.	1905	350.71	973	4,47.65	46.26	15.72	30.54	33.98	6.32	
			1906	350.71	1,072	4,48.26	48.33	18.43	29.90	33.13	6.37	
			1907	350.71	1,146	4,61.17	53.01	18.14	34.87	34.22	7.53	
			1908	350.71	1,149	4,67.92	50.38	18.31	32.07	36.34	6.35	
			1909	350.71	1,216	4,80.00	50.04	22.03	27.96	44.12	5.33	
			1910	350.71	1,433	4,84.14	56.53	25.53	30.06	46.89	6.20	
1911	350.71	1,476	4,75.56	60.62	32.03	28.54	52.92	6.00				
1912	350.71	1,468	4,37.19	61.61	27.80	33.81	45.12	6.30				

* See Appendix 9.

APPENDIX 6—contd.

General results of working each railway system.

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train- mileage (in thousands of miles).	Total capital outlay, includ- ing ferries and suspension, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).		
Main head.	Sub- head.												
1	2	3	4	5	6	7	8	9	10	11	12		
8	(a) to (m)	5' 6" GAUGE— conold.											
		North Western—											
			1905*	2,854.52	15,211	49,52.40	5,95.88	2,81.14	3,14.72	47.18	7.40		
			1906*	3,038.11	16,020	45,51.10	6,85.88	3,00.24	3,26.84	48.05	7.17		
			1907	3,172.42	17,629	49,91.84	7,86.84	3,51.98	3,84.93	47.76	7.71		
			1908	3,172.20	17,123	64,05.01	5,83.89	4,28.69	1,55.20	73.42	2.87		
			Commercial section.	1909	3,277.65	17,354	58,03.17	6,00.72	4,25.25	2,65.47	61.57	4.58	
				1910	3,509.56	17,387	60,35.79	7,70.36	4,86.56	3,08.60	60.56	5.03	
				1911	3,623.92	18,751	63,43.75	8,32.96	4,64.50	3,03.46	55.77	5.81	
				1912	3,648.23	19,915	65,63.45	9,67.89	4,67.37	4,90.02	48.22	7.47	
				Military section	1905	1,256.56	2,498	17,83.30	46.88	43.97	+ 2.41	94.81	0.16
					1906	1,256.31	2,829	17,87.94	50.39	50.88	— 6.4	101.07	...
					1907	1,253.61	3,286	17,92.79	50.96	57.37	— 6.41	112.58	...
					1908	1,257.04	3,205	18,30.46	53.17	78.72	— 25.55	145.08	...
					1909	1,257.04	3,286	18,31.29	51.67	72.75	— 21.08	140.80	...
					1910	1,257.04	3,097	18,36.16	58.52	65.67	— 12.05	122.61	...
					1911	1,256.32	3,094	18,41.31	56.45	66.27	— 9.32	117.39	...
					1912	1,255.38	2,206	18,44.36	68.66	68.66	— 9	100.15	...
				Total commercial and military sections.	1905*	4,111.08	17,709	60,35.70	6,42.24	3,25.11	3,17.18	50.32	5.28
					1906*	4,319.42	18,749	63,39.04	6,85.87	3,00.07	3,25.20	52.60	5.14
			1907	4,426.03	20,515	67,84.63	7,87.90	4,09.83	3,78.57	51.98	5.58		
			1908	4,429.24	20,328	72,35.47	6,37.03	5,07.41	1,39.65	79.05	1.70		
			1909	4,534.89	20,640	76,81.46	7,42.89	4,98.00	2,44.89	67.03	3.20		
			1910	4,768.60	20,484	78,71.95	8,23.88	5,32.13	2,91.75	64.58	3.71		
			1911	4,890.24	21,845	81,65.06	8,89.41	5,30.77	3,58.64	59.67	4.88		
			1912	4,908.59	22,821	84,07.81	10,15.95	5,26.02	4,89.98	51.77	5.77		
9	(a) to (o)	Oudh and Rohil- khand.	1905	1,276.69	4,976	15,46.33	1,56.99	92.31	64.78	69.74	4.19		
			1906	1,324.20	5,183	15,95.10	1,68.01	88.63	79.48	52.69	4.98		
			1907	1,324.87	5,301	16,69.48	1,85.80	1,18.24	67.66	68.64	4.05		
			1908	1,324.87	4,940	17,45.63	1,65.88	1,18.21	52.17	68.45	3.99		
			1909	1,342.56	4,970	17,92.11	1,65.56	1,17.77	47.79	71.14	2.67		
			1910	1,438.79	5,198	18,63.31	1,87.08	96.26	90.82	51.45	4.87		
			1911	1,545.81	5,725	18,92.02	2,08.20	1,01.16	1,07.04	48.59	5.68		
			1912	1,638.18	6,225	20,48.09	2,40.60	1,07.68	1,41.07	48.12	7.89		
				1908	445.94	1,420	6,42.28	67.25	32.00	25.25	55.90†	3.99	
				1909	445.94	1,742	6,43.58	62.80	34.12	28.18	64.76†	4.88	
10	(a)	South Indian ...	1910	445.94	1,772	6,61.74	68.39	38.44	24.95	60.83†	3.77		
			1911	445.94	1,895	6,67.78	69.66	31.53	38.18	45.26†	5.80		
			1912	445.94	2,012	6,68.14	74.16	38.94	35.23	52.51†	5.27		
			1905	775.28	1,485	12,09.28	34.83	32.99	1.84	94.75	0.14		
			1906	775.28	1,596	13,19.38	42.20	37.92	4.28	89.86†	0.82		
11	(a)	Assam-Bengal ...	1907	775.28	1,771	13,40.44	48.20	42.50	6.40	86.91†	0.46		
			1908	775.23	1,500	13,73.46	46.97	46.48	64	98.87†	0.04		
			1909	770.81	1,788	14,08.36	49.15	44.67	4.48	90.20†	0.32		
			1910	789.89	1,786	14,39.04	61.70	43.86	7.84	84.88†	0.54		
			1911	789.89	1,846	14,52.51	55.76	44.38	11.38	79.54†	0.78		
			1912	804.99	1,988	14,72.74	64.50	47.20	17.30	73.18†	1.17		
			1905	1,468.77	4,319	11,92.33	1,23.61	53.31	70.80	43.13	5.90		
			1906	1,546.48	4,988	12,71.07	1,43.88	63.93	79.90	44.45	6.29		
			1907	1,778.44	5,501	14,63.80	1,84.99	73.05	91.94	44.28	6.32		
			1908	1,791.42	6,707	14,88.24	1,61.49	72.93	88.56	45.16	5.95		
12	(a) & (b)	Bengal and North Western.	1909	1,866.25	5,622	15,31.87	1,56.20	72.50	83.70	46.42	5.46		
			1910	1,893.27	5,801	15,40.71	1,67.72	70.84	96.88	42.25	6.29		
			1911	1,944.88	6,983	15,89.02	1,88.45	78.17	1,10.28	41.47	7.02		
			1912	1,968.78	6,396	17,18.93	2,10.80	72.00	1,29.80	34.16	8.07		

*Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.

†See Appendix 9.

APPENDIX 6—contd.

General results of working each railway system.

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and expense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
13	(a) & (b)	3' 3 1/2" GAUGE— contd. Bengal Doonars	1905	152.96	263	1,15,19	8,82	4,35	4,47	49.32	3.88
			1906	152.96	244	1,17,32	9,03	4,05	5,38	40.79	5.01
			1907	152.96	246	1,18,27	10,25	5,97	4,28	58.24	3.68
			1908	152.96	205	1,18,69	10,57	4,09	6,48	38.69	5.48
			1909	152.96	214	1,19,76	10,55	3,80	6,69	36.59	5.59
			1910	152.96	223	1,21,81	11,45	4,26	7,19	37.20	5.90
			1911	152.93	242	1,24,81	12,02	4,55	7,47	37.88	5.99
			1912	152.96	239	1,23,15	14,84	5,17	9,17	36.05	7.27
			1905	455.45	562	2,25,03	22,40	10,99	11,41	49.06	5.07
			1906	455.45	608	2,26,71	23,57	10,98	12,59	46.58	5.55
			1907	455.45	746	2,27,25	27,57	12,68	14,89	45.99	6.55
			1908	459.15	531	2,28,80	28,83	13,20	15,63	45.79	6.88
			1909	459.15	994	2,32,82	28,81	16,16	12,15	57.08	5.21
			1910	495.37	1,033	2,40,13	32,08	14,82	17,26	46.19	7.19
14	(a) & (b)	Bhavnagar	1911	178.78	428	95.87	15.52	6.01	9.51	38.72	9.97
			1912	193.80	488	1,07,52	15.40	7.26	8.04	47.79	7.23
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	1905	2,195.18	7,730	17,19,73	2,93,28	1,25,85	1,67,43	42.91	9.74
			1906	2,187.16	8,313	17,57,93	2,88,52	1,36,96	1,52,56	47.81	8.68
			1907	2,231.52	8,925	17,92,65	2,97,91	1,48,22	1,49,69	49.75	8.85
			1908	2,268.44	8,450	18,86,37	2,59,06	1,59,44	99,62	61.55	5.28
			1909	2,277.45	8,035	19,31,09	2,64,97	1,49,53	1,15,44	56.43	5.98
			1910	2,277.37	8,208	19,48,02	2,99,93	1,47,38	1,52,60	49.13	7.88
			1911	2,309.46	8,871	19,70,81	3,24,15	1,55,11	1,59,04	50.94	8.07
			1912	2,212.11	9,621	18,04,45	3,32,40	1,62,73	1,69,67	48.96	9.41
15	(a) to (c)	Burma.	1905	1,340.15	4,785	13,55,91	1,57,76	95,95	61,81	60.82	4.56
			1906	1,340.15	5,118	13,97,87	1,57,32	1,98,70	58,62	62.74	4.19
			1907	1,474.92	5,403	15,80,49	1,67,85	1,07,83	60,02	64.24	3.80
			1908	1,527.08	5,920	17,13,57	1,88,09	1,11,79	76,30	59.43	4.45
			1909	1,527.08	6,136	17,61,51	1,94,69	1,23,82	70,87	63.60	4.02
			1910	1,527.08	6,327	18,18,23	1,98,26	1,21,90	76,36	61.49	4.20
			1911	1,528.78	6,440	18,63,88	2,06,71	1,34,76	71,95	65.19	3.86
			1912	1,544.83	6,064	19,32,20	2,19,05	1,30,28	88,79	59.47	4.62
16	(a) & (b)	Deoghur	1905	4.79	13	3.24	45	30	15	65.89	4.63
			1906	4.79	20	3.01	54	31	23	57.12	7.64
			1907	4.79	16	3.00	56	41	15	72.29	5.05
			1908	4.79	15	3.00	51	34	17	66.94	5.33
			1909	4.79	16	3.02	50	33	17	66.26	5.63
			1910	4.79	15	2.97					
16	(a) & (b)	Dihru-Sadiya ...	1905	86.00	243	1,04,09	10,14	5,55	4,59	54.73	4.41
			1906	86.00	271	1,04,40	10,73	6,40	4,33	59.55	4.15
			1907	86.00	279	1,04,82	10,99	6,86	4,13	62.42	3.94
			1908	86.00	276	1,07,47	10,94	6,16	4,78	58.31	4.45
			1909	83.00	270	1,09,12	11,90	6,71	5,19	56.99	4.76
			1910	91.52	235	1,10,13	12,00	7,22	4,78	60.17	4.34
			1911	91.52	318	1,20,00	12,72	8,11	4,61	63.75	3.84
			1912	91.52	334	1,23,24	14,04	8,01	6,03	57.05	4.89
			1905	821.32	2,407	7,85,48	80,38	44,63	44,70	49.99	6.08
			1906	860.13	2,729	7,96,25	1,09,60	59,23	50,37	54.04	6.33
1907	853.64	2,987	8,15,49	1,06,58	61,48	45,10	57.68	5.58			
1908	854.51	3,102	8,38,11	1,18,28	79,61	38,67	67.31	4.61			
1909	1,084.01	3,312	10,87,09	1,50,27	72,99	47,28	60.68	4.35			
1910	1,085.08	3,549	11,17,95	1,24,23	73,95	50,33	59.49	4.50			
1911	1,085.77	3,914	11,42,83	1,40,55	87,67	52,88	62.37	4.63			
1912	1,146.28	4,318	12,23,10	1,50,83	87,50	63,33	58.01	5.15			
17	(a) & (b)	Gondal-Forbandar.	1911	194.22	465	83.00	12.20	5.75	6.45	47.00	7.80
			1912	194.22	434	84.17	12.45	6.17	6.28	49.54	7.47

* Information not furnished.

APPENDIX 6—contd.

General results of working each railway system.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN INDEX TO APPENDIX 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train- mileage (in thousands of miles).	Total capital outlay includ- ing ferries and suspense, on open lines (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub- head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3 1/2' gauge— contd.									
			1905	891.18	948	2,68.15	20.64	16.95	13.99	55.10%	4.05
			1906	891.18	955	2,69.37	20.33	16.11	14.23	53.12%	5.28
			1907	891.18	965	2,71.85	23.55	14.81	17.74	45.50%	6.53
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	1903	891.18	1,105	2,73.07	32.43	16.50	15.32	51.83%	5.70
			1909	891.18	1,081	2,74.24	32.55	19.33	14.02	50.93%	5.11
			1910	891.18	1,249	2,77.74	36.56	14.50	13.08	50.02%	6.50
			1911	891.18	1,323	2,91.88	34.97	21.85	13.19	62.48%	4.50
			1912	441.44	1,436	3,26.31	44.38	23.78	20.53	53.03%	0.29
18	(a)	Jamnager	1911	54.22	77	23.27	2.46	1.29	1.17	53.30%	5.04
			1912	54.22	75	23.36	2.38	1.40	.98	53.04%	4.22
			1905	833.22	1,074	2,14.02	35.34	14.91	20.33	43.31%	0.50
			1906	833.22	1,301	2,16.11	40.78	19.66	23.10	45.78%	10.22
			1907	833.22	1,278	2,32.63	38.28	19.67	18.61	51.38%	8.86
			1908	833.22	1,384	2,45.33	34.62	19.14	15.43	55.23%	0.31
19	(a) to (c)	Jodhpur-Bikaner	1909	950.76	1,530	2,48.84	37.55	21.23	16.32	56.54%	0.33
			1910	1,005.45	1,713	2,63.33	47.61	31.54	25.97	46.34%	9.90
			1911	1,084.81	2,003	2,63.96	62.15	36.05	36.10	41.91%	12.71
			1912	1,219.28	2,282	3,18.81	70.42	33.61	37.81	46.31%	11.66
20	(a)	Junagad	1911	100.50	144	48.00	4.46	2.39	2.07	53.70%	4.31
			1912	100.50	156	50.29	5.33	2.63	2.65	51.10%	5.27
			1905	1,719.61	4,304	14,99.23	1,16.03	70.70	45.33	60.93%	3.02
			1906	1,724.63	4,865	15,06.16	1,24.97	75.41	49.06	60.65%	3.26
			1907	1,730.35	4,901	15,24.41	1,39.04	83.00	56.04	50.70%	3.68
			1908	2,047.15	5,609	17,42.31	1,64.93	93.33	71.10	50.89%	4.08
			1909	2,084.37	5,744	17,72.66	1,61.97	97.80	64.17	60.38%	3.63
6	(c) to (f)	Madras and Southern Mah- ratta.	1910	2,091.16	5,365	17,94.78	1,70.86	1,00.88	69.93	59.04%	3.00
			1911	2,091.16	6,267	18,11.20	1,79.33	1,06.61	73.82	59.25%	4.05
			1912	2,091.16	6,359	18,24.63	1,87.94	1,07.70	80.21	57.30%	4.10
			1905	94.64	136	45.91	3.24	1.49	1.75	46.00%	3.03
			1906	94.64	134	44.90	3.03	1.48	1.60	48.11%	3.56
			1907	94.64	124	45.74	4.32	1.56	2.58	37.80%	5.60
			1908	92.83	214	46.43	5.08	2.26	2.32	44.43%	6.07
21	(a)	Morvi	1909	92.83	207	47.96	4.72	2.59	2.13	54.88%	4.44
			1910	92.83	203	49.91	5.29	2.33	2.96	44.00%	5.04
			1911	92.83	209	49.91	6.86	2.13	4.23	39.67%	3.47
			1912	92.83	229	51.22	7.25	2.70	4.55	37.32%	3.87
			1905	16.99	50	36.90	3.15	2.60	.49	84.43%	1.33
			1906	16.99	50	37.43	3.20	2.33	.37	69.33%	0.99
			1907	16.99	50	37.44	3.34	2.34	.50	68.02%	1.24
			1908	28.96	85	67.82	3.36	2.93	.48	87.21%	0.63
10	(c)	Nilgiri	1909	28.96	103	70.32	4.09	3.55	.54	80.37%	0.77
			1910	28.96	104	75.94	4.57	3.85	.72	84.15%	1.32
			1911	28.96	97	77.29	4.95	3.70	1.25	74.81%	1.32
			1912	28.96	97	78.33	5.22	4.05	1.17	77.08%	1.49
			1905	290.96	647	1,42.54	19.68	10.13	9.75	50.96%	6.34
			1906	254.91	773	2,02.09	24.59	12.57	12.02	51.12%	5.95
			1907	254.91	864	2,11.79	27.66	12.88	14.77	48.53%	6.97
			1908	440.39	920	2,62.90	27.60	14.29	13.31	51.73%	6.05
22	(a) & (b)	Bohilkund and Kumaon.	1909	439.10	931	2,69.90	29.38	15.77	14.11	52.73%	5.23
			1910	439.10	963	2,63.36	31.71	13.93	17.78	64.17%	6.33
			1911	432.77	930	2,90.93	34.14	15.69	18.45	46.95%	6.39
			1912	552.64	1,037	3,43.74	41.68	16.46	25.20	39.53%	7.33

APPENDIX 6—contd.

General results of working each railway system.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train- mileage (in thousands of miles).	Total capital outlay, includ- ing ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).	
Main head.	Sub- head.											
1	2	3	4	5	6	7	8	9	10	11	12	
10	(f)	3' 3 1/2" GAUGE— consolid.	Shoranur-Cochin	1905	64.75	110	68.80	3.87	2.28	1.61	58.29*	2.86
				1906	64.75	153	68.59	3.91	2.86	1.55	60.22*	2.27
				1907	64.75	196	69.35	4.17	2.81	1.36	67.46*	1.96
				1908	64.75	202	69.44	4.44	2.44	2.00	54.83*	2.88
				1909	64.75	207	69.86	5.16	2.55	2.61	49.46*	3.74
				1910	64.75	208	69.49	5.63	3.06	2.57	54.82*	3.70
				1911	64.75	235	69.57	6.01	3.11	2.90	51.75*	4.17
				1912	64.75	233	69.65	6.30	3.80	3.00	52.41*	4.81
				1905	1,353.47	4,820	10,80.79	1,41.03	69.77	71.28	49.47	6.59
				1906	1,364.32	4,668	11,14.78	1,44.68	81.00	68.68	55.99	5.71
				1907	1,364.17	4,998	11,29.09	1,54.57	76.53	78.04	49.51	6.91
				1908	1,111.12	4,912	10,00.70	1,57.60	82.92	74.66	52.61	7.46
				1909	1,111.12	5,075	10,46.71	1,64.86	85.43	79.43	51.82	7.59
1910	1,111.12	5,265	10,70.73	1,71.41	83.49	82.92	51.62	7.74				
1911	1,111.12	5,986	10,81.93	1,91.88	99.45	82.43	51.83	8.54				
1912	1,111.12	6,114	11,19.52	2,09.64	1,06.00	1,08.64	50.56	9.26				
23	(a)	2' 6" GAUGE.	Udaipur-Chitor- garh.	1905	67.80	53	20.67	2.08	1.04	1.04	50.19*	5.03
				1906	67.80	55	20.76	2.48	1.12	1.36	45.83*	6.55
				1907	67.80	54	20.76	2.51	1.14	1.37	45.43*	6.60
				1908	67.80	57	20.78	2.39	1.21	1.18	50.59*	5.68
				1909	67.80	55	20.93	2.43	1.18	1.25	48.62*	5.93
				1910	67.80	56	20.97	2.52	1.18	1.34	47.05*	6.86
				1911	67.80	77	21.16	2.84	1.31	1.53	46.07*	7.24
				1912	67.80	105	21.96	3.05	1.43	1.57	48.50*	7.16
				1911	60.50	73	20.76	1.33	89	44	66.79*	2.13
				1912	60.50	88	21.98	1.72	1.13	59	65.54*	2.71
27	(a)	2' 6" GAUGE.	Baraset-Basirhat Light.	1905	26.08	41	9.07	1.11	55	56	49.93*	6.17
				1906	26.08	52	9.53	1.51	71	80	47.23*	8.39
				1907	26.08	57	10.05	1.73	87	86	50.26*	8.56
				1908	26.08	58	10.53	1.49	90	59	60.69*	5.60
				1909	34.50	70	14.21	1.74	1,05	69	60.45*	4.86
				1910	51.12	122	21.81	2.36	1,62	74	68.89*	3.86
				1911	51.12	124	22.13	2.78	1,66	1,12	59.67*	5.07
				1912	51.12	135	22.43	3.38	1,76	1,62	51.99*	7.24
				1905	27.98	25	13.02	2.19	80	1,39	36.39*	10.63
				1906	78.50	37	41.11	2.19	1,09	1,10	49.90*	2.63
1907	78.50	123	47.48	5.43	3,19	2,24	58.76*	4.72				
1908	78.50	118	48.29	4.31	2,59	1,72	60.03*	3.56				
28	(a)	2' 6" GAUGE.	Barai Light ...	1909	78.50	133	49.56	6.45	2,55	3,90	39.58*	7.87
				1910	78.50	145	50.84	6.98	3,03	3,90	44.18*	7.75
				1911	115.34	149	49.00	7.45	3,48	3,99	46.44*	6.84
				1912	115.34	194	70.14	10.31	4,65	5,66	45.05*	8.03
				1905	18.50	27	8.23	89	53	36	59.84*	4.97
				1906	18.50	31	8.43	1,11	63	48	56.77*	5.69
1907	18.50	29	8.93	1,11	65	46	58.45*	5.15				
1908	18.50	33	9.01	1,10	65	45	59.04*	4.99				
29	(a)	2' 6" GAUGE.	Bukhtiar- pore- Bihar Light.	1909	28.00	45	11.97	1,52	94	59	61.70*	4.85
				1910	28.00	42	12.01	1,24	69	55	55.99*	4.54
				1911	33.00	44	12.38	1,34	72	62	53.36*	5.04
				1912	33.00	78	12.63	2,50	1,08	1,42	43.10*	11.26
				1911	20.24	37	9.03	64	49	15	75.74*	1.72
1912	20.24	34	9.26	88	56	32	63.86*	3.42				

APPENDIX 6—contd.

General results of working each railway system.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN INDEX TO APPENDIX 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspension, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" GAUGE— contd.									
			1905	11.67	...	4.38	28	7	21	26.63%	4.93
			1906	11.67	16	4.48	40	20	20	50.54%	4.46
			1907	11.67	24	4.58	43	19	24	44.31%	5.24
32	(a)	Cutch ...	1908	36.78	19	8.75	40	22	18	54.41%	2.08
			1909	36.78	27	9.43	85	37	48	48.61%	5.09
			1910	36.78	29	9.43	94	37	57	40.21%	6.04
			1911	36.78	32	9.43	1.01	42	59	42.05%	6.17
			1912	36.78	33	9.39	1.02	43	57	44.07%	5.60
33	(a)	Dohri-Roh t a s Light.	1911	23.83	20	5.33	24	36	-12	151.67%	...
			1912	23.83	17	5.51	79	45	34	56.17%	6.81
34	(a)	Dholpur-Bari	1908	19.62	15	7.34	21	32	-11	152.74%	...
			1909	19.62	19	6.32	36	30	6	84.06%	0.87
			1910	19.62	20	6.97	43	28	20	58.99%	2.86
			1911	19.62	19	7.41	41	27	14	65.50%	1.93
			1912	19.62	16	7.48	40	32	8	80.27%	0.06
...	...	Kalka-Simla ...	1905	59.44	164	1,76,12	7,52	3,51	4.01	46.73	2.23
			1906	59.44	143	1,77,98	7,64	4,57	3,07	59.82	1.73
			1907								
38	(a)	Madaya Light...	1912	8.30							
			1905	25.38	11	10.64	18	14	-1	107.60	...
			1906	43.91	10	19.18	79	81	-2	102.58	...
			1907	43.91	96	19.29	98	84	9	90.82	0.47
10	(f) & (h)	Morappur- Dharmapuri and Tirupattur- Krishnagiri.	1908	43.91	89	19.27	91	86	5	94.51	0.23
			1909	43.91	83	19.24	85	91	-6	107.03	...
			1910	43.91	84	19.58	1.03	83	20	80.59	1.02
			1911	43.91	80	19.44	1.06	88	18	88.02	0.93
			1912	43.91	83	19.42	1.13	80	23	79.64	1.13
			1905	32.41	40	6.22	31	22	9	70.01%	1.45
			1906	32.41	24	6.95	45	23	22	51.17%	3.17
			1907	32.41	24	7.13	44	22	22	50.46%	3.09
			1908	32.41	26	7.19	51	23	29	43.82%	4.03
1	(d)	Mourbhauj ...	1909	32.41	25	7.20	55	31	24	56.20%	3.23
			1910	32.41	26	7.20	58	33	25	50.70%	3.47
			1911	32.41	26	7.30	62	29	33	40.13%	4.58
			1912	32.41	25	7.20	51	28	23	55.13%	3.19
			1905	24.62	18	7.11	27	23	4	81.52%	0.56
			1906	24.62	19	7.12	21	31	-10	145.14%	...
			1907	24.62	19	7.13	25	31	-6	123.10%	...
1	(s)	Parlakimedi Light.	1908	24.62	20	7.13	26	25	1	90.82%	0.14
			1909	24.62	19	7.17	26	19	7	73.05%	0.08
			1910	24.62	18	7.29	27	19	8	60.50%	1.10
			1911	24.62	19	7.36	33	23	10	64.74%	1.86
			1912	24.62	19	7.44	40	28	12	70.50%	1.61
			1905	39.50	60	8.95	93	56	37	60.37%	4.14
			1906	39.50	62	8.95	1.00	60	40	60.34%	4.47
			1907	39.50	54	8.95	87	52	35	60.34%	3.91
			1908	39.50	62	8.95	81	49	32	60.35%	3.58
22	(c)	Powayan Light	1909	39.50	61	8.95	92	55	37	60.35%	4.13
			1910	39.50	59	8.95	95	57	38	60.31%	4.22
			1911	39.50	59	8.95	1.03	62	41	60.33%	4.59
			1912	39.50	59	8.25	1.01	61	40	60.29%	4.47
			1907	93.02	44	32.02	1.01	72	29	70.51%	0.89
40	(a)	Shahdara (Delhi)- Saharanpur Light.	1908	92.63	122	41.35	3.36	1.94	1.42	57.73%	3.43
			1909	92.63	135	41.56	4.06	2.10	1.96	51.70%	4.72
			1910	92.60	136	41.67	5.03	2.25	2.79	44.80%	6.69
			1911	92.60	137	42.17	5.32	2.23	2.10	41.61%	7.37
			1912	92.60	140	42.51	6.10	2.56	2.54	41.37	8.24

* See Appendix 9.

APPENDIX 6—concl'd.

General results of working each railway system.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 3).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train- mileage (in thousands of miles).	Total capital outlay, includ- ing ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub- head.										
1	2	3	4	5	6	7	8	9	10	11	12
41	(a)	2' 6" GAUGE— concl'd.	1905	33.27	89	10.47	87	65	23	74.81*	2.10
			1906	33.27	94	10.78	1.00	67	33	67.26*	3.08
			1907	33.27	94	10.92	1.10	78	34	68.70*	3.11
			1908	33.27	92	10.93	1.13	88	30	78.04*	2.74
		Tarkessur- Mugra Light.	1909	33.27	108	11.06	1.24	86	38	69.46*	3.44
			1910	33.27	104	11.33	1.24	81	43	65.36*	3.40
			1911	33.27	121	11.32	1.26	84	42	66.05*	3.79
			1912	33.27	124	11.46	1.31	82	49	62.69*	4.25
		Tezpora-Balipara Light.	1905	20.10	37	4.87	1.03	76	27	73.80*	5.54
			1906	20.10	37	4.87	1.15	80	35	69.51*	7.19
			1907	20.10	36	4.87	1.12	83	29	74.05*	5.96
			1908	20.10	30	4.87	89	68	21	76.43*	4.81
	1909	20.10	32	4.87	86	62	24	72.52*	4.93		
	1910	20.10	31	4.87	94	68	26	72.40*	5.32		
	1911	20.10	31	4.87	1.15	83	32	72.23*	6.54		
	1912	20.10	33	4.87	1.21	86	35	71.23*	7.12		
43	(a)	2' 0" GAUGE.	1905	51.00	252	37.52	9.73	5.68	4.10	57.90*	10.93
			1906	51.00	233	37.43	9.80	5.79	4.01	59.07*	10.71
			1907	51.00	231	37.53	9.50	5.21	4.29	54.81*	11.43
			1908	51.00	226	37.47	9.44	5.23	4.21	55.33*	11.24
		Darjeeling- Himalayan.	1909	51.00	246	37.73	9.89	5.49	4.40	55.52*	11.66
			1910	51.00	257	37.94	10.03	5.82	4.41	55.96*	11.65
			1911	51.00	268	38.52	10.30	5.95	4.45	56.86*	11.55
			1912	51.00	281	39.25	11.39	6.28	5.11	55.11*	13.02
		Howrah-Amta Light.	1905	37.19	103	16.41	3.29	1.50	1.79	45.42*	10.81
			1906	37.19	124	18.24	3.51	1.74	1.77	49.45*	9.70
			1907	37.19	113	18.85	3.70	1.67	2.03	45.13*	10.77
			1908	43.87	133	21.57	3.98	2.02	1.96	50.67*	9.09
	1909	43.87	156	21.81	4.37	2.26	2.11	51.79*	9.67		
	1910	43.87	168	22.24	4.84	2.68	2.16	55.45*	9.67		
	1911	43.87	174	23.04	4.99	2.46	2.53	49.35*	10.97		
	1912	43.87	194	22.95	5.59	2.53	3.06	45.32*	13.33		
45	(a)	Howrah-Sheak- hala Light.	1905	19.75	35	6.20	68	50	38	56.80*	6.13
			1906	19.75	36	6.24	91	54	37	59.11*	5.83
			1907	19.75	35	6.25	95	56	39	58.81*	6.24
			1908	19.75	48	6.33	1.01	67	34	66.05*	5.87
	1909	19.75	51	6.51	1.07	69	38	64.16*	5.84		
	1910	19.75	51	6.56	1.20	56	61	47.11*	9.65		
	1911	19.75	59	6.56	1.26	64	62	50.68*	9.48		
	1912	19.75	72	6.82	1.41	66	75	46.93*	11.31		
46	(a)	Jagadhri Light	1911	3.31	6	1.03	8	7	1	93.64*	0.96
			1912	3.31	16	1.11	25	23	2	43.13*	1.54
47	(a)	Jorhat (Provin- cial).	1905	30.25	54	9.08	79	76	3	96.87*	0.33
			1906	31.75	51	9.09	93	80	13	85.96*	1.43
			1907	31.75	56	9.30	92	91	1	93.43*	0.11
			1908	31.75	53	9.30	1.01	90	11	88.86*	1.18
	1909	31.65	51	9.53	99	88	11	68.66*	1.15		
	1910	30.00	51	9.66	96	68	8	92.16*	0.83		
	1911	32.00	52	9.72	1.09	78	81	71.35*	3.19		
	1912	32.50	53	9.81	1.22	89	33	72.98*	3.35		
48	(a)	Fipar Road- Bhavi Light.	1910	19.00	1	1.96	2	1	1	63.51*	0.32
			1911	19.00	15	1.97	16	11	5	67.20*	2.66
			1912	25.00	22	2.75	23	17	6	76.03*	2.00
			1905	28.287	107,016	3,53,51.30	41,69.92	19,95.30	21,74.62	47.85	6.07
1906	29,089	114,489	3,71,27.03	44,13.56	22,02.22	22,11.36	49.89	5.96			
1907	29,957	124,786	3,91,86.93	47,30.51	24,32.31	22,98.20	51.42	5.86			
1908	30,576	127,881	4,11,91.71	44,82.69	27,00.25	17,82.44	60.24	4.33			
Total of all railways.	1909	31,490	128,260	4,29,83.20	47,06.38	26,33.48	20,67.90	56.06	4.81		
	1910	32,098	132,823	4,30,04.73	51,14.22	27,15.72	23,98.50	53.10	5.46		
	1911	32,839	142,944	4,50,06.80	55,27.62	28,83.92	26,44.00	52.17	5.87		
	1912	33,484	152,761	4,65,15.00	61,65.07	30,15.92	31,49.15	48.92	6.77		

* See Appendix 9.

APPENDIX 7.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	REMARKS.
1	2	3	4	5	6	7	8	9	10	11
1	Mileage open at close of the calendar year. Miles	28,287	29,089	29,957	30,576	31,490	32,090	32,830	33,134	
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees)									
3	Gross earnings (in thousands of rupees) Ra.	3,58,51,80	3,71,27,05	3,91,56,93	4,11,91,71	4,29,83,20	4,39,04,73	4,50,00,80	4,65,15,00	
4	Gross earnings per mile open	41,69,92	44,13,53	47,30,51	44,82,69	47,06,38	51,14,22	55,27,02	61,65,07	
5	Gross earnings per mile open per week	14,744	15,176	15,794	14,663	14,913	15,936	16,833	18,412	
6	Gross earnings per train-mile	284	292	304	282	287	308	324	354	
7	Total working expenses (in thousands of rupees)	3,89	3,85	3,79	3,51	3,67	3,85	3,87	4,04	
8	Working expenses per mile open	19,95,30	22,02,22	24,32,31	27,00,25	26,33,43	27,15,72	28,83,92	30,15,92	
9	Working expenses per train-mile	7,055	7,572	8,121	8,833	8,380	8,462	8,782	9,007	
10	Percentage of working expenses to gross earnings	1,86	1,92	1,95	2,11	2,06	2,04	2,02	1,98	
11	Net earnings (in thousands of rupees) Ra.	47,85	49,89	51,42	60,24	50,06	58,10	62,17	48,02	
12	Net earnings per mile open	21,74,62	22,11,36	22,98,20	17,82,44	20,87,90	23,98,50	26,44,00	31,40,15	
13	Net earnings per train-mile	7,689	7,604	7,673	5,830	6,568	7,474	8,051	9,405	
14	Percentage of net earnings on total capital outlay (item 2) Per cent	2,03	1,93	1,84	1,40	1,61	1,61	1,85	2,08	
15	Coaching train-miles (in thousands) Train-miles	6,07	5,96	5,88	4,33	4,31	5,46	5,87	6,77	
16	Goods train-miles (in thousands)	83,491	87,155	93,253	97,395	98,191	98,598	90,838	12,093	
17	Mixed train-miles (in thousands)	39,712	41,693	46,869	44,875	44,005	47,690	53,819	59,992	
18	Total, including miscellaneous train-miles (in thousands)	29,892	31,014	30,142	29,944	30,859	31,980	33,740	34,040	
19	Unit-mileage of passengers (in thousands) Unit-miles	107,046	114,459	124,786	127,861	128,200	132,823	142,044	162,701	
20	Freight ton-mileage of goods (in thousands) Ton-miles	9,000,481	10,688,095	11,840,849	12,102,929	12,364,579	13,432,477	14,372,043	15,918,872	
21	Average miles a ton of goods was carried. Miles	9,040,760	9,770,574	10,840,885	9,925,380	9,340,441	12,092,916	13,858,304	15,629,595	
22	Average rate charged for carrying a ton of goods one mile Pies	176,60	165,97	174,53	159,07	153,37	184,33	157,44	199,16	
	<i>Average miles a passenger was carried.</i>									
23	1st class Miles	98,29	100,71	100,59	100,76	103,35	99,72	111,60	106,64	
24	2nd class	72,92	74,47	70,91	71,26	69,24	75,07	78,33	74,77	
25	Intermediate class	63,78	64,12	59,29	58,82	54,89	52,41	57,27	51,00	
26	3rd class	40,92	40,36	39,55	38,55	38,74	37,12	37,72	37,81	
27	Season and Vendors' tickets	9,16	9,57	9,31	8,94	8,89	8,79	8,78	8,04	
28	Total	39,20	39,48	38,71	37,68	37,54	36,16	36,67	26,72	
	<i>Average rate charged per passenger per mile.</i>									
29	1st class Pies	13,31	13,15	13,06	12,95	12,59	14,55	14,20	14,25	
30	2nd class	5,77	5,74	5,76	5,76	5,94	6,07	6,73	6,64	
31	Intermediate class	3,09	3,06	3,05	3,04	3,00	3,15	3,10	3,12	
32	3rd class	2,30	2,29	2,28	2,23	2,23	2,23	2,30	2,30	
33	Season and Vendors' tickets	1,42	1,38	1,40	1,39	1,42	1,42	1,43	1,45	
34	Total	2,47	2,46	2,44	2,44	2,43	2,45	2,47	2,43	

APPENDIX 8.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
ASSAM.							
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...
Cochar District tramways ...	A. B. ...	Katakhal to Lala Bazar* ...	Surveyed in 1912.	{ 2' 0" } { 3' 3 3/4" }	23	{ 7' 41† } { 8' 60† }	
		Silchar to Duarbund ...	Reconnoitred in 1897.	2' 6"	22	14' 75	Government of Eastern Bengal and Assam proposed survey as feeders. New project.
		Silchar to Tikalpur ...			14		
Gauhati-Borpani railway ...	E. B. ...	Gauhati to Borpani ...	Not ...	2' 0"	70	...	
Kampur-Silghat Light railway.	A. B. ...	Kampur to Silghat, via Nowgong.	Surveyed in 1908-1909.	{ 3' 3 3/4" } { 2' 6" }	48	{ 17' 95 } { 17' 66 }	
Sylhet District tramways ...	A. B. ...	(i) Juri to Solgai, via Silua and Pathini.	Surveyed	2' 0"	22	6' 41	(a)
		(ii) Branch of (i) from Baitakhal Station to Dulacherra.	Not ...	2' 0"	10	4' 82	Reconnoitred in 1910.
		(iii) Karimganj to Chandikhira, with a branch from Patharkandi-Bazar to Magura Cherra.	Not ...	2' 6"	48	12' 00	Arrangements being made for a survey of the line.
		(iv) Srimangal to Manumukh.	Not ...	2' 6"	22	8' 81	Arrangements being made for a survey for both the 2' 6" and 3' 3 3/4" gauges.
		(v) Shaistaganj to Habiganj and Shaistaganj to Begamkhan	Surveyed in 1912.	{ 2' 0" } { 3' 3 3/4" }	8	{ 8' 42† } { 8' 55† }	
		Habiganj to Madna and Habiganj to Ajmiriganj ...	Reconnoitred in 1911-1912.	{ 2' 0" } { 3' 3 3/4" } { 2' 0" } { 3' 3 3/4" }	12 19	{ 6' 95† } { 8' 26† } { 11' 28† } { 13' 42† }	
BALUCHISTAN.							
Khanai-Hindu Bagh railway	N. W. ...	Khanai to Hindu Bagh ...	Surveyed in 1908.	5' 6"	52	64' 32	Fully equipped line. Light line. Projected to develop mining industry and open up Zhob Valley.
				5' 6"	47	28' 95	
				2' 6"	52	49' 04	Fully equipped line. Light line.
				2' 6"	47	25' 94	
				2' 0"	47	25' 36	Light line.
BENGAL.							
Bankura-Damodar River railway.	B. N. ...	Bankura to Begua ...	Not ...	2' 6"	64	...	(a) New project. Will connect with the Vishnupur-Santragachhi chord. Survey sanctioned since close of the year.
Barisal connection railway	E. B. ...	Barisal to Nowpara via Gournadi. Alternative. Barisal to Khoobna via Gournadi.	Not ...	5' 6"	76	143' 06	Reconnoitred in 1911.
		(i) Bhairab Bazar to Netrakona via Iswarganj.	...	2' 6"	69	67' 12	
		(ii) Iswarganj to opposite Mymensingh.	Not ...	3' 3 3/4"	15	18' 82	Has been reconnoitred in 1911. Detailed survey of (i) and (ii) and of (iv) to the foot of the Garo Hills sanctioned.
		(iii) Bridge over the Brahmaputra at Mymensingh.			...	8' 17	
		(iv) Netrakona to Durgapur.			17	16' 37	(a)
Bishenpur-Calcutta chord railway.	B. N. ...	Bishenpur to Hooghly ... or Bishenpur to Howrah ...	Surveyed in 1901-1902.	5' 6"	71	132' 55 91' 02 147' 11 100' 75	Double line. Single line. Double line. Single line. Add for Hooghly bridge 6 miles and 72' 58 lakhs if at Cossipore or 5 miles and 54' 47 lakhs if at Panihati, both double line. The project will be superseded if the "Vishnupur-Santragachhi railway" be sanctioned.

*Also known as Hailakandi Light railway. † Without land and rolling-stock.

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—contd.							
Burdwan-Howrah chord railway.	E. I.	Burdwan to Howrah	Under re-survey.	5' 6"	55	...	It will cross the Tarakesur Branch of the East Indian Railway near Kamarkunda Station. (a) New project.
Burdwan-Katwa railway	E. I.	Burdwan to Katwa	Not	2' 6"	34	...	
Chalsa-Matelli railway	B. D.	Chalsa to Matelli	Under-survey.	3' 3 1/2"	5	...	
Dacca-Mymensingh railway extension.	E. B.	(i) Dacca to Aircha or Tangi to Aircha, via Daccora.	Surveyed in 1899-1900.	3' 3 1/2"	45	76.71	If a ferry over Brahmaputra is substituted for a bridge, cost will be 20.93 lakhs.
		45			75.72		
		36			27.27		
		25			12.89		
Darangiri Coal field railway.	"	Shangang to Darangiri Coal field.	Surveyed in 1909.	3' 3 1/2"	54	75.76	Shangang is on the proposed Mymensingh Lengar Basar line. Mymensingh Shangang section, 18 miles, cost 17.81 lakhs.
Dasghara-Jamalpurganj railway.	B. P.	Dasghara to Jamalpurganj	Not	2' 6"	8	3	(a) New project. Proposed by A. P. Light Ry. Company.
Goalundo-Narayanganj extension railway.	E. B.	Lakhee Khal Hat (opposite Faridpur) to Munahiganj.	Surveyed in 1898.	3' 3 1/2"	40	58.47	
Hajiganj-Shatnal branch railway	A. B.	Hajiganj to Shatnal	Surveyed in 1899.	3' 3 1/2"	24	32.81	
Kalighat-Fatehpur railway	E. B.	Kalighat to Fatehpur	Not	2' 6"	18	...	(a) New project. Survey sanctioned since close of the year.
Katwa-Ahmadpur railway	E. I.	Katwa to Ahmadpur	Surveyed in 1901-1902.	3' 6"	32	26.28	(a) Construction on Ahmadpur alignment is under consideration.
		Katwa to Sainthia					...
Krishnagar-Jalangi railway	E. B.	Krishnagar to Jalangi	Surveyed in 1905.	2' 6"	56	16.29	
Kurigram-Ulipur-Ramna railway.	E. B.	Kurigram to Ulipur and Ulipur to Ramna.	Surveyed in 1912.	3' 3 1/2"	22	...	
Mymensingh-Tangail railway	E. B.	Mymensingh to Tangail with extension to Porabari or Eleahin.	Not	3' 3 1/2"	56	...	(a) New project. Survey sanctioned since close of the year.
Nabharan-Satkhira railway.	E. B.	Nabharan to Satkhira	Not	5' 6"	26	...	(a) New project. Survey sanctioned since close of the year.
Nachoul-Rampur Boalia-Gopalpur railway.	E. B.	Mile 85 1/2 of the Katihar-Godagari extension, near Nachoul to Abdulpur.	Surveyed in 1907.	3' 3 1/2"	50	45.40	Certain portion is under re-alignment.
Nattore-Rampur Boalia-Godagari railway.	E. B.	Nattore to Godagari, via Rampur Boalia.	Surveyed in 1910-1911.	5' 6"	41	...	Survey results awaited.
Nattore-Sirajganj railway.	E. B.	Nattore to Sirajganj	Partly surveyed in 1910.	5' 6"	55	...	Alternative to "Sara-Sirajganj" project.
Nurulbari-Mirik railway.	"	Nurulbari to Mirik via Balesun valley.	Not	2' 0"	...	...	(a) New project.
Pambhatti Bridge	E. I. & E. B.	A point near Kamarkunda on Tarakesur Branch of East Indian Railway to a point on Eastern Bengal railway north of Dum Dum Junction.	Not	5' 6"	...	...	New project. Hoogly will be crossed near Pambhatti. Survey sanctioned since close of the year.
Phulbari-Sumjhia branch railway.	E. B.	Phulbari to Sumjhia	Surveyed in 1895-1896.	3' 3 1/2"	13	4.42	
Rai-Titalia railway	E. B.	Raiganj to Titalia, via Ranisankoll, Nekmurd, Labiri and Alwakhowa, with a branch from Nekmurd to Thakurgaon.	Not	3' 3 1/2"	...	...	(a)
Santabar-Malda railway	E. B.	Santabar to Malda	Surveyed in 1910.	3' 3 1/2"	54	58.35	
Sara-Sirajganj-Jagannathganj railway.	E. B.	(i) Sara to Sirajganj	Surveyed in 1903-1904.	3' 3 1/2"	49	62.09	(a) Resurveyed in 1911-1912. Revised estimate is 76.35 lakhs.
		(ii) Sirajganj to Brahmaputra right bank.			3	3.70	
		(iii) Steam ferry across the Brahmaputra river.			...	9.20	
		(iv) Brahmaputra left bank to Jagannathganj, with Subarnakali branch.			26	15.33	

* With second hand materials and rolling-stock. With new materials and rolling-stock cost is 18.14 lakhs.
(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 8.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—concl'd.							
Shibnibah-Kotehandpur-Magura branch railway.	E. B. ...	Shibnibah to Magura— (i) <i>via</i> Khallispur, Durgapur and Jhenidah. (ii) <i>via</i> Khallispur and Kaliganj direct to Magura. (iii) <i>via</i> Khallispur, Kaliganj and Jhenidah. Branch— (1) Jhenidah to Sulkopa or (2) Kaliganj to Sulkopa.	Surveyed in 1897-1898 for a 2' 6" gauge line and resurveyed in 1900-1901 for 5' 6" gauge line.	5' 6"	52 48 55 12 20	49'94 53'07 52'49	Estimate includes cost of branch No. (1). Estimate includes cost of branch No. (2). Estimate includes cost of branch No. (1).
Vishnupur-Santragachi railway.	B. N. ...	Vishnupur to Santragachi	Not ...	5' 6"	75	...	Survey sanctioned since close of the year. This will supersede the "Bishanpur-Cuttack chord railway."
BIHAR AND ORISSA.							
Bansai-Baidyanath railway ...	E. I. ...	Bansai to Baidyanath ...	Surveyed in 1899.	5' 6"	44	32'35	
Bechupur-Ramgarh Bokharo Coalfield railway.	O. & B. ...	Bechupur (Moghal Sarai) to Leiy.	Surveyed in 1910.	5' 6"	269	361'64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Not ...	5' 6"	30	...	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5' 6"	...	...	Bhagalpur to Bansai opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5' 6"	171	168'00	
Bokharo and Ramgarh Coalfields railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1903-1909.	5' 6"	42	50'02	Mohuda-Jamooni Section (12 miles) as well as the second Section from Jamooni to a distance of further 12 miles under construction. (a) New project. Survey sanctioned since close of the year.
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Not ...	...	36	...	(a) Survey by promoters sanctioned.
Futwah-Islampur railway ...	E. I. ...	Futwah to Islampur ...	Not ...	2' 6"	26	...	(a) Survey by promoters sanctioned.
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5' 6"	29	...	
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh or Kodarna to Hazaribagh ...	Not ...	2' 0"	41	14'00	(a) Construction of the first alternative under consideration. Reconnoitred by promoters.
Isri-Parasnath railway ...	E. I. ...	Isri to Madhubun ...	Not ...	2' 6"	12	3'77	(a) Reconnoitred by promoters.
Mohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Under survey.	2' 6"	45	...	
Mourbhanj Light railway extension.	B. N. ...	Baripada to Patri and Talband.	Not ...	2' 6"	48	11'00	Survey sanctioned.
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3' 3 3/4"	38	32'70	
Rai-Titania railway ...	...	(See under "Bengal") ...	...	...	...	...
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5' 6"	190	237'00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898.	5' 6"	48	30'62	To connect Raipur-Visnagar with Sambalpur-Khurda.
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-1907.	3' 3 3/4"	30	16'58	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway. (a) New project.
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2' 6"	17	...	

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 8).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY.							
Aden railway ...	...	Tawahi to Shaik Othman with Maala to Crater, branch	Surveyed in 1910-1911.	3' 6"	10	5'58	Maala-Shaik Othman section, 7'85 miles, cost 3'7 lakhs.
Anaval-Mahuva railway ...	...	Anaval to Mahuva	Under survey.	3' 6"	2	4'23	New project proposed by Baroda Durbar. Will be a branch of the Billimora-Kalamba railway.
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund	Surveyed in 1900.	3' 3½"	31	24'48	
Baroda-Savli railway ...	B. B. & C. I.	Baroda to Savli, via Wagodhia, Ajwa and Jarod.	Surveyed in 1909-1910.	3' 6"	32	...	The Wagodhia-Jarod section is under construction. Commencement of earthwork on the Jarod-Savli section (13½ miles) sanctioned as a measure of famine relief.
Belapur (or Lakh)-Sangamner branch railway.	G. I. P.	Lakh to Sangamner	Surveyed in 1900.	5' 6"	32	...	Alternative alignment, via Babliwar, 4 miles shorter.
Belgaum-Hubli railway ...	M. & S. M.	Belgaum to Hubli, via Saundatti.	Not ...	3' 3½"	75	...	New project. Survey sanctioned.
Bombay-Sind Connection railway.	B. B. & C. I. & N. W.	Virangam to Badia, via Radhanpur, Suigam and Nagarparker.	Surveyed in 1907-1909.	5' 6"	270	318'19	The project as a whole is in abeyance but construction of Virangam-Radhanpur section (60 miles) by a private Company under Branch Line terms is under consideration and commencement of earthwork for famine labour on this sanctioned since close of the year.
Botad-Jasdan railway ...	B. N. G. ...	Botad to Jasdan	Surveyed in 1911.	3' 3½"	34	10'48	Construction sanctioned since close of the year.
Bulsar-Dharmpur railway...	P. B. and C. I.	Bulsar to Dharmpur with branches. (i) Dharmpur to Lavkar ... (ii) Dharmpur to Jahgiri ...	Not ...	3' 6"	18 25 18	...	(a) New project. Survey sanctioned.
Chalala-Khamba railway ...	K. O. L.	Chalala to Khamba	Not ...	3' 3½"	...	...	New project. Survey and commencement of earthwork as a measure of famine relief sanctioned.
Chinchli-Bagalkot railway ...	M. & S. M.	Chinchli to Bagalkot, via Jamkhandli.	Surveyed in 1911-12.	3' 3½"	75	49'73*	53 miles will be in Native States.
Dabhora-Ambaji Mata railway.	B. B. & C. I.	A point on the Gadhwada thana Frontier to Ambaji Mata.	Surveyed in 1910-12.	3' 6"	33	17'80	Construction of the first 18 miles to Samia by a private Company sanctioned in 1911. Estimated cost 7'40 lakhs.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches. (i) Diodar to Radhanpur ... (ii) Abasana to Suigam ...	Surveyed in 1900.	3' 3½"	35	22'72	Extension of Palanpur-Deesa, Deesa-Diodar Section (28 miles) cost 7'98 lakhs and Diodar-Tharad Section (33 miles), cost 3'44 lakhs.
Dholka-Dholera railway ...	B. B. & C. I.	Dholka to Dholera	Surveyed in 1906-1909.	3' 3½"	40	19'38	(a) Cost 21'70 lakhs including cost of promotion, etc. Re-surveyed in 1912. Revised estimates awaited.
Dhond-Baramati Extensions railway.	G. I. P. ...	(i) Baramati to Sarati, via Wadapuri and Baura. (ii) Baramati to Kambleshwar, via Malegaon Budruk.	Not ...	2' 6"	37 12	...	(a) New project.
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner	Surveyed in 1892-1893.	5' 6"	29	20'00	
✓ Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi, with branches to Gold mines.	Surveyed in 1905-1906.	3' 3½"	33	...	
Jacobabad-Kashmore railway	N. W. ...	Jacobabad to Kashmore	Surveyed in 1912.	2' 6"	76	19'24	Concession granted to a private Syndicate since close of the year.
Jacobabad-Larkhana railway	N. W. ...	Jacobabad to Larkhana via Shahdadpur and Kambar.	Not ...	2' 6"	33	...	(a) New project. Survey sanctioned from Jacobabad to Shahdadpur, 48 miles. Rest already surveyed. See "Larkhana-Kambar-Shahdadpur."
Jamnagar-Dwarka extension railway.	J. N. ...	Jamnagar to Dwarka, via Khambhali, with Khambhali-Salaya branch.	Surveyed in 1911.	3' 3½"	30 10	...	Proposed by Navanagar State. The line lies partly, in that State and partly in Baroda. Commencement of earthwork sanctioned as a measure of famine relief.

* Includes cost of Junction arrangements.

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.	
1	2	3	4	5	6	7	8	
							Miles.	Lakhs of rupees.
BOMBAY—contd.								
Junagad-Una railway ...	J. N. D. ...	Junagad to Una ...	Under survey.	...	...	...	Earthwork on Junagad, Visavadar and on the Una-Sodavdi sections sanctioned as a measure of famine relief. A portion of the former section, up to Bilkha (14 miles), is under construction.
Kalyan-Belapur-Paneval-Karjat Light railway.	G. I. P. ...	Kalyan to Karjat, <i>via</i> Talaja and Chowk with Talaja-Sarsola branch, <i>via</i> Belapur. Chowk to Nagothna extension.	Surveyed in 1907-1908.	2' 0"	40	15.23	Proposals from private enterprise for construction on 2' 6" gauge from Kalyan to Paneval, <i>via</i> Talaja, with Talaja-Sarsola branch, under consideration.	
				2' 6"		16.17		
			Not ...	2' 0"		2.57		
			Not ...	2' 6"	9	2.79		
			Not ...	2' 6" or 2' 0"	37	12.33	Reconnoitred in 1907-1908.	
Kanjat (Masar Road) Jambusar railway.	G. D. ...	Kanjat to Jambusar ...	Not ...	2' 6"	8	...	Proposed by Baroda Durbar.	
Kapadvanj-Meghraj railway.	N. K. ...	Kapadvanj to Meghraj ...	Surveyed in 1912.	2' 6"	47	...	(a) Survey of alternative alignment from Bad-Modasa (25 miles) also made.	
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Surveyed in 1911.	3' 3 1/2"	18	4.44	(a) Surveyed by promoters.	
Kundla-Bhavnagar railway ...	B. N. G. ...	Kundla to Bhavnagar, <i>via</i> Mohwa.	Under survey.	3' 3 1/2"	95	...	Proposed by Bhavnagar State. Commencement of earthwork on Kundla-Mohwa section sanctioned as a measure of famine relief.	
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5' 6"	5	6.07	Project deferred for the present.	
Larkhana-Kambar-Shahdadpur railway.	N. W. ...	Larkhana to Shahdadpur ...	Surveyed in 1899-1900.	2' 6"	32	11.68	Fully equipped. Will be merged in Jacobabad Light line. } khana railway project.	
				5' 6"	32	18.07		
Lower Sind branches ...	N. W. ...	(i) Badin to Jungshahi ...	Surveyed in 1902.	5' 6"	70	37.42		
		(ii) Tando Muhammad Khan to Mirpur Butora.			83	17.19		
Lunavada-Jhalod railway ...	G. I. ...	Lunavada to Jhalod, <i>via</i> Sunth and Rampur.	Not ...	2' 6"	37	...	(a) Survey sanctioned.	
Manmad-Malegaon railway.	G. I. P. ...	Manmad to Malegaon ...	Not ...	2' 6"	23	...	(a) New project.	
Miraj-Bijapur branch railway.	M. & S. M.	Miraj to Bijapur ...	Not ...	2' 6"	77	...	Construction by Barod Light railway contemplated.	
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, <i>via</i> Pisj Vasu and Matar.	Not ...	2' 6"	18	...	(a) Survey sanctioned, since close of the year.	
Nipani branch railway ...	M. & S. M.	Nipani to a point on the Poona branch of the M. & S. M. railway.	Not ...	3' 3 1/2"	34	...	(a) Survey sanctioned.	
Pachora-Jamner railway ...	G. I. P. ...	Pachora to Jamner ...	Not ...	2' 6"	32	...	(a) New project. Survey sanctioned.	
Pandharpur-Lonand railway.	B. L. M. & S. M.	Pandharpur to Lonand with a branch to meet Dhond-Baramati railway.	Not ...	2' 6"	95	...	New project. Construction by Barod Light railway contemplated.	
					10	...		
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2' 6"	84	50.91	Construction by Barod Light railway contemplated.	
Shivrajpur-Pani railway ...	C. S. ...	Shivrajpur to Pani ...	Surveyed in 1912.	2' 6"	14	4.84	(a) New project. Will afford railway communication to manganese mines at Pani.	
Talegaon-Manchar railway.	G. I. P. ...	Talegaon to Manchar ...	Partly surveyed in 1910.	2' 6"	30	...	(a) First section to Khed (21 miles) surveyed by promoters. Estimated cost 13.77 lakhs. It has been resurveyed by Great Indian Peninsula railway and results awaited.	

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 8).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—contd.							
Timba-Savli railway ...	B. B. & C. I.	Timba to Savli ...	Not...	2' 6"	20	...	Proposed by Baroda Durbar. Will be an extension of Dabhol-Jard line.
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Not...	2' 6"	35	...	(n) New project. Survey sanctioned.
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana via Borsad and Vadeli	Not...	5' 6"	27	...	Detailed survey via Borsad sanctioned.
		or via Dabhshi, Boohasan, Golel, Uneli, Shahijpur and Ras.					
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara ...	Not...	3' 3½"	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Vianagar (or Vadnagar)-Vijapur extension railway.	B. B. & C. I.	Vianagar to Vijapur or Vadnagar to Vijapur ...	Sur-veyed in 1904.	3' 3½"	16	3.34	This alternative is favoured by Baroda Durbar, in whose territory the line lies throughout. With the existing Kalol-Vijapur railway the extension will form a chord between Bombay, Baroda and Central India 3' 3½" gauge railway and Gokwar's Mohasana railway. Project is at present in abeyance.
					17	...	
Wadi-Gadag railway ...	N. G. S.	Wadi to Gadag ...	Surveyed in 1909.	5' 6"	174	186.84	His Highness the Nizam's Government prefers the construction of a 3' 3½" gauge line from Hyderabad to Gadag via Mahabubnagar, Balchar and Lingugur, survey of which is sanctioned. Extension of Kosamba-Zaukhvar railway.
Zankhvar-Vajipur railway...	B. B. & C. I.	Zankhvar to Vajipur ...	Surveyed in 1903.	2' 6"	37	...	
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin via Budalin.	Surveyed in 1911.	3' 3½"	28	11.68	
Assam-Burma connection railway.	A. B. & B. ...	(i) Chittagong-Akyab-Minbla. (Aeng Pass route.) (ii) Lunding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.) (iii) Makum to Mogaung... (Hukong valley route.) (iv) Chittagong-Taungup-Prome.	Sur-veyed in 1904-1905.	3' 3½"	450	700.00	
					385	650.00	
					284	383.00	
					400	341.94	
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Surveyed in 1905-1906.	2' 6"	122	127.52	
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1906.	3' 3½"	8	...	
Lower Burma railways ...	B. ...	(i) Ye to Tavoy ... (ii) Tavoy to Amya, via Myitta. (iii) Moulmein to Three Pagodas. (iv) Ye to Three Pagodas	Recon-structed in 1912.	3' 3½"	33	21.87	The reconnaissance survey is being continued as far as Victoria point to find out the cost of a 2' 6" gauge line from Moulmein to that place (200 miles) via Ye, Tavoy and Mergui. On alternative alignment (iv) will be 70 miles and cost 62.28 lakhs.
					187	112.87	
					106	59.02	
					54	55.51	
Madonk-Nyaunglebin-Pado railway.	B. ...	Madonk to Nyaunglebin ... and Nyaunglebin to Pado ...	Sur-veyed in 1908-1910.	3' 3½"	10	5.40	
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein to Myawaddy.	Surveyed in 1907.	3' 3½"	78	100.19	
Moulmein-Ye railway ...	B. ...	Battery point, north of Moulmein to Ye.	Surveyed in 1906.	3' 3½"	94	83.32	
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3' 3½"	67	53.20	
Pyinmana-Magwe railway ...	B. ...	Pyiwia to Taungwingyi... and Taungwingyi to Myingia (near Magwe.)	Sur-veyed in 1907-1908.	3' 3½"	69	40.74	Proposed in 1905 in case of necessity as a famine relief work. The Pyinmana-Minbyin section, 28 miles long, re-surveyed in 1911, as a light line and estimated to cost Rs. 19.73 lakhs. It will open up rich forest reserves.
					51	40.95	

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BURMA—concl'd.							
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin, <i>via</i> Letkobin.	Surveyed in 1899.	3' 3½"	30	14.43	Projected to tap Kabwe collieries, and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9.94 lakhs.
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu	Surveyed in 1907.	3' 3½"	22	---	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway).	Surveyed in 1910.	3' 3½"	26	17.63	Project abandoned at present.
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli	Surveyed in 1906.	2' 6"	163	61.15	Construction of Bodeli-Ohhota Udepur section (24 miles) by private promoters under consideration and its detailed survey made in 1912.
Bir-Bhopal railway	G. I. P. ...	Bir to Bhopal	Surveyed in 1906-1907.	5' 6"	102	166.12	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	---
Rewah-Satna railway	E. I. ...	Rewah to Satna	Re-surveyed in 1912.	2' 6"	32	10.27	(a)
				5' 6"		18.60	
CENTRAL PROVINCES.							
Amraoti-Sonnair railway	G. I. P. ...	Amraoti to Narkher, <i>via</i> Morsi.	Surveyed in 1906-1907.	5' 6"	70	65.70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Belharahah extension railway	...	(See under Hyderabad.)	...	...	...	---
Bilaspur-Mungoli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-1908.	2' 6"	153	101.74	Excluding interest on capital.
Bir-Bhopal railway	...	(See under Central India.)	...	...	...	---
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat	Surveyed in 1906-1907.	5' 6"	26	20.91	Chord between the North-East line and the Wardha coal branch.
Dhantari-Bastar-Salur railway.	B. N. ...	Dhantari to Salur, <i>via</i> Bastar, comprising— (1) Dhantari to Jagdalpur by (a) Western route ... by (b) Central route ... by (c) Eastern route <i>via</i> Kondagaon. by (d) Eastern route direct	Not ...	2' 6"	182	51.23	Reconnaissance survey made in 1912.
		(2) Jagdalpur to Jeypur ...			153	49.04	
		(3) Jeypur to Salur ...			145	45.35	
		(4) Salur to Khandwa ...			137	43.30	
Khamgaon-Jaina railway	G. I. P. ...	Khamgaon to Jaina	Surveyed in 1893-1900.	2' 6"	93	32.65	Fresh survey of Khamgaon-Chiokli section (36 miles) made in 1912. Proposals for construction under Branch line terms by private promoters under consideration.
Khandwa-Akola-Hingoli railway.	B. B. & C. I.	Khandwa to Hingoli, <i>via</i> Akola and Basim, comprising— (1) British Section, Khandwa to Painganga. (2) Hyderabad Section, Hingoli to Painganga.	Re-surveyed in 1911-12.	3' 3½"	168	148.01	Line forms part of North and South 3' 3½" gauge connection.
Lafa Coal Fields railway	B. N. ...	Bilaspur to Lafa Coal Fields	Not ...	2' 6"	20	---	Survey sanctioned after close of 1912.
Pulgaon-Arvi railway	G. I. P. ...	Pulgaon to Arvi	Surveyed in 1911.	2' 6"	22	10.46	(a)
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct.	Surveyed in 1909-1910.	5' 6"	209	367.96	
Sambalpur-Khurda railway	...	<i>Via</i> Gokavaram ... (See under Bihar and Orissa.)	...	...	215	367.84	
HYDERABAD.							
Belharahah extension railway	G. I. P. & N. G. S.	Belharahah to Kasipet, <i>via</i> Sirpur, Tandur and Pedapal.	Re-surveyed in 1910.	5' 6"	149	151.97	These projects supersede the earlier Eastern and Western routes between Bellarpur and Warangal.
		Bellarpur to Sironcha	Surveyed in 1904-1905.	2' 6"	107	42.26	

(a) Excluding rolling-stock.

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 8).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.	
1	2	3	4	5	6	7	8	
HYDERABAD <i>—contd.</i>								
Hyderabad-Kistna River railway.	N. G. S....	Hyderabad to Kistna river	Surveyed in 1905.	3' 3½"	148	133'08	Figures are approximate as results of survey not known. Part of North and South 3' 3½" gauge connection.	
Khamgaon-Jalna railway ...	...	(See under Central Provinces.)	...	...	...	...
Khandwa-Akola-Hingoli railway.	...	(See under Central Provinces.)	...	...	...	...
Wadi-Gadag railway ...	...	(See under Bombay.)	...	...	...	...
KASHMIR.								
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab.)	...	...	...	...
MADRAS.								
Ammayanayakanur-Uttamapalayam railway.	S. I. ...	Ammayanayakanur to Uttamapalayam.	Surveyed in 1908.	3' 3½"	61	...	Survey sanctioned.	
Araikere-Mangalore railway	S. I. ...	Attur to Chinna Selam ...	...	...	20	...	
Attur-Chinna Selam-Tirumandora railway.	...	or to Tirumandora	Not ...	3' 3½"	30	...		
Bezawa-Jaggiapett railway	M. & S. M.	Bezawa to Jaggiapett ...	Not ...	3' 6"	54	43'50		
Cuddalore-Vridhachalam railway.	S. I. ...	Cuddalore to Vridhachalam	Surveyed in 1905.	3' 3½"	34	...		
Dhantari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...
Dhanushkodi-Talaimannar railway.	S. I. ...	Dhanushkodi to Talaimannar	Not ...	...	...	...	Now project. Preliminary survey sanctioned, will connect India with Ceylon.
Dharmapuri-Bangalore railway.	S. I. ...	Dharmapuri to Bangalore, via Palakodu, with Palakodu-Krishnagiri branch.	Surveyed in 1908.	2' 6"	107	37'58	Dharmapuri-Palakodu-Howrah section (80 miles, cost 22'51 lakhs) under construction.	
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, via Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3' 3½"	111	78'99		
Ganjam District Light railways.	B. N. ...	Berhampore to Russelkonda	Surveyed in 1899.	2' 6"	40	14'91	Other lines comprised in the scheme are superseded or abandoned.	
Gudivada-Nidadavolu railway.	M. & S. M.	(i) Gudivada to Bhimavaram.	Under survey	...	40	...	New project proposed by District Board of Kistna.	
		(ii) Nidadavolu to Palakollu via Viravasram.		35		...
		(iii) Bhimavaram to Viravasram.		Not	17		...
		(iv) Palakollu to Narapur	
Kalikiri-Bayachoti branch railway.	M. & S. M.	Kalikiri (or Piler) to Bayachoti.	Surveyed in 1899-1900.	3' 3½"	34	10'76	Survey of (iii) and (iv) sanctioned since close of the year.	
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3' 3½"	18	8'79	Alternative to Devakota-Arantangi branch of the Trichinopoly-Bannad railway.	
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2' 6"	51	15'00		
Kodaikanal Road-Uttamapalayam railway.	S. I. ...	Kodaikanal Road to Uttamapalayam.	Surveyed in 1906-1907.	3' 3½"	61	...	(a) New project.	
Kumbakonam-Mannargudi railway.	S. I. ...	Kumbakonam to Mannargudi.	Surveyed in 1905.	3' 3½"	22	18'61	See remarks on "Nidamangalam-Vedaraniem railway," which comprises Nidamangalam-Mannargudi section of this railway.	
Madura-Bodinayakanur railway.	S. I. ...	Madura to Bodinayakanur.	Not ...	...	54	...	New project proposed by District Board of Madura. Traffic survey sanctioned.
Mayavaram-Tranquebar railway.	S. I. ...	Mayavaram to Tranquebar	Not ...	3' 3½"	16	...	New project proposed by Tanjore District Board. Survey sanctioned since the close of the year.	
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2' 6"	145	81'00		
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, via Velgode.	Surveyed in 1909.	3' 3½"	30	14'87	Surveyed on behalf of the District Board of Kurnool.	
Nanjangud-Erode railway ...	...	(See under Mysore).	...	...	...	...
Nidamangalam-Vedaraniem railway.	S. I. ...	(i) Nidamangalam to Mannargudi.	Surveyed in 1905.	3' 3½"	8	5'88	Comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line. Construction of (i) and (iii) on behalf of the District Board of Tanjore sanctioned. Survey of (ii) sanctioned since the close of the year.	
		(ii) Mannargudi to Tiruturai-pundi.	Not ...	...	...	...
		(iii) Tiruturai-pundi to Vedaraniem.	Surveyed in 1905-1906.	3' 3½"	20	10'28		

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—contd.							
Palakod-Karur railway ...	S. I. ...	Palakod to Karur, <i>via</i> Salem.	Not ...	3' 3½"	...	...	Reconnaissance survey sanctioned including a survey for an alternative line from Namakkal to Samayapuram in connection with the section from Salem to Karur.
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-1904.	3' 3½"	84	84.83	
Parlakimedi-Gunupur railway.	B. N. ...	Parlakimedi to Gunupur ...	Surveyed in 1910-1911.	2' 6"	32	8.29	Surveyed at the instance of the Parlakimedi estate.
Phirangipuram-Gurzala branch railway.	M. & S. M.	Phirangipuram to Gurzala	Surveyed in 1901.	3' 3½"	50	12.60	
Podanur-Pollachi railway ...	S. I. ...	Podanur to Pollachi ...	Surveyed in 1908-1909.	3' 3½"	26	21.78	Surveyed on behalf of the District Board of Coimbatore. Cost as a low grade line 10.56 lakhs.
Quilon-Trivandrum railway	S. I. ...	Quilon to Trivandrum ...	Surveyed in 1910-1911.	3' 3½"	39	25.72	New project. Proposed by Travancore Darbar.
Ramnad-Kilakkarai railway	S. I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-1910.	3' 3½"	11	3.35	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3' 3½"	66	27.69	Estimates are under revision.
Rajahmundry-Sironcha railway.	...	(See under Central Provinces).	...	...	...	...
Ronigunta-Madras railway	M. & S. M.	Ronigunta to Madras ...	Not ...	3' 3½"	100	...	New project. Survey sanctioned.
Salem-Attur branch railway	S. I. ...	Salem to Attur ...	Surveyed in 1910.	3' 3½" 5' 6"	33 36	17.59	
Singarayakonda-Kanigiri railway.	M. & S. M.	Singarayakonda to Kanigiri	Surveyed in 1908.	2' 6"	41	13.88	
Tanjore-Tiruvadi railway ...	S. I. ...	Tanjore to Tiruvadi ...	Not ...	3' 3½"	7	...	New project proposed by Tanjore District Board. Survey sanctioned since the close of the year.
Tinnevely-Tiruchendur railway.	S. I. ...	Tinnevely to Tiruchendur	Surveyed in 1908-1904.	3' 3½"	38	20.52	Proposed by the District Board of Tinnevely.
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti <i>via</i> Srirangam, Tirupattur, Parambalar, Volcondah, Parlore and Adiyur.	Surveyed in 1907.	3' 3½"	95	107.20	
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3' 3½"	108	54.28	Alternative to Trichinopoly-Thondi railway.
Trichinopoly-Thondi railway	S. I. ...	Trichinopoly to Thondi ...	Not ...	3' 3½"	26 86	17.34 37.50	
Ulundurpettai-Chinna Selam railway.	S. I. ...	Ulundurpettai to Chinna Selam.	Surveyed in 1909.	3' 3½"	32	13.32	
Vaigai Valley railway ...	S. I. ...	Ammayanayakkannur to Kotagudi, with extensions.— (i) Petiyakulam to Krishnama Naik's tope. (ii) Near Theni (mile 39) to Uttamapalayam.	Not ...	2' 6"	5	22.38	Ammayanayakkannur-Uttamapalayam line proposed by District Board of Madura covers a large portion of this project.
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, <i>via</i> Sivakasi.	Surveyed in 1911-12.	3' 3½"	18 76	30.39	
Vizianagram-Bimlipatam railway.	B. N. ...	Vizianagram to Bimlipatam	Not ...	5' 6"	15	9.32	
Yerragudipad-Jammalamadugu railway.	M. & S. M.	Yerragudipad to Jammalamadugu.	Surveyed in 1909.	2' 6" 5' 6"	24	10.45 12.47	Will be merged in the Yerragudipad-Nandyal project.
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal...	Surveyed in 1908-1909.	3' 3½"	71	40.85	
MYSORE.							
Arasikere-Mangalore railway	M. & S. M.	Arasikere to Mangalore, <i>via</i> Hassan.	Surveyed in 1899-1900.	2' 6"	136	85.44	Sub-grade for 3' 3½" gauge from Arasikere to Hassan (29 miles) is included in the estimate.
Chickjajur-Chitaldrug railway.	M. & S. M.	Chickjajur to Chitaldrug...	Surveyed in 1912.	3' 3½"	21	8.54	New project.
Dharmapuri-Bangalore railway.	...	(See under Madras.)	...	...	...	...
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3' 3½"	72	...	

APPENDIX 8—contd.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1.	2.	3.	4.	5.	6.	7.	8.
MYSORE—contd.							
Mysore-Hassan railway ...	M. & S. M.	Mysore to Hassan ...	Surveyed in 1909-1910.	3' 3½"	74	Lakhs of rupees. 33-75	
Mysore-Tellicherry railway	...	(See under Madras.)	...	...	...	...
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode ...	Surveyed in 1908-1910.	3' 3½"	121	123-08	33-7 miles in Mysore. The Durbar do not propose to construct this section till the British section is put in hand. The line including a branch from Sattayamangalam to Mettupalayam (29 miles) is being re-surveyed.
NORTH-WEST FRONTIER PROVINCE.							
Mardan-Charsadda railway	N. W.	Mardan to Charsadda ...	Surveyed in 1910.	2' 6"	17	9-06	(a)
Mardan-Swabi railway ...	N. W.	Mardan to Swabi ...	Surveyed in 1910.	2' 6"	31	21-53	(a)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab)	...	...	...	...
Trans-Indus railway ...	N. W.	(i) Kohat to Banru ... (ii) Laki to Dera Ismail Khan.	Surveyed in 1909.	2' 6"	140	90-05	A line from Laki to Tank, via Pean as alternative to (ii) sanctioned for construction.
PUNJAB.							
Bhagtanwali-Sargodha railway.	N. W.	Bhagtanwali to Sargodha	Not ...	5' 6"	18	...	To connect with the proposed Sangla-Chiniot-Khushab railway.
Dhak branch railway ...	N. W.	(i) Dhak to Tajuwala direct	Surveyed in 1906-07.	5' 6"	11	4-07*	To serve coal mines.
Jhang-Sangla railway ...	N. W.	(ii) and via Watha ... Jhang to Chiniot and Chiniot to Sangla ...	Surveyed in 1903.	5' 6"	16 50-63 23-78	7-86* 33-94* 18-39*	Estimates revised in 1911. Sangla to Chiniot section considered more important. Extension to Khushab, via Sargodha and Shahpur, also recommended by the Punjab Government.
Kalka-Bajjnath railway ...	E. I.	Kalka to Bajjnath with branches. (1) Mandi to Kulu ... (2) Nalgazh to Rupar	Not ...	2' 0"	170 43 16	101-18 80-08 8-68	New project. Reconnoitred in 1912.
Karnal-Kaithal-Nabha branch railway.	E. I.	Karnal to Nabha, via Kaithal	Not ...	3' 6"	70	59-00	
Mandra-Bhon railway ...	N. W.	Mandra to Bhon, via Chakwal.	Surveyed in 1907-1908.	3' 6"	47	33-05	(a)
Nankana-Changa Manga-Pak Patan railway.	N. W.	Nankana via Bulloks to Changa Manga. Changa Manga via Chuniyan Hujra and Dipalpur to Pak Patan.	Not ...	2' 6"	35 60	... ...	Survey sanctioned after close of 1912.
Pathankot-Bakloh railway...	N. W.	Pathankot to Bakloh via Nurpur.	Not ...	2' 6"	35	...	New project. Survey sanctioned. Alternative to Pathankot-Nurpur.
Pathankot-Nurpur railway...	N. W.	Pathankot to Nurpur ...	Surveyed in 1912.	3' 6"	14	12-58	
Patiala-Jakhal railway ...	N. W.	Patiala to Jakhal ...	Surveyed in 1906.	5' 6" 3' 3½"	54	34-00 24-33	
Phagwara-Nawaahar railway	N. W.	Phagwara to Nawaahar with branches to Garshanker and Bahon.	Surveyed in 1909.	5' 6" 2' 6"	83	25-59 22-27	Will be constructed by State.
Phillour-Garshanker railway	N. W.	Phillour to Garshanker, via Nawaahar.	Surveyed in 1911-12.	3' 6"	28	...	Alternative to Phagwara-Nawaahar railway.
Sarai Kala-Abbottabad-Srinagar railway.	N. W.	Sarai Kala to Srinagar, via Abbottabad. (Comprises the following sections).	...	...	...	...	Portions within British and Kashmir territories to be constructed and owned by the Government of India and Durbar, respectively.
		(i) Sarai Kala to Abbottabad.	Re-surveyed in 1907-1908.	3' 6"	51	37-76	Sarai Kala-Bawalian portion of the line sanctioned for construction on the 5' 6" gauge.
		(ii) Abbottabad to Garhi Habibulla.	...	3' 6"	29	77-39	
		(iii) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	3' 6"	4	10-41	
		(iv) Kashmir frontier to Demel.	...	3' 6"	5	27-24	
		(v) Kashmir frontier to Srinagar.	...	3' 3½"	109	137-39	

* Excluding rolling-stock.

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*conold.*

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 8.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
PUNJAB—<i>conold.</i>							
Sialkot-Amritsar railway ...	N. W. ...	Sialkot to Amritsar ...	Surveyed in 1910.	5' 6"	78	111-76	(a) Construction of Batala-Dera Nanak and Sialkot-Narowal sections under consideration.
		or to Batala <i>via</i> Dera Nanak		2' 6"	80	89-28	
				5' 6"	68	101-02	
				2' 6"	66	78-50	
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar ...	Surveyed in 1898-1899.	3' 3 1/2"	218	136-67	The section Baran to Kotah (41 miles) has been constructed on 5' 6" gauge and is open to traffic.
		Baran to Nasirabad ...			153	96-12	
		Jehazpur to Paondero Branch.			71	31-63	
Dholpur-Rajakhara Extension railway.	B. B. & C. I.	Dholpur to Rajakhara ...	Surveyed in 1910-1911.	2' 6"	28	...	Proposed by Dholpur Durbar.
Gungapur-Luni railway ...	B. B. & C. I.	Gungapur to Beawar through Tonk Nasirabad.	Not ...	5' 6"	165	...	New project. Survey sanctioned.
Karauli branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Manli-Nathdwara railway ...	U. C. ...	Manli to Nathdwara ...	Surveyed in 1896.	3' 3 1/2"	15	4-73	
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar.	Not ...	3' 3 1/2"	...	...
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3' 3 1/2"	31	8-69	
UNITED PROVINCES.							
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5' 6"	18	8-88	
Dehra-Rajpur railway ...	O. & R. ...	Dehra to Rajpur ...	Surveyed in 1912.	5' 6"	8	11-19	(a)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed in 1900-1901.	5' 6"	73	98-46	
		(i) Fatehpur to Karwi ...			52	72-59	
		(ii) Khaga to Manikpur ...			57	85-98	
Hardoi-Sandi branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902.	5' 6"	14	3-62	
Jharekapur-Chouka river railway.	R. & K. ...	Jharekapur to the bank of the Chouka river.	Not ...	3' 3 1/2"	20	...	New project. Survey sanctioned. Since close of the year extension of the survey to Kaurilghat station, a further distance of 45 miles, sanctioned.
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or <i>via</i> Pahari ...	Surveyed in 1906-1907.	5' 6"	19	7-76	Government of United Provinces favour the route, <i>via</i> Pahari.
		Kasganj to Rajghat or Atrauli.			21	8-42	
Kasganj-Rajghat (or Atrauli) railway.	O. & R. ...	Kasganj to Rajghat or Atrauli.	Surveyed in 1910-1911.	5' 6"	54	...	Alternative to Budaon-Babraja section of the Tilhar-Hapur project.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Not ...	3' 3 1/2"	27	...	New project. Survey sanctioned.
Kunoh-Madhogarh railway...	G. I. P. ...	Kunoh to Shankarpur, <i>via</i> Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5' 6"	36	18-44	Certain amount of earthwork done in 1906 as famine relief work.
					16	5-92	
Lucknow-Sultanpur railway	O. & R. ...	Lucknow to Sultanpur ...	Not ...	2' 6"	80	...	(c) New project. Survey sanctioned.
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5' 6"	140	155-00	
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ...	Surveyed in 1910-1911.	5' 6"	73	98-09	(a)
		(ii) Budaon to Babraja ...			54	60-27	
		(iii) Rajghat to Hapur with a branch to Bulandshahr.			69	69-24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur <i>via</i> Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5' 6"	147	180-21	
			Surveyed in 1909.	5' 6"	16		
Unao-Madhoganj railway ...	O. & R. ...	(i) Unao to Bangarman <i>via</i> Safipur or <i>via</i> Hyderabad.	Surveyed in 1910-1911.	5' 6"	30	24-73	
		(ii) Bangarman to Madhoganj.			38	29-24	
					18	14-66	

(a) Proposals for construction under Branch Line terms have been received from private promoters.

- APPENDIX 9.

History of railways constructed and in progress.

Index.

Railway.	Abbreviations of names of railways.	Number.		Gauge.	Working agency.	Page.
		Main head.	Sub-head.			
1.	2.	3.	4.	5.	6.	7.
A						
Agra-Delhi Chord ...	A.D.C.	5	(b)	5' 6"	G. I. P. Ry. Co. ...	166
Ahmedabad-Dholka ...	A.D.	2	(g)	3' 3 $\frac{1}{2}$ "	B. B. and C. I. Ry. Co. {	197
Ahmedabad-Parantij ...	A.P.	2	(h)	3' 3 $\frac{1}{2}$ "		128
Ambaji-Taranga Light ...	A.T.	24	(a)	2' 6"		28
Amritsar-Patti ...	A.P.T.	8	(b)	5' 6"	N. W. Ry. ...	205
Arrah-Sasaram Light ...	A.S.	25	(a)	2' 6"	A. S. Light Ry. Co. ...	286
Assam-Bengal ...	A.B.	11	(a)	3' 3 $\frac{1}{2}$ "	A. B. Ry. Co. ...	241
B						
Bangalore-Chickballapur Light ...	B.C.	26	(a)	2' 6"		287
Baran-Kotah ...	B.K.	5	(c)	5' 6"	G. I. P. Ry. Co. ...	166
Barasat-Basirhat Light ...	B.B.L.	27	(a)	2' 6"	B. B. L. Ry. Co. ...	288
Barsi Light ...	B.L.	28	(a)	2' 6"	B. L. Ry. Co. ...	290
Bengal and North-Western ...	B.&N.W.	12	(a)	3' 3 $\frac{1}{2}$ "	B. & N. W. Ry. Co. ...	243
Bengal Dooars ...	B.D.	13	(a)	3' 3 $\frac{1}{2}$ "	B. D. Ry. Co. {	251
Bengal Dooars Extensions ...	B.D.E.	13	(b)	3' 3 $\frac{1}{2}$ "		253
Bengal-Nagpur ...	B.N.	1	(a)	5' 6"	B. N. Ry. Co. ...	103
Bezwada Extension ...	B. E.	7	(b)	5' 6"	N. G. S. Ry. Co. ...	197
Bezwada-Masulipatam ...	B.M.	6	(d)	3' 3 $\frac{1}{2}$ "	M. & S. M. Ry. Co. ...	182
Bhavnagar ...	B.N.G.	14	(a)	3' 3 $\frac{1}{2}$ "	Bhavnagar Durbar ...	254
Bhopal-Itarsi (British section) ...	B.I.	5	(d)	5' 6"	G. I. P. Ry. Co. ...	167
Bhopal-Itarsi (Native State section).						
Bhopal-Ujjain ...	B.U.	5	(c)	5' 6"		168
Billimora-Kalamba ...	B.K.B.	2	(h)	2' 6"	B. B. & C. I. Ry. Co. ...	198
Bina-Goonn-Baran ...	B.G.B.	5	(f)	5' 6"	G. I. P. Ry. Co. ...	170
Birur-Shimoga ...	B.S.G.	6	(e)	3' 3 $\frac{1}{2}$ "	M. & S. M. Ry. Co. ...	183
Bombay, Baroda and Central India (5' 6" gauge).	B.B.&C.I.	2	(a)	5' 6"	B. B. & C. I. Ry. Co. ...	113
Bombay, Baroda and Central India (3' 3 $\frac{1}{2}$ " gauge).	B. B. & C. I. M.	2	(b)	3' 3 $\frac{1}{2}$ "		117
Bowringpet-Kolar ...	B. P. K.	6	(m)	2' 6"	M. & S. M. Ry. Co. ...	194
Broach-Jambusar Branch ...	B.J.	2	(g)	2' 6"	B. B. & C. I. Ry. Co. ...	188
Bukhtiarpore-Bihar Light ...	B.B.	29	(a)	2' 6"	B. B. Light Ry. Co. ...	202
Burma ...	B.	15	(a)	3' 3 $\frac{1}{2}$ "	B. Rys. Co. {	250
Burma Extensions ...	B.R.E.	15	(b)	3' 3 $\frac{1}{2}$ "		259
Buthidaung-Maungdaw ...	B.M.W.	30	(a)	2' 6"	B. M. W. Ry. Co. ...	203
C						
Calcutta Port Commissioners' ...	C.P.T.	...	...	5' 6"	Calcutta Port Commissioners	130
Cawnpore-Banda ...	C.B.D.	9	(d)	5' 6"		225
Cawnpore-Burhwal link ...	C.B.M.	9	(c)	3' 3 $\frac{1}{2}$ "	B. & N. W. Ry. Co. ...	224
Champaner-Shivrajpur Light ...	C.S.	31	(a)	2' 6"	Shivrajpur Syndicate of Bombay.	204
Cooch Behar ...	C.B.	3	(c)	3' 3 $\frac{1}{2}$ "	E. B. Ry. ...	146
Cutch ...	C.	32	(a)	2' 6"	Cutch Darbar...	205
D						
Darjeeling-Himalayan ...	D.H.	43	(a)	2' 0"	D. H. Ry. Co. ...	305
Delhi-Rohtas Light ...	D.R.	33	(a)	2' 6"	D. R. Light Ry. Co. ...	296
Delhi-Umballa-Kalka ...	D.U.K.	4	(b)	5' 6"	E. I. Ry. Co. ...	155
Dholpur-Bari ...	D.B.	34	(a)	2' 6"	Dholpur Darbar ...	297
Dhond Baramati ...	D.B.M.	5	(c)	2' 6"	G. I. P. Ry. Co. ...	175
Dhone-Kurnool ...	D.K.	6	(f)	3' 3 $\frac{1}{2}$ "	M. & S. M. Ry. Co. ...	185
Dhrangadra ...	D.H.R.	14	(b)	3' 3 $\frac{1}{2}$ "	Bhavnagar Darbar ...	255
Dibru-Sadiya ...	D.S.	16	(a)	3' 3 $\frac{1}{2}$ "	Assam Rys. & Tradg. Co. ...	262
Dwara-Therria Light ...	D.T.	35	(a)	2' 6"	...	298

APPENDIX 9—contd.

History of railways constructed and in progress.

Index—contd.

Railway.	Abbreviations of names of railways.	NUMBER.		Gauge.	Working agency.	Page.
		Main head.	Sub-head.			
1	2	3	4	5	6	7
E						
Eastern Bengal	E.B.	3	(a)	5' 6"	} E. B. Ry.	140
Eastern Bengal	E.B.M.	3	(b)	3' 3 $\frac{1}{2}$ "		143
Eastern Bengal		2		2' 6"		145
East Indian	E.I.	4	(a)	5' 6"		E. I. Ry. Co. ... ..	149
G						
Gaekwar's Dabhoi	G.D.	2	(m)	2' 6"	} B. B. & C. I. Ry. Co.	135
Gaekwar's Mehsana	G.M.	2	(i)	3' 3 $\frac{1}{2}$ "		131
Godhra-Lunavada	G.L.D.	36	(a)	2' 6"		298
Gondal-Porbandar	G.P.	17	(a)	3' 3 $\frac{1}{2}$ "		Gondal and Porbandar Durbars.	265
Gondia-Chanda Extension	G.C.	1	(b)	2' 6"	B. N. Ry. Co.	107
Great Indian Peninsula	G.I.P.	5	(u)	5' 6"	} G. I. P. Ry. Co.	160
Gwalior Light	G.L.	5	(g)	2' 0"		170
H						
Hardwar-Dehra	H.D.	9	(b)	5' 6"	O. & R. Ry.	223
Hindupur (Yesvantpur-Mysore Frontier).	H.	6	(g)	3' 3 $\frac{1}{2}$ "	M. & S. M. Ry. Co.	186
Hingoli Branch	H.B.	7	(c)	3' 3 $\frac{1}{2}$ "	N. G. S. Ry. Co.	199
Howrah-Amta Light	H.A.	44	(a)	2' 0"	H. A. Light Ry. Co.	307
Howrah-Sheakhala Light	H.S.	45	(a)	2' 0"	H. S. Light Ry. Co.	309
Hyderabad-Godavari Valley	H.G.V.	7	(d)	3' 3 $\frac{1}{2}$ "	N. G. S. Ry. Co.	200
J						
Jagadhri Light	J. L.	46	(a)	2' 0"	J. L. Ry. Co.	311
Jaipur	J.S.M.	2	(j)	3' 3 $\frac{1}{2}$ "	B. B. & C. I. Ry. Co.	133
Jammu and Kashmir (Native State section).	J.K.	8	(c)	5' 6"	N. W. Ry.	207
Jamnagar	J.N.	18	(a)	3' 3 $\frac{1}{2}$ "	Jamnagar Durbar	267
Jessore-Jhenidah Light	J.J.	37	(a)	2' 6"	...	293
Jetalsar-Rajkot	J.R.	17	(b)	3' 3 $\frac{1}{2}$ "	Gondal and Porbandar Durbars.	265
Jodhpur-Bikaner (Jodhpur section).	J.B.	19	(a)	3' 3 $\frac{1}{2}$ "	} J. B. Ry.	268
" " (Bikaner section).	J.B.B.	19	(b)	3' 3 $\frac{1}{2}$ "		269
Jodhpur-Hyderabad (British section).	J.H.	19	(c)	3' 3 $\frac{1}{2}$ "		270
Jorhat (Provincial)	J.	47	(a)	2' 0"	Provincial Govt.	312
Jubbulpore-Gondia Extension	J.G.E.	1	(c)	2' 6"	B. N. Ry. Co.	108
Jullundur Doab	J.D.	8	(d)	5' 6"	N. W. Ry.	208
Junagad	J.N.D.	20	(a)	3' 3 $\frac{1}{2}$ "	Junagad Durbar	275
K						
Kalka-Simla	K.S.	8	(k)	2' 6"	} N. W. Ry.	217
Khanpur-Chachran	K.C.	8	(e)	5' 6"		209
Khijadia-Chalala	K.O.L.	17	(c)	3' 3 $\frac{1}{2}$ "	Gondal and Porbandar Durbars	266
Kohat-Thal	K.T.	8	(l)	2' 6"	N. W. Ry.	218
Kolar Gold-fields	K.G.	6	(b)	5' 6"	} M. & S. M. Ry. Co.	179
Kolhapur	K.L.	6	(h)	3' 3 $\frac{1}{2}$ "		187
Kosamba-Zankhvav	K.Z.	2	(n)	2' 6"		B. B. & C. I. Ry. Co. ... ..	136

APPENDIX 9—contd.

History of railways constructed and in progress.

Index—contd.

Railway.	Abbreviations of names of railways.	Numbers.		Gauge.	Working agency.	Page.
		Main head.	Sub-head			
1	2	3	4	5	6	7
L						
Ledo and Tikak-Margherita Colliery.	L. T.	16	(b)	3' 3½"	Assam Rya. & Tradg. Co....	264
Lucknow-Bareilly ...	L. B.	22	(b)	3' 3½"	R. & K. Ry. Co. ...	282
Ludhiana-Dhuri-Jakhal ...	L. D. J.	8	(f)	5' 6"	N. W. Ry. ...	210
M						
Madaya Light ...	M.	38	(a)	2' 6"	M. Tramway Co. ...	209
Madras and Southern Mahratta ...	M. & S. M.	6	(a)	5' 6"	} M. & S. M. Ry. Co. ... }	176
Madras and Southern Mahratta ...	M. & S. M. M.	6	(c)	3' 3½"		181
Matheran Light ...	M. T. H.	5	(h)	2' 0"	G. I. P. Ry. Co. ...	173
Mirpur Khas-Jhudo ...	M. K.	19	(d)	3' 3½"	} J. B. Ry. ... }	272
Mirpur Khas-Khadro ...	M. K. K.	19	(e)	3' 3½"		274
Morappur-Dharmapuri ...	M. D.	10	(g)	2' 6"	S. I. Ry. Co. ...	238
Mourbhanj ...	M. B.	1	(d)	2' 6"	B. N. Ry. Co. ...	109
Morvi ...	M. R. W.	21	(a)	{ 3' 3½" 2' 6"	} Morvi Durbar ... }	270
Murtajapur-Elichpur ...	M. E.	5	(j)	2' 6"		175
Murtajapur-Yestmal ...	M. Y.	5	(k)	2' 6"	G. I. P. Ry. Co. ... }	175
Mymensingh-Jamalpur-Jagan-nathganj.	M. J. J.	3	(d)	3' 3½"	E. B. Ry. ...	147
Mysore-Nanjangud ...	M. N.	6	(i)	3' 3½"	} M. & S. M. Ry. Co. ... }	158
Mysore section (Madras and Southern Mahratta).	M. S.	6	(j)	3' 3½"		188
N						
Nadiad-Kapadvanj ...	N. K.	39	(a)	2' 6"	} B. B. & C. I. Ry. Co. ... }	300
Nagda-Ujjain ...	N. U.	2	(c)	5' 6"		121
Nagpur-Chhindwara Extension ...	N. O.	1	(e)	2' 6"	B. N. Ry. Co. ...	110
Nilgiri ...	N.	10	(o)	3' 3½"	S. I. Ry. Co. ...	230
Nizam's Guaranteed State ...	N. G. S.	7	(a)	5' 6"	N. G. S. Ry. Co. ...	195
North Western ...	N. W.	8	(a)	5' 6"	} N. W. Ry. ... }	202
Nowshera-Durgai ...	N. D.	8	(m)	2' 6"		219
O						
Ondh and Rohilkhand ...	O. & B.	9	(a)	5' 6"	O. & B. Ry. ...	220
P						
Palanpur-Deesa ...	P. D.	2	(k)	3' 3½"	} B. B. & C. I. Ry. Co. ... }	119
Parlakimedi Light ...	P. L. L.	1	(f)	2' 6"		B. N. Ry. Co. ...	110
Peralam-Karaikkal ...	P. K.	10	(d)	3' 3½"	S. I. Ry. Co. ...	231
Petlad-Cambay (Anand-Tarapur section).	P. C. A.	2	(d)	5' 6"	} B. B. & C. I. Ry. Co. ... }	122
Petlad-Cambay (Tarapur-Cambay section).	P. C. T.	2	(e)	5' 6"		123
Petlad-Va'o ...	P. V.	2	(r)	2' 6"	B. B. & C. I. Ry. Co. ...	138
Pipar Road-Bhavi Light ...	P. B.	48	(a)	2' 0"	Jodhpur Durbar ...	212
Pondicherry ...	P.	10	(e)	3' 3½"	S. I. Ry. Co. ...	232
Powayan Light ...	P. W. L.	22	(e)	2' 6"	R. & K. Ry. Co. ...	223
Purulia-Ranchi Branch ...	P. R.	1	(g)	2' 6"	B. N. Ry. Co. ...	111

APPENDIX 9—contd.

History of railways constructed and in progress.

Index—concl'd.

Railway.	Abbreviations of names of railways.	NUMBER.		Gauge.	Working agency.	Page.
		Main head.	Sub-head.			
1	2	3	4	5	6	7
R						
Raipur-Dhamtari Branch ...	R. D.	1	(h)	2' 6"	B. N. Ry. Co. ...	112
Rajpipla ...	R.	2	(o)	2' 6"	B. B. & C. I. Ry. Co. ...	137
Rajpura-Bhatinda ...	R. B.	8	(g)	5' 6"	N. W. Ry. ...	212
Rohilkund and Kumaon ...	R. & K.	22	(a)	3' 3 $\frac{3}{8}$ "	R. & K. Ry. Co. ...	277
S						
Sangli ...	S.	6	(h)	3' 3 $\frac{3}{8}$ "	M. & S. M. Ry. Co. ...	190
Shahdara (Delhi)-Saharanpur Light.	S. S. L.	40	(a)	2' 6"	S. S. Light Ry. Co. ...	300
Shoranur-Cochin ...	S. C.	10	(f)	3' 3 $\frac{3}{8}$ "	S. I. Ry. Co. ...	234
South Bihar ...	S. B.	4	(c)	5' 6"	E. I. Ry. Co. ...	156
South Indian ...	S. I.	10	(a)	5' 6"	S. I. Ry. Co. ...	226
South Indian ...	S. I. M.	10	(b)	3' 3 $\frac{3}{8}$ "		227
Southern Punjab ...	S. P.	8	(h)	5' 6"	N. W. Ry. ...	213
Southern Punjab "Ladhiana" Extension.	S. P. E.	8	(i)	5' 6"		215
Southern Shan States ...	S. S. S.	15	(c)	3' 3 $\frac{3}{8}$ "	B. Rys. Co. ...	261
Satlej Valley ...	S. V.	8	(j)	5' 6"	N. W. Ry. ...	216
T						
Tanjore District Board ...	T. D. B.	10	(g)	3' 3 $\frac{3}{8}$ "	S. I. Ry. Co. ...	235
Tapti Valley ...	T. V.	2	(f)	5' 6"	B. B. & C. I. Ry. Co. ...	125
Tarkessur ...	T.	4	(d)	5' 6"	E. I. Ry. Co. ...	158
Tarkessur-Magra Light ...	B. P.	41	(a)	2' 6"	H. P. Ry. Co. ...	302
Tezpur-Balipara Light ...	T. B.	42	(a)	2' 6"	T. B. Light Ry. Co. ...	304
Tinnevely-Quilon (Travancore) (British section).	T. Q. B.	10	(h)	3' 3 $\frac{3}{8}$ "	S. I. Ry. Co. ...	236
Tinnevely-Quilon (Travancore) (Native State section).	T. Q. N.	10	(i)	3' 3 $\frac{3}{8}$ "		238
Tirhoot ...	T. S.	12	(b)	3' 3 $\frac{3}{8}$ "	B. & N. W. Ry. Co. ...	243
Tirupattur-Krishnagiri ...	T. K.	10	(k)	2' 6"	S. I. Ry. Co. ...	239
Trans-Indus (Kalabagh-Bannu) ...	K. B.	8	(n)	2' 6"	N. W. Ry. ...	214
U						
Udaipur-Chitorgarh ...	U. C.	23	(a)	3' 3 $\frac{3}{8}$ "	Udaipur Durbar ...	285
V						
Vijapur-Kalol-Kadi ...	V. K. K.	2	(l)	3' 3 $\frac{3}{8}$ "	B. B. & C. I. Ry. Co. ...	134
W						
West of India Portuguese ...	W. I. P.	6	(l)	3' 3 $\frac{3}{8}$ "	M. & S. M. Ry. Co. ...	191

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and 3½ per cent previously employed. The actual rates from 1906-07 to 1911-12 were 3·437, 3·412, 3·359, 3·384, 3·377 and 3·401 per cent, respectively.

One effect of the change is that, in some cases, while the capital outlay on a railway at the end of 1907 was ahead of that at the end of 1906, the interest charge in connection therewith was less.

Number Main head 1 **BENGAL-NAGPUR RAILWAY SYSTEM—**
Sub-heads (a) to (h)

Chairman—SIR SAMUEL HOARE, BART.

Managing Director—J. MANSON, ESQ.

Offices—132, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) { Bengal-Nagpur railway proper (5' 6" gauge) 1,580·69 } { East Coast railway, Northern section (5' 6" gauge)* 331·55 }	1,912·24	294·99	2,207·23
(b) Gondia-Chanda Extension, Bengal-Nagpur railway (2' 6" gauge)	181·26	38·13	219·39
(c) Jabulpore-Gondia Extension, Bengal-Nagpur railway (2' 6" gauge)	276·46	43·25	319·71
(d) Moubhanj railway (2' 6" gauge)	82·41	...	82·41
(e) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2' 6" gauge)	50·94	46·15	97·09
(f) Parlakimedi Light railway (2' 6" gauge)	24·62	...	24·62
(g) Puralia-Banchi branch, Bengal-Nagpur railway (2' 6" gauge)	72·68	42·63	115·31
(h) Raipur-Dhantari branch, Bengal-Nagpur railway (2' 6" gauge)	56·94	...	56·94
Total	2,546·95	465·83	3,012·78

Running powers—

Home line over Foreign lines:—

At Katni, East Indian railway	} for passenger and goods trains	0·30
At Asansol and Katraegach, East Indian railway		
At Howrah, East Indian railway, for passenger trains only		
At Nagpur, Great Indian Peninsula railway		
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern	} for passenger and goods trains	0·65
Mahratta railway (5' 6" gauge)		
Total		8·08

Foreign line over Home line:—

Great Indian Peninsula railway at Katni, for passenger trains only	1·00
--	------

1 (a) Bengal-Nagpur railway (5' 6" gauge) —

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
BENGAL-NAGPUR PROPER—					
<i>Main line—</i>					
Asansol to Damoodur	12-6-89	4·62			
Damoodur to Puralia	14-12-89	44·50			
Puralia to Chakardharpore	22-1-90	72·23			
Chakardharpore to Goilkera	15-5-90	20·00			
Goilkera to Jharsuguda	1-2-01	104·92			
Jharsuguda to Raigarh	20-4-90	44·42			
Raigarh to Bilaspur	10-2-90	82·40			
Bilaspur to Raipur	10-1-89	63·52			
Raipur to Raj-Nandgaon	4-12-83	42·04			
Raj-Nandgaon to Nagpur	1890, '81 & '82†	134·94		629·55	
<i>Branches—</i>					
<i>Sanctoria coal branch—</i>					
Damoodur to the Sanctoria collieries	12-6-89	7·40		7·40	
<i>Chaurashi branch—</i>					
Bankanali to Nodiha Colliery siding (siding No. 7)	1-2-08	8·52		8·52	
<i>Sambalpur branch—</i>					
Jharsuguda to Sambalpur	1-2-08	29·90		29·90	
Carried over . . . . .	...	...	...	675·37	

† These are the dates of opening in sections of the original 3' 3½" gauge line, which was converted to the 5' 6" gauge and reopened on the 27th November 1883.

* Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

(a) Bengal-Nagpur railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward				675.87	
<i>Katni branch—</i>					
Bilaspur to Birasinghpur	1-2-01	142.32			
Birasinghpur to Umaria	11-5-90	18.46			
Umaria to Katni	2-11-86	35.88			
Katni to Marwara Junction	1-1-01	0.65	197.31		
Kanhan to Dattapahar	26-9-07	17.39	17.39		
<i>Calcutta extension—</i>					
Sini to Kharagpur	1-6-99	100.02			
Kharagpur to Khal Bridge	17-12-98	36.57			
Khal Bridge to Rajapur Khal	24-5-00	18.20			
Rajapur Khal to Howrah	14-12-00	15.31			
Fort Gloster branch 1.36, Lawrence Mill 0.83 and East Roop Narain Bank 0.81 and Kidderpore Port line 0.60	14-12-00	3.80	174.50		
<i>Shalimar branch—</i>					
Santragachi to Shalimar	15-8-01	3.15	3.15		
<i>Cuttack extension—</i>					
Kharagpur to Balasore	17-12-98	71.86			
Balasore to Cuttack	10-1-99	110.40	182.26		
<i>Jharia extension—</i>					
Kharagpur to Cossye river	20-12-99	6.40			
Right bank of the Cossye river to Midnapore	8-6-01	1.55			
Midnapore to Bhojudih	1-2-03	114.95			
Bhojudih to Gomoh	1-1-07	26.15	149.05		
<i>Branches and extensions on the Jharia Coal-fields—</i>					
<i>Bhojudih-Bhaga-Mohuda loop—</i>					
Bhojudih to Bhaga	20-4-03	6.98			
Bhaga to Malkera	1-9-03	8.78			
Malkera to Mohuda	15-6-04	3.97	19.11		
<i>Bhowra branch—</i>					
Bhojudih-Pathardihi link	14-5-03	3.08	3.08		
<i>Katras connections—</i>					
Malkera to Katras	1-2-06	0.86	0.86		
Khanoodih to Katras	24-9-03	0.58			
	1-1-07	1.66	2.44		
<i>Murulidih branch—</i>					
Mohuda to Murulidih collieries	1-1-07	2.65	2.65		
<i>Jamadoba loop—</i>					
Kendua branch—	16-9-03	5.42	5.42		
Aldih branch—	10-10-99	2.60	2.60		
	1-2-06	2.54	2.54		
<i>Visianagram-Parvatipuram section—</i>					
Visianagram to Bobbili	24-12-09	33.18			
Bobbili to Parvatipuram	6-3-09	15.20	48.38		
<i>Kalimati-Gorumahisani extension—</i>					
Kalimati to Onlajori	1-2-11	34.12			
Onlajori to Gorumahisani	6-1-11	5.98	40.10		
<i>Kalamna-Itwari-Nagpur section—</i>					
Kalamna via Itwari to Nagpur	15-3-11	3.89	3.89	654.72	
TOTAL OPEN LINE, BENGAL-NAGPUR PROPER					
EAST COAST RAILWAY, NORTHERN SECTION—				1,530.09	
<i>Main line—</i>					
Cuttack to Bhubaneswar	1-2-07	17.18			
Bhubaneswar to Khorda Road	20-7-96	11.75			
Khorda Road to Rambha	1-3-96	61.60			
Rambha to Berhampore-Ganjam	1-9-95	29.54			
Berhampore-Ganjam to Palasa	1-4-95	45.99			
Palasa to Parlakimedi Road (Nanpada)	17-12-94	15.97			
Parlakimedi Road (Nanpada) to Visianagram	20-7-94	72.88			
Visianagram to Waltair	15-7-93	37.76			
Nanpada salt branch . . . . .	...	2.37	294.49		
Carried over				294.49	
				1,530.09	

* Opened for goods traffic only.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 1 **BENGAL-NAGPUR RAILWAY SYSTEM—contd.**
 Sub-heads (a) to (h).
1 (a) Bengal-Nagpur railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . . . . .	...	...	294.49	1,530.09	
Puri branch— Khurda Road to Puri	1-2-07	27.06	27.06		
TOTAL EAST COAST RAILWAY, NORTHERN SECTION . . . . .	...	...	...	321.55	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5' 6" GAUGE.	...	...	...	1,851.64	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Raipur to Parvatipuram (sanctioned on 26th January 1906)	...	260.67	260.67		
BOKHARO-BANGASH EXTENSION— Mohuda to Jamuni (sanctioned on 9th February 1911)	...	12.02			
Jamuni to Juruogdeh (sanctioned on 17th May 1912)	...	12.00			
BOBBILI-SALURU BRANCH— Hobbili to Saluru (sanctioned on 17th March 1911)	...	10.30	24.02		
GRAND TOTAL, BENGAL-NAGPUR, 5' 6" GAUGE.	...	...	10.30	294.99	
DOUBLE LINE—					
BENGAL-NAGPUR PROPER—					
Howrah to Santagaachi	12-12-00	8.42			
Santagaachi to Bauria	17-8-02	10.80			
Bauria to Khargpur	15-3-07	55.86			
Shalimar branch . . . . .	...	3.15			
TOTAL DOUBLE LINE . . . . .	...	...	78.23		

Details of construction—

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Adra district (between Khargpur and Garbeta) where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri, 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction and between Vizianagram and Parvatipuram, 1 in 125.

Contracts—

Dated the 9th March 1887 (called the original contract), between the Secretary of State and the Bengal-Nagpur Railway Company, as to taking over certain State railways and the construction of other lines, and their management, maintenance and working.

Dated the 31st December 1891 (supplemental to the contract of 1887), between the Secretary of State and the Bengal-Nagpur Railway Company, as to the construction and working of the Sambalpur Branch railway.

Dated the 27th June 1901 (called the Debenture contract, supplemental to the contract of 1887), between the Secretary of State and the Bengal-Nagpur Railway Company, as to the issue of debentures.

Dated the 23rd January 1902 (supplemental to the contract of 1887), between the Secretary of State and the Bengal-Nagpur Railway Company, as to the construction of certain new lines and the working of the Northern section of the East Coast railway.

Dated the 28th April 1903 (supplemental to the contract of 1887), between the Secretary of State and the Bengal-Nagpur Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 22nd February 1910 (supplemental to the contracts of 1887, 1891, 1901, 1902 and 1903), between the Secretary of State and the Bengal-Nagpur Railway Company, as to the construction of certain further extensions and branch lines in connection with the Company's undertaking and to certain questions under the contract of 1902.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 1} _{Sub-heads (a) to (h)} BENGAL-NAGPUR RAILWAY SYSTEM—contd.

1 (a) Bengal-Nagpur railway (5' 6" gauge)—contd.

Contracts—concld.

Dated the 5th November 1912 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903 and 1910) between the Secretary of State and the Bengal-Nagpur Railway Company, as to the modifications of the original contract of 1887 as varied by the several supplemental contracts.

Main provisions of contracts—

- (i) *Land*.—Provided by the Government at the cost of capital.
- (ii) *Government aid*.—Guarantee of interest at 4 per cent per annum in sterling on the Company's ordinary capital of £3,000,000 up to the 31st December 1913. Thereafter on the ordinary capital and on any further capital that may be required the guarantee to be 3½ per cent.
- (iii) *Distribution of profits*.—The surplus profits for any complete calendar year, after providing for—
 - (a) payment to the Government of interest at 3½ per cent per annum on advances of capital made by it to the Company up to and including the 30th June 1909, and thereafter at 3½ per cent per annum for advances of capital expenditure on the Company's new extensions and overdrafts of capital in connection with open line capital expenditure, interest on advances of capital expenditure on the Company's old extensions continuing to be paid at 3½ per cent.
 - (b) repayment of interest paid by Government to the Company for that year,
 - (c) payment of interest on capitalized interest under clause 21 of the supplemental contract dated the 23rd January 1902,

are divided in the ratio of ¾ths to the Government and ¼th to the Company up to the 31st December 1913, if the ordinary capital of £3,000,000 is not increased before that date. If the said capital is increased, the Company's share of surplus profits shall be increased by the fraction which shall bear to one-fourth the same proportion as the additional capital bears to the existing capital of £3,000,000.

As from 1st January 1901 interest at 3½ per cent per annum on the capital expended by the Government on the Northern section of the East Coast railway is a charge against the net earnings of the Company's undertaking, and the ¼th share of surplus profits formerly payable to the Company is further divisible between the Government and the Company in the proportion which the gross earnings of the Northern section of the East Coast railway bear to the gross earnings of the remainder of the Company's undertaking.

[NOTE.—Surplus profits will continue to be distributed in accordance with these arrangements up to the 31st December 1913. With effect from the 1st January 1914 the net earnings, less interest on debenture capital, guaranteed interest on Company's ordinary capital and interest at 3½ per cent on Secretary of State's capital so far as these various interest payments are not chargeable to capital under the provisions of the contract of 22nd February 1910, shall be divided between the Secretary of State and the Company in the ratio of the average amounts during the year of the Secretary of State's open line capital and the Company's open line capital, in accordance with the contract of the 5th November 1912.]

- (iv) *Rates and fares*.—The Government to authorise maximum and minimum rates, and prescribe the various classes of passengers and goods as well as the extent to which, within the maxima and minima, the Company may vary the rates in respect of distance, weight or special conditions.
- (v) *Special obligations as to the conveyance of*.—
 - (a) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as those in force on State railways of the same gauge and at rates to be approved by Government.
 - (b) Government bullion and coin and the persons in charge thereof.—To be carried at special rates approved by Government.
- (vi) *Power of the Government to determine contract*.—The railway and its appurtenances are declared to be absolutely the property of the Government, which may determine the contract by giving twelve months' previous notice on the 31st December 1950 or on the 31st December of any succeeding fifth year.

The Government may also determine the contract at any time on six months' notice if the Company fail to fulfil its obligations, or the line be worked at a loss for three consecutive half-years.

On the termination of the contract the Company is to hand over to the Government the railway and all its belongings of every description, and the Government is to repay the amount at par of the share capital which has been paid in by the Company.

The contract for the Sambalpur branch brings this branch 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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

1 (a) Bengal-Nagpur railway (5' 6" gauge)—contd.

Main provisions of contracts—contd.

The contract of 22nd February 1910 provides for the construction, maintenance and working of the new lines as part of the Company's undertaking and is to remain in force until the original contract of 1887 shall be determined.

(vii) Power of the Company to surrender contract.—Nil.

(viii) Term of contract [if not determined under (vi) or (vii)].—None specified.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.			
Calendar year.	Mileage open at end of each year.	Total capital outlay, including expense, to end of each year, i.e., (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888	224.50	5,23,92,281	15,83,293	5,17,461	0.99	23,02,947	...	-15,45,490	180	67.82
1889	343.18	7,08,75,456	20,40,944	4,08,160	0.57	30,06,304	...	-26,08,304	113	80.25
1890	588.01	8,14,66,768	28,64,578	5,47,468	0.67	33,88,852	...	-28,41,389	94	80.80
1891	631.58	9,08,04,164	54,57,356	26,84,453	2.96	35,05,676	...	-8,21,223	120	70.81
1892	831.58	9,56,14,736	60,83,563	30,08,165	3.15	39,05,345	...	-8,97,179	141	80.33
1893	862.33	9,80,06,424	64,17,751	32,62,220	3.33	43,07,504	...	-11,35,374	144	49.17
1894	860.88	9,81,78,789	66,90,648	32,58,414	3.32	45,87,998	...	-13,35,570	149	51.80
1895	860.88	9,83,94,777	68,73,740	35,41,444	3.58	48,68,800	...	-15,15,856	159	48.49
1896	860.88	11,05,30,319	63,68,525	39,27,869	3.65	48,27,504	...	-18,00,733	143	54.08
1897	860.88	13,04,58,784	62,00,309	39,79,559	3.28	51,35,240	...	-21,55,081	138	51.94
1898	1,087.41	14,67,03,520	68,79,193	33,83,854	3.29	54,23,186	...	-20,59,382	124	51.10
1899	1,190.10	16,65,30,365	80,73,460	47,21,814	3.83	59,75,853	...	-13,54,039	147	47.98
1900	1,284.25	17,41,74,604	1,29,75,228	77,13,050	4.48	64,90,637	3,61,276	+ 2,61,137	194	49.64
1901	1,600.22	21,28,65,061	1,30,77,769	61,48,048	3.89	70,83,168	...	-18,89,515	156	53.08
1902	1,602.24	23,05,09,658	1,42,18,227	69,37,743	3.01	85,44,311	...	-16,00,569	170	51.21
1903	1,815.65	24,97,58,940	1,55,47,702	79,45,255	3.82	89,66,131	...	-19,30,876	163	54.09
1904	1,965.68	26,14,35,458	1,69,12,137	95,87,326	3.67	95,41,624	...	+ 45,703	185	49.81
1905	1,980.47	27,33,73,570	2,44,70,900	1,34,04,052	4.90	1,00,32,318	6,04,126	+ 26,77,608	238	45.23
1906	1,996.50	28,49,49,582	2,69,47,181	1,41,51,252	4.97	1,03,41,779	7,94,920	+ 30,14,559	250	47.49
1907	2,113.35	30,91,90,634	2,89,90,537	1,48,46,149	4.80	1,08,35,545	9,07,089	+ 31,08,515	303	48.77
1908	2,300.86	32,39,77,898	3,21,55,960	1,14,06,971	3.52	1,12,34,518	...	+ 1,72,453	227	57.90
1909	2,348.63	33,91,49,331	3,37,72,437	1,31,43,676	3.88	1,16,99,565	2,68,982	+ 11,54,129	268	54.89
1910	2,395.39	34,75,04,066	3,69,52,867	1,50,33,827	4.36	1,20,04,393	6,06,023	+ 23,21,911	249	51.28
1911	2,498.92	35,59,06,842	3,89,70,044	1,68,21,823	4.78	1,22,61,552	9,38,416	+ 34,31,853	297	59.49
1912	2,489.92	36,36,14,944	4,02,62,849	2,18,48,528	6.01	1,25,03,259	19,86,760	+ 73,68,507	311	46.74

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Gondia to Nagbhir	10-11-08	81.74		
Nagbhir, via Itwari, to Motibagh.	10-11-08	63.47		
Line at Itwari	15-3-11	0.98		
Nagbhir to Rajoli	1-12-10	1.49		
		81.68		
			181.28	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Rajoli to Chanda (sanctioned on 26th August 1904)		38.13		
			38.13	
				219.41

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$ BENGAL-NAGPUR RAILWAY SYSTEM—contd.

1 (b) Gondia-Chanda Extension, Bengal-Nagpur railway (2' 6" gauge)—concl'd.

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on s&l sleepers.*Ballast.*—The line is ballasted with stone and moorum.*Fencing.*—The line is not fenced.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 100.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (a), Bengal-Nagpur railway (5' 6" gauge).

Statistics of working—

Included under 1 (c), Jubbulpore-Gondia Extension (2' 6" gauge).

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Nainpur to Gondia	18-4-03	73.78	141.05	276.46
Nainpur to Jubbulpore.	5-7-04 7-4-05 15-9-05	67.32		
<i>Branches—</i>				
Nainpur to Garha Mandla	15-2-09	26.40		
Nainpur to Seoni	12-2-04 27-7-04	47.10		
Seoni to Chhindwara	1-9-04	40.18		
Chhindwara to Khirsadoh	15-3-06	18.18		
Khirsadoh to Barkuhi	21-3-07	5.60		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			185.41	
Khirsadoh to Sirgona (sanctioned on 24th June 1904)	8.48	43.25		43.25
Balaghat to Katangi (sanctioned on 30th December 1909) . . . . .	...	29.24	
Kochwahi to Ram Rama (sanctioned on 30th December 1909) . . . . .	...	5.53	
				319.71

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on s&l sleepers.*Ballast.*—The line is ballasted with stone, except between Seoni and Chhindwara where good black ballast has been used. Between Chhindwara and Barkuhi the ballast consists mainly of moorum.*Fencing.*—Only important station yards are fenced.*Curves.*—The sharpest curve is of 409 feet radius.*Gradients.*—The ruling gradient is 1 in 80, except between Khirsadoh and Barkuhi where it is 1 in 60.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (a), Bengal-Nagpur railway (5' 6" gauge).

Statistics of working—

TABLE I.				TABLE II.			
Includes the Gondia-Chanda and Nagpur-Chhindwara Extensions (2' 6" gauge), 1 (b) and 1 (c).							
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	76.95	85,92,012	45,807	20,537	0.24	16	54.69
1904	213.77	1,05,77,313	2,41,318	64,288	0.61	29	73.36
1905	228.77	1,24,84,793	5,09,764	1,27,468	1.02	44	74.99
1906	245.05	1,45,32,197	7,59,895	2,44,105	1.68	60	67.68
1907	250.10	1,89,79,323	10,02,418	3,65,276	1.93	77	65.56
1908	397.67	2,86,27,804	10,91,800	3,05,552	1.29	53	72.01
1909	428.46	2,61,54,889	11,86,743	1,67,544	0.64	53	85.38
1910	458.57	2,78,45,635	14,02,244	2,90,059	1.04	59	79.31
1911	507.59	3,21,88,455	15,64,717	3,59,177	1.12	59	77.05
1912	508.66	3,47,04,935	18,00,931	5,18,768	1.50	68	71.14

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 1
Sub-heads (a) to (h). **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.*****1 (d) Mourbhanj railway (2' 6" gauge)—****Progress in opening—**

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bopra to Baripada station	20-1-05	82'41	82'41

Details of construction—*Permanent-way.*—The line is laid with 31-lb. flat-footed steel rails on sal 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.**Agreement—**Without date, *between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company*, as to management, maintenance and working approved in Railway Board's letter No. 223-R.T. of the 10th March 1905.**Main provisions of agreement—**(i) *Land.*—Provided by the Mourbhanj State at the cost of capital.(ii) *Government aid.*—The railway was constructed by the Mourbhanj State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.(iii) *Terms of working.*— } The total amount of actual working expenses of the line, including
(iv) *Distribution of profits.*— } cost of maintenance, is deducted by the Company from the gross receipts
and the balance is paid to the Maharaja of Mourbhanj at the end of each year.(v) *Rates and fares.*—Controlled by the Company.(vi) *Special obligations as to the conveyance of.—*(a) Mails, troops, police, high Government officials and Government stores— } None specified.
(b) Government bullion, coin and the persons in charge thereof— }(vii) *Power of the Maharaja to determine agreement.*— } The agreement is terminable on 31st December
(viii) *Power of the Company to surrender agreement.*— } of any year on three months' previous notice
given by either party to the other.(ix) *Term of agreement [if not determined under (vii) or (viii)].*—Not specified.**Statistics of working—**

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	82'41	6,29,160	51,494	9,444	1'50	20	70'01
1906	82'41	6,76,547	44,925	21,888	3'22	27	51'17
1907	82'41	7,12,765	48,882	21,567	3'03	25	50'45
1908	82'41	7,16,970	50,791	28,638	3'98	30	43'62
1909	82'41	7,19,875	55,490	24,289	3'37	28	56'26
1910	82'41	7,19,785	53,333	25,216	3'51	35	56'70
1911	82'41	7,20,259	62,154	33,490	4'65	37	46'12
1912	82'41	7,20,259	51,300	22,906	3'16	30	55'48

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 1 **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***
Sub-heads (a) to (h)**1 (e) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2' 6" gauge)—**
Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Itwari to Lodhikhera	1-1-11	38-88		
Lodhikhera to Sausar	10-5-11	7-40		
			46-28	
<i>Branch—</i>				
Sausar to Khapa	1-1-11	4-66		
			4-66	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Sausar to Chhindwara (sanctioned on 10th February 1909)	...	42-23		50-84
Katchidhapa branch (sanctioned on 10th February 1909)	...	8-92		
			46-15	46-15
				97-09

Details of construction—*Permanent-way.*—The permanent-way consists of 41-lb. flat-footed steel rails on sal sleepers.*Ballast.*—Cuttings are fully ballasted and banks are being moorumed throughout.*Fencing.*—The line is not fenced.*Curves.*—The sharpest curve is of 638-6 feet radius.*Gradients.*—The ruling gradient is 1 in 80.**Contracts—**

This line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (a), Bengal-Nagpur railway (5' 6" gauge).

Statistics of working—

Included under 1 (e), Jubulpore-Gondia Extension (2' 6" gauge).

1 (f) 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.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Naupada to Parlakimedi	1-4-00	24-62	24-62

Details of construction—*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 runs in cutting alongside the road.*Curves.*—There are no curves of less than 1,000 feet radius.*Gradients.*—The ruling gradient is 1 in 100.**Agreement—**

Dated the 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company, as to management, maintenance and working.

Main provisions of agreement—(i) *Land.*—Provided by the Parlakimedi State at the cost of capital.(ii) *Government aid.*—The railway was constructed by the Parlakimedi State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.(iii) *Terms of working.*—(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts, and the balance is paid to the Raja of Parlakimedi.(v) *Rates and fares.*—Controlled by the Company.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

1—(f) Parlakimedi Light railway (2' 6" gauge)—concd.

Main provisions of agreement—concd.

(vi) Special obligations as to the conveyance of—

(a) Mails, troops, police, high Government officials and Government stores.— } None specified.
(b) Government bullion and coin, and the persons in charge thereof.— }

(vii) Power of the Raja to determine agreement.—

(viii) Power of the Company to surrender agreement.— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) Term of agreement [if not determined under (vii) or (viii)].—None specified.

Statistics of working—

Calendar year.	TABLE I.					TABLE II.	
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	24'68	7,10,974	17,425	-14,812	...	14	185'00
1903	24'68	7,10,974	16,688	-9,367	...	18	155'71
1904	24'68	7,10,974	30,675	-1,301	...	18	104'29
1905	24'68	7,13,466	27,181	4,479	0'63	21	69'82
1906	24'68	7,13,466	21,494	-0,702	...	17	145'14
1907	24'68	7,12,502	25,440	-5,277	...	20	123'10
1908	24'68	7,13,374	23,265	837	0'12	21	96'82
1909	24'68	7,16,523	25,810	6,961	0'07	20	73'08
1910	24'68	7,23,690	27,184	8,277	1'14	21	69'50
1911	24'68	7,36,061	33,186	10,974	1'41	26	68'74
1912	24'68	7,48,584	39,954	11,788	1'59	31	70'30

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Purulia to Ranchi	15-11-07	72'68	72'68	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Ranchi to Lohardaga (sanctioned on 20th February 1911).	...	42'83	42'83	115'51

Details of construction—

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.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (a), Bengal-Nagpur railway (5' 6" gauge).

Statistics of working—

Calendar year.	TABLE I.					TABLE II.	
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72'45	24,48,215	54,108	43,404	1'26	114	19'78
1908	72'68	41,71,748	3,43,434	2,72,979	5'37	91	83'91
1909	72'68	47,56,235	3,38,320	1,86,930	3'93	90	41'78
1910	72'68	49,51,707	3,62,940	1,86,155	3'83	96	48'14
1911	72'68	53,71,766	3,62,964	1,95,681	3'64	96	46'07
1912	72'68	60,08,137	4,69,262	2,79,732	4'66	124	40'43

APPENDIX 9—contd.

History of railways constructed and in progress,

[For Index see page preceding this appendix.]

Number Main head 1 BENGAL-NAGPUR RAILWAY SYSTEM—concl'd.
Sub-heads (a) to (h)

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line— Raipur to Kurud	10-9-00	31-50		
Kurud to Dhamtari	17-12-00	14-04	45-54	
Branch— Abhanpur to Rajim	15-10-00	11-40	11-40	56-94

Details of construction—

Permanent-way.—The line is laid with 81-lb. flat-footed-steel rails on sal 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.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (a), Bengal-Nagpur railway (5' 6" gauge).

Statistics of working (those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	56-24	13,96,065	75,187	25,288	1-81	26	56-37
1904	56-24	13,96,065	1,03,537	48,417	3-47	35	53-24
1905	56-24	13,96,077	1,07,419	46,382	3-32	37	56-62
1906	56-94	14,19,283	1,16,088	57,608	4-06	39	50-88
1907	56-94	14,18,139	1,16,896	58,828	4-16	39	49-59
1908	56-94	14,18,139	1,16,387	45,966	3-24	39	60-51
1909	56-94	14,20,126	1,16,202	41,337	2-91	39	64-43
1910	56-94	14,20,126	1,22,475	53,083	3-74	41	56-66
1911	56-94	14,22,020	1,48,003	65,135	4-58	50	55-99
1912	56-94	14,79,387	1,75,687	81,081	5-48	59	53-88

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—**
Sub-heads (a) to (r)*Chairman.*—COLONEL SIR W. S. S. BISSET, K.C.I.E.*Secretary.*—C. A. R. CROMMELIN, Esq.*Offices.*—Gloucester House, 110, Bishopsgate, London, E.C.

The property vested in the former Bombay, Baroda and Central India Guaranteed Railway Company was purchased by the Secretary of State on the 31st December 1905, from which date all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract, dated the 8th April 1907, as from the 1st January 1906. 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 8 per cent stock to the amount of £10,082,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000 being the unpaid balance of the purchase money of £11,685,581.

Lines comprised in 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)	945.65	10.61	956.26
(b) Bombay, Baroda and Central India railway (3' 3½" gauge)	1,815.64	...	1,815.64
(c) Palanpur-Deesa railway (3' 3½" gauge)	17.28	...	17.28
(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' 3½" gauge)	33.54	...	33.54
(i) Ahmedabad-Parantij railway (3' 3½" gauge)	33.70	...	33.70
(j) Gaekwar's Mehsana railway (3' 3½" gauge)	138.00	42.13	180.13
(k) Jaipur railway (3' 3½" gauge)	72.84	...	72.84
(l) Vijapur-Kalol-Kadi railway (3' 3½" gauge)	46.11	...	46.11
(m) Gaekwar's Dabhoi railway (2' 6" gauge)	118.15	32.71	150.86
(n) Kosamba-Zankhvav railway (2' 6" gauge)	26.12	...	26.12
(o) Rajpipla railway (2' 6" gauge)	37.37	...	37.37
(p) Billimora-Kalamba railway (2' 6" gauge)	...	34.32	34.32
(q) Broach-Jambusar branch railway (2' 6" gauge)	...	29.78	29.78
(r) Petlad-Vaso railway (2' 6" gauge)	...	15.74	15.74
Total	3,533.20	205.79	3,739.99

Running powers—

Home line over foreign lines :—

Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	4.39
Muttra-Delhi section of the Agra-Delhi Chord railway (for passenger and goods trains)	33.68
Total	38.07

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for passenger trains only)	1.00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0.24
" " " Dádár Junction to Colába (for goods trains only)	7.25
" " " at Agra (for passenger and goods trains)	2.80
Total	11.29

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (a) Bombay, Baroda and Central India railway (5' 6" gauge)—
 Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Colaba to Marine lines	18-1-70	2-00			
Marine lines to Charni Road	19-6-69	0-75			
Charni Road to Grant Road	13-9-68	0-78			
Grant Road to Bulsar	23-11-64	121-00			
Bulsar to Navsari	2-9-61	24-25			
Navsari to Sachin	20-5-61	9-25			
Sachin to Surat	18-3-61	9-00			
Surat to Amroli	19-11-60	2-25			
Amroli to Anklesvar	10-2-60	26-75			
Anklesvar to the Nerbudda	5-12-60				
Nerbudda to Broach	22-6-60	5-50			
Broach to Baroda	9-1-61	43-75			
Baroda to Dholia	22-4-61	11-25			
Dholia to Mehmabad and Kaira Road	3-9-62	33-25			
Mehmabad and Kaira Road to Ahmedabad	21-1-63	17-39			
Ahmedabad to Sabarmati	1-1-70	8-75			
Sabarmati to Sanand	24-5-71	13-75			
Sanand to Virangam	30-11-71	22-98			
			350-13		
Branches and sections—					
Godhra branch—					
Anand to Dakor	8-4-74	16-75			
Dakor to Rukhyal	6-1-75	1-75			
Rukhyal to Hungari	6-12-76	9-00			
Hungari to Sevalia	23-1-77	4-71			
Sevalia to Godhra	26-2-82	17-00			
			49-21		
Patri branch—					
Kharaghoda to Virangam	12-5-78	23-12			
			23-12		
Godhra-Baroda chord—					
Baroda to Godhra	23-12-03	43-67			
			43-67		
Godhra-Rutlam-Nagda section—					
Godhra to Limkhara	16-1-93	25-09			
Limkhara to Dohad	7-8-94	19-55			
Dohad to Rutlam	22-10-94	70-46			
Rutlam to Nagda	11-5-96	26-04			
			141-14		
Nagda-Mutta section—					
Nagda to Morak	15-7-07	101-31			
Morak to Kotah City	26-2-08	35-12			
Kotah City to Kotah Junction	1-5-09	3-48			
Kotah Junction to Siwai Madhopur	1-5-09	67-38			
Siwai Madhopur to Gangapur City	1-6-09	39-00			
Gangapur City to Hindaun City	1-10-09	26-94			
Hindaun City to Muttra Junction	15-8-09	66-02			
			339-35		
New Chord at Delhi	...	0-23		0-23	
			339-35		
TOTAL OPEN MILEAGE.	...	...	...	945-83	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Bayana to Agra (sanctioned on 18th April 1911)	...	50-61	50-61	50-61	
				996-48	
DOUBLE LINE—					
Colaba to Marine lines	18-1-70	2-00			
Marine lines to Charni Road	19-6-69	0-75			
Charni Road to Grant Road	13-9-68	0-78			
Grant Road to Mahim	20-7-65	5-44			
Mahim to Bandra	23-2-66	1-07			
Bandra to Santa Cruz	23-5-66	1-88			
Santa Cruz to Andheri	29-8-67	2-71			
Andheri to Bhandra	27-4-85	13-33			
Bhandra to Virar	1-10-85	10-34			
Virar to Palghar	1-12-97	19-28			
Palghar to Dahann Road	17-1-98	20-37			
Dahann Road to Gholvad	20-4-00	7-00			
Gholvad to Daman Road	18-10-00	23-19			
Daman Road to Bulsar	29-1-02	16-44			
Bulsar to Sachin	21-4-02	33-50			
Sachin to Kankra Khari	4-7-87	6-30			
Kankra Khari to Surat	5-6-68	2-70			
Surat to Utran	9-10-67	2-15			
Utran to Sayan	25-5-98	6-40			
Sayan to Kim	1-10-98	6-30			
Kim to Anklesvar	11-12-99	16-15			
Broach to Miyagam	15-10-99	25-25			
Miyagam to Itola	15-9-97	7-75			
Itola to Baroda	7-6-85	10-75			
Baroda to Ahmedabad	2-6-87	18-14			
New Chord at Delhi	...	0-23			
			252-13*		
Total double line	...	...	...	252-13*	

* Excluding 4-17 miles from Anklesvar to Nerbudda Block station constructed but not open for traffic.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 2} _{Sub-heads (a) to (r)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*2 (a) Bombay, Baroda and Central India railway (5' 6" gauge)—*contd.*

Details of construction—

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, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41½-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers. The Godhra-Rutlam-Nagda section is laid with 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers and the Nagda-Muttra section, with 87-lb. and 90-lb. flat-footed steel rails on sal, deodar and Australian wood sleepers.

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

Fencing.—The line is fenced throughout except the Pátri branch. On the Godhra-Rutlam-Nagda section 76½ miles are fenced, the rest except in station yards, is unfenced. On the Nagda-Muttra section most of the station yards only are fenced.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pátri branch of 2,865 feet radius, on the Godhra-Baroda chord of 1,910 feet radius, on the Godhra-Rutlam-Nagda section of 1,000 feet radius, and on the Nagda-Muttra section of 1,275 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 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 Pátri branch and the Godhra-Baroda chord it is 1 in 300, except for short lengths of 1 in 200 on the latter. The ruling gradient on the Nagda-Muttra section is 1 in 200, as also on the Godhra-Rutlam-Nagda section with short lengths of 1 in 100 and from 1 in 101 to 1 in 150 between Godhra and Jekot.

Contracts—

Dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 15th October 1908 (supplemental to the contract of 1907), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to debentures and debenture stock.

Memorandum of terms, dated the 5th December 1911, agreed to between the Secretary of State and the Bombay, Baroda and Central India Railway Company, for continuing with further modifications, with effect from the 1st January 1912, the principal contract of the 8th April 1907.

N.B.—The contract embodying the terms is in course of preparation.

Main provisions of contracts—

(i) *Land.*—Was provided by the Government free of cost to the former Company. After the 31st December 1905, the cost of land provided by the Government is debited to the appropriate capital account.

(ii) *Government aid.*—The Government undertakes to pay to the Company interest at the rate of 3 per cent. per annum on its stock capital of £ 2,000,000 raised in satisfaction of the unpaid balance of the purchase money of £ 11,685,581.

Capital required for the purposes of the undertaking after 31st December 1911 shall, at the option of the Secretary of State, either be advanced by him (in which case he shall be at liberty to call on the Company subsequently to raise money for its repayment), or be provided by the Company by the issue, as the Secretary of State shall decide, of guaranteed debenture stock, guaranteed debenture bonds, or guaranteed ordinary stock.

(iii) *Terms of working.*—

(iv) *Distribution of profits.*— } From the half-yearly gross earnings of the undertaking are deducted the working expenses of the undertaking attributable to each half-year, the remainder being the net receipts.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

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

Main provisions of contracts—contd.

The net receipts of the undertaking for each year, after deducting payments to subsidiary lines and interest on debentures and debenture stock, shall be applied first in payment of interest at 4 per cent. per annum on the preferred capital, and, secondly, in payment of interest at 4 per cent. per annum on the deferred capital. The surplus of net receipts for any year remaining after these several payments have been made shall be divided between the Secretary of State and the Company in proportion to the average amounts of the Secretary of State's capital (preferred and deferred) and the Company's preferred capital, respectively, during the year. The guaranteed interest paid to the Company by Government under section 7 of the contract of 1907 shall be deducted from the amount due to the Company as their share of the interest on the preferred capital.

[Note.—For the purpose of division of net receipts, the capital of the Secretary of State and the Company in the undertaking (excluding subsidiary lines) as at the 31st December 1911 shall be as follows:—

Secretary of State's Capital, £28,000,000 of preferred capital, and £10,500,000 of deferred capital; Company's Capital, £2,000,000 of preferred capital.]

- (v) *Rates and fares.*—The Government will from time to time authorize maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorized maxima and minima, the Company may vary the said rates. The Railway Board may at any time require the Company to quote such rates over the undertaking for both passengers and goods to and from the western ports between Karachi and Bombay, inclusive, including a rate from stations of origin and delivery where the route is either entirely or only partly over the undertaking, so as to secure equal treatment of such ports.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, high Government officials and Government stores.—To be conveyed on the same general conditions, and at rates to be approved by the Government not being less than those in force on State railways of the same gauge.
- (b) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be approved by the Government.
- (vii) *Power of the Government to determine contract.*—May be determined by Government on the 31st December 1941, or on the 31st December of any succeeding fifth year, by giving to the Company in England, 12 calendar months' previous notice.
- (viii) *Power of the Company to surrender contract.*—Nil.
- (ix) *Term of contract [if not determined under (vii) and (viii)].*—30 years.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

INCLUDE THE GODHRA-BUTLAM-NAGDA AND NAGDA-MUTTRA SECTIONS FROM 1912.

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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	9	1	2
	Miles.	Rs. *	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906	504.35	12,63,16,478	1,99,81,754	1,05,39,688	8.34	72,53,353	3,95,393	+23,95,502	309	47.27
1907	504.35	12,96,92,431	2,10,78,442	1,18,80,851	9.16	71,98,558	4,52,599	+42,23,694	352	43.48
1908	504.35	13,48,94,409	2,04,49,999	97,63,718	7.24	72,93,726	1,50,000	+23,19,987	780	52.35
1909	504.35	14,18,69,493	2,21,86,727	1,17,56,514	8.29	75,19,552	1,52,517	+40,94,445	844	46.89
1910	504.35	14,32,24,042	2,40,62,075	1,24,94,573	8.72	77,49,590	4,30,787	+43,14,196	917	48.07
1911	504.35	14,92,98,743	2,47,34,178	1,28,49,704	8.57	78,63,423	4,42,388	+40,41,888	943	50.07
1912	945.85	21,95,74,123	3,27,92,584	1,61,93,630	7.38	99,59,957	-6,58,709	+55,75,014	667	50.62

* Includes State outlay on Patri branch, viz., Rs. 8,08,405.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 2} Sub-heads (a) to (r) **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.****2 (b) Bombay, Baroda and Central India railway (3' 3½" gauge)—****Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
RAJPUTANA SECTION—					
<i>Main line—</i>					
Delhi to Rewari	14-9-73	11-21			
Rewari to Alwar	15-9-74	46-10			
Alwar to Bandikui	7-12-74	37-51			
Bandikui to Dausa	20-4-74	17-84			
Dausa to Jaipur	12-10-74	38-14			
Jaipur to Phulera	1-8-75	34-20			
Phulera to Ajmer	1-8-75	49-23			
Ajmer to Beawar	12-5-73	32-41			
Beawar to Haripur	12-8-79	20-85			
Haripur to Sojat Road	20-10-80	20-54			
Sojat Road to Palanpur	1-1-81	148-44			
Palanpur to Ahmedabad	15-11-79	82-35			
New zero of Ahmedabad-Dholka railway to facing point on main line of Sabarmati	12-2-08	0-65			
				580-18	
<i>Branches and extensions—</i>					
<i>Virangam-Wadhwan section—</i>					
Virangam to Wadhwan*	14-12-02	39-05		39-05	
Farukhnagar Salt branch	14-2-78	7-64		7-64	
<i>Agra branch—</i>					
Bandikui to Bharatpur	20-4-74	60-28			
Bharatpur to Agra Fort	11-8-73	33-24			
Agra Fort to Jumna, East Bank (Agra)	1-1-76	1-50		95-02	
<i>Sambhar Lake Salt branch</i>					
Japog extension	1-3-75	4-50			
Extension of Sambhar branch to Jhaura	0-10-76	4-50			
Kankaroola siding	20-12-79	17-00			
Additional salt sidings in the Sambhar lake	15-2-81	1-25			
	1-9-91	6-18			
				33-43	
<i>5' 6" gauge lines—</i>					
Jumna, East Bank (Agra) to Idgah (Agra)	1-1-76	† 3-07			
At Delhi	12-11-03	0-09			
				3-16	
MALWA SECTION—					
<i>Main line—</i>					
Khandwa to Sanawad	1-2-74	31-25			
Sanawad to Mortakka	1-4-74	3-50			
Mortakka to Choral	20-1-75	20-50			
Choral to Mhow	1-1-78	15-69			
Mhow to Indore	3-8-78	18-00			
Indore to Fatehabad Junction.	3-8-78	25-23			
Fatehabad Junction to Rutlam	11-7-78	48-75			
Rutlam to Jaora	25-2-80	20-50			
Jaora to Mandasaur	8-4-80	31-75			
Mandasaur to Neemuch	2-7-80	30-25			
Neemuch to Nimbahera	10-3-81	16-40			
Nimbahera to Chitorgarh	19-3-81	17-65			
Chitorgarh to Nasirabad	1-12-81	100-65			
Nasirabad to Ajmer	14-2-76	14-15			
				302-27	
<i>Ujjain branch—</i>					
Fatehabad to Ujjain	3-3-76	12-00			
Ujjain branch extension across the Sipra river to Ujjain city.	1-3-84	13-68		14-68	
AWNPORE-ACHNERA SECTION—					
<i>Main line—</i>					
Cawnpore Mill line	26-4-09	2-34			
Cawnpore to Kanauj	15-12-80	49-20			
Kanauj to Farukhabad	1-2-81	26-71			
Farukhabad to Kasganj	14-4-84	65-78			
Kasganj to Hathras Road	1-7-84	34-04			
Hathras Road to Muttra Cantonment	19-10-75	29-11			
Jumna bridge	1-7-84	1-00			
Muttra Cantonment to old connection Muttra Junction.	11-11-07	2-32			
Old connection to Achnera	7-11-81	20-95		342-45	
				1,408-08	
Carried over					

* This section was opened on the 3' 0" gauge from 25th May 1873 and converted to the and opened on, 3' 3½" gauge, from 14th December 1902.

† Of this, the length on the Jumna bridge is of mixed (5' 6" and 3' 3½") gauge.

‡ Includes 2-10 miles, 5' 6" gauge, from Sipra Junction to station, opened in 1899.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (b) Bombay, Baroda and Central India railway (3' 3½" gauge)—contd.

Progress in opening—concl'd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	1,408.08	
Branches—					
Brahmavart branch	10-11-85	4.78			
Brindaban branch	26-8-89	7.25			
			12.03		
REWARI-BHATINDA-FAZILKA SECTION—					
Main line—					
Rewari to Hissar	20-3-88	88.20			
Hissar to Sirsa	1-1-84	50.75			
Sirsa to Kot Kapura	1-10-84	73.24			
Kot Kapura to Fazilka	1-1-85	50.26			
			262.45		
Rewari-Phulera Chord—					
Rewari to Narnaul	11-12-04	32.55			
Narnaul to Phulera	15-5-05	100.53			
			133.08	407.56	
TOTAL, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (3' 3½" GAUGE).	...	...	...	1,815.64	
DOUBLE LINE, RAJPUTANA SECTION—					
3' 3½" gauge—					
Agra Fort to Idgah Junction (Agra)	11-8-78	1.14			
At Delhi	25-12-02	1.78			
			2.92		
5' 6" gauge—					
At Delhi	27-2-05	0.09			
			0.09		
Total double line . . . . .	...	...	...	3.01	

*Of this 26.23 miles, between Bhatinda and Kot Kapura, are of mixed (5' 6" and 3' 3½") gauge.

Details of construction—

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, 483.56 miles; Rewari-Bandikui-Phulera loop, 173.76 miles, and branches, 94.61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 97.85 miles, and branch, 2.17 miles; (3) Cawnpore-Achnera section, main line, 148.23 miles and Brindaban branch, 2.69 miles; and (4) Rewari-Fazilka section, 114.23 miles, including stations.

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

Gradients.—On the main line of the Rajputana section, Delhi to Ahmedabad, *via* Rewari-Phulera chord; on the Rewari-Bandikui-Phulera loop; and on the Brahmavart branch, the ruling gradient is 1 in 150. On the Agra branch it is 1 in 150, except for 1,058 feet on 1 in 142 and 841 feet on 1 in 145 at mile 1. On the Sambhar branch, it is 1 in 200, except for 3,810 feet on 1 in 150 at the beginning of the line. On the Farukhnagar branch it is 1 in 100. On the Malwa section it is 1 in 150, except between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani (Mhow Ghat) where it is 1 in 40. On the Cawnpore-Achnera section, and on the Brindaban branch it is 1 in 200; and on the Rewari-Fazilka section, 1 in 169.

Contract—
Main provisions of contract— } As noted under 2 (a), Bombay, Baroda and Central India railway (5' 6" gauge).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (b) Bombay, Baroda and Central India railway (3'-3½" gauge)—contd.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.			
INCLUDES THE GODHRA-BUTLAK-NAGDA SECTION up to 1911 AND VIRANGANJ-WADHWAN SECTION from 1912.										
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906	1,915.50	16,65,57,367	2,80,04,905	1,47,43,530	8.85	65,99,940	...	+ 81,48,590	281	47.85
1907	1,919.20	16,85,93,587	2,87,22,171	1,43,93,902	8.54	53,09,968	...	+ 60,83,030	288	49.80
1908	1,918.54	17,64,53,727	2,47,43,250	94,10,503	5.88	60,67,232	...	+ 83,43,381	210	61.97
1909	1,919.72	18,04,84,544	2,51,89,999	1,08,93,636	6.04	61,19,498	...	+ 47,70,138	252	50.75
1910	1,919.64	18,18,63,774	2,35,10,644	1,44,84,804	7.96	61,73,944	...	+ 83,11,860	286	49.30
1911	1,917.73	18,23,31,723	3,08,25,507	1,50,83,803	8.27	63,40,819	...	+ 87,42,784	300	51.07
1912	1,815.64	16,55,41,245	3,15,97,319	1,61,10,247	9.73	59,67,519	...	+ 1,01,42,728	335	49.01

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Palanpur to Deesa	8-11-93	17.28	17.28

Details of construction—

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

Contracts—

Letter from the Government of India, Public Works Department, No. 352 B.C., dated the 25th March 1892, to the Government of Bombay;

Letter from the Under Secretary of State for India, No. 682, dated the 18th May 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;

Letter from the Board of Directors, Bombay, Baroda and Central India Railway Company, No. 611, dated the 20th May 1892, to the Under Secretary of State for India;

Letter from the Under Secretary of State for India, No. 920, dated the 22nd June 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;

Letter from the Government of Bombay, No. 1643, dated the 19th August 1892, to the Government of India, Public Works Department;

Contract, dated the 1st February 1901, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Contract, dated the 8th April 1907, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

as to the construction, management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Palanpur-Deesa railway as a part of the Rajputana-Malwa railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (c) Palanpur-Deesa railway (3' 3½" gauge)—contd.

Main provisions of contracts—

- (i) *Land.*—Provided free of cost by the Palanpur Durbar.
- (ii) *Government aid.*—The railway is owned jointly by the Government and the Palanpur Durbar, and the former provides any further open line capital funds. It was constructed and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Bombay, Baroda and Central India railway (3' 3½" gauge).
- (iii) *Terms of working.*—The railway is debited with a share of the general working expenses of the Bombay, Baroda and Central India Railway Company's system in proportion to the gross earnings of the Palanpur-Deesa railway.
- (iv) *Distribution of profits.*—The net earnings, after deducting the working expenses as in (iii) above, in any half-year are to be divided between the Government and the Palanpur Durbar in proportions to the capital provided by each, after excluding (so long as the line remains a metre gauge one) from the Government capital the sum of Rs. 25,117 the extra expenditure incurred in providing a 5' 6" gauge sub-structure.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Government to determine contract.*—
- (viii) *Power of the Company to determine contract.*—
- (ix) *Term of contract.*—
- As under 2 (b), Bombay, Baroda and Central India railway (3' 3½" gauge).
- The agreement is co-terminous with the Company's contract with the Secretary of State for working the Bombay, Baroda and Central India railway (3' 3½" gauge), unless it be decided to extend the railway in which case it will be open to the Government to terminate the working arrangement on giving the Company 6 months' notice.

Statistics of working—

TABLE I.											TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (3) and (4).		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 and	(ii) lines partly or wholly under construction.		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	11	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17-28	1,85,000	1,78,958	4,436	1,335	7,110	0.72	0.62	5,371	-4,261	38	44.88
1894	17-28	1,85,000	2,14,601	87,544	11,365	11,781	6.14	5.49	8,783	+2,998	42	38.85
1895	17-28	1,85,000	2,15,374	38,182	11,333	11,512	6.13	5.35	8,373	+3,134	42	40.17
1896	17-28	1,85,000	2,33,746	51,629	14,101	15,072	7.62	6.48	9,149	+5,923	57	43.49
1897	17-28	1,85,000	2,33,264	43,264	10,883	12,243	5.88	5.25	9,305	+2,938	48	46.55
1898	17-28	1,85,000	2,33,264	38,199	10,334	11,628	5.59	4.99	9,331	+2,297	43	42.51
1899	17-28	1,85,000	2,33,264	44,623	12,102	13,618	6.54	5.84	9,330	+4,288	50	42.37
1900	17-28	1,85,000	2,33,264	47,669	12,636	14,218	6.88	6.10	9,330	+4,888	53	43.67
1901	17-28	1,85,000	2,33,264	36,805	9,375	10,548	5.07	4.52	9,330	+1,218	41	45.87
1902	17-28	1,85,000	2,36,786	33,090	8,329	9,521	4.50	4.03	9,408	+113	37	47.01
1903	17-28	1,85,000	2,37,069	29,734	7,141	8,181	3.26	3.45	9,432	-1,351	33	46.47
1904	17-28	1,85,000	2,37,069	19,185	7,260	8,340	3.94	3.52	9,474	-1,134	32	46.48
1905	17-28	1,85,000	2,37,069	35,178	9,469	10,848	5.12	4.58	9,472	+1,376	33	42.25
1906	17-28	1,85,000	2,39,155	40,154	9,862	11,376	5.38	4.76	9,531	+1,845	45	47.11
1907	17-28	1,85,000	2,39,155	42,001	10,266	11,678	5.55	4.97	7,323	+4,655	47	47.35
1908	17-28	1,85,000	2,47,156	45,680	9,097	10,728	4.92	4.34	8,218	+2,515	51	56.60
1909	17-28	1,85,000	2,45,700	58,323	11,757	14,034	6.36	5.71	8,259	+5,775	59	51.63
1910	17-28	1,85,000	2,45,700	58,152	13,663	16,291	7.39	6.63	8,216	+8,075	65	48.49
1911	17-28	1,85,000	2,45,700	52,775	11,949	14,248	6.46	5.80	8,332	+5,916	59	50.86
1912	17-28	1,85,000	2,45,700	51,837	11,891	14,177	6.43	5.77	8,400	+5,777	58	49.71

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nagda to Ujjain	15-7-06	34.32	34.32.

Details of construction—

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.

Agreement and contracts—

Agreement, without date, having effect from the 15th July 1896, between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company, as to management, maintenance and working.

Contract, dated the 1st February 1901, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the revising, and extending up to the 31st December 1905, of the arrangements for working the Rajputana-Malwa railway and other lines.

Contract, dated the 8th April 1907 (called the principal contract), between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of agreement and contracts—

(i) *Land.*—Provided free of cost by the Gwalior Durbar.

(ii) *Government aid.*—The line is the property of the Gwalior Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
 (iv) *Distribution of profits.*— } The Nagda-Ujjain railway is debited with a share of the working expenses of the Company's railway system in proportion to the total earnings of the Nagda-Ujjain railway in each half-year, and the balance in favour of or against the Gwalior Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To conform generally to those in force on the Godhra-Buñlem-Nagda railway, unless otherwise specially agreed between the Durbar and the Company.

(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways. (The agreement does not contain any provision for the carriage at special rates of troops, high Government officials and Government stores).

(b) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring

(viii) *Power of the Company to determine agreement.*— } on the 30th June or 31st December in any year.

(ix) *Term of agreement [if not determined under (vii) and (viii)].*—Not specified.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (d) Nagda-Ujjain railway (5' 6" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907)

TABLE I.					TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	84.32	22,41,231	1,20,951	62,949	2.81	68	47.95
1904	84.32	22,41,231	1,28,654	66,441	2.96	69	46.27
1905	84.32	22,40,441	1,71,435	99,907	4.46	94	41.72
1906	84.32	22,40,441	1,71,491	91,060	4.06	96	46.90
1907	84.32	22,40,441	1,99,685	1,06,620	4.76	112	46.69
1908	84.32	22,40,441	1,95,491	83,228	3.71	109	57.43
1909	84.32	22,40,441	2,50,437	1,21,995	5.44	140	51.83
1910	84.32	22,40,600	2,29,630	1,34,098	5.98	146	48.36
1911	84.32	22,40,600	2,89,814	1,43,929	6.42	162	50.34
1912	84.32	22,40,600	3,21,181	1,61,593	7.35	180	48.75

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Anand to Petlad	5-5-90	13.17	
Petlad to Tarapur	20-3-01	8.33	21.50

Details of construction—

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 1,493 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreements and contract—

Agreement, without date, having effect from the 5th May 1890, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, modifying the agreement of 5th May 1890.

Agreement, dated the 16th May 1910, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, modifying further the agreement of 5th May 1890.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of agreements and contract—

- (i) *Land*.—Provided free of cost by the Baroda Durbar.
- (ii) *Government aid*.—The line is the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.
- (iii) *Terms of working*.—
- (iv) *Distribution of profits*.— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Petlad railway is debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5' 6" and 3' 3½" gauge lines of the Bombay, Baroda and Central India railway system, and with 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. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.
- (v) *Rates and fares*.—To be fixed from time to time by the Company with the approval of the Durbar, but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (5' 6" gauge).
- (vi) *Special obligations as to the conveyance of*—
- (a) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
- (b) Government bullion and coin, and the persons in charge thereof.—Not specified.
- (vii) *Power of the Durbar to determine agreement*.—
- (viii) *Power of the Company to determine agreement*.— } Either party may at any time determine the agreement on giving 12 calendar months' notice to the other.
- (ix) *Term of agreement [if not determined under (vii) and (viii)]*.—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	21.50	11,48,092	98,451	50,260	4.88	88	49.92
1904	21.50	11,46,352	1,20,971	64,976	5.66	106	46.87
1905	21.50	11,31,273	1,40,103	81,966	7.25	124	41.66
1906	21.50	11,30,872	1,39,709	73,684	6.51	124	47.11
1907	21.50	11,30,879	1,60,978	80,693	7.81	140	47.13
1908	21.50	11,31,294	1,86,298	80,125	7.09	167	50.29
1909	21.50	11,31,692	1,88,012	90,705	8.01	168	51.78
1910	21.50	11,33,238	2,19,645	1,13,378	10.00	196	48.8
1911	21.50	11,30,453	2,20,635	1,19,183	10.46	214	50.28
1912	21.50	11,46,073	2,54,913	1,29,527	11.31	228	49.19

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarapur to Cambay	20-6-01	12.20	12.20

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 2} _{Sub-heads (a) to (r)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*2 (f) Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)—*concl'd.*

Details of construction—

Permanent-way.—The permanent-way consists of 86½-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 length of 1 in 200 between Sayama and Cambay.

Agreements and contract—

Agreement, dated the 17th May 1902, between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Mulwa railway and other subsidiary lines.

Agreement, dated the 17th October 1908, between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company, modifying the agreement of 17th May 1902.

Agreement, dated the 10th May 1910, between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company, modifying further the agreement of 17th May 1902.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Cambay Durbar.(ii) *Government aid.*—The line is the property of the Cambay Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.(iii) *Terms of working.*—(iv) *Distribution of profits.*—(v) *Rates and fares.*—(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Durbar to determine agreement.*—(viii) *Power of the Company to determine agreement.*—(ix) *Term of agreement [if not determined under (vii) and (viii)].*—

As noted under 2 (e), Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907) —

TABLE I						TABLE II	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	10-22	7,49,676	25,151	12,808	1-71	44	49-10
1904	10-22	7,68,728	32,199	17,376	2-25	57	46-35
1905	10-22	8,06,482	33,658	19,603	2-43	59	41-73
1906	12-30	8,11,255	34,531	18,265	2-25	54	47-11
1907	12-30	8,10,876	42,318	22,355	2-76	66	47-17
1908	12-30	8,10,876	44,098	18,993	2-33	69	57-07
1909	12-30	8,50,220	43,431	20,982	2-47	68	51-69
1910	12-30	8,37,150	51,700	26,668	3-11	81	48-48
1911	12-30	8,65,463	57,380	28,728	3-33	90	50-28
1912	12-30	8,68,038	57,833	29,157	3-37	90	49-53

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Kankra Khari to Vyara	1-12-98	35.50	
Vyara to Chinchpada	10-7-99	36.55	
Chinchpada to Nandurbár	8-10-99	25.20	
Nandurbár to Dondaicho	11-11-99	21.44	
Dondaicho to Nardána	25-11-99	19.78	
Nardána to Amalner	15-3-00	16.93	
			153.48

Details of construction—

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.

Contracts—

Dated the 28th August 1896 (called the principal contract), between the Secretary of State and the Tapti Valley Railway Company; as to the construction, management, maintenance and working of the Tapti Valley railway.

Dated the 30th October 1896 (set forth in the schedule to the principal contract of 1896), between the Secretary of State and the Bombay, Baroda and Central India Railway Company; as to the construction, management, maintenance and working of the Tapti Valley railway.

Dated the 1st February 1901, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 16th January 1902, between the Secretary of State and the Tapti Valley Railway Company, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 26th August 1907, between the Secretary of State and the Tapti Valley Railway Company, for the continuance of the working of the Tapti Valley railway on the terms in force on the 31st December 1905.

Dated the 10th July 1908, between the Secretary of State and the Bombay, Baroda and Central India Railway Company; giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Tapti Valley Railway Company by the Bombay, Baroda and Central India Railway Company.

Dated the 12th November 1908, between the Secretary of State and the Tapti Valley Railway Company;

Main provisions of contracts—

(i) **Land.**—In British territory provided by the Government free of cost to Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) **Government aid.**—The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches the charge to the Tapti Valley Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the 5' 6" and 3' 3½" gauge system of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Tapti Valley railway in proportion to its gross earnings, less the rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5' 6" and 3' 3½" gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 50 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Tapti Valley Railway Company.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**

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

(Main provisions of contracts—contd.)

or reasonable; but it is not in either case to exceed the percentage of working expenses on gross earnings obtaining on the Bombay, Baroda and Central India railway, or 50 per cent in any year. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Dholka Railway Company. By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Dholka Railway Company in respect of each calendar year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5' 6" and 3' 3½" gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Dholka railway, as will, together with the net earnings of the Ahmedabad-Dholka Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow the Company the sum of Rs. 5,000 per annum towards its office expenses and expenses of management; but when the Company's net earnings in any year exceed 4 per cent on the capital expenditure, the excess is to be applied towards the reduction of this allowance.

(iv) *Rates and fares.*—To be such as may from time to time be arranged, between the Government and the working agency, but it is provided that they shall be within the maximum and minimum for the time being in force on the Bombay, Baroda and Central India railway (3' 3½" gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3' 3½" gauge).

(v) *Special obligations as to the conveyance of—*

(a) Mails, troops, high Government officials, and Government stores.—	As in the case of 2 (b), Bombay, Baroda and Central India railway (3' 3½" gauge).
(b) Government bullion and coin, and the persons in charge thereof.—	

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway on the 30th June 1922, or at the end of any subsequent period of 10 years, in which case the Government undertakes to pay to 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.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under (vi) or (vii)].*—Not specified.

Statistics of working—

TABLE I							TABLE II			
Calendar year	Mileage open at end of each year	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebats from the Bombay, Baroda and Central India railway.	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	88'50	10,02,172	64,261	35,986	3'59	...	35,986	3'59	45	44'00
1904	88'50	10,17,309	89,044	55,465	5'45	...	55,465	5'45	57	44'00
1905	88'50	10,44,995	99,214	57,205	5'47	...	57,205	5'47	56	41'75
1906	88'50	10,89,722	1,00,743	56,418	5'21	...	56,418	5'21	58	44'00
1907	88'50	11,11,890	1,15,159	64,489	5'80	...	64,489	5'80	66	44'00
1908	88'50	10,91,212	1,29,206	71,795	6'53	...	71,795	6'53	74	44'00
1909	88'54	11,05,296	1,30,149	6,283	6'09	...	67,283	6'09	69	44'00
1910	88'54	11,10,937	1,29,669	7,615	6'54	...	72,615	6'54	74	44'00
1911	88'54	11,17,717	1,32,107	79,980	6'62	...	79,980	6'62	76	44'00
1912	88'54	11,17,717	1,33,740	74,895	6'70	...	71,895	6'70	77	44'00

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmedabad to Talod	1-5-97	32'82	
Talod to Parantij	2-7-97	7'83	
Parantij to Himmatnagar	23-10-97	14'05	
Himmatnagar to Khed Brahma	1-7-11	31'00	
			85'70

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (c) Ahmedabad-Parantij railway (3' 3½" gauge)—contd.

Details of construction—

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 200.

Contracts—

Dated the 13th March 1896 (called the principal contract), between the Secretary of State and the Ahmedabad-Parantij Railway Company, as to the construction of the Ahmedabad-Parantij railway.

Dated the 4th June 1896, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working by the Company of the Ahmedabad-Parantij railway.

Dated the 1st February 1901, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 29th January 1902, between the Secretary of State and the Ahmedabad-Parantij Railway Company, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 17th September 1907, between the Secretary of State and the Ahmedabad-Parantij Railway Company, for the continuance of the working of the Ahmedabad-Parantij railway on the terms in force on the 31st December 1905.

Dated the 2nd October 1908, between the Secretary of State and the Bombay, Baroda and Central India Railway Company ;

Dated the 24th November 1910, between the Secretary of State and the Ahmedabad-Parantij Railway Company ;

as to the construction, management, maintenance and working of the Brahmakhed extension as part of the Ahmedabad-Parantij railway, subject to the modifications therein set forth of the terms applicable to the main line.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the
(iii) *Distribution of profits.*— } Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Ahmedabad-Parantij Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the broad and metre gauge system of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Parantij railway in proportion to its gross earnings, less the rebate of 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5' 6" and 3' 3½" gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 44 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Parantij Railway Company.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Parantij Railway Company in respect of each calendar year, by way of rebate, a sum not exceeding 10 per cent of the combined shares attributable to the Bombay, Baroda and

APPENDIX 9—*contd.*

History of railways constructed and in progress

[For Index see page preceding this appendix.]

Number Main head 2 BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*
Sub-heads (a) to (r)(b) Ahmedabad-Parantij railway (3' 3½" gauge)—*concl'd.*Main provisions of contracts—*concl'd.*

Central India railway 5' 6" and 3' 3½" gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Parantij railway, as will, together with the net earnings of the Ahmedabad-Parantij Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter at 5 per cent per annum, on the actual capital expenditure. The Government also allow the Company the sum of Rs. 5,000 per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (3' 3½" gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3' 3½" gauge).

(v) *Special obligations as to the conveyance of.*—

(a) Mails, troops, high Government officials, and Government stores.— } As in the case of 2 (b),
Bombay, Baroda and
Central India railway (3' 3½" gauge).

(b) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(a) on the 31st December 1930, or at the end of any subsequent period of 10 years, in which case the Government undertakes to pay to 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

(b) on the 31st December 1946, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under (vi) or (vii)].*—Not specified.

statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897	54.59	19,42,311	69,069	86,665	1.89	...	36,665	1.89	46	46.92
1898	54.59	19,42,971	1,49,790	85,836	4.42	...	85,836	4.42	53	42.70
1899	54.70	19,49,616	2,10,684	1,21,687	6.24	...	1,21,687	6.24	74	42.28
1900	54.70	19,55,305	2,65,105	1,55,952	7.98	...	1,55,952	7.98	93	41.17
1901	54.70	19,49,355	1,77,438	99,365	5.10	...	99,365	5.10	62	44.00
1902	54.70	19,70,012	1,79,794	1,00,685	5.11	...	1,00,685	5.11	63	44.00
1903	54.70	19,88,869	1,50,112	84,063	4.23	...	84,063	4.23	53	44.00
1904	54.70	19,89,045	1,86,237	1,04,237	5.24	...	1,04,237	5.24	65	44.00
1905	54.70	19,91,753	1,98,713	1,15,469	5.80	...	1,15,469	5.80	70	41.89
1906	54.70	19,98,023	2,20,934	1,23,727	6.19	...	1,23,727	6.19	78	44.00
1907	54.70	20,06,966	2,64,637	1,48,197	7.33	...	1,48,197	7.33	93	44.00
1908	54.70	20,26,012	2,95,664	1,65,572	8.17	...	1,65,572	8.17	104	44.00
1909	54.70	20,32,797	3,04,884	1,70,785	8.40	...	1,70,785	8.40	107	44.00
1910	54.70	28,71,739	3,21,710	1,80,158	6.27	...	1,80,158	6.27	118	44.00
1911	88.70	36,40,022	3,53,475	1,97,386	5.42	...	1,97,386	5.42	94	44.00
1912	88.70	36,64,696	3,47,122	1,94,388	5.80	...	1,94,388	5.80	75	44.00

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Mehsana to Vadnagar	21-3-87	30.73		
Vadnagar to Kheralu	12-12-88	7.00		
Viramgam to Mehsana	1-2-91	40.31		
Mehsana to Patan	20-7-91	24.69		
Manund Road to Harij	23-10-09	20.95		
Chanasma to Bechraji		16.68		
Kheralu to Taranga Hill	20-9-09	7.79		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			133.00	
Patan to Kakoshi (sanctioned on 15th March 1912)	...	42.13	42.13	130.13
Khalipur to Khakhal (sanctioned on 15th March 1912)	...			

Details of construction—

Permanent-way.—Except from mile 10 to mile 24.69 of the Mehsana-Patan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41½-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsana and Taranga Hill is ballasted with stone, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and, of the other three sections 41½ miles are fenced by wire, and the rest with cactus, but this latter has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—On the Mehsana-Kheralu section the ruling gradient is 1 in 150, except for 5,100 feet, between Varethha and Taranga Hill, where it is 1 in 75. On the Mehsana-Viramgam section it is 1 in 400, except for 1,850 feet between miles 5 and 6 where it is 1 in 200 and 900 feet between miles 12 and 13 where it is 1 in 300. On the Mehsana-Patan section it is 1 in 400, except for 850 feet between miles 6 and 7 where it is 1 in 200. On the Manund Road-Harij section it is 1 in 200 and on the Chanasma-Bechraji section, 1 in 366, all in banking section.

Agreements and contract—

Agreement, dated the 17th June 1893 (called "the Mehsana Working Agreement"), between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working by the Company of the Gaekwar's Mehsana railway.

Contract, dated the 8th April 1907 (called the principal contract), between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 20th July 1908, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to the construction by the Company of the Gaekwar's Kheralu-Dabhora railway.

Agreement, dated the 20th July 1908, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to the construction by the Company of the Gaekwar's Manund Road-Harij and Chanasma-Bechraji railways.

Agreement, dated the 16th February 1909, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, modifying, as from the 27th March 1908 to the 26th March 1909, inclusive, the Mehsana Working Agreement of the 17th June 1893.

Agreement, dated the 15th December 1909, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines from the date of opening to public traffic up to and including the 22nd October 1910.

Agreement, dated the 16th May 1910, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, for the continuance of the management, maintenance and working, from the 27th March 1909, of the Mehsana-Kheralu, Mehsana-Viramgam and Mehsana-Patan railways, subject to further modifications of the Mehsana Working Agreement of the 17th June 1893.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Agreements and contract—concl'd.

Agreement, dated the 17th May 1910, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company; as to the management, maintenance and working of the Kheralu-Varetha (Taranga Hill) extension, subject to further modifications of the Mehsana Working Agreement of the 17th June 1893.

Agreement, dated the 3rd December 1910, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to the maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines as from the 23rd October 1910, subject to further modifications of the Mehsana Working Agreement of the 17th June 1893.

Main provisions of agreements and contract—

- (i) *Land*.—As under 2(e), Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge.)
- (ii) *Government aid*.—The lines are the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and are managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.
- (iii) *Terms of working*.— } Excepting the cost of making good damages due to extraordinary
(iv) *Distribution of profits*.— } casualty which is borne by the Durbar and is chargeable against capital, the Mehsana railway and the Manund Road-Harij and Chanasma-Bechraji railways are debited for maintenance and working expenses, including the cost of supervision and hire of rolling stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5' 6" and 3' 3½" gauge lines of the Bombay, Baroda and Central India railway system, and also with any single item of capital expenditure on "New minor works" costing Rs. 2,000 or less; 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. The balance in favour of or against the Baroda Durbar is paid over to, or by, it, as the case may be.
- (v) *Rates and fares*.—To be fixed from time to time by the Company with the approval of the Durbar; but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (3' 3½" gauge).
- (vi) *Special obligations as to the conveyance of*.—
(a) Mails, troops, high Government officials and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Durbar to determine agreement*.—
- (viii) *Power of the Company to determine agreement*.—
- (ix) *Term of agreement [if not determined under (vii) and (viii)]*.—

As under 2(e), Petlad Cambay railway (Anand-Tarapur section) (5' 6" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 36 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	92-63	33,78,183	3,47,063	1,77,466	5-25	72	48-87
1904	92-63	33,95,678	3,62,249	2,04,906	6-06	79	46-39
1905	92-63	34,36,885	4,52,184	2,62,904	7-65	94	41-86
1906	92-63	42,78,388	4,20,777	2,24,124	5-25	87	46-74
1907	92-63	50,55,731	4,34,908	2,30,317	4-56	90	47-04
1908	130-21	52,16,404	4,55,749	1,93,036	3-70	88	57-64
1909	138-01	53,43,871	5,57,732	2,56,206	4-79	78	54-06
1910	138-00	55,89,610	6,30,415	3,13,759	5-61	83	50-25
1911	138-00	57,02,244	6,46,429	3,20,799	5-63	90	50-37
1912	138-00	57,16,157	6,61,472	3,36,647	5-89	92	49-11

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (k) Jaipur railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sanganer to Nawal	10-11-05	22-16	72-84
Nawal to Siwai-Madhapur	17-10-07	40-68	

Details of construction—

Permanent-way.—The permanent-way consists of 41½-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 ruling gradient is 1 in 250, except for 4 miles and 1,080 feet at the beginning of the line where it is 1 in 200.

Agreement—

Agreement, dated the 11th September 1906, between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working by the Company of the Jaipur railway.

Railway Board's letter No. 1310 R.T., dated the 30th October 1907, as to the payment of rebate to the Jaipur Durbar.

Main provisions of agreement—

(i) *Land.*—Provided by the Jaipur Durbar at the cost of capital.

(ii) *Government aid.*—The line is the property of the Jaipur Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Company as part of its railway system. By way of rebate the Government allow out of their share of the net earnings of the Bombay, Baroda and Central India railway (3' 3½" gauge) (outside the contract between the Secretary of State and the Bombay, Baroda and Central India Railway Company), a sum 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.

(iii) *Terms of working.*— } Excluding the cost of making good damages due to extraordinary
(iv) *Distribution of profits.*— } casualty which is borne by the Durbar and is chargeable against
capital, the Jaipur railway is debited for maintenance and working
expenses, including the cost of supervision and use of rolling-stock, with the same percentage of the gross earnings of the Jaipur railway as the total expenditure incurred on the entire Bombay, Baroda and Central India railway system bears to the earnings of that system, and also with 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 that system.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, in the absence of any special agreement between them, to conform, as far as may be, to those generally in force on the Bombay, Baroda and Central India railway (3' 3½" gauge).

(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)

(b) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*— } After 2 years from the date of opening (*vis.*, the
(viii) *Power of the Company to determine agreement.*— } 17th October 1907) of the Jaipur railway the
agreement may be determined by either party
giving to the other 12 calendar months' notice expiring on the 30th June or 31st December
of any year.

(ix) *Term of agreement [if not determined under (vii) and (viii)].*—None specified.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (k) Jaipur railway (3' 3½" gauge)—contd.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32.18	13,20,421	12,299	6,779	0.51	52	44.88
1906	32.18	14,77,198	68,943	36,617	2.48	41	46.33
1907	72.84	28,42,018	97,734	49,708	2.12	46	49.14
1908	72.84	24,01,041	1,16,415	49,648	2.07	51	57.35
1909	72.84	24,02,410	1,44,902	68,830	2.86	38	52.51
1910	72.84	24,08,971	2,14,761	1,10,290	4.59	57	48.65
1911	72.84	24,09,763	2,70,084	1,33,743	5.55	71	50.48
1912	72.84	24,09,763	3,13,550	1,58,641	6.58	63	49.40

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Vijapur to Kalol	10-5-02	29.44	
Kalol to Kadi	13-7-03	11.93	
Kadi to Bhojani Road	1-4-12	4.74	
			46.11

Details of construction—

Permanent-way.—21 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 stone and kunker.

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

Curves.—The radius of the sharpest curve is 3,820 feet on the Vijapur-Kadi section and 1910 feet on the Kadi-Bhojani Road section.

Gradients.—The ruling gradient is 1 in 150 between Vijapur and Kadi and 1 in 200 between Kadi and Bhojani Road.

Agreements and contract—

Agreement, dated the 23rd November 1903, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Vijapur-Kalol-Kadi railway.

Contract, dated the 8th April 1907 (called the principal contract), between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, modifying as from the 1st July 1908 to the 30th June 1909, inclusive, the agreement of the 23rd November 1903.

Agreement, dated the 16th May 1910, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, for the continuance of the management, maintenance and working, from the 1st July 1909, of the Vijapur-Kalol-Kadi railway, subject to further modifications of the agreement of the 23rd November 1903.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 3 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (r)**2 (l) Vijapur-Kalol-Kadi railway (3' 3½" gauge)—concl'd.**

Main provisions of agreements and contract—

As noted under 2 (j), Gaekwar's Mehsana railway (3' 3½" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	41'37	11,24,246	56,916	22,732	2'43	31	49'43
1904	41'37	13,35,402	74,572	40,033	3'00	35	46'25
1905	41'37	13,19,586	67,181	50,496	3'53	40	42'05
1906	41'37	13,24,825	95,660	50,646	3'52	44	47'05
1907	41'37	13,05,631	1,14,340	60,246	4'51	53	47'31
1908	41'37	13,12,680	1,20,643	51,909	3'56	56	50'90
1909	41'37	13,08,338	1,17,211	56,498	4'32	54	51'50
1910	41'37	13,22,178	1,32,202	68,019	5'12	61	48'55
1911	41'37	15,14,964	1,35,891	67,582	4'46	63	50'27
1912	46'11	15,63,509	1,34,917	68,346	4'37	58	49'35

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Miyágám to Dabhoi	9-4-73	20'00		
Dabhoi to Chándod	15-4-79	10'62		
Dabhoi to Sankheda Bahádarpur	17-2-79	9'64		
Dabhoi to Goya Gate	1-7-80	17'00		
Goya Gate to Vishvámitri	24-1-31	1'63		
Sankheda Bahádarpur to Bodeli	16-6-30	12'77		
Vishvámitri to Pádra	1-7-37	7'14		
Pádra to Mobha	10-7-38	8'20		
Mobha to Masor Road	1-11-04	6'45		
Miyágám to Malnar	15-1-12	23'67		
			118'15	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Sankheda Bahádarpur to Bhatpur (sanctioned on 5th January 1909)	...	6'43		
Dabhoi to Jarod (sanctioned on 17th January 1910)	...	24'78		
			32'71	
				150'86

Details of construction—

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 ballasted chiefly 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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Agreement and contract—

Agreement, without date, having effect from the 1st January 1897, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working, by the Company, of the Dabhoi railway.

Contract, dated the 8th April 1907, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—

- (i) Land.— } As noted under 2 (e), Petlad-Cambay railway (Anand-Tarapur section)
 (ii) Government aid.— } (5' 6" gauge).
 (iii) Terms of working.— } The Company work the Dabhoi railway at actual cost, plus a sum equal to 10 per cent of total working expenses, but not less than Rs. 500 per mensem, in the half-year for superintendence; and it is also debited with a contribution from its net earnings to the Company's Provident Fund calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda-Durbar is paid over to or by it, as the case may be.
 (iv) Distribution of profits.— }
 (v) Rates and fares.— }
 (vi) Special obligations as to the conveyance of.— } As noted under 2 (e),
 (a) Mails, troops, high Government officials and Government stores.— } Petlad-Cambay railway
 (b) Government bullion and coin, and the persons in charge thereof.— } (Anand-Tarapur section)
 (vii) Power of the Durbar to determine agreement.— } The agreement may be terminated at any time
 (viii) Power of the Company to determine agreement.— } on one year's notice from either side to expire on the 30th June or 31st December in any year.
 (ix) Term of contract [if not determined under (vii) and (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1903	88-00	23,60,528	2,60,550	7,487	0-32	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.	60	97-18
1904	94-49	24,64,892	2,93,906	1,26,426	5-13		65	57-70
1905	94-40	24,72,909	3,72,467	2,04,004	8-25		76	45-23
1906	94-48	24,75,587	3,94,817	1,78,665	7-22		80	54-75
1907	94-48	25,62,795	4,69,515	2,62,120	10-23		95	44-17
1908	94-48	25,94,874	4,66,069	2,44,526	9-42		95	47-53
1909	94-48	25,99,590	4,93,182	2,81,813	10-84		101	43-43
1910	94-48	31,41,668	5,95,904	3,46,177	11-01		121	41-85
1911	94-48	37,95,219	6,32,730	3,59,443	9-62		127	42-28
1912	118-15	43,85,146	6,07,931	3,31,317	7-78		100	45-50

2 (n) Kosamba-Zankhvar railway (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kosamba to Zankhvar	1-5-12	26-12	26-12

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (f)**2 (a) Kosamba-Zankhva railway (2' 6" gauge)—contd.****Details of construction—****Permanent-way.**—The permanent-way consists of 41½-lb. steel rails laid on jarrah and half-round jungle teak sleepers.**Ballast.**—Metal ballast has been provided between stations and sand ballast in station yards.**Fencing.**—No fencing has been provided.**Curves.**—The sharpest curve is of 600 feet radius.**Gradients.**—The ruling gradient is 1 in 200 with short lengths of 1 in 150, 1 in 125 and 1 in 100.**Agreement—****Main provisions of agreement—**

This line is the property of the Baroda Durbar. It was constructed, and is being maintained and worked by the Bombay, Baroda and Central India Railway Company under the terms of an agreement which is under consideration.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.	...	Rs.	
1912	26.12	12,27,218	12,999	—11,207	...	14	166.21

2 (o) Rajpipla railway (2' 6" gauge)—**Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Anklesvar to Raj-Pardi	1-7-07	10.03	
Raj-Pardi to Umalla	19-1-09	4.95	
Umalla to Amletha	1-6-09	7.85	
Amletha to Nandod	20-7-09	5.54	
			27.37

Details of construction—**Permanent-way.**—The line is laid with 41½-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.**Ballast.**—The line is ballasted chiefly 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.**Agreement and contract—**

Agreement, dated the 19th March 1900, between the Rajpipla State and the Bombay, Baroda and Central India Railway Company, as to the maintenance and working of the Rajpipla railway.

Contract, dated the 8th April 1907, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—(i) **Land.**—Provided free of cost by the Rajpipla State.(ii) **Government aid.**—The line is the property of the Rajpipla State (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India railway as part of the Company's system.(iii) **Terms of working.**—The Rajpipla railway is debited with the actual cost of working plus a sum equal to 12½ per cent. on total working expenses (but not less than(iv) **Distribution of profits.**—Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) in the half-year for supervision; and in addition thereto a contribution from its net earnings to the Company's Provident Fund calculated on the basis of the Bombay, Baroda and Central India railway Provident Fund rules 6, 7 and 8.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of agreement and contract—concl'd.

(v) Rates and fares.—

(vi) Special obligations as to the conveyance of.—

(a) Mails, troops, high Government officials and Government stores.—

(b) Government bullion and coin and the persons in charge thereof.—

(vii) Power of the Rajpipla State to determine agreement.—

(viii) Power of the Company to determine agreement.—

(ix) Term of agreement [if not determined under (vii) and (viii)].—Not specified.

} As under 2 (m), Gaekwar's Dabhoi railway (2' 6" gauge).

} The agreement may be determined by either party, at the end of any calendar half-year, on one year's notice from either side.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	37.37	13,04,281	44,830	10,674	0.32	23	76.19
1904	37.37	13,04,522	49,207	16,890	1.29	25	65.63
1905	37.37	13,04,522	62,017	28,194	2.16	32	54.54
1906	37.37	13,04,867	67,187	32,526	2.49	35	51.55
1907	37.37	13,51,850	80,183	42,628	3.17	41	46.59
1908	37.37	13,58,852	81,269	27,462	2.03	42	68.18
1909	37.37	13,61,118	83,439	28,888	2.12	42	65.38
1910	37.37	13,64,149	1,02,324	41,189	3.02	53	59.75
1911	37.37	13,90,221	1,23,490	54,836	3.94	64	55.59
1912	37.37	13,90,283	1,19,151	44,400	3.20	61	62.69

2 (p) Billimora-Kalamba railway (2' 6" gauge)—

The construction of this line by the Baroda Durbar was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Billimora to Kalamba (sanctioned on 5th July 1911)	...	34.82	34.82

2 (q) Broach-Jambusar Branch railway (2' 6" gauge)—

The construction of this line as an integral part of the Bombay, Baroda and Central India railway was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Broach to Jambusar (sanctioned on 28th April 1911)	...	29.73	29.73

2 (r) Petlad-Vaso railway (2' 6" gauge)—

The construction of this line by the Baroda Durbar was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Petlad to Vaso (sanctioned on 7th June 1911)	...	15.74	15.74

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

CALCUTTA PORT COMMISSIONERS' RAILWAY (5' 6" gauge)—

The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts on both the Calcutta and Howrah Foreshores, and is used for goods traffic only. The railway consists of a single track, but there are a large number of sidings for crossing trains and loading goods.

The first section, from Chandpal Ghât to Kidderpore Docks, was laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. It was opened to general goods traffic in 1891.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Lines on the Calcutta Foreshore—</i>				
<i>Main line—</i>				
Cossipore (Gun Foundry Road) to Bagh Bazar	1-6-78	1.14		
Bagh Bazar to Meerbohur Ghât	1-11-78	1.78		
Meerbohur Ghât to Jetties	1-8-78	0.84		
Jetties to Chandpal Ghât	1-12-80	0.33		
Chandpal Ghât to Kidderpore Docks (Graving Dock)	1-1-87	2.16		
Graving Dock to Chetla	0-0-93	3.20		
			9.41	
<i>Branches—</i>				
Graving Dock to Majherat	0-0-93	2.24		
Dock Junction to Bengal-Nagpur railway junction	0-0-01	1.35		
			3.59	
<i>Line on the Howrah Foreshore—</i>				
Talkal Ghât via Bhurpara Khal to Shalimar	31-12-01	...	2.28	15.74

Details of construction—

Permanent-way.—The Cossipore-Chandpal Ghât section is laid with steel rails weighing 75 lbs. to the yard on wooden sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on wooden sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron chairs spiked on sâl sleepers. The Dock section is laid with 60-lb. and 75-lb. flanged and double-headed rails laid on wooden sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with ballast. On the Shalimar branch, packing is done with 1st class *jhama* ballast.

Fencing.—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on both sides.

Curves.—The radius of the sharpest curve is 250 feet.

Gradients.—The ruling gradient on the greater part of the railway is 1 in 300, except where the line crosses the Howrah bridge approach, where the gradient is 1 in 82, and between Hastings bridge and Watgunge where the gradient is 1 in 190.

Contract—

Nil. The line was constructed by the Port Commissioners out of Port Trust Funds and is maintained and worked by them. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred by Government to the Commissioners.

Statistics of working—Not available.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 8} _{Sub-heads (a) to (d)} **EASTERN BENGAL RAILWAY SYSTEM—**

Lines comprised in the system.—The Eastern Bengal railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(a) Eastern Bengal railway (5' 6" gauge)	51.86	65.57	577.43
(b) Eastern Bengal railway (3' 3½" gauge)	1,022.78	10.18	1,032.91
(c) Eastern Bengal railway (2' 6" gauge)	35.24	...	35.24
(d) Cooch Behar railway (3' 3½" gauge)	33.09	...	33.09
(d) Mymensingh-Jamalpur-Jagannathganj railway (3' 3½" gauge)	55.22	...	55.22
Total	1,658.14	75.75	1,733.89

Running powers—*Foreign line over home line:—*

East Indian railway	{ Naihati to Majherat, including Kakurgachi Chord Canal Junction to Chitpore }	for goods trains only	33.25
			1.75
			35.00

3 (a) Eastern Bengal railway (5' 6" gauge)—**Progress in opening —**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6 & 7
EASTERN SECTION—					
<i>Main line—</i>					
Calcutta to Ranaghat	29-9-62	45.25			
Ranaghat to Jagati Junction	15-11-62	61.83			
Jagati Junction to mile 145	1-1-71	37.93			
Mile 145 to Pachooria Junction	20-6-11	0.73			
Pachooria Junction to new Goalundo	1-4-90	3.16			
	22-10-98	5.00			
<i>Branches—</i>					
<i>Kushtia branch—</i>					
Jagati Junction to river Gauges	15-2-64	3.77			
Kushtia loop line	1-8-81	1.17			
<i>Chitpore branch—</i>					
Canal Junction to Chitpore	25-8-73	* 1.88			
Portion in Chitpore yard	13-4-88	* 0.12			
<i>Faridpur branch—</i>					
Pachooria Junction to Shivarampore	20-10-93	8.77			
Shivarampore to Faridpur	9-4-99	7.21			
<i>Durgapur Ghat Line—</i>					
	1-7-07	4.51			
<i>Fakirabad Ghat line</i>					
	5-7-12	3.45			
<i>Churni Extension—</i>					
	1-1-02	1.50			
<i>Chitpore Terminus Extension—</i>					
Belgachhi bridge to Cossipore	1-3-03	0.63			
	1-9-03	0.98			
<i>Pattipooker-Chitpore connection</i>					
	4-12-10	1.17			
<i>Kakurgachi Chord—</i>					
Kakurgachi Road to Gobra	1-2-07	2.26			
<i>Damukdia branch—</i>					
Poradaha to Bhairamara	19-1-78	11.79			
Bhairamara to Golabnuggur (Damukdia)	3-12-83	6.64			
Extension of Damukdia Ghat line to Balta	9-11-10	5.00			
Golbathan Extension	1-1-02	1.05			
<i>Murshidabad branch—</i>					
Ranaghat to Bhagwangola	1-9-05	88.85			
Bhagwangola to Krishnapur	10-11-05	5.90			
Krishnapur to Lalgola Ghat	15-7-07	2.75			
			97.50		
TOTAL, EASTERN SECTION				813.35	
SOUTHERN SECTION—					
<i>Main line—</i>					
Calcutta (Belaghata) to Sonarpur	2-1-62	10.00			
Sonarpur to Baraipur	10-6-82	5.30			
Baraipur to Magra Hat	18-12-82	9.55			
Magra Hat to Diamond Harbour	25-4-83	12.69			
Diamond Harbour towards Hara Fort	25-4-83	0.42			
Junction with Eastern section	15-8-85	0.41			
			38.37		
Total, carried over				851.72	

* For goods-traffic only.)

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

3 (a) Eastern Bengal railway (5' 6" gauge)—contd.

Progress in opening—concl'd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward					
Branches—					
Canning branch—					
Sonarpur to Champahati	2-1-82	5-00	36-37	313-35	
Champahati to Port Canning	15-5-83	13-79			
Baunra diversion extension	5-3-00	0-25			
Budge-Budge branch—					
Ballygunge to Budge-Budge	17-11-03	0-75	18-79		
	1-5-00	13-66	18-66		
TOTAL, SOUTHERN SECTION					
	...	...	...	70-82	
CENTRAL SECTION—					
Main line—					
Dum-Dum Junction to Dattapukur	2-4-83	14-25	104-51		
Dattapukur to Gobardanga	7-12-83	17-00			
Gobardanga to Bongong	22-4-84	13-00			
Bongong to Khoolna	16-2-84	61-26			
Branches—					
Banaghat to Bongong	16-10-82	20-50	28-18		
Dum-Dum Cantonment to Pattipookur	1-8-04	3-68			
Total, Central section					
	...	...	...	127-69	
TOTAL LENGTH OPEN					
	...	...	...	511-86	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Lower Ganges bridge—Bhairamara to Junction with Eastern Bengal railway near Gopalpur (sanctioned on 10th December 1908).	...	14-23	65-57	65-57	
Dum Dum Junction to Canal Junction (sanctioned on 30th June 1910).	...	3-84			
Sara to Santabar (sanctioned on 28th December 1911).	...	45-51			
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.					
	...	...	...	377-49	
DOUBLE LINE, EASTERN AND SOUTHERN SECTIONS—					
Calcutta to Naihati	1-3-86	2-55	94-18		* Excluding the quadruple length.
	21-3-87	0-26			
Naihati to Kanohrapara	20-4-92	4-69			
Kanohrapara to Banaghat	13-11-92	17-56			
Banaghat to Aranghata	7-8-97	5-50			
Aranghata to Bogoola	17-9-97	6-75			
Bogoola to Shibnibash	3-11-97	6-85			
	17-11-98	0-75			
Shibnibash to Dursuna	22-11-00	0-15			
	17-9-97	9-50			
Dursuna to Poradaha	7-8-97	27-58			
	27-11-09	0-24			
Canal Junction to Chitpore	13-4-88	1-68			
Kakurgachi to Gobra	1-2-07	2-26			
Sealdah to Ballygunge	20-10-88	3-50			
	19-9-90	0-33			
Ballygunge to Majharat	20-11-93	4-00			
Total double line					
	...	...	94-18		
QUADRUPLE LINE, EASTERN SECTION—					
Kakurgachi to Dum Dum	1-2-07	3-13	20-63		
Dum Dum to Barrackpore	12-12-12	10-30			
Barrackpore to Kankinara	21-11-12	7-25			

Details of construction—

Permanent-way.—The whole of the 5' 6" gauge section, excepting a few short branches near Ghat stations at Goalundo and Damukdia which are still laid with old iron permanent-way, is laid with steel rails throughout.

The Eastern section is laid with 90-lb. flat-footed steel rails on wooden sleepers between Dum Dum Junction and Kakurgachi, on the newly opened double track, between Pattipukur and Chitpore, Poradaha and Bhairamara, Panchuria and Faridpur, mile 130½ and 137 of Rajbari branch, and between Naihati and Poradaha, on both the up and down tracks, excepting a few short lengths where cast iron sleepers have been used, with 85-lb. bull-headed steel rails on Denham and Olphert's cast iron sleepers with wooden sleepers and continuous joint pattern combined fish plates

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

3 (a) Eastern Bengal railway (5' 6" gauge)—concl'd.

Details of construction—concl'd.

and chairs between Calcutta and Naihati, on the original double track, and between Kakurgachi and Tiljala; with 75-lb. flat-footed steel rails, new pattern, on wooden sleepers between Ranaghat and Lalgola ghat; with 75-lb. double-headed steel rails on Denham and Olphert's cast iron sleepers between Canal Junction and Chitpore, Poradaha and Goalundo, including the Kushtia branch, excepting the line between mile 13½ to 137; and with second hand 62-lb. flat-footed steel rails on wooden sleepers between Ranaghat and Churni.

The Central section is laid with 90-lb. flat-footed steel rails on wooden sleepers between Dum Dum Junction and Khoolna, Dum Dum Junction and Pattipooker and Bongong and Ranaghat.

The Southern section is laid with 85-lb. bull-headed steel rails on Denham and Olphert's cast iron sleepers with wooden sleepers and cast iron chairs with wooden keys at joints between Tiljala and Majherat, on the double track; and with 73-lb. double-headed steel rails on Denham and Olphert's cast iron sleepers between Beliaghata and Tiljala, and Ballygunge and Diamond Harbour, and on wooden sleepers between Sonarpur and Canning.

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. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The Canning line and the Faridpur branch are practically unballasted.

Fencing.—The whole of the Eastern section is fenced, except between Pachooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced except the Canning branch. The Central section is fenced throughout.

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

Gradients.—The ruling gradient over approaches to bridges on navigable channels is 1 in 300; elsewhere it is 1 in 1,000.

Contracts.—

Nil. The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.				
INCLUDES THE EASTERN BENGAL RAILWAY 5' 6" AND 2' 6" GAUGE SECTIONS, 3 (b).										
Calendar year.	Mileage open at end of each year.	Total capital outlay, including response, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	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	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888	673.21	9,86,43,486	1,05,19,210	55,25,424	5.90	28,83,744	20,11,011	+ 6,80,669	283	47.47
1889	746.40	9,78,16,143	1,11,70,874	61,91,625	6.36	30,18,703	20,43,953	+ 11,28,969	282	44.60
1890	763.90	10,04,93,109	1,14,78,382	60,70,323	6.04	30,96,150	18,14,110	+ 11,60,063	271	47.13
1891	776.57	10,19,64,737	1,26,75,440	65,92,100	6.40	32,01,165	19,48,198	+ 13,82,736	294	48.47
1892	812.55	10,48,86,143	1,15,56,446	62,38,727	5.94	33,53,707	21,86,396	+ 6,93,624	270	46.08
1893	812.71	10,56,47,715	1,20,51,147	66,35,188	6.28	33,88,241	22,14,254	+ 10,32,643	288	44.94
1894	812.98	10,61,71,400	1,40,15,726	83,53,559	7.87	34,72,411	25,21,068	+ 23,60,035	314	40.40
1895	813.65	10,76,16,816	1,45,09,739	89,74,474	8.34	36,12,105	25,10,875	+ 29,51,494	328	38.15
1896	814.36	11,02,05,086	1,50,81,670	90,02,286	8.17	35,15,387	28,46,898	+ 31,40,001	344	40.31
1897	817.88	11,51,93,089	1,47,62,233	80,66,948	7.00	37,20,343	22,13,438	+ 21,33,212	336	45.35
1898	827.37	11,82,79,103	1,47,17,379	83,35,064	7.05	38,62,725	21,01,651	+ 23,70,688	334	43.87
1899	832.18	12,20,74,261	1,56,12,486	83,01,083	6.80	39,79,133	20,88,584	+ 22,98,416	343	46.88
1900	843.04	12,62,77,100	1,71,00,460	92,46,424	7.32	41,82,033	20,87,252	+ 29,77,139	376	45.93
1901	854.39	13,24,19,708	1,65,99,440	83,08,291	6.27	43,55,721	20,93,467	+ 18,59,493	360	43.95
1902	893.18	14,04,06,863	1,78,93,098	91,48,340	6.52	46,69,423	20,88,413	+ 23,90,504	381	48.87
1903	897.87	15,21,86,102	1,81,52,429	88,57,034	5.82	50,18,335	20,87,434	+ 17,56,325	375	51.20
1904	971.31	16,55,23,769	1,94,68,098	88,23,972	5.33	54,62,375	20,87,434	+ 12,39,966	374	54.67
1905	1,334.98	19,08,98,052	2,08,73,194	96,19,904	5.04	59,23,924	20,87,434	+ 16,08,546	343	52.78
1906	1,271.29	20,38,06,593	2,46,81,081	1,06,08,661	5.24	62,54,092	20,87,434	+ 16,67,135	360	56.93
1907	1,273.61	21,54,21,452	2,65,68,569	1,03,15,731	4.79	63,94,610	20,87,434	+ 13,33,737	389	61.17
1908	1,274.47	22,87,26,095	2,78,15,420	81,99,105	3.58	70,30,092	20,87,434	- 9,18,421	412	69.93
1909	1,503.09	24,27,44,601	2,77,24,084	97,10,666	4.00	73,15,941	20,87,434	+ 3,07,291	355	64.97
1910	1,507.73	25,55,91,026	2,83,74,562	1,16,98,257	4.58	75,84,551	20,87,434	+ 20,76,272	366	58.77
1911	1,569.82	27,11,51,904	3,15,19,683	1,17,55,233	4.33	79,48,531	20,87,434	+ 17,19,263	402	62.70
1912	1,569.83	29,00,69,352	3,43,33,589	1,39,41,637	4.81	79,85,663	20,87,434	+ 33,67,590	429	59.40

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

3. (b) Eastern Bengal railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
<i>Main line—</i>					
<i>Sara to Siliguri—</i>					
Sara to Atrai	19-1-78	38-75			
Atrai to Jalpaiguri	28-8-77	184-25			
Jalpaiguri to Siliguri	10-6-78	23-85			
			196-85		
<i>Manihari Ghat to Gauhati—</i>					
Manihari Ghat to Katihar	1-4-87	21-43			
Junction with the Bengal and North-Western railway at Katihar.	8-8-01	0-69			
Katihar to Rayganj	1-7-89	37-40			
Rayganj to Dinagepore	15-2-89	32-68			
Dinagepore to Chirir Bandar	16-5-84	8-75			
Chirir Bandar to Parbatipur Junction	1-7-88	10-01			
Parbatipur Junction to Shampur	19-5-78	15-74			
Shampur to Rungpore	2-7-78	7-50			
Rungpore to Kaunia	1-8-79	11-25			
*Kaunia to Megalhat (including Teesta Bridge)	1-4-01	16-02			
Megalhat to Gitaldaha Junction	2-1-02	1-50			
Gitaldaha to Golakganj	23-9-02	24-91			
Golakganj to Kokrajhar	1-2-06	35-75			
Kokrajhar to Sorbhog	1-8-09	39-78			
Sorbhog to Amingaon (on the right bank of the Brahmaputra).	1-4-09	67-27			
Pandu (on the left bank of the Brahmaputra) to Gauhati.	1-1-10	5-00			
			836-97		
<i>Loop line—</i>					
Santahar to Bogra	1-4-99	24-50			
Bogra to Mohimganj	5-4-00	22-02			
Mohimganj to Bonarpara	1-8-00	4-60			
Bonarpara to Kaunia	1-7-05	44-47			
			95-59		
<i>Branches and extensions—</i>					
<i>Kosi branch—</i>					
Katihar to Kasba	1-4-87	22-10			
Kasba to Forbesganj	1-7-89	37-07			
Forbesganj to Jogbandi	15-2-09	7-40			
			67-47		
<i>Godagari extension—</i>					
Katihar to Godagari	1-1-09	104-86			
			104-86		
<i>Kissengunge branch—</i>					
Baraci to Kissengunge	15-12-92	35-11			
			35-11		
Total carried over	---	---	---	836-85	

*The line between Teesta Junction and Megalhat was originally opened on the 2' 0" gauge as a part of the Kaunia-Dharila (2' 0" gauge) branch on 6th February 1882.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

3 (d) Eastern Bengal railway (3' 3½" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Mileage.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	836'85	* This line was originally on the 2' 6" gauge, but was converted to, and opened on, the 3' 3½" gauge up to Raja Bhatkhawa from 18th April 1910 and up to Jainti from 1st May 1910.
* Santrabari extension of the Cooch Behar railway (British section)—					
South bank of Kaljani river to Alipur Duar . . .	18-1-00	0'64			
Alipur Duar to Raja Bhat Khawa	5-4-00	9'97			
Raja Bhat Khawa to Jainti	1-2-01	9'18	19'79		
Dhubri branch—					
Golakganj to Dhubri	23-9-02	18'60	18'60		
Fulchhari branch—					
Bonarpara to Fulchhari	1-9-00	8'25	8'25		
Dalsingpara extension—					
Raja Bhat Khawa to Kalchini	1-4-12	7'34	7'34		
Tangla extension—					
Rangiya to Tangla	1-8-12	24'32	24'32		
Dacca section—					
Main line—					
Narayanganj to Dacca	4-1-85	10'25			
Dacca to Jaydebpur	1-8-85	20'10			
Jaydebpur to Gafargaon	1-8-85	32'50			
Gafargaon to Mymensingh	1-8-95	23'52	86'37		
Branches—					
Fulchhari extension—					
Singhjani to Fulchhari	18-8-12	26'21	26'21	165'88	
TOTAL LENGTH OPEN . . . . .	...	...	...	1,022'73
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Kalchini to Dalsingpara (sanctioned on 12th October 1911.) . . . . .	...	10'18	10'18	10'18
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED . . . . .	...	...	...	1,032'91

Details of construction—

Permanent-way.—The permanent-way on the whole of the 3' 3½" gauge section consists of 50-lb. flat-footed steel rails on wooden sleepers, with the following exceptions:—

Manihari Ghat to Katihar, Purneah to Jogbani, Golakganj to Dhubri, the Santrabari extension of the Cooch Behar railway (British section) and Singhjani-Bahadurabad section of the Singhjani-Fulchhari extension which are laid with 41½-lb. flat-footed steel rails on wooden sleepers; the section from Narayanganj to Mymensingh where it is of second hand 64-lb. double-headed steel rails for about 9 miles and second hand 62-lb. flat-footed steel rails for the remainder, except a small portion in certain station yards which are still laid with 41½-lb. flat-footed steel rails; and the Rangiya-Tangla extension and the line from Raja Bhat Khawa to Kalchini which are laid with second hand 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The whole of the line, except the portions from Golakganj Junction to Dhubri, Forbesganj to Jogbani, Rangiya to Tangla, Raja Bhat Khawa to Kalchini and Singhjani to Fulchhari is ballasted or shortly to be ballasted. The ballast is brick, stone or shingle.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 3 **EASTERN BENGAL RAILWAY SYSTEM—*contd.***
Sub-heads (a) to (d)**3 (b) Eastern Bengal railway (3' 3½" gauge)—*concl'd.*****Details of construction—*concl'd.***

Fencing.—The whole of the 3' 3½" gauge lines are fenced, except the sections Santahar to Kaunia, Bonarpara to Fulchhari, Barsoi to Kissengunge, Forbesgunj to Jogbani, Golakganj to Dhubri, the Santrabari extension of the Cooch Behar railway (British section), Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Dacca to Mymensingh, the Gauhati extension and the Singhjani-Fulchhari extension. On the unfenced sections the station yards are usually fenced.

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

Gradients.—The ruling gradient on the 3' 3½" gauge section is 1 in 200 which occurs at the approaches of large bridges and fairly frequently and for long lengths on the Gauhati extension where there are also short lengths of 1 in 100 and 1 in 128 between Pandu station and Gauhati. On the British section of the Santrabari extension of the Cooch Behar railway and the section from Raja Bhat Khawa to Kalchini the ruling gradients on the last few miles near the hills are 1 in 100, and 1 in 150, respectively, but there is a small length of 1 in 50 between Bura Road and Jainti.

Contracts—

As noted under 3 (a), Eastern Bengal railway (5' 6" gauge).

Statistics of working—

Included with 5' 6" gauge section, 3 (a).

3 (b) Eastern Bengal railway (2' 6" gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal 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-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3' 3½" gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ranaghat-Krishnagar branch— Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar	5-4-09	20-25	
Teesta-Kurigram branch— Teesta Junction to Kurigram	18-7-81	14-99	35-24

Details of construction—

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sal.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted and the Teesta-Kurigram branch is not ballasted.

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.

Contracts—

As noted under 3 (a), Eastern Bengal railway (5' 6" gauge).

Statistics of working—

Included with 5' 6" gauge section, 3 (a).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

3 (c) Cooch Behar railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
<i>Main line—</i> Gitaldaha to Manshahi Junction. Manshahi Junction to the town of Cooch Behar. Torsa Bridge.	15-9-93 15-12-98 18-5-00	18-31 3-22 0-11	21-64		This line was originally on the 2' 6" gauge, but was converted to, and opened on, the 3' 3½" gauge up to Cooch Behar from 14th February 1910 and up to the end of the Native State section from 1st May 1910.
<i>Cooch Behar-Santrabari extension (Native State section)—</i> Cooch Behar to temporary Alipur-Duar (Kholta). Temporary Alipur-Duar (Kholta) to the South Bank of the Kaljani River.	15-4-99 18-1-00	10-98 0-49	11-45	33-09	

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 41½ lbs. per yard, laid on sal sleepers.*Ballast.*—The line is laid without ballast, but arrangements are being made to ballast it.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 1,300 feet radius.*Gradients.*—The ruling gradient is 1 in 100.

Agreement—

Dated the 25th February 1907, having effect from the 1st January 1907, between the Secretary of State and His Highness the Maharaja of Cooch Behar, as to the management, maintenance and working of the Cooch Behar railway by the Eastern Bengal railway.

Main provisions of agreement—

- (i) *Land.*— } The railway is the property of the Cooch Behar Durbar, which provides all funds not contemplated in clause 2 of the agreement required for the completion and equipment of the line from time to time, and it is managed, maintained and worked by the agency of the Eastern Bengal railway.
- (ii) *Government aid.*— }
- (iii) *Terms of working.*— } For management, maintenance and working, the Eastern Bengal railway retains 40 per cent of the gross earnings, provided that when the stock of the Eastern Bengal railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal railway retains up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The remainder, being the net earnings of the Branch, is paid over to the Durbar.
- (iv) *Distribution of profits.*— }
- (v) *Rates and fares.*—The Administration of the Eastern Bengal railway has full control over the rates and fares on the Cooch Behar railway, subject to the maxima and minima prescribed by the Government of India in schedule A appended to the agreement (certain station to station rates applicable after the opening of the Dharla bridge are prescribed in schedule B to the agreement).
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.—Mails are conveyed in accordance with rules in force on State railways. There is no special provision in the agreement for the carriage of troops, high Government officials and Government stores.
- (b) Government bullion and coin, and the persons in charge thereof.—Not specified.
- (vii) *Power of the Government to determine agreement.*— } Terminable on the expiry of six months' notice from either side.
- (viii) *Power of the Cooch Behar Durbar to determine agreement.*— }
- (ix) *Term of agreement.*—Until determined under (vii) and (viii).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Main head 8
Number Sub-heads (a) to (d) EASTERN BENGAL RAILWAY SYSTEM—contd.

3 (c) Cooch Behar railway (3' 3½" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1903 will be found in appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	REMARKS.
1	2	3	4	5	6	1	2	3
	Miles.	Rs.	Rs.	Rs.		Rs.		
1903	33'60	14,91,329	1,42,540	83,834	5'62	82	41'19	*The increase in 1906 and 1907, and the decrease in 1909, are chiefly due to the cost of repairs of damages caused by floods in 1906, which were originally debited to Revenue in 1906 and 1907, having been written back to capital in 1909. †The increase is due chiefly to the debit to Revenue of the cost of repairs of flood damages.
1904	33'60	14,71,331	1,47,575	86,996	5'91	84	41'05	
1905	33'60	14,82,893	1,48,483	86,233	5'82	85	41'20	
1906	33'60	14,87,788	1,68,754	77,815	5'23	97	38'80*	
1907	33'60	15,20,857	1,79,263	91,484	6'01	103	48'97*	
1908	33'60	15,17,033	1,96,254	1,14,833	7'57	112	41'48	
1909	33'60	17,71,553	1,91,077	1,39,144	7'85	109	37'17*	
1910	33'27	20,45,667	2,03,510	1,08,039	5'28	118	46'31†	
1911	33'09	19,08,477	2,61,711	1,12,360	6'20	122	45'23	
1912	33'09	19,30,869	2,71,097	1,46,019	7'56	157	46'13	

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

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services. The new Singhjani-Fulchhari extension, starting at Singhjani, a station on this line, links it with the Northern section of the Eastern Bengal railway at Fulchhari.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mymensingh to Singhjani	15-10-08	33'32	55'23
Singhjani to Jagannathganj	15-10-09	21'90	

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sal 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 2,685 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Agreements and contract—

Agreement, dated the 6th January 1897 (called the preliminary agreement) } between the Secretary of State and the India General Steam Navigation Company (called the Old Company), as to the construction, management, maintenance and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

Contract, dated the 6th January 1897 (called the scheduled contract), }
 Agreement, dated the 3rd October 1899, (supplemental to the preliminary agreement and scheduled contract of 1897), between the India General Steam Navigation Company (called the Old Company) and Messrs. W. H. Cheetham, C. C. Kilburn, and A. Pointon, merchants, the liquidators thereof, the India General Navigation and Railway Company (called the New Company), and the Secretary of State, as to the substitution, as from the 1st July 1899, of the New Company for the Old Company as a party to the preliminary agreement and the scheduled contract, respectively, and for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway Head Office from Calcutta to London.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

3 (d) Mymensingh-Jamalpur-Jagannathganj railway (3' 3½" gauge)—concl'd.

Main provisions of agreements and contract—

- (i) *Land.*—Provided by the Government free of cost to the Company.
- (ii) *Government aid.*—For the more convenient and economical construction of the railway its execution was undertaken by the Government, who also stock, manage, maintain and work it through the agency of the Eastern Bengal railway. The Government agrees to allow the Company, in respect of each calendar year, by way of rebate, such a sum not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway system and the Company's railway only, as shall together with the Company's net earnings for the year, make up 3½ per cent. per annum, on the actual capital expenditure on the branch, (Mymensingh is to be considered a station on the Eastern Bengal railway system, and cross traffic passing over the Company's line when booked through between stations on the Dacca-Mymensingh section and other stations on the Eastern Bengal railway is not to be taken into account in calculating rebate.)
- (iii) *Terms of working.*— } For management, maintenance, working and the use of rolling-stock,
(iv) *Distribution of profits.*— } the Eastern Bengal railway retains 45 per cent. of the gross earnings of the branch; the remainder, being the net earnings, is paid over to the Company.
- (v) *Rates and fares.*—To be arranged between the Government and the working agency, subject to the condition that they are to be within the maxima and minima, and that the classification of goods is to be in conformity with that in force on the Eastern Bengal railway.
- (vi) *Special obligations as to the conveyance of.*—
(a) Mails, troops, police, high Government officials and Government stores.— } Not specified,
(b) Government bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of the Government to determine contract.*—Government may determine the contract on 18 months' notice either on—
(a) the 31st December 1919, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the amount of the average yearly net earnings, not including rebate payments, derived by the Company from the branch railway during the three years immediately preceding the time at which the contract is determined, 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 total capital expenditure; or
(b) on the 31st December 1948, in which case the Government undertake to pay to the Company a sum equal to the total capital expenditure in rupees.
- (viii) *Power of the Company to surrender contract.*—Nil.
- (ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

TABLE I.								TABLE II.			
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	REMARKS.
1	2	3	4	5	6	7	8	9	1	2	3
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1898	53-07	10,44,638	7,660	4,218	0-40	...	4,218	0-40	27	45-00	
1899	53-37	16,11,248	66,499	36,575	2-27	...	36,575	2-27	35	45-00	
1900	53-37	18,76,395	1,62,028	89,116	4-74	...	89,116	4-74	58	45-00	
1901	53-37	20,84,346	1,67,736	92,265	4-43	...	92,265	4-43	60	45-00	
1902	53-14	22,85,677	2,05,251	1,12,888	4-94	...	1,12,888	4-94	74	45-00	
1903	53-70	23,28,917	2,32,825	1,19,573	5-13	...	1,19,573	5-13	83	*46-84	
1904	51-37	23,51,113	2,21,168	1,18,336	5-03	...	1,18,336	5-03	81	*46-49	
1905	50-69	23,86,029	2,16,642	1,18,748	4-98	...	1,18,748	4-98	81	*45-19	
1906	53-22	24,15,248	2,72,929	1,50,030	6-21	...	1,50,030	6-21	103	*45-03	
1907	53-20	24,34,018	3,31,678	1,82,402	7-50	...	1,82,402	7-50	122	45-00	
1908	53-21	24,50,870	3,94,866	2,17,176	8-86	...	2,17,176	8-86	141	45-00	
1909	54-55	24,84,174	3,80,917	2,09,504	8-43	...	2,09,504	8-43	134	45-00	
1910	55-51	25,31,451	3,78,228	2,08,025	8-22	...	2,08,025	8-22	133	45-00	
1911	55-22	25,72,135	3,98,263	2,17,944	8-47	...	2,17,944	8-47	137	45-00	
1912	51-23	26,27,077	3,96,790	2,18,235	8-31	...	2,18,235	8-31	138	45-00	

*The increase is due to the addition of charges for expenditure incurred on terminals at Jagannathganj with those for working by the Eastern Bengal railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.

Secretary.—Charles W. Young, Esq.

Offices.—28-30, Nicholas Lane, London, E. C.

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

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total Miles.
(a) East Indian railway { (5' 6" gauge) 2,826.97 miles } { (3' 3½" gauge) 4.13 miles }	2,831.09	84.70	2,415.70
(b) Delhi-Umballa-Kalka railway (5' 6" gauge)	193.12	...	193.12
(c) South Bihar railway (5' 6" gauge).	79.19	...	79.19
(d) Tarkessur railway (5' 6" gauge)	23.21	...	23.21
Total	3,024.61	84.70	2,709.81

Running powers—

Home lines over Foreign lines:—

	Miles.
Idgah Agra to Agra Fort, Bombay, Warada and Central India (3' 3½" gauge) railway, for goods trains only	1.24
Naihati to Majherat, Eastern Bengal railway	31.25
Canal Junction to Chitpore	1.75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand railway, for certain passenger trains only	10.00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1.48
Total	45.70

Foreign lines over Home lines:—

Bengal-Nagpur railway at Katni	} for passenger and goods trains	0.80
" " " at Katrasgarh		0.65
" " " at Asansol		0.50
" " " at Howrah, for passenger trains only		1.00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0.97 mile and for goods trains 0.53 mile		1.40
" " " at Katni, for goods trains only		0.85
" " " at Manikpur	} for passenger and goods trains.	0.63
North-Western and Oudh and Rohilkhand railways, Ghaziabad to Delhi		18.00
Total		17.96

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Howrah to Hooghly	15-9-54	28.23		
Hooghly to Panduah	1-9-54	14.31		
Panduah to Khana Junction	3-2-55	36.94		
Khana Junction to Raneeunge	3-2-55	45.71		
Raneeunge to Siarsol (near Asansol)	31-7-53	1.70		
Siarsol (near Asansol) to Sitarampur	1-1-55	15.15		
Sitarampur to Luckeesarai Junction	1-1-71	125.63		
Luckeesarai to Dinapore	17-11-52	83.42		
Dinapore to Moghal Sarai	22-12-52	125.02		
Moghal Sarai to Mirzapur	1-1-54	39.28		
Mirzapur to South Bank, Jumna	4-4-54	53.64		
Jumna Bridge to Allahabad	15-8-55	3.75		
Allahabad to Cawnpore	3-3-59	119.47		
Cawnpore to Etawah	1-7-51	56.46		
Etawah to Shikohabad	12-11-51	34.79		
Shikohabad to Tundla Junction	1-4-52	22.92		
Tundla Junction to Aligarh	1-3-53	48.56		
Aligarh to Chola (Bulandshahr Road)	1-4-54	35.54		
Chola to Delhi (South Bank, Jumna)	1-8-54	41.27		
Delhi Terminus	1-1-57	1.73		
			956.26	
Loop line—				
Khana Junction to River Adjai	3-10-53	19.00		
River Adjai to Sainthia	3-9-59	25.12		
Sainthia to Tinpahar	15-10-50	76.12		
Tinpahar to Bhagalpur	1-11-51	69.15		
Bhagalpur to Jamalpur	10-2-53	33.08		
Jamalpur to Kiul	17-11-52	28.00		
			250.42	
Grand Chord—				
Sitarampur to Barakar	1-1-55	3.43		
Barakar to Dhanbaid	20-5-54	25.75		
Dhanbaid to Paharpur	1-1-57	106.69		
Paharpur to Manpur	15-2-56	17.42		
Gya to Moghal Sarai	1-8-59	126.11		
			278.40	
Branches—				
Bhadreswar branch—				
Bhadreswar Junction to the river bank	6-12-52	2.60		
			2.60	
Carried over	...	...	...	1,487.68

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	1,487.68
<i>Hooghly bridge branch—</i> Hooghly Junction to Naihati	15-3-87	4.47	4.47	
<i>Ondal loop—</i> Ondal to Baboisoie Baboisoie to Mangalpur Mangalpur to Toposi Toposi to Ikrah Junction Ikrah Junction to Gaurangdi Gaurangdi to Bapnaraipur	1-5-61 1-1-63 2-2-63 15-1-94 1-6-95 30-3-95	2.08 2.74 2.65 2.42 14.16 7.54	31.54	
<i>Ikrah branch—</i> Ikrah Junction to Barabani Barabani to Sitarampur	15-4-94 15-4-02	8.40 6.98	15.38	
<i>Katras branch—</i> Dhanbaid to Katrasgarh	20-5-94	9.11	9.11	
<i>Salanpur branch—</i> Salanpur to Shauddi	7-9-94 1-1-97	4.29 1.24	5.53	
<i>Chanch branch—</i> Chanch block hut to mile 197.30	1-2-93 5-8-96	2.89 1.00	3.88	
<i>Barabani extension—</i> Toposi to Barabani	15-6-08	3.79	3.79	
<i>Ondal-Sainthia Chord—</i> Ondal to Sainthia	1-1-07	42.94	42.94	
<i>Shikohabad-Farukhabad branch—</i> Shikohabad to Mainpuri Mainpuri to Bhongaon Bhongaon to Farukhabad	1-3-05 17-8-05 1-1-06	29.71 8.63 27.06	65.40	
<i>Hapur branch—</i> Khurja to Hapur	15-4-07	38.87	38.87	
<i>Pandra branch—</i> From Pandra block hut to mile 151.41 on Pandra branch	26-11-00	2.66	2.66	
<i>Damuda branch—</i> Kusunda station to the Damoodar river	30-6-95 15-7-96	8.00 1.77	9.77	
<i>Giridih branch—</i> Madhupur Junction to Giridih	1-1-71	26.70	26.70	
<i>Colliery lines—</i> <i>Katras-Khanoodih extension—</i> Katrasgarh to Khanoodih	7-3-08	7.17	7.17	
<i>Dhanbaid-Jharis Chord—</i> Dhanbaid to Jharis	1-5-08	3.75	3.75	
<i>Katras-Mulkera cross connection—</i> Northern half of connection	15-6-03	0.66	11.58	
Kusunda-Tetalmari extension (including portion of Chandur branch).	20-4-07	8.15	8.15	
<i>Mokameh Ghat branch—</i> Tal Junction to Mokameh Junction via Mokameh Ghat	1-5-83	3.70	3.70	
<i>Patna-Gya branch—</i> Bankipore Junction to Bankipore Bankipore to Jehanabad Jehanabad to Gya	2-6-79 21-4-79 2-6-79	0.25 28.95 28.48	57.68	
<i>Barun-Daltonganj branch—</i> Sone East Bank (Barun) to Rajhara Rajhara to Daltonganj	3-5-02 15-12-02	67.30 10.72	78.02	
Carried over	...	...	...	414.17
				1,901.85

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1.	2.	3.	4.	5.	6.
Brought forward . . . . .	...	...	...	1,001'83	
Digha Ghat branch— Bankipore Junction to Digha Ghat	2-4-85	5'53	5'53		
Tarighat branch— Dildarnagar Junction to Tarighat	5-10-80	12'00	12'00		
Patna Ghat branch— Patna to Patna Ghat	17-11-62	0'87	0'87		
Benares chord— Dihwa Block hut to Bechnpur (Oudh and Rohilkhand railway.)	14-5-10	1'18	1'18		
Jubbulpore branch— Naini Junction to Jubbulpore	1-8-67	224'49	224'49		
Allahabad Fort branch	3-3-59	3'33	3'33		
Cawnpore city branch	15-2-79	0'88	0'88		
Agra branch— Tundla Junction to Jumna bridge	1-4-62	13'35			
Jumna bridge to Agra city (Agra direct access)	1-1-08	1'64	14'99		
Hathras city branch	1-11-88	5'58	5'58		
Branches on the loop line— Azimganj branch— Nalhati to Azimganj	15-7-62	27'23	27'23		
Rajmahal branch— Tinpahar Junction to Rajmahal	15-10-60	7'00	7'00		
Sakrigali branch— Sakrigali Junction to the river Ganges	1-1-04	1'45	1'45		
Mirza Chowki branch— Mirza Chowki to river side	1-3-09	0'33	0'33		
Maharajpur branch	30-11-98	1'40	1'40		
Sultangunge branch	6-5-35	1'16	1'16		
Dhulian branch— Barharwa to Dhulian Ganges	19-1-11	16'72	16'72		
Monghyr branch— Jamalpur Junction to Monghyr	10-4-62	5'68	5'68		
Bausi branch— Bhagalpur to Mandar Hill	1-10-11	31'55	31'55		
Katwa branch— Bandel Junction to Nabadwip	1-4-12	41'00			
Nabadwip to Katwa	15-5-12	23'75	64'75		
Deoghur branch (3' 3 $\frac{1}{2}$ " gauge)— Baidyanath Junction to Deoghur	23-12-82	4'12	4'12		
TOTAL OPEN MILEAGE . . . . .	...	...	...	429'24	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Dhulian Ganges to Katwa (sanctioned on 5th March 1906) . . . . .	...	84'70	84'70	84'70	
GRAND TOTAL, EAST INDIAN RAILWAY . . . . .	...	...	...	2,415'79	
DOUBLE LINE— On the main line— Lillooah to Uttarpara	10-3-57	3'07			
Seoraphuli to Chandernagore	1-2-58	6'09			
Chandernagore to Hooghly	1-5-58	3'11			
Hooghly to Magra	1-10-58	5'49			
Magra to Pandooah	25-2-59	8'81			
Pandooah to Burdwan	1-10-59	25'44			
Burdwan to Khana	1-1-59	8'23			
Khana to Durgapur	1-6-70	31'35			
Durgapur to Raneegunge	2-9-70	14'86			
Raneegunge to Sitarampur	19-12-78	25'55			
Sitarampur to Luckeeserai	1-1-71	123'46			
Luckeeserai to Barhee	22-6-60	9'82	246'23		
Carried over . . . . .	...	...	246'23		

* Excluding the triple length.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 4 EAST INDIAN RAILWAY SYSTEM—contd.

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

Progress in opening—concld.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
Brought forward		...	246.38		
DOUBLE LINE—concld.					
<i>On the main line—concld.</i>					
Burhee to Barh	22-2-68	27.10			
Barh to Futwah	11-1-68	25.87			
Futwah to Dinapore	20-3-67	19.63			
Dinapore to Bihta	13-8-68	10.93			
Bihta to Arrah	28-3-70	13.50			
Arrah to Buxar	18-8-68	42.67			
Buxar to Dildarnagar	15-4-82	22.40			
Dildarnagar to Zamania	20-5-82	3.59			
Zamania to Sakaldiha	20-9-82	16.28			
Sakaldiha to Moghal Sarai	10-8-83	11.49			
Moghal Sarai to Ahraura Road	10-8-07	7.92			
Ahraura Road to Kyalahat	8-12-05	4.95			
Kyalahat to Chunar	29-12-08	5.22			
Chunar to Dagmaipur	19-2-09	4.91			
Dagmaipur to Pahara	27-2-09	4.91			
Pahara to Jhingura	16-1-08	4.61			
Jhingura to Mirzapur	6-8-07	6.78			
Mirzapur to Bindhsahal	6-7-11	3.86			
Bindhsahal to Birohe	12-7-11	2.54			
Birohe to Gaipura	26-9-11	3.95			
Gaipura to Jigna	10-10-11	4.09			
Jigna to Mandah Road	16-11-11	4.47			
Mandah Road to Unohdih	30-11-11	4.44			
Unohdih to Meja Road	23-11-11	4.56			
Meja Road to Tonse bridge	26-10-11	2.88			
Tonse bridge to Bheerpur	10-4-11	4.67			
Bheerpur to Karchana	9-4-11	6.00			
Karchana to Chheeki	6-8-09	5.81			
Chheeki to Naini	31-1-07	1.25			
Naini to Allahabad	15-1-06	3.86			
Allahabad to Subadargunge	27-1-09	3.50			
Ghaziabad to Shahdara	20-2-02	8.13			
Shahdara to east side of Jumna bridge near Delhi	1-7-02	2.57			
			304.38		
<i>On the branches—</i>					
Hooghly bridge branch	15-3-87	4.47			
Sitarampur to Barakar	1-7-04	2.89			
Portion of Jharia branch	6-8-01	0.17			
Chanch to Mugma	1-1-04	1.45			
Mugma to Futka	26-9-12	3.78			
Futka to Kalobathan	29-9-05	3.16			
Kalobathan to Chhota Ambona	29-1-06	5.00			
Chhota Ambona to Pradhankhunta	17-1-08	3.38			
Pradhankhunta to Dhanbaid	21-3-06	3.68			
Gurpa to Gujhandi (on the Gya-Katrasgarh line).	17-10-05	2.76			
	1-7-06	2.04			
	11-3-07	13.62			
			51.90		
Total double line		...		602.61	
TRIPLE LINE—					
Uttarpara to Seoraphuli	3-6-12	7.55			
Debipur to Boinches	1-1-03	2.29			
Raneegunge to Asansol	22-7-07	11.30			
			21.14		
QUADROPLE LINE—					
Bengal-Nagpur Railway Junction cabin to Lillicoah	1-1-07	2.08		21.14	
				2.08	
SEXTUPLE LINE—					
Howrah Station to Bengal-Nagpur Railway Junction cabin	1-1-08	0.85		2.08	
				0.85	

Details of construction—

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, Ikras branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch, Shikohabad-Farukhabad, Dhulian and Bausi branches 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 the up and down roads of the main line from Howrah to Allahabad, a distance of about 564 miles, the rails are 85-lb. bull-headed with the exception of a few short lengths aggregating 16 miles which are still laid with 75-lb. double-headed rails, but these sections are gradually being relaid with the heavier rails.

The down lines between Howrah and Baidyabati, Chandernagore and Debipur, Bagila and Talit, Karowta and Moghal Sarai and Cawnpore and Bhanpur, and up lines between Gidhaur and Mananpur, and Bukhtiarpore and Moghal Sarai and both up and down lines of the Naihati branch are laid with 88½-lb. bull-headed steel rails.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Details of construction—conold.

Above Allahabad the main line up to Fatehpur (mile 636) is laid with 85-lb. bull-headed rails and the rest of the main line and branches are laid with 75-lb. double-headed rails.

The Grand Chord line is laid with 85-lb. rails from Sitarampore to Gurpa, with 88½-lb. rails from Gurpa to mile 287 near Maupur, and the remainder with 75-lb. double-headed rails.

The Deoghur branch (3' 3½" gauge) is laid with 80-lb. flat-footed rails.

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 jarrah 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 Damoodur, Ikrah, Salanpur, Chanoh, Pandra, Azimganj, Barun-Daltonganj, Shikohabad-Farukhabad, Hooghly-Katwa, Bhagalpur-Bausi and Deoghur branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharis chords.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna East Bank) and Belanganj.

Gradients.—The ruling gradient on the main line and the Dhulian branch is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord, 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient on the Hooghly-Katwa branch is 1 in 500, on the Shikohabad-Farukhabad branch, 1 in 400, on the Daltonganj branch, 1 in 333, on the Patna-Gya and Digha Ghat branches, 1 in 250, on the Loop line, the Monghyr branch, the Ondal-Sainthia Chord, the Bhagalpur-Bausi branch, the Khurja Hapur branch and the Jubbulpore branch, 1 in 200, on the Azimganj branch, 1 in 100, and on the Deoghur branch 1 in 50.

Contracts and agreement—

Contract, dated the 22nd December 1879 (called the principal contract) *between the Secretary of State and the East Indian Railway Company*, as to the maintenance, management and working of the undertaking.

Agreement, dated the 27th July 1882, *between the Secretary of State and the East Indian Railway Company*, as to the working of the Kurhurbaree and Serampore collieries.

Contract, dated the 10th November 1893 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the incorporation in the undertaking of certain State branch lines.

Contract, dated the 26th February 1896 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the raising of capital by debentures.

Contract, dated the 22nd November 1897 (supplemental to the contracts of 1879 and 1896), *between the Secretary of State and the East Indian Railway Company*, as to the construction and working of the Moghal Sarai-Gya railway.

Contract, dated the 4th April 1899 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the creation of debenture stock.

Contract, dated the 14th November 1899 (modifying the contract of the 22nd December 1879 as supplemented by the contracts of 1896, and 1899), *between the Secretary of State and the East Indian Railway Company*.

Contract, dated the 16th April 1903 (supplemental to the contracts of 1899, and to those of 1879, 1896 and 1899 therein referred to), *between the Secretary of State and the East Indian Railway Company*, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Contract, dated the 10th July 1907 (supplemental to the contracts of 1879, 1899 and 1903), *between the Secretary of State and the East Indian Railway Company*, as to the creation of a 3½ per cent Debenture stock.

Contract, dated the 25th October 1911, *between the Secretary of State, the Deoghur Railway Company and the East Indian Railway Company*, as to the transfer to the Secretary of State of the Deoghur railway and its management, maintenance and working by the East Indian Railway Company as a part of their undertaking.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest in sterling at 4 per cent per annum on £6,550,000, the capital sum representing the deferred portion (one-fifth) of the annuity payable by Government in purchase of the East Indian railway. Also guarantee of principal and interest in respect of debentures and debenture stock issued by the Company.

(iii) *Distribution of profits.*—The surplus profits in each half year remaining after payment of interest and annuity charges, and the contribution to the Provident Fund, to be divided as follows:—
Of the first Rs. 25,00,000 of such surplus profits (or of the whole amount when it does not exceed Rs. 25,00,000) the Government to receive four-fifths and the Company one-fifth; of any excess beyond Rs. 25,00,000 the Government to receive fourteen-fifteenths and the Company one-fifteenth.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of contracts and agreement—concl'd.

- (iv) *Rates and fares.*—Maximum and minimum rates and fares to be authorised, and the classification of passengers and goods to be prescribed, by the Government.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, high Government officials and Government stores.—To be conveyed on same general conditions, and at rates (to be approved by the Government) not less than those in force for the time being for similar services on State railways of the same gauge.
- (b) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be from time to time approved by the Government.
- (vi) *Power of the Government to determine contract.*— } By the contract of the 14th November 1899 the
- (vii) *Power of the Company to surrender contract.*— } Government and the Company mutually agree that they will not determine the contract dated the 22nd December 1879 before the 31st December 1919. On that date, or at the end of any succeeding fifth year thereafter, either party may determine the contract by giving two years' previous notice. (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.)
- (viii) *Term of contract [if not determined under (vi) and (vii)].*—50 years from 1st January 1880.

Statistics of working (Those for 1879 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) attributable to each calendar year.	Gain 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
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880.	1,504.25	34,18,12,052	4,29,45,116	2,84,66,874	8.33	1,96,03,398 ^a	...	17,72,690	70,90,786	549	33.71
1881.	1,506.75	34,67,27,455	4,54,11,472	3,06,38,827	8.84	30,27,492	1,72,92,000	20,63,867	82,55,468	578	33.53
1882.	1,506.77	34,83,42,743	4,71,17,594	2,94,15,386	8.44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37.57
1883.	1,509.46	35,02,20,413	4,94,67,085	3,08,77,691	8.82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37.58
1884.	1,509.46	35,24,09,667	4,38,38,714	2,70,76,204	7.66	34,79,208	1,77,35,384	11,72,323	46,89,291	558	38.24
1885.	1,514.99	35,61,22,471	4,63,36,889	2,97,35,295	8.35	36,22,093	1,79,65,714	18,29,502	65,17,986	589	35.90
1886.	1,514.86	35,80,42,570	4,66,70,853	3,02,20,962	8.44	37,84,444	1,89,50,137	14,97,276	59,69,105	591	35.25
1887.	1,518.36	35,85,11,962	4,60,65,661	3,09,98,517	8.65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	33.71
1888.	1,518.45	35,82,32,469	4,54,36,902	3,00,27,370	8.38	38,60,374	2,03,43,530	11,64,693	46,58,773	567	33.91
1889.	1,525.44	35,98,56,817	4,49,57,901	2,91,14,970	8.09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35.24
1890.	1,525.44	36,00,54,709	4,34,39,355	2,95,24,546	8.20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32.03
1891.	1,525.44	35,94,69,179	4,94,85,280	3,56,54,312	9.92	37,33,297	1,86,94,054	26,45,392	1,05,81,569	615	27.95
1892.	1,610.27	36,51,42,775	4,88,55,105	3,48,16,719	9.54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28.73
1893.	1,610.73	37,17,05,626	5,08,44,654 ^b	3,60,94,293	9.71	41,26,889	2,34,46,780	17,94,125	68,16,499	584	29.01
1894.	1,664.11	37,50,81,624	5,26,89,485	3,64,26,405	9.71	43,37,988	2,43,89,582	15,39,767	61,59,068	604	30.87
1895.	1,700.19	38,08,78,764	5,41,50,856 ^c	3,78,34,726 ^c	9.93	45,73,671	2,61,01,132	14,29,078	57,30,845	603	30.13
1896.	1,701.11	38,54,11,272	5,40,69,142 ^d	3,67,77,682 ^d	9.54	46,90,562	2,58,59,455	12,45,733	49,81,932	597	31.98
1897.	1,705.09	39,66,36,442	5,88,28,013	4,14,93,460	10.46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29.47
1898.	1,712.25	40,98,89,605	5,97,96,060	4,08,07,269	9.96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31.76
1899.	1,710.67	42,06,85,477	6,35,45,974	4,26,60,018	9.93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32.87
1900.	1,840.32	44,54,68,809	6,84,74,972	4,47,15,571	10.04	60,18,054	2,15,80,963	18,09,104	1,53,27,450	708	34.70
1901.	1,838.04	45,95,76,136	7,03,96,636	4,57,13,311	9.95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35.06
1902.	1,923.35	47,43,55,297	6,77,38,713	4,29,80,333	9.06	70,34,492	2,16,46,968	16,19,965	1,26,79,508	687	36.55
1903.	1,935.11	48,80,34,496	6,99,73,700	4,64,35,793	9.51	74,46,371	2,16,15,000	18,24,961	1,55,49,461	692	33.64
1904.	1,932.87	50,26,03,029	7,59,71,544	5,06,03,115	10.07	80,33,978	2,16,15,000	20,64,276	1,88,99,861	749	39.39
1905.	1,972.30	52,58,72,727	7,50,47,139	4,82,21,979	9.17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35.74
1906.	2,165.04	54,79,28,490	8,02,50,910	4,87,53,855 ^e	8.90	93,88,271	2,16,15,000	18,50,039	1,59,00,545	721 ^f	38.65 ^g
1907.	2,208.29	56,77,47,625	8,11,29,807	4,84,10,858 ^e	8.53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	673 ^f	39.74 ^g
1908.	2,213.13	58,74,01,148	8,28,51,108	4,44,26,132 ^e	7.56	1,09,27,823	2,16,15,000	14,58,687	1,04,24,422	682 ^f	45.80 ^g
1909.	2,212.07	60,47,01,643	8,28,35,189 ^g	4,77,90,961 ^e	7.93	1,15,86,038	2,16,15,000	16,39,194	1,29,48,709	695 ^f	41.78 ^g
1910.	2,212.77	60,82,23,218	8,60,42,147	5,20,01,256 ^e	8.54	1,18,60,704	2,16,15,000	19,01,703	1,66,22,849	723 ^f	39.01 ^g
1911.	2,265.86	62,03,94,930	9,22,36,383	5,59,09,918 ^e	9.06	1,21,80,903	2,16,15,000	21,40,874	1,99,72,242	756 ^f	38.87 ^g
1912.	2,331.09	63,49,50,982	10,15,50,003	6,32,20,565 ^e	9.96	1,26,75,172	2,16,15,000	25,95,359	2,68,85,034	810 ^f	37.27 ^g

a. Interest in 1880 includes annuity charges, which cannot be separated.

b. Includes arrear credits for substantial improvements, Rs. 10,49,127.

c. Includes Rs. 14,530 realised from Palmer's Trust Estate.

d. Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.

e. Excludes the annual rental paid to the South Bihar Railway Company together with interest on Government advances for the purposes of this railway.

f. Includes the South Bihar railway.

g. Includes arrear credits for substantial improvements, Rs. 26,19,763.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Chairman.—Alexander Izat, Esq., C.I.E.*Secretary.*—J. Lightfoot, Esq.*Offices.*—237, Gresham House, Old Broad Street, London, E.C.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
<i>Main line.</i> — Delhi to Kalka	1-3-01	163.36	
<i>Kaithal branch.</i> — Thanesar to Kaithal	1-12-10	29.70	
			193.19

Details of construction—

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. On the Kaithal branch 75-lb. flat-footed steel rails have been used.

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.

Contracts—

Dated the 24th January 1889 (called the principal working contract), between the Secretary of State and the East Indian Railway Company, for working and maintenance.

Dated the 12th February 1889 (called the principal contract), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, for the construction of the railway.

Dated the 19th March 1890 (supplemental to the contract of 1889), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, as to the raising of additional capital by the issue of debentures.

Dated the 19th December 1895 (supplemental to the contract of 1889), 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.

Dated the 21st July 1896 (supplemental to the contract of 1889), between the Secretary of State and the East Indian Railway Company, as to the provision of funds for further capital works.

Dated the 24th July 1896 (supplemental to the contracts of 1889 and 1890), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, as to the provision of funds for further capital works.

Dated the 9th June 1897 (supplemental to the contracts of 1889, 1890, and 1895), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, guaranteeing interest at the rate of 3½ per cent on share capital.

Dated the 27th April 1903 (supplemental to the contract of 1889), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 1st July 1909 (supplemental to the contracts of 1889 and 1890), between the Secretary of State and the East Indian Railway Company; } as to the working and

Dated the 3rd November 1909 (supplemental to the contracts of 1889, 1890, 1895, 1896, 1897 and 1903), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company; } construction, respectively, of the Thanesar-Kaithal branch.

Main provisions of contracts—

(i) *Land.*—To be provided by the Government free of cost to the Company.

(ii) *Government aid.*— } The Government undertake (through the agency, in the first instance, of the

(iii) *Terms of working.*— } East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency and paying 52 per cent to the Company. 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 its share capital.

(iv) *Distribution of profits.*—Surplus profits in any year in excess of 3½ per cent per annum on share capital are divided equally between the Government and the Company until the Government has been repaid amounts advanced by way of subsidy, with interest. Thereafter all surplus profits will belong to the Company.

(v) *Rates and fares.*—To be agreed upon between the Government and the working agency; but between Delhi and Umballa not more than the maximum, nor less than the minimum, in force on the East Indian railway, and between Umballa and Kalka not more than three times such maximum nor less than such minimum.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of contracts—concl'd.

(vi) Special obligations as to the conveyance of.—

(a) Mails, troops, high Government officials and Government stores.— } Nil.
(b) Government bullion and coin, and the persons in charge thereof.— }

(vii) Power of the Government to determine contract.—The Government may determine the contract 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. Payments by the Government by way of subsidy under the contract of the 9th June 1897 and also the additional 2 per cent of gross earnings conceded to the Company under the contract of the 19th December 1895 are to be excluded from the profits of the Company in calculating the price to be paid by the Government.

(viii) Power of the Company to surrender contract.—Nil.

(ix) Term of contract [if not determined under (vii)].—Not specified.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	162.24	1,55,44,692	9,07,697	4,72,002	3.04	...	4,72,002	3.04	128	48.00
1892	161.40	1,58,22,137	10,81,769	5,62,520	3.56	...	5,62,520	3.56	129	48.00
1893	161.40	1,55,24,600	11,98,508	6,23,224	4.01	...	6,23,224	4.01	143	48.00
1894	161.40	1,55,25,547	13,37,526	6,95,514	4.48	...	6,95,514	4.48	159	48.00
1895	161.40	2,55,06,120	14,66,519	7,59,470	4.90	...	7,59,470	4.90	174	48.00
1896	160.47	1,54,49,783	13,18,840	6,85,797	4.44	...	6,85,797	4.44	158	48.00
1897	162.24	1,53,26,585	15,73,319	8,18,126	5.34	...	8,18,126	5.34	186	48.00
1898	162.24	1,53,43,587	16,07,512	8,35,906	5.45	...	8,35,906	5.45	191	48.00
1899	162.24	1,53,01,272	14,49,378	7,53,677	4.93	...	7,53,677	4.93	172	48.00
1900	162.24	1,53,15,467	13,72,523	7,13,712	4.66	...	7,13,712	4.66	163	48.00
1901	162.24	1,52,92,648	18,05,858	9,39,046	6.14	...	9,39,046	6.14	213	48.00
1902	162.24	1,54,23,791	18,66,695	9,70,681	6.29	...	9,70,681	6.29	221	48.00
1903	162.36	1,55,49,998	18,30,960	9,52,099	6.12	...	9,52,099	6.12	216	48.00
1904	162.36	1,55,51,763	18,53,475	9,63,807	6.20	...	9,63,807	6.20	218	48.00
1905	162.36	1,56,07,499	20,16,936	10,43,807	6.72	...	10,43,807	6.72	238	48.00
1906	162.36	1,57,26,333	20,04,318	10,42,194	6.63	...	10,42,194	6.63	237	48.00
1907	162.36	1,58,23,198	23,04,659	11,98,423	7.57	...	11,98,423	7.57	273	48.00
1908	162.36	1,60,07,123	21,09,189	10,96,778	6.85	...	10,96,778	6.85	250	48.00
1909	162.36	1,66,56,595	22,90,710	11,91,169	7.15	...	11,91,169	7.15	271	48.00
1910	192.13	1,75,45,512	26,05,303	13,55,018	7.73	...	13,55,018	7.73	261	48.00
1911	192.12	1,77,78,153	31,53,021	16,39,571	9.22	...	16,39,571	9.22	316	48.00
1913	192.12	1,79,12,579	32,30,326	16,79,769	9.38	...	16,79,769	9.38	328	48.00

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

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

Secretary.—Lieut.-Col. H. Bonham-Carter.

Offices.—91, York Street, Westminster, S. W.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Luokeeserai to Gya	5-7-99	79.19	79.19

Details of construction—

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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (c) South Bihar railway (5' 6" gauge)—contd.

Contracts—

Dated the 7th August 1895 (called the principal contract), between the Secretary of State and the South Bihar Railway Company, as to construction.

Dated the 22nd August 1895 (called the contract of 1895), between the Secretary of State and the East Indian Railway Company, as to maintenance and working.

Dated the 21st April 1903 (supplemental to the contract of 1895), between the Secretary of State and the South Bihar Railway Company, as to the adoption of 1s 4d per rupee as the "prescribed" rate of exchange.

Dated the 11th December 1906 (supplemental to the contract of 1895), between the Secretary of State and the South Bihar Railway Company, as to the lease of the South Bihar railway to the Secretary of State and yearly payment to the Company until date of determination of the contract of the 7th August 1895.

Dated the 16th January 1907, between the Secretary of State and the East Indian Railway Company, as to working the South Bihar railway as part of the Company's undertaking.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—
 (iii) *Terms of working.*—
 (iv) *Distribution of profits.*— } Government constructed the line, from funds provided by the South Bihar Railway Company, and maintained, stocked and worked it through the agency of the East Indian Railway Company up to the 31st December 1905, for a certain proportion of its gross earnings; and, by agreement with the East Indian Railway Company, also allowed to the South Bihar Railway Company, by way of rebate, a percentage of the East Indian Railway's share of the receipts from traffic interchanged between the two railways towards making up an amount equal to 4 per cent interest for each half-year on the actual capital expenditure (subject to certain limits) on the South Bihar railway.

With effect from the 1st January 1906 the South Bihar Railway Company leased their line to the Government for a yearly sum of £30,000, payable by half-yearly payments of £15,000, at the end of each calendar half-year, in substitution of the corresponding provisions of the principal contract of the 7th August 1895.

As between the Government and the East Indian Railway Company the South Bihar railway as from 1st January 1906 is worked as part of the undertaking of the Company, who pay to the Government from the net half-yearly revenue of the undertaking the half-yearly sum of £15,000 and also interest for each half-year at 3½ per cent per annum on Rupees 7,63,000-1-11, being the amount of capital advances made by the Government for the purposes of the South Bihar railway.

(v) *Rates and fares.*—
 (vi) *Special obligations as to the conveyance of.*— }
 (a) Mails, troops, high Government officials and Government stores.— } As under 4 (a), East Indian railway (5' 6" gauge).
 (b) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contracts.*—Government may determine the South Bihar Railway Company's contracts on the 30th June 1919, or on the 30th June in the last year 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 being the capital expended on the undertaking with the authorisation of the Secretary of State.

The East Indian Railway Company's contracts terminate at the same time as the Company's contract of 1879, for which see 4 (a), East Indian railway (5' 6" gauge).

(viii) *Power of the South Bihar Railway Company to surrender contracts.*—Nil.

(ix) *Power of the East Indian Railway Company to surrender contracts.*—As under (vii).

(x) *Term of South Bihar Railway Company's contracts [if not determined under (vii)].*—Not specified.

(xi) *Term of East Indian Railway Company's contracts.*—As under (vii).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (c) South Bihar railway (5' 6" gauge)—contd.

Statistics of working—

TABLE I.								TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian railway.	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	9	1	2 %
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899	78.83	1,18,16,730	2,03,328	1,32,168	1.12	33,408	1,65,566	1.40	103	35.00
1900	78.76	1,23,15,110	4,67,133	3,03,636	2.47	1,44,404	4,48,040	3.61	114	35.00
1901	78.76	1,23,66,533	5,14,970	3,08,822	2.50	1,28,082	4,36,904	3.53	125	40.02
1902	78.76	1,19,88,612	4,99,809	2,74,895	2.29	1,35,445	4,10,340	3.42	122	45.00
1903	78.76	1,20,01,897	5,24,605	2,88,538	2.40	1,57,708	4,46,241	3.72	128	45.00
1904	78.76	1,19,72,914	5,70,358	3,13,697	2.62	1,65,832	4,79,079	4.00	138	45.00
1905	78.76	1,19,77,154	5,55,199	3,05,360	2.55	1,72,721	4,78,081	3.99	135	45.00
1906	78.76	1,19,74,947								
1907	78.76	1,19,77,154								
1908	79.19	1,19,77,154								
1909	79.19	1,19,77,154								
1910	79.19	1,19,77,154								
1911	79.19	1,19,77,154								
1912	79.19	1,19,77,154								

See "terms of working" above.

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sheoraphuli to Tarkessur	1-1-85	22.21	22.21

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. steel 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.

Agreements and contract—

Agreement, dated the 8th September 1883, between the Secretary of State and the Tarkessur Railway Company, as to construction by a syndicate formed for that purpose.

Contract, dated the 15th September 1887, between the Secretary of State and the East Indian Railway Company, working the Tarkessur line by the Company.

Agreement, dated the 1st March 1888, between the Secretary of State and the Tarkessur Railway Company.

As to maintenance and working of the Tarkessur line by the East Indian Railway Company.

Main provisions of agreements and contract—

(i) *Land.*—To be leased to the Company for 99 years at a peppercorn rent.

(ii) *Government aid.*—No direct Government aid; but it was agreed by the contract of the 8th September 1883 that the Government would support the conclusion of an arrangement for the working by the East Indian Railway Company of the Tarkessur line [see (iii)].

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of agreements and contract—concl'd.

- (iii) Terms of working.— } The East Indian Railway Company maintain, stock and work the Tarkessur railway (which is the property of the Tarkessur Railway Company) in consideration of the following half-yearly payments:—
- (iv) Distribution of profits.—
- working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole,
 - five per cent of the gross earnings as hire of rolling-stock,
 - a contribution to the East Indian Railway Provident Fund in accordance with the rules of that Fund (since limited to 1 per cent of the Tarkessur railway earnings, the revised rules of the Institution notwithstanding—the difference between this contribution and the increased contribution admissible under the revised rules being charged against the earnings of the East Indian Railway Company, vide Government of India letter No. 1900 B.E., dated the 23rd October 1903),
 - the balance of the receipts [after deducting (a), (b) and (c)] is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.
- (v) Rates and fares.—Certain maxima have been fixed, within which the East Indian Railway Company is authorized to charge such rates and fares as may from time to time be mutually agreed upon.
- (vi) Special obligations as to the conveyance of.—
- Mails.—To be conveyed free of charge.
 - Troops, police, high Government officials and Government stores.—To be conveyed at special rates.
 - Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates.
- (vii) Power of the Government to determine contract and agreements.—The contract of the 8th September 1883 may be determined by the Government giving 12 months' previous notice after the Tarkessur railway has been opened for 30 years, and thereafter at intervals of 10 years. Upon such determination the Government is to pay the Company a sum equal to the aggregate net profits of the line during the preceding 20 years.
- The contract of the 15th September 1887 and agreement of the 1st March 1893 run concurrently with the East Indian Railway Company's principal contract of the 22nd December 1879 [see 4 (a), East Indian railway (5' 6" gauge)].
- (viii) Power of Companies to surrender contracts and agreements.—Nil.
- (ix) Term of contract of 1893.—99 years, i.e., till 7th September 1932.
- (x) Term of contract of 1887 and of agreement of 1893.—As under (vii).

Statistics of working (These for the periods prior to 1903 will be found in Appendix 88 to the Report for 1907).—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including expenses, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	22-23	17,98,985	8,33,924	1,63,741	9.18	298	50.08
1904	22-23	17,97,555	8,30,635	1,63,604	9.07	294	50.79
1905	22-23	17,98,515	8,26,715	1,55,221	8.68	282	52.48
1906	22-23	17,99,166	8,51,698	1,58,999	8.24	304	54.82
1907	22-23	17,99,778	8,58,243	1,58,896	8.80	307	55.35
1908	22-21	18,02,130	8,65,192	1,45,402	8.08	316	60.12
1909	22-21	18,02,139	8,63,681	1,42,007	8.09	316	55.46
1910	22-21	18,02,730	8,55,024	1,72,995	9.60	338	55.07
1911	22-21	18,01,796	8,71,362	1,66,928	9.25	322	55.03
1912	22-21	18,05,260	8,66,199	1,78,451	9.88	324	58.79

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 **GREAT INDIAN PENINSULA RAILWAY SYSTEM**
Sub-heads (a) to (k)*Chairman.*—Colonel F. Firebrace.*Secretary.*—R. H. Walpole, Esq.*Offices.*—48, Copthall Avenue, London, E. C.

Lines comprised in 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)	2,419·33	241·09	2,660·42
(b) Agra-Delhi Chord railway (5' 6" gauge)	125·83	...	125·83
(c) Baran-Kotah railway (5' 6" gauge)	40·29	...	40·29
(d) Bhopal-Itarsi railway (5' 6" gauge)	56·63	...	56·63
(e) Bhopal-Ujjain railway (5' 6" gauge)	113·27	...	113·27
(f) Bina-Goonn-Baran railway (5' 6" gauge)	145·61	...	145·61
(g) Gwalior Light railway (2' 0" gauge)	249·96	...	249·96
(h) Matheran Light railway (2' 0" gauge)	12·61	...	12·61
(i) Dhond-Baramati railway (2' 6" gauge)	...	27·33	27·33
(j) Murtajapur-Ellichpur railway (2' 6" gauge)	...	46·67	46·67
(k) Murtajapur-Yeotmal railway (2' 6" gauge)	...	71·08	71·08
Total	8,163·57	386·17	8,549·74

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, Bombay, Baroda and Central India (3' 3½" gauge) railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·53 mile for goods trains	1·49
From Cawnpore to Lucknow, Oudh and Rohilkhand railway, for passenger trains only	44·63
From Nagpur Junction to Itwari, Bengal-Nagpur railway, for goods trains only	1·78
Total	57·99

Foreign lines over home line :—

Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·39
Bombay, Baroda and Central India railway, Muttra Junction to Delhi Junction, for passenger and goods trains	90·03
East Indian railway, Belanganj Junction to Muttra Junction, for passenger trains only	31·72
Total	126·14

5 (a) Great Indian Peninsula railway (5' 6" gauge)—

The Great Indian Peninsula railway comprises the line formerly owned by the old Guaranteed Company of that name (now called the Great Indian Peninsula railway proper), in amalgamation with that of the late Indian Midland Railway Company (now known as the Midland section). The Guaranteed Company's railway was purchased 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	
Company's stock at date of purchase	£ 34,859,218
Debentures and debenture stock taken over from the former Guaranteed Company	5,922,350
Total	40,781,568

up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

The contract between the Secretary of State and the Indian Midland Railway Company, dated the 22nd October 1885, was determined by the Secretary of State on the 31st December 1910. That does not, however, substantially affect the carrying out of the contract, between the Secretary of State and the Great Indian Peninsula Railway Company, dated the 21st December 1900, the effect of which is that the railways formerly known as the "Indian Midland Railway System" are to form part of the undertaking worked by the Company for so long as that contract remains in force.

Nor are the arrangements subsisting at the date of the termination of the Indian Midland Railway Company's contract for working of the Native State branches of that Company's line disturbed in any way by the termination of that Company's contract, the necessary alterations, whereby the Government becomes a party thereto instead of the Indian Midland Railway Company, having been made in the working agreements relating to such branches, and a revised agreement having been made for the working by the Great Indian Peninsula Railway Company, of the Gwalior Light railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 . GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (a) Great Indian Peninsula railway (5' 6" gauge)—contd.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
GREAT INDIAN PENINSULA RAILWAY PROPER—				
NORTH-EAST LINE—				
Main line—				
Victoria Terminus to Thana	18-4-53	20-77		
Thana to Kalyan	1-5-54	19-65		
Kalyan to Vasind	1-10-55	16-16		
Vasind to Asangaon	6-9-60	8-78		
Asangaon to Kasara	1-1-61	21-81		
Kasara to Igatpuri (Thull Ghat)	1-1-65	9-39		
Igatpuri to Nasik	23-1-61	31-43		
Nasik to Ohaligaon	1-10-61	37-24		
Ohaligaon to Jalgaon	6-10-63	37-43		
Jalgaon to Bhusaval	20-5-63	15-01		
Bhusaval to Burhanpur	20-11-65	33-21		
Burhanpur to Khandwa	3-9-64	43-78		
Khandwa to Bir	17-3-68	21-15		
Bir to Itarsi	1-1-70	39-37		
Itarsi to Solapur	1-3-70	30-69		
Solapur to Jabalpur	3-3-70	121-65		
			615-65	
Branches—				
Bombay Harbour Branch—				
Point of junction with Bombay Port Trust line to Kurla	12-12-10	7-48		
			7-48	
Ohaligaon-Dhulia branch—				
Ohaligaon to Dhulia	15-10-00	34-95		
			34-95	
Jalgaon-Amalner branch—				
Jalgaon to Erandol Road	20-2-00	15-26		
Erandol Road to Amalner	4-4-00	16-00		
			34-26	
Nagpur branch—				
Bhusaval Junction to Malkapur	20-5-63	20-05		
Malkapur to Shegaon	24-10-64	39-58		
Shegaon to Badnera	13-12-65	73-67		
Badnera to Pulgaon	16-7-68	40-39		
Pulgaon to Sindi	5-11-68	33-37		
Sindi to Nagpur	20-2-67	29-44		
			243-25	
Khamgaon branch—				
Jalamb to Khamgaon	4-3-70	7-97		
			7-97	
Amraoti branch—				
Badnera to Amraoti	16-2-71	5-49		
			5-49	
Wardha Coal branch—				
Wardha to mile 490-20	1-9-79	13-06		
Mile 490-20 to mile 513-64	24-12-75	23-44		
Mile 513-64 to Warora	26-4-78	4-00		
Warora-Chanda-Balharabab extension	1-2-68	37-13		
			33-51	
Mohpani branch—				
Gadarvada to Mohpani	3-3-72	12-47		
Mohpani to Gotitoria	2-11-66	1-07		
Mohpani to new coal-fields	3-6-00	0-14		
			13-68	
				1,045-23
SOUTH-EAST LINE—				
Main Line—				
Kalyan to Palasdhari (Karjat)	12-5-56	30-61		
Palasdhari to Khandala (Shore Ghat)	14-5-53	13-20		
Khandala to Poona	14-6-58	42-01		
Poona to Diksal	15-12-58	64-25		
Diksal to Bari Junction	23-10-59	30-60		
Bari Junction to Mohol	21-1-60	23-33		
Mohol to Solapur	6-6-60	20-51		
Solapur to Gulbarga	1-7-70	70-29		
Gulbarga to the Krishna	1-12-79	73-76		
Krishna to Raichur	1-5-71	15-31		
			408-33	
Branches—				
Dhond-Mannad branch—				
Dhond to Ahmednagar	15-2-73	50-41		
Ahmednagar to Mannad	17-4-78	33-03		
			143-44	
Khopoli branch—				
Palasdhari to Khopoli	12-5-56	7-24		
			7-24	
				561-54
				1,008-76
TOTAL LENGTH OPEN, GREAT INDIAN PENINSULA RAILWAY PROPER				
				1,008-76
CARRIED OVER				

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

Sub-heads (a) to (h) 5 (a) Great Indian Peninsula railway (5'6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,606.76	
MIDLAND SECTION—					
<i>Main line—</i>					
Bhopal to Jhansi	1-1-89	179.92			
Jhansi to Gwalior	1-8-89	60.39			
Gwalior to Hetampur	20-12-79	33.40			
Hetampur to Dholpur	15-5-81	3.04			
Dholpur to Agra Cantonment	10-1-78	38.05			
Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depot.	27-2-06	1.75			
Junction with Agra-Delhi Chord railway to Idgah	1-9-05	1.27		319.82	
<i>Branches—</i>					
<i>Manikpur branch—</i>					
Jhansi to Mau Ranipur	5-6-89	39.96			
Mau Ranipur to Banda	1-8-89	78.98			
Banda to Manikpur	15-2-89	61.45		180.37	
<i>Cawnpore branch—</i>					
Jhansi to Chaurah	1-2-88	94.97			
Chaurah to Cawnpore	1-4-88	40.96		135.90	
Moth quarry	26-7-07	2.78		2.78	
Bina to point of junction with Bina-Goonn-Baran railway.	1-5-95	2.00		2.00	
Bhopal to point of junction with Bhopal-Ujjain railway.	11-11-95	0.21		2.21	
<i>Bina-Saugor-Katni branch—</i>					
Bina to Saugor	5-6-89	46.34			
Saugor to Damoh	28-3-98	47.83			
Damoh to Katni	1-1-99	67.87			
From centre of Katni-Murwara station to junction with Bengal-Nagpur railway.	1-1-90	0.71			
From a point on the Midland section at Katni-Murwara to junction with East Indian railway.	1-1-99	0.34		162.99	
Ait to Kunch	7-12-03	8.50		8.50	
TOTAL LENGTH OPEN, MIDLAND SECTION	...	...	...	812.57	
TOTAL LENGTH OPEN, GREAT INDIAN PENINSULA RAILWAY.	...	...	...	2,419.38	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
<i>Itarsi-Nagpur branch—</i>					
Itarsi to Amla	} Sanctioned on 8th June 1906.	80.70			*Commencement of work not authorised.
Amla to Pandhurna		39.61			
Pandhurna to Nagpur		64.94		184.25	
<i>Pench Valley Coal-fields branch—</i>					
Amla to Hirdagarh	} Sanctioned on 8th June 1908.	35.25			
Hirdagarh to Jamai		6.69			
Jamai to Purassia		11.64		53.58	
<i>Mahim Chord—</i>					
Bavali to Mahim (sanctioned on 17th February 1905)	...	1.30		1.30	
<i>Harbour Branch extension—overhead connection.</i>					
Tank Bundar to Victoria Terminus (sanctioned on 6th March 1912).	...	1.96		1.96	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	2,419.09	
DOUBLE LINE—				2,660.42	
NORTH-EAST LINE—					
<i>Main line—</i>					
Victoria Terminus to Thana	18-4-53	116.48			†Excluding the quadruple length.
Thana to Kalyan	1-5-54	12.65			
Kalyan to Vasind	29-10-66	16.14			
Vasind to Atgaon	20-2-67	9.65			
Atgaon to Kasara	25-4-67	15.94			
Kasara to Igatpuri	1-1-65	9.89			
Igatpuri to Kajgaon	10-1-69	130.54			
Kajgaon to Pachora	17-3-69	16.05			
Pachora to Maheji	27-5-69	9.14			
Maheji to Bhadli	6-3-73	27.59			
Bhadli to Bhusaval	6-6-73	7.84			
Bhusaval to Bhusaval Junction	1-7-92	1.11			
Bhusaval Junction to Khandwa (Abna Junction)	11-1-89	74.58			
Bagra tunnel to Towa viaduct	1-2-70	0.74			
Khandwa to Itarsi	16-10-05	110.42		458.76	
Carried over	458.76	

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} Sub-heads (a) to (k) GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (a) Great Indian Peninsula railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	458.76		
DOUBLE LINE—contd.					
<i>Bombay Harbour Branch—</i>					
Point of junction with Bombay Port Trust line to Kuria.	12-12-10	7.46	7.46		
SOUTH-EAST LINE—					
<i>Main line—</i>					
Kalyan to Palasdhari	25-7-70	30.61			
Palasdhari to Khandala	14-5-62	13.20			
Khandala to Lonavla	14-6-58	2.35			
Lonavla to Karla	29-5-07	4.92			
Karla to Talegaon	8-1-08	18.51			
Talegaon to Shelarvadi	22-5-08	7.77			
Shelarvadi to Poona	18-5-08	18.46			
<i>Nagpur Branch—</i>					
Bhusaval Junction to Nandgaon	11-1-89	17.93			
Nandgaon to Shegaon	1-4-90	44.65			
Total Double line	...	...	62.58		
QUADRUPLE LINE—					
Victoria Terminus to Curry Road.	4-12-05	4.29	4.29	4.29	

Details of construction—

Permanent-way.—On the Great Indian Peninsula railway proper the main line is laid with 100-lb. bull-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. On the Midland section 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 351.77 to Hamirpur Road is laid chiefly with 82-lb. bull-headed rails on cast iron pot sleepers. The main line between Bombay and Igatpuri and Kalyan and Lonavla is being relaid with 100-lb. bull-headed rails on wooden sleepers.

Ballast.—The line is ballasted with sand, gravel, laterite, kunkur or stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the Great Indian Peninsula railway proper is fully fenced. On the Midland section the main line is fenced throughout and the branches are partially fenced.

Curves.—The sharpest curve has a radius of 990 feet on the Bhore Ghat, between miles 75 and 76. The next sharpest curve has a radius of 1056 on the Thull Ghat, between miles 78 and 79.

Gradients.—On the Great Indian Peninsula railway proper 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 37. On the Midland section 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 Garhman where it is 1 in 200.

Contracts—

Dated the 21st December 1900 (called the principal contract), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 24th April 1903 (supplemental to the contract of 1900), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 4th August 1908 (supplemental to the contracts of 1900 and 1903), between the Secretary of State and the Great Indian Peninsula Railway Company, as to Debenture stock.

Main provisions of contracts—

(i) **Land.**—Originally, i.e., up to the 30th June 1900, was provided by the Government free of cost to the Company; that acquired thereafter is provided by the Government to the Company at the cost of capital.

(ii) **Government aid.**—Guarantee of interest at 3 per cent on the new capital of the Company.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
Sub-heads (a) to (k)

5 (a) Great Indian Peninsula railway (5' 6" gauge)—contd.

Main provisions of contracts—contd.

(iii) *Distribution of profits.*—The working expenses of the whole undertaking are divided half-yearly between and attributed to the Great Indian Peninsula and Indian Midland Railway systems, respectively, in proportion to the gross receipts of each (the branch lines in Berar being treated as part of the Great Indian Peninsula Railway system).

From the gross receipts of each of the two systems is deducted the share of its working expenses apportioned as aforesaid; and the gross earnings of each subsidiary line is charged with a share of the working expenses attributed to the system to which it belongs in the ratios which the gross receipts of such subsidiary lines bear to those of that system.

The net earnings of each year ending on a 30th June to be applied:—

- (1) in payment to the Secretary of State of the sum of Rs. 2,00,00,000;
- (2) in repayment to the Secretary of State in rupees of the interest payable on money raised after 30th June 1900 by the Company, or by the Indian Midland Railway Company (otherwise than by the issue of shares or capital stock), or provided by the Secretary of State after the same date.

Any surplus to be divided between the Government and the Company in the proportion of $\frac{1}{10}$ ths to the former and $\frac{9}{10}$ th to the latter. If the Company's share capital is increased by the conversion of further Indian Midland Railway stock, the Company's share of the surplus is to be proportionately increased, but it is never to exceed $\frac{1}{10}$ th.

(iv) *Rates and fares.*—Maximum and minimum rates and fares and classification of passengers and goods to be as authorised by the Government.

(v) *Special obligations as to the conveyance of.*—

(a) Mails, troops, high Government officials, and Government stores.—To be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government (not being less than the rates in force for similar services on State railways of the same gauge).

(b) Government bullion and coin, and the persons in charge thereof.—At special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*— } On the 30th June 1925 the Company are
(vii) *Power of the Company to surrender contract.*— } to give the Secretary of State possession of the undertaking, and the Secretary of State is to pay to the Company the amounts paid up, or credited as paid up, on all shares or stock then existing in the Company's new capital.

(viii) *Term of contract.*—25 years from 1st July 1900.

Statistics of working (Those for the periods prior to 1901 will be found in appendix 38 to the Report for 1907.)—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1.	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901.	1,548.27	30,64,49,134	4,16,57,458	2,16,48,151	7.06	48,96,916	1,90,87,970	1,97,661*	- 25,34,396	518	48.08
1902.	1,561.63	30,88,53,092	4,24,25,217	2,10,98,968	6.84	49,58,679	1,90,56,785	2,64,702	- 31,81,19*	523	50.19
1903.	1,561.63	31,08,58,055	4,68,61,534	2,38,12,514	7.66	50,67,701	1,90,28,730	3,78,683	- 8,68,550	575	49.18
1904.	1,561.63	32,00,72,108	4,82,41,844	2,41,79,728	7.55	53,19,948	1,90,28,595	3,84,935	- 5,58,750	592	49.88
1905.	1,561.63	32,65,20,022	5,22,33,877	2,70,20,162	8.28	57,30,659	1,90,28,535	5,28,413	+ 17,12,955	641	48.27
1906.	1,561.63	33,57,64,972	5,05,23,479	2,53,01,900	7.54	61,23,516	1,90,28,535	4,46,777	- 2,06,928	623	49.92
1907.	1,561.63	35,22,04,837	5,28,77,202	2,49,15,559	7.07	61,14,699	1,90,28,340	4,28,268	- 6,55,748	619	52.88
1908.	1,599.41	37,36,87,900	4,68,32,792	1,76,86,213	4.73	63,53,220	1,90,28,340	64,398	- 39,59,645	563	62.24
1909.	1,599.53	37,28,51,434	5,27,26,767	2,23,48,394	6.08	72,68,545	1,90,28,340	...	- 39,47,991	634	57.62
1910.	1,606.24	38,67,82,534	5,38,44,731	2,68,06,771	6.67	74,49,102	1,90,28,355	4,60,763	- 11,80,449	705	56.14
1911.	2,420.40	52,81,05,122	7,21,04,393	3,21,75,319	6.09	1,32,37,881	1,00,21,899	2,11,081	- 2,94,992	579	55.88
1912.	2,419.38	54,83,41,956	8,02,93,465	3,69,34,275	6.74	1,33,36,641	1,90,27,104	6,30,327	+ 89,40,203	638	54.00

* From 1st July 1900 to 31st December 1901.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 **GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (k).

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:

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raja-ki-Mandi (Agra) to Kosi	2-12-04	56.66		
Kosi to Delhi Sadr	15-11-04	62.69		
Delhi Sadr to Delhi	1-8-05	0.43		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways.	15-10-11	0.22	119.98	
Branch—				
Kosi to Sanket	24-2-06	5.95	5.95	125.93
DOUBLE LINE—				
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways	15-10-11	0.22		
Catch point No. 9 at Bombay end of Delhi Sadr Yard to terminal point of Agra-Delhi Chord railway.	0-0-12	1.91	2.13	

Details of construction—

Permanent-way.—The main line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers, and the branch is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The line is fully fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Contracts—

Dated the 21st December 1900 (called the principal contract), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system, and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 5th February 1909, between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, of the Agra-Delhi Chord railway as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

(i) **Land.**—Provided by the Government at the cost of capital.

(ii) **Government aid.**—The line is the absolute property of the Government, which provides all the funds chargeable to capital, and it is managed, maintained and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) **Terms of working.**—As noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge), provided that no proportion in excess of 20 per cent of the gross receipts paid to any Railway Administration to whom running powers may be granted over the Agra-Delhi Chord is debited in the General Working Expenses Account of the Company's undertaking, such excess, if any, being directly debited to the Revenue Account of the Agra-Delhi Chord railway as a separate charge against its receipts.

(iv) **Distribution of profits.**—The whole of the net earnings of the railway belong to the Government.

(v) **Rates and fares.**—

(vi) **Special obligations as to the conveyance of.**—

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

As noted under Great Indian Peninsula railway proper (5' 6" gauge).

(vii) **Power of the Government to determine contract.**—

(viii) **Power of the Company to surrender contract.**—

(ix) **Term of contract.**—

The contract is current from the day on which the line was opened throughout for traffic and is to continue in force until terminated, either by the Government or the Company, on the 30th June or 31st December by giving to the other party not less than twelve calendar months' notice.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
Sub-heads (a) to (k)

5 (b) Agra-Delhi Chord railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904	119.51	1,05,90,556	18,070	9,992	0.09	2,95,184	-2,85,172	22	44.70
1905	119.75	1,22,46,927	8,04,655	4,19,625	3.43	4,20,181	-556	140	47.85
1906	125.99	1,27,90,307	16,46,320	8,15,363	6.37	4,70,283	+3,45,080	254	50.47
1907	125.99	1,28,37,017	16,15,900	7,45,489	5.81	4,09,625	+3,35,864	247	53.87
1908	125.66	1,28,12,755	15,17,793	5,70,112	4.45	4,34,834	+1,85,278	232	62.44
1909	125.66	1,30,68,568	14,74,866	6,22,196	4.76	4,35,298	+1,86,903	226	57.81
1910	125.66	1,34,32,595	17,65,732	7,52,601	5.60	4,45,949	+8,06,652	270	57.38
1911	125.90	1,43,05,868	20,67,879	8,69,294	6.08	4,67,506	+3,95,788	316	58.25
1912	125.88	1,43,40,719	22,88,807	10,48,792	7.31	4,58,780	+5,60,032	349	54.08

5 (c) Baran-Kotah railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baran to Antah	20-2-07	13.58	
Antah to Kotah	1-5-09	26.71	
			40.29

Details of construction—

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 is not fenced.*Curves.*—The sharpest curve is of 1,809 feet radius.*Gradients.*—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 19th March 1909, between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, of the Baran-Kotah railway as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

As noted under 5 (b), Agra-Delhi Chord railway (5' 6" gauge), except that the charge for working expenses is not in any half-year to exceed 50 per cent of the entire gross receipts of the Baran-Kotah railway. (Note.—These terms had effect from the 1st July 1909, the date on which the Baran-Kotah railway was handed over to the Great Indian Peninsula Railway Company for working, vide Railway Board's letter to the Engineer-in-Chief, Nagda-Muttra railway, No. 1022-R.T., dated the 7th June 1909. Prior to that date the charge was the same percentage as obtained for working the lines comprised in the Great Indian Peninsula railway undertaking, vide letter from the Agent, Great Indian Peninsula railway, to the Secretary, Railway Board, No. 57-H.-5, dated the 15th April 1912.)

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908	13.58	39,38,972	3,536	1,592	0.04	1,29,811	-1,28,229	10	55.26
1909	40.29	45,52,438	48,152	23,181	0.51	1,49,921	-1,26,740	28	51.86
1910	40.29	45,67,295	1,08,829	52,720	1.15	1,51,068	-68,348	50	49.22
1911	40.29	45,65,880	1,58,809	79,405	1.74	1,54,829	-75,424	76	50.00
1912	140.29	45,96,797	1,90,009	97,188	2.11	1,57,421	-60,233	91	48.85

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 5 **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***
Sub-heads (a) to (k)**5 (a) Bhopal-Itarsi railway (5' 6" gauge)—****Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1.	2.	3.	4.	5.
<i>Main line—</i>				
Itarsi to Hoshangabad	1-8-83	10.89		
Hoshangabad to Bhopal	18-11-84	45.45		
			56.34	
<i>Branch—</i>				
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal	11-11-95	0.28		
			0.28	
				56.62

Details of construction—

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.

Agreements and contract—

Agreement, dated the 16th September 1880, between the Government of India and Her Highness the Begum of Bhopal, as to the construction, management, maintenance and working, by the Government, of the Bhopal-Itarsi railway.

Agreement, dated the 30th June 1887, between the Government of India and Her Highness the Begum of Bhopal, supplemental to, and modifying, the agreement of 1880.

Agreement, dated the 2nd December 1890, between the Government of India and Her Highness the Begum of Bhopal, supplemental to, and further modifying, the agreement of 1880.

Contract, dated the 21st December 1900 (called the principal contract), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Main provisions of agreements and contract—

(i) **Land.**—Land within the Bhopal State was provided free of cost by the Durbar; that within British territory by the Government at the cost of capital.

(ii) **Government aid.**—The Government paid for the portion of the line in British territory, and a moiety of the cost of the bridge over the Nerbudda river; in all about Rupees 18,00,000; the Begum of Bhopal contributed Rupees 50,00,000 for the portion of the line in her dominions.

All additional capital is to be provided by the Government, which undertook to construct, maintain, manage and work the line by State or other agency. At present the line is worked by the Great Indian Peninsula Railway Company as part of its undertaking.

(iii) **Terms of working.**—For working and stocking the Bhopal-Itarsi railway the Great Indian Peninsula Railway Company receive a sum which bears the same proportion to the total working expenses of the Company's undertaking, including the Bhopal-Itarsi railway, as the gross earnings of the Bhopal-Itarsi railway bear to the gross earnings of the undertaking.

(iv) **Distribution of profits.**—The net earnings are divided in perpetuity between the Government and the Ruler of Bhopal in proportion to the capital contributed by each. In the event of the railway being worked at a loss, such loss is borne by the two parties in the same proportion.

(v) **Rates and fares.**—

(vi) **Special obligations as to the conveyance of.—**

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

(vii) **Power of the Government to determine contract.**—

(viii) **Power of the Company to surrender contract.**—

(ix) **Term of contract.**—

As noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (d)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (d) Bhopal-Itarsi railway (5' 6" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.													TABLE II.				
Calendar year.	BHOVAL-ITARSI (BRITISH SECTION).							BHOVAL-ITARSI (NATIVE STATE SECTION).						British section.		Native State section.	
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (10).	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	12	13	1	2	3	4	
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1889.	13-00	12,50,000	79,169	-5,422	...	50,000	-55,422	44-11	48,40,846	2,67,930	-18,351	...	117	108-85	117	108-85	
1890.	13-00	12,85,077	87,765	-16,572	...	50,351	-66,923	44-11	50,00,000	2,97,049	-56,098	...	130	118-88	180	118-88	
1891.	13-00	15,13,568	1,30,884	48,607	3-21	57,713	-9,106	44-11	50,00,000	4,60,431	1,78,154	3-46	200	62-50	199	62-50	
1892.	13-00	17,46,208	1,58,099	56,397	3-23	69,181	-12,734	44-11	50,00,000	4,47,797	1,65,883	3-32	226	63-16	195	62-96	
1893.	13-11	20,25,058	1,69,162	52,038	2-57	78,429	-26,391	44-00	50,00,000	4,24,236	1,80,925	2-62	248	69-17	185	69-17	
1894.	13-11	21,71,496	1,61,638	61,455	2-83	83,509	-23,054	44-00	50,00,000	3,80,217	1,44,607	2-89	237	61-98	166	61-97	
1895.	13-11	22,47,963	1,42,658	46,114	2-05	89,323	-43,209	44-28	50,00,000	3,18,074	1,02,821	2-06	209	67-68	138	67-67	
1896.	13-11	22,71,377	1,63,988	62,744	2-76	90,107	-27,363	44-28	50,00,000	3,31,369	1,33,532	2-77	241	61-75	157	61-63	
1897.	13-11	22,97,134	1,52,315	61,135	2-66	91,805	-30,670	44-28	50,00,000	3,31,379	1,33,096	2-66	223	59-84	144	59-84	
1898.	13-11	23,24,365	1,93,364	79,438	3-42	92,477	-13,042	44-28	50,00,000	4,17,010	1,71,375	3-43	294	58-81	181	58-90	
1899.	13-11	23,61,938	2,09,611	84,080	3-56	93,303	-9,223	44-28	50,00,000	4,47,225	1,79,444	3-59	307	59-89	194	59-83	
1900.	13-11	23,87,339	2,55,120	1,27,332	5-33	95,293	+32,039	44-28	50,00,000	5,35,369	2,67,288	5-35	375	50-12	234	50-06	
1901.	13-11	25,46,391	2,92,861	1,44,235	5-66	96,989	+45,246	44-28	50,00,000	5,95,159	2,88,838	5-78	430	50-75	254	50-64	
1902.	13-11	28,02,330	3,46,103	1,71,236	6-11	1,06,632	+64,604	44-28	50,00,000	6,37,033	3,16,683	6-33	508	51-51	278	49-74	
1903.	13-11	30,32,637	3,77,177	1,91,441	6-19	1,17,285	+74,156	44-28	50,00,000	6,31,911	3,21,328	6-48	553	49-48	276	48-84	
1904.	13-11	31,52,907	3,95,784	1,98,066	6-28	1,20,127	+77,939	44-28	50,00,000	6,43,742	3,22,374	6-45	583	50-14	279	49-31	
1905.	13-11	31,76,934	3,25,637	1,67,305	5-27	1,23,241	+44,064	44-28	50,00,000	5,21,619	2,67,959	5-36	477	48-57	227	48-63	
1906.	13-11	32,57,841	3,60,294	1,78,761	5-49	1,25,079	+53,682	44-28	50,00,000	5,66,833	2,81,376	5-63	531	50-37	246	50-38	
1907.	13-11	33,93,742	4,33,599	2,27,071	6-68	1,04,145	+1,23,926	44-28	50,00,000	7,32,284	3,44,438	6-88	710	53-04	318	52-96	
1908.	13-11	35,34,182	4,20,278	1,63,302	4-59	1,19,624	+42,673	44-28	50,00,000	6,11,038	3,31,222	4-62	630	62-19	265	62-16	
1909.	13-11	36,27,495	4,68,717	1,98,458	5-47	1,20,102	+78,354	44-28	50,00,000	6,50,553	2,75,516	5-51	688	57-66	283	57-85	
1910.	13-11	37,52,643	5,70,169	2,47,995	6-61	1,23,711	+1,24,284	44-28	50,00,000	7,36,302	3,53,839	6-68	836	56-50	333	56-44	
1911.	12-13	38,28,934	5,58,428	2,50,159	6-53	1,28,262	+1,21,897	44-49	50,00,000	7,34,374	3,29,072	6-58	885	55-20	317	55-19	
1912.	13-13	39,14,773	7,09,010	3,18,267	8-13	1,32,749	+1,86,518	44-49	50,00,000	9,09,763	4,08,657	8-17	1,124	55-11	393	55-08	

(e) Bhopal-Ujjain railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Bhopal to Ujjain	11-11-95	113-27	113-27

Details of construction—

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.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (h)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*5 (c) Bhopal-Ujjain railway (5' 6" gauge)—*contd.*

Agreements and contract—

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bhopal-Parbati section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Parbati-Ujjain section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 2653-I. B., dated the 1st July 1902, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by Her Highness the Begum of Bhopal of the provisions of clauses 23 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of clause 15 of the agreement of the 4th August 1896, *between Her Highness' Government and the Indian Midland Railway Company*, as to the method of arriving at the working expenses of the Bhopal-Parbati section of the Bhopal-Ujjain railway.

Agreement, dated the 31st January 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of Her Highness the Begum of Bhopal*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Agreement, dated the 20th March 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Main provisions of agreements and contract—

- (i) *Land*.—Provided free of cost by the Bhopal and Gwalior Durbars for the portions of the railway in their respective territories.
- (ii) *Government aid*.—The Bhopal-Parbati section is owned by the Bhopal Durbar, and the Parbati-Ujjain section by the Gwalior Durbar, each of which provides the funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear incidental to the use and working of the railway and works and the conveyance of traffic thereon. The line is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.
- (iii) *Terms of working*.—For the Bhopal-Parbati section the charges against its gross receipts for working are as noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge).
For working the Parbati-Ujjain section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross earnings of the section are also charged with rent for the use of the station and accommodation provided by the Bombay, Baroda and Central India railway at Ujjain Junction station, and with rent for the telegraph lines and instruments when not the property of the section.
- (iv) *Distribution of profits*.—The net earnings of the Bhopal-Parbati section belong to the Bhopal Durbar; those of the Parbati-Ujjain section, to the Gwalior Durbar.
- (v) *Rates and fares*.—
- (vi) *Special obligations as to the conveyance of*—
(a) Mails, troops, police, high Government officials, and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.—
As noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge).
- (vii) *Power of the Government to determine agreements and contract*.—
(viii) *Powers of the Durbars to determine agreements*.—
The agreements are terminable, on the expiry of ten years from the dates of opening of this respective sections throughout for all kinds of public traffic, on 12 months' notice in writing given by either party to the other on the 30th June or 31st December in any year.
- (ix) *Term of agreements and contract*.—Ten years, or as noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge), whichever shall first fall in from the date of opening of the respective sections throughout for all kinds of public traffic.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (k)} . GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (e) Bhopal-Ujjain railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	113.52	69,69,331	1,958	979	0.01	...	50.00
1896	113.52	77,77,604	3,69,114	1,80,218	2.32	63	51.17
1897	113.52	75,36,180	3,72,337	1,84,660	2.45	63	50.40
1898	113.27	75,85,789	4,16,940	2,05,051	2.70	71	50.52
1899	113.27	76,54,290	5,82,341	2,77,911	3.63	99	52.28
1900	113.27	76,88,020	9,46,349	4,65,681	6.06	161	50.79
1901	113.27	77,61,569	5,45,956	2,62,044	3.93	93	52.00
1902	113.27	78,02,855	5,82,063	2,77,292	3.55	99	52.36
1903	113.27	78,11,402	4,44,766	2,14,841	2.75	76	49.85
1904	113.27	78,14,670	4,54,721	2,17,562	2.78	77	49.99
1905	113.27	78,35,712	6,08,240	2,96,639	3.79	103	51.23
1906	113.27	78,51,048	6,86,799	3,31,924	4.23	117	51.67
1907	113.27	78,58,669	7,81,578	3,74,678	4.77	133	52.06
1908	113.27	78,62,989	7,70,325	3,45,421	4.39	131	55.16
1909	113.27	78,72,658	8,23,957	3,82,457	4.66	148	53.58
1910	113.27	78,73,354	8,65,310	4,05,340	5.15	147	53.16
1911	113.27	78,77,088	9,59,356	4,55,954	5.79	163	53.47
1912	113.27	78,78,601	10,78,999	5,17,442	6.57	183	51.96

5 (f) Bina-Goonna-Baran railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
From the joint boundary of the Midland section of the Great Indian Peninsula and Bina-Goonna-Baran railways, a point, 2.00 miles from the centre of Bina station, to Goona.	23-9-95	71.71	
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet).	15-5-99	73.90	145.61

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59.90 miles on deodar sleepers and 85.73 miles on transverse steel sleepers, State railway pattern.

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.

Agreements and contract—

Agreement, dated the 15th July 1896 (called the principal contract), between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company, as to the maintenance, management and working, by the Company, of the Bina-Goonna section of the Bina-Goonna-Baran railway as part of the Company's undertaking, (with clause 13 thereof modified as to maintenance of telegraphs under the authority of the letter from the Government of India to the Honourable the Agent to the Governor General for Central India, No. 596-R. T., dated the 20th June 1899).

Agreement, dated the 20th February 1899 (called the principal contract), between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company, as to the maintenance, management and working, by the Company, of the Chabra-Baran section of the Bina-Goonna-Baran railway as part of the Company's undertaking.

Agreement, dated the 27th February 1899 (called the principal contract), between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company, as to the management, maintenance and working, by the Company, of the Dharnaoda-Chabra section of the Bina-Goonna-Baran railway as part of the Company's undertaking.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 5. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***
Sub-heads (a) to (k).

5 (f) Bina-Goonā-Barān railway (5' 6" gauge)—*contd.***Agreements and contract—*contd.***

Agreement, dated the 12th May 1899 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Goonā-Dharnaoda section of the Bina-Goonā-Barān railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 3529 I. B., dated the 20th September 1901, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by the Kotah and Tonk Durbars of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of the contracts of the 20th and 27th February 1899, *between the Kotah and Tonk Durbars and the Indian Midland Railway Company*, as to the method of arriving at the working expenses, respectively, of the Chabra-Barān and Dharnaoda-Chabra sections of the Bina-Goonā-Barān railway.

Agreements, dated the ^{16th March} ~~17th April~~ ^{29th June} 1905, *between the Government of His Highness the Maharaja Scindia*

of Gwalior and the Government of His Highness the Nawab of Tonk, as to the purchase, by the former from the latter, of the Dharnaoda-Chabra section of the Bina-Goonā-Barān railway.

Agreement, dated the 12th January 1911, *between the Secretary of State and the Government of His Highness the Maharaja of Kotah*, supplemental to the agreement of the 20th February 1899, *between the Kotah Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 15th July 1899, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of July 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 12th May 1899, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 27th February 1899, *between the Tonk Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1899.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the several Native States for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bina-Goonā, Goonā-Dharnaoda, and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Barān section by the Kotah Durbar, each of which provides funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear and incidental to the use and working of the railway and works and the conveyance of traffic thereon. The railway is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland railway system of the Company's undertaking.

(iii) *Terms of working.*—For working the Bina-Goonā section, the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross receipts of the section are also charged with rent for works, etc., in sole and joint use at Bina junction as laid down in clause 10 of the agreement of the 15th July 1899, and with rent for telegraph lines and instruments when not the property of the railway.

For working the Goonā-Dharnaoda section, the Great Indian Peninsula Railway Company retains out of its gross receipts a sum which bears the same proportion to the entire gross receipts of the section as the aggregate working expenses of the Indian Midland railway system as a whole (including the Goonā-Dharnaoda section) bears to the gross receipts of that system, for each half-year, subject to a limit of 50 per cent of the gross earnings of the section.

For the Dharnaoda-Chabra and Chabra-Barān sections the charges, against the gross receipts of those sections, for working, are as noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (h)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (f) Bina-Goonna-Baran railway (5' 6" gauge)—concl'd.

Main provisions of agreements and contract—concl'd.

(iv) *Distribution of profits.*—The net receipts of each section are paid over to the Durbar to which such section belongs.(v) *Rates and fares.*—(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

} As noted under
5 (a), Great
Indian Peninsula
railway (5' 6"
gauge).(vii) *Power of the Government to determine agreements.*—(viii) *Power of the Durbars to determine agreements.*—(ix) *Term of agreements.*—} As noted under 5 (e), Bhopal-Ujjain
railway (5' 6" gauge).

Statistics of working—

TABLE I						TABLE II	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	72.18	49,81,085	48,701	22,198	...	19	54.42
1896	72.18	54,16,074	91,140	36,821	0.68	24	59.60
1897	71.74	87,73,621	1,02,386	43,446	0.50	27	57.57
1898	71.74	97,66,068	1,30,004	53,040	0.59	35	55.36
1899	145.21	99,31,680	2,67,859	1,26,108	1.27	43	52.83
1900	145.21	1,00,21,605	4,34,347	2,20,490	2.20	57	49.29
1901	145.59	1,00,48,286	2,52,716	1,22,970	1.22	33	51.34
1902	145.63	99,14,442	2,38,825	1,12,945	1.14	32	52.71
1903	145.63	99,62,459	3,21,585	1,55,600	1.58	42	49.49
1904	145.63	99,87,016	3,91,886	1,90,897	1.91	52	51.28
1905	145.63	99,90,394	3,68,669	1,81,269	1.81	49	50.68
1906	145.63	99,94,053	4,90,644	2,41,081	2.41	65	50.72
1907	145.63	99,94,424	5,63,802	2,71,691	2.72	74	51.81
1908	145.63	99,96,263	4,13,370	1,88,397	1.88	55	54.42
1909	145.63	1,00,08,750	2,79,897	1,27,960	1.28	37	54.28
1910	145.61	1,00,18,493	3,28,511	1,53,287	1.53	43	53.34
1911	145.61	1,00,32,562	3,87,036	1,81,473	1.81	51	53.11
1912	145.61	1,00,34,004	5,24,546	2,50,969	2.50	69	52.16

5 (g) Gwalior Light railway (2' 0" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
I	2	3	4	5
Gwalior-Sipri section— Gwalior to Sipri	2-12-99	78.81	78.81	
Gwalior-Bhind section— Gwalior to Bind	2-12-99	52.83	52.83	
Gwalior-Sheopur Kalan section— Gwalior to Jora Alapur.	1-1-04	31.84		
Jora Alapur to Sabalgarh	1-12-04	26.05		
Sabalgarh to Birpur	7-11-08	19.55		
Birpur to Sheopur Kalan	15-6-09	46.88		
			123.82	249.96

Details of 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 stone, sand and moorum.*Fencing.*—The line is not fenced.*Curves.*—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.*Gradients.*—The ruling gradient is 1 in 60.

Agreement—

Dated the 1st January 1904, between the Government of His Highness the Maharaja Scindia of Gwalior and the Great Indian Peninsula Railway Company, as to the working by the Company of the trains and traffic of the Gwalior Light railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (k)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (g) Gwalior Light railway (2' 0" gauge)—contd.

Main provisions of agreement.—

- (i) *Land*.—Provided by the Gwalior Durbar free of cost.
- (ii) *Government aid*.—The Gwalior Light railway is the property of the Gwalior Durbar by whom it was constructed and is maintained and stocked. The working of the trains and traffic of the line is under the control of the Great Indian Peninsula Railway Company.
- (iii) *Terms of working*.—From the gross receipts (which are collected and treated as receipts of the Great Indian Peninsula Railway Company) 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 on the Gwalior Light railway and all other expenses connected therewith, with an additional 10 per cent on the total to cover supervision and general charges outside the Accounts, plus 5 per cent per annum as rent for structures, machinery and plant, including furniture, and 7½ per cent for ballast, permanent-way, etc., including their estimated maintenance and renewal for the exclusive use of the Gwalior Light railway, and 1 per cent for the use of joint structures, machinery and plant within the Company's boundary and in the Gwalior station yard.
- (iv) *Distribution of profits*.—The net receipts are paid over to the Gwalior Durbar.
- (v) *Rates and fares*.—
- (vi) *Special obligations as to the conveyance of*—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- As noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge), except that no special provision is made for (b), and that no alteration is to be made in the maxima and minima rates without the special sanction of His Highness' Government.
- (vii) *Power of the Durbar to determine agreement*.—
- (viii) *Power of the Company to surrender agreement*.—
- (ix) *Term of agreement*.—
- Either party may terminate the agreement by giving six months' notice.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.		
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings 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
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	128'14	22,79,267	4,094	—4,118	...	6	258'83
1900	128'14	27,10,557	84,617	—187	...	18	100'16
1901	128'14	31,00,762	82,227	—520	...	18	100'68
1902	128'14	39,77,104	1,09,577	9,248	0'83	17	91'47
1903	128'14	41,76,958	1,66,002	68,226	1'63	25	59'60
1904	183'53	46,62,993	1,88,284	52,501	1'18	22	71'35
1905	183'53	54,73,347	1,59,735	52,745	0'96	20	73'20
1906	183'53	57,87,428	2,58,222	1,12,311	1'94	27	56'54
1907	183'53	63,00,513	3,06,791	1,15,709	1'84	33	62'62
1908	203'03	66,13,992	2,61,725	92,262	1'50	25	63'07
1909	249'36	68,19,209	2,53,557	85,063	1'25	20	64'23
1910	249'36	68,57,494	3,69,295	1,74,444	2'54	28	59'76
1911	249'36	67,47,029	4,05,871	1,71,420	3'54	31	57'76
1912	249'36	67,67,304	5,18,976	2,27,370	3'37	40	55'67

5 (h) Matheran Light railway (2' 0" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Neral to Matheran	22-2-07	12'61	12'61

Details of construction—

- 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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (k)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (h) Matheran Light railway (2' 0" gauge)—concl'd.

Local Government Order and agreement—

The Matheran Tramway order published under the Bombay Government, Public Works Department (Railway), Notification No. 84, dated the 28th July 1904, authorising the construction, maintenance and working of the Matheran Tramway by the Promoter.

Agreement, dated the 30th October 1909, between the Matheran Steam Light Tramway Company and the Great Indian Peninsula Railway Company, as to the control of traffic and working, by the latter, of the tramway.

Main provisions of Local Government Order and agreement—

- (i) *Land*.—Government land was provided free of cost. Private land to be acquired by the Government at the expense of the Tramway Company.
- (ii) *Government aid*.—The line is the property of the Matheran Steam Light Tramway Company, who provide all rolling-stock, locomotives, machinery and plant, and maintain the way and works; the working of traffic, train arrangements, and the keeping and auditing of the Revenue Accounts being under the control of the Great Indian Peninsula Railway Company.
- (iii) *Terms of working*.—The gross receipts are treated as those of the Great Indian Peninsula Railway Company, which retains thereout the actual expenditure incurred by it, including the cost of stores consumed on the Matheran tramway, in the Traffic and Audit Departments, and for station and running staff, printing, stationery and all other expenses connected therewith, plus 5 per cent per annum as rent on the actual cost of new structures, machinery, plant and furniture, and 7½ per cent per annum for ballast, permanent-way, etc., including maintenance and renewal, for the sole use of the tramway, with a certain proportion (based on the weight of local and interchanged traffic) of the annual rent, at the rates above noted, for new joint works, etc.
- (iv) *Distribution of profits*.—The net receipts are to be paid over to the Tramway Company.
- (v) *Rates and fares*.—To be within the maxima sanctioned in the Tramway Order, the rules, conditions, etc., in respect thereto being the same as obtain on the Great Indian Peninsula railway.
- (vi) *Special obligations as to the conveyance of*.—
 (a) Mails, troops, police, high Government officials and Government stores.— } Not specified.
 (b) Government bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of the Railway Company to determine agreement*.— } Terminable on the 30th June or 31st
 (viii) *Power of the Tramway Company to determine agreement*.— } December in any year on six months' notice by either party to the other.
- (ix) *Term of agreement*.—

Government may purchase the Tramway Company's undertaking as a going concern on the 1st January 1940, or at the expiration of any subsequent period of five years, for a sum representing the aggregate of 25 times the average of its net earnings for the three calendar years immediately preceding the date of purchase.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12'61	10,11,300	17,529	—12,783	—	55	172'92
1908	12'61	10,55,007	58,410	8,456	0'80	117	84'17
1909	12'61	11,12,071	64,873	27,612	2'48	144	57'44
1910	12'61	11,34,119	55,951	13,513	1'19	123	75'85
1911	12'61	11,86,563	74,352	89,483	3'47	153	46'90
1912	12'61	11,88,245	73,089	36,634	3'25	163	53'09

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (h)} . GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concl'd.*

5 (e) Dhond-Baramati railway (2' 6" gauge)—

In Railway Board's letter No. 2912-R.C., dated the 2nd November 1912, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of Mr. G. R. Godbole, Civil Engineer.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dhond to Baramati (sanctioned on 2nd November 1912)	27.33	27.33

5 (j) Murtajapur-Ellichpur railway (2' 6" gauge)—

In Railway Board's letter No. 1158-R.G., dated 14th December 1910, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of Messrs. Killick, Nixon and Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Murtajapur to Ellichpur (sanctioned on 14th December 1910)	46.67	46.67

5 (k) Murtajapur-Yeotmal railway (2' 6" gauge)—

In Railway Board's telegram No. 918-R.C., dated the 9th April 1912, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of Messrs. Killick, Nixon and Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Murtajapur to Yeotmal (sanctioned on 9th April 1912)	71.08	71.08

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—**
 Sub-heads (a) to (m).

Chairman.—Colonel Sir William S. S. Bisset, K.C.I.E.

Secretary.—Lieut-Col. H. Bonham-Carter.

Offices.—91, York Street, Westminster, S. W.

The former Madras Guaranteed Railway Company's contract having expired on the 31st December 1907, the Secretary of State for India, on the 1st January 1908, made over the then existing Madras railway (with the exception of the Jalarpet-Mangalore section), together with the 3' 3½" gauge sections of the South Indian railway from Katpadi to Gudur and Pakala to Dharmavaram, to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Under construction or		Total.
	Open line.	sanctioned for construction.	
	Miles.	Miles.	Miles.
(a) Madras and Southern Mahratta railway (5' 6" gauge)	1,031.78	...	1,031.78
(b) Kolar Gold-fields railway (5' 6" gauge)	9.88	...	9.88
(c) Madras and Southern Mahratta railway (3' 3½" gauge)	1,520.80	...	1,520.80
(d) Bezwada-Masulipatam railway (3' 3½" gauge)	51.80	...	51.80
(e) Birur-Shimoga railway (3' 3½" gauge)	37.92	...	37.92
(f) Dhone-Kurnool railway (3' 3½" gauge)	33.00	...	33.00
(g) Hindupur (Yesvantpur-Mysore Frontier) railway (3' 3½" gauge)	51.35	...	51.35
(h) Kolhapur railway (3' 3½" gauge)	29.27	...	29.27
(i) Mysore-Nanjangud railway (3' 3½" gauge)	15.80	...	15.80
(j) Mysore-section (Madras and Southern Mahratta) (3' 3½" gauge)	296.22	...	296.22
(k) Sangli railway (3' 3½" gauge)	4.90	...	4.90
(l) West of India Portuguese railway (3' 3½" gauge)	51.19	...	51.19
(m) Boringpet-Kolar railway (2' 6" gauge)	...	11.00	11.00
Total	3,182.77	11.00	3,143.77

Running powers—

Foreign lines over home line—

Bengal-Nagpur railway, Waltair to Vizagapatam (including the wharf and swamp lines)

Nizam's Guaranteed State railway, outer signal at Bezwada to Bezwada station.

South Indian railway, over whole or any part of the Madras-Bangalore section

} for passenger and goods trains.	4.97
	0.89
	219.00
Total	224.86

6 (a) Madras and Southern Mahratta railway (5' 6" gauge)—

The Madras and Southern Mahratta 5' 6" gauge railway is defined to be the former Madras railway (with the exception of the Jalarpet-Mangalore section), and the southern section of the former East Coast railway (called the North-East line of the former Madras railway).

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
SOUTH-WEST LINE—					
<i>Main line—</i>					
Madras to Veyasarpaudy	7-4-78	2.16			
Veyasarpaudy to Walajah Road (Arcot)	1-7-56	63.22			
Walajah Road (Arcot) to Katpadi	7-5-57	14.96			
Katpadi to Gudiyattam	19-5-58	15.86			
Gudiyattam to Ambur	16-1-60	17.01			
Ambur to Vaniyambadi	1-2-60	9.98			
Vaniyambadi to Jalarpet.	23-5-60	9.86			
			182.55		
<i>Branches—</i>					
<i>Rayapuram branch—</i>					
Veyasarpaudy to Rayapuram	1-7-56	2.16			
Rayapuram to Beach	22-1-00	1.03			
Washermenpet to Basin bridge	15-3-07	1.05			
			4.24		
<i>Banipet branch—</i>					
Walajah Road (Arcot) to Banipet	17-4-99	4.17			
			4.17		
<i>Bangalore branch—</i>					
Jalarpet Junction to Bangalore Cantonment	1-8-64	84.37			
Bangalore Cantonment to Bangalore City	1-7-62	3.05			
			87.42		
				228.38	
NORTH-WEST LINE—					
<i>Main line—</i>					
Arkonam to Nagari	4-3-61	17.27			
Nagari to Puttar	8-12-61	9.59			
Puttar to Benigunta	15-9-63	14.48			
Benigunta to Reddipalle	1-10-64	38.02			
Reddipalle to Cuddapah	1-9-65	49.59			
Cuddapah to Muddanuru	1-8-68	34.31			
Muddanuru to Tadpatri	1-9-68	32.07			
Tadpatri to Gooty	1-8-69	29.72			
Gooty to the Tungabhadra river	12-12-70	75.33			
Tungabhadra to Raichur	15-3-71	17.93			
			308.28	308.28	
Carried over	...	...	...	536.66	

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (m)

6 (a) Madras and Southern Mahratta railway (5' 6" gauge)—contd.

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	536.68	
NORTH-EAST LINE—					
<i>Main line—</i>					
Basin bridge to Korukkupettai	15-3-07	0.85			
Washermenpet to Ennur	23-2-98	8.25			
Ennur to Gudur	23-2-99	75.25			
Gudur to Nellore	01-11-88	23.75			
Nellore to Kistna Canal	20-12-98	155.00			
Kistna Canal to Bezwada	15-7-97	8.06			
Bezwada to Kovvur	20-2-98	82.24			
Kovvur to Rajahmundry	6-8-00	4.69			
Rajahmundry to the Junction point near Waltair	15-7-93	119.80			
Simhaobulam Junction point near Waltair station to Waltair.	15-7-93	4.25		438.14	
<i>Branches—</i>					
Samalkot Junction to Cocanada port branch	15-7-93	9.75			
Waltair to end of branch near Visagepatam station	15-7-93	2.18	11.08	495.07	
TOTAL MADRAS AND SOUTHERN MAHRATTA (5' 6" gauge).					
...	...	...	...	1,031.73	
DOUBLE LINE—					
Washermenpet to Basin bridge	15-3-07	1.05			
Washermenpet to Veyasarpandy	14-9-01	1.02			
Madras to Veyasarpandy Junction	7-4-73	2.16			
Veyasarpandy Junction to Perambur	7-2-74	1.80			
Perambur to Avadi	1-5-77	9.54			
Avadi to Tiruvallur.	20-7-77	12.89			
Tiruvallur to Arkonam	23-8-77	16.52			
Bengal-Nagpur railway north outer signal to north facing point at Waltair.	...	0.43		44.94	

*The date of opening of the original 3' 3 1/2" gauge line which was converted to, and opened on, the 5' 6" gauge on the 1st November 1899.

Details of construction—

Permanent-way.—The South-West line up to Bangalore, the North-West line up to mile 230 and North-East line up to mile 14 are laid with 80-lb. bull-headed steel rails on cast iron pots each weighing 112 lbs. From mile 230 to Raichur the North-West line is laid with 75-lb. double-headed steel rails. The rest of the North-East line from mile 14 is laid with 75-lb. flat-footed steel rails 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 latter.

Fencing.—The line is fenced throughout on the North-West and South-West lines and on the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 80 (except at Kuppam Ghat where it is 1 in 68 and between Bangalore cantonment and Bangalore city there is a gradient of 1 in 78); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 60); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

Contracts—

Dated the 1st June 1882 (called the original contract), between the Secretary of State and the former Southern Mahratta Railway Company, as to the construction and working of a system of railways in the South Mahratta country to be called the Southern Mahratta railway.

Dated the 28th October 1885 (supplemental to that of 1882), between the Secretary of State and the former Southern Mahratta Railway Company, as to the construction and working of the West Deccan railway.

Dated the 31st August 1887 (supplemental to those of 1882 and 1885), between the Secretary of State and the former Southern Mahratta Railway Company, as to the construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

Dated the 31st August 1887 (supplemental to those of 1882, 1885 and 1887), between the Secretary of State and the former Southern Mahratta Railway Company, as to the construction, maintenance and working of the Mysore State railway.

Dated the 27th February 1889 (supplemental to those of 1882, 1885 and 1887), between the Secretary of State and the former Southern Mahratta Railway Company, as to the completion and working of the Bellary-Kistna railway.

APPENDIX 9—*contd.**History of railways constructed and in progress:*

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*
Sub-heads (a) to (m)6 (a) Madras and Southern Mahratta railway (5' 6" gauge)—*contd.*Contracts—*contd.*

Dated the 21st August 1898 (supplemental to those of 1892, 1885, 1887 and 1889), between the Secretary of State and the former Southern Mahratta Railway Company, as to the working of the British section of the Guntakal-Yesvantpur railway.

Dated the 8th April 1908 (supplemental to those of 1892, 1885, the secondly mentioned contract of 1887, and that of 1889), between the Secretary of State and the former Southern Mahratta Railway Company, as to the adoption of 1s. 4d. as the "prescribed" rate of exchange.

Dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing contracts subject to the variations and modifications thereof as therein set forth.

Dated the 16th March 1911, between the Secretary of State and the Madras and Southern Mahratta Railway Company, supplemental to, and in amendment of certain particulars in, that of 1908.

Despatch from the Secretary of State, No. 66 Railway, dated the 12th August 1912, in regard to the issue of further capital by the Company.

Main provisions of contracts—

(i) *Land*.—Provided by the Government at the cost of capital.

(ii) *Government aid*.—(a) Interest in sterling is guaranteed at 8½ per cent per annum on the nominal amount of capital stock, for the time being, of the Company, and is payable half-yearly by the Secretary of State, the Government being entitled to retain out of the Company's share of surplus profits for the year the rupee equivalent of this interest. If the Company's share for the year be less than the guaranteed interest, the deficiency is not to be made good out of the Company's share of a subsequent year.

(b) Moneys for capital expenditure are provided at the Secretary of State's option, either by advances made by him, or by the issue of debentures or debenture stock or further capital stock of the Company: such issues can only be made with the Secretary of State's approval.

(c) Debentures falling due are discharged by advances made by the Secretary of State.

[NOTE.—The advances made by the Secretary of State under (b) and (c) above are, until repaid, treated as further capital contributed by him. All money raised by the Company on debentures or debenture stock or capital stock are applied, in the first place, to the repayment of these advances, and these advances will be first cancelled which, instead of participating in profits, bear interest at a fixed rate of 4 per cent as explained in (iii) (c) below.]

(d) Interest due on debentures or debenture stock is paid in sterling by the Secretary of State.

[NOTE.—The rupee equivalent of this interest is repaid to the Secretary of State out of the net earnings of each half-year.]

(iii) *Distribution of profits*.—After deducting, from the gross earnings of the Company's and State lines for the half-year, the working expenses (which include the contributions made under the rules to the Provident Fund and the haulage payable to the South Indian railway), the net earnings are applied:—

(a) in payment of rebate to the South Indian railway and to the Bezwada-Masulipatam railway, if any [see parenthetical note under (d) below];

(b) in repayment to the Secretary of State of the interest paid on debentures [see (ii) (d) above]. But the undertaking is to be credited half-yearly with a sum equal to the guaranteed interest paid on the average amount, if any, held by the Secretary of State during the half-year, of the unexpended balances of issues of capital made for the purposes of the undertaking; and

(c) in payment of interest from 1st July 1912 at a fixed rate of 4 per cent on advances made by the Secretary of State [under (ii) (b) and (ii) (c) above] up to an amount of £ 2,000,000; and,

(d) the surplus is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital, for the time being, (excluding debenture capital) has been contributed by them. The Secretary of State's capital is taken at a sum of £ 11½ millions, to which is added the amount up to date of his advances less the £ 2 millions referred to in (iii) (c) above. The Company's capital is taken at £ 5 millions the amount for the time being of their share capital.

[NOTE.—25 per cent of the gross earnings derived by the Madras-Bangalore section from traffic carried over that section in South Indian railway trains is payable as haulage to the South Indian railway. In addition, the South Indian railway receive a rebate of 25 per cent of the gross earnings derived by the Madras-Bangalore section from the traffic interchanged between that section and the Jalarpet-Mangalore section, *via* Jalarpet.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} Sub-heads (a) to (m). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**

6 (a) Madras and Southern Mahratta railway (5' 6" gauge)—contd.

Main provisions of contracts—contd.

The terms of the rebate payable to the Bezwada-Masulipatam railway are given under sub-head 6 (d) Bezwada-Masulipatam railway (3' 3½" gauge), (iii) and (iv).]

(iv) *Rates and fares.*—Maxima and minima for each class and description of passengers and goods are fixed by the Government, who also prescribe the several classes and descriptions. If the Government requires the Company to reduce the rates for salt below those in force on the 28th June 1908, the Company are to be compensated for any loss ensuing.

(v) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.—

To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.

(vi) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of the Government, which may determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year reckoning from that date, by giving to the Company in London not less than twelve months' previous notice. Upon the termination of the contract the Company are to give the Government the possession of the railway; and the Government is to pay the Company a sum equal to the nominal amount of its share capital, *vis.*, £5,000,000, and of any additional paid up capital stock that may have been issued for the purpose of the Company's and State lines.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—The contract is determinable only as noted under (vi) above.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	1,081.78	16,69,79,297	1,64,22,668	44,96,942	2.69	806	73.62
1909	1,081.78	17,06,51,720	1,79,88,395	78,97,315	4.28	834	50.81
1910	1,081.78	17,87,06,666	1,86,12,095	80,98,571	4.60	851	56.98
1911	1,081.78	17,78,67,663	1,96,36,910	89,15,549	5.03	866	54.00
1912	1,081.78	17,80,89,189	2,16,88,462	1,03,95,264	5.84	404	52.07

6 (b) Kolar Gold-fields railway (5' 6" gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Marikuppam	1-6-94	9.38	9.38

Details of construction—

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.

Agreement and contract—

Agreement, dated the 1st July 1902, between the Mysore Government and the former Madras Railway Company, as to working and maintenance with effect from 1st January 1901.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)

6 (b) Kolar Gold-fields railway (5' 6" gauge)—concl'd.

Agreement and contract—concl'd.

Contract, dated the 26th June 1903 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

- (i) *Land.*—Provided by the Mysore Durbar at the cost of capital.
- (ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.
- (iii) *Terms of working.*—
- (iv) *Distribution of profits.*— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Branch as obtains on the Company's system, as a whole, including the Branch. But in the case of accident or damage caused by extraordinary casualty, e.g., by floods, each party bears its own cost of repairs, such cost being eliminated from the Company's revenue account before the percentage of working expenses referred to above is arrived at. The Company work the Branch for the maintenance and working expenses as above, plus cost of new minor works and 5 per cent of the gross earnings of the Branch for the use of rolling-stock, plus the amount due by the Branch for use of the joint station at Bowringpet. In addition the Company receive $\frac{1}{5}$ th of the balance which remains after payment of interest on the capital expenditure of the Branch incurred after 31st December 1907. Besides the "ordinary" contribution to the Provident Fund, the Branch is liable, when it earns more than 4 per cent on its capital outlay, for a further contribution amounting to the difference between the "ordinary" contribution and 1 per cent of its net receipts.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Bullion and coin.—
- The same as from time to time obtain on the Company's lines.
- (vii) *Power of the Government to determine agreement.*—Nil.
- (viii) *Power of the Government to determine contract.*—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).
- (ix) *Power of the Durbar to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December of any year.
- (x) *Power of the Durbar to determine contract.*—Nil.
- (xi) *Power of the Company to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December in any year; and also to withdraw from the agreement if sanction be accorded to the construction of a competing line to the gold-fields.
- (xii) *Power of the Company to surrender contract.*—Nil.
- (xiii) *Term of agreement.*—Not specified.
- (xiv) *Term of contract.*—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, &c., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	9'88	11,62,504	2,07,257	75,237	6'47	403	63'79
1904	9'88	11,73,128	2,44,744	89,280	7'61	476	63'54
1905	9'88	11,87,864	1,88,402	67,600	5'69	367	64'12
1906	9'88	11,98,520	2,00,400	68,275	5'71	390	65'93
1907	9'88	12,02,068	2,11,153	55,749	4'64	411	73'60
1908	9'89	12,07,860	1,98,191	51,095	4'23	386	74'22
1909	9'88	12,09,189	1,59,004	52,789	4'36	309	65'63
1910	9'88	12,06,363	1,55,747	54,733	4'54	303	61'86
1911	9'88	12,06,678	1,74,398	63,927	5'30	339	63'34
1912	9'88	12,06,635	1,53,344	55,791	4'67	298	61'66

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)

6 (c) Madras and Southern Mahratta railway (3' 3½" gauge)—

The Madras and Southern Mahratta 3' 3½" gauge railway is the former Southern Mahratta railway in amalgamation with the sections (Pakala to Dharmavaram and Katpadi to Gudur) of the South Indian railway taken over, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
<i>Main line—</i>					
Frontier to Castle Rock	8-2-88	3-63			
Castle Rock to Denli	15-6-87	2-75			
Denli to Dharwar	24-1-87	56-00			
Dharwar to Hospet	1-7-85	101-25			
Hospet to Bellary	24-3-84	40-51			
Bellary to Guntakal*	16-5-87	29-39			
Guntakal to Nandyal	11-7-87	90-25			
Nandyal to Oumbum	15-6-80	63-18			
Oumbum to Tadepalli	8-10-89	122-41			
Tadepalli to Beswada . . . . .	...	2-97			
			512-94		
<i>Branches—</i>					
<i>Harihar branch—</i>					
Hubli to Harihar	18-10-86	81-00			
			81-00		
<i>Bijapur branch—</i>					
Gadag to Hotgi	1-8-84	173-08			
			173-08		
<i>Poona branch—</i>					
Londa to Belgaum	21-3-87	33-00			
Belgaum to Miraj	23-12-87	85-88			
Miraj to Koregaon	2-5-87	76-00			
Koregaon to Ghorpuri	18-11-86	83-07			
Ghorpuri to Poona	4-10-80	0-91			
			278-86		
<i>Guntakal-Mysore Frontier branch—</i>					
Guntakal to Dharmavaram	1-8-92	63-35			
Dharmavaram to Hindapur	23-4-93	49-23			
Hindapur to Mysore Frontier	17-7-93	7-27			
			119-50		
<i>Bellary-Rayadrug branch—</i>					
Bellary to Rayadrug	1-7-05	33-35			
			33-35		
<i>Hospet-Kottur branch—</i>					
Hospet to Kottur	1-4-05	43-06			
Bamandrug to Ramanamalai	1-12-06	4-37			
Nagalapuram to Fortwall	24-5-09	2-34			
Fortwall to Kanivihalli	1-10-10	6-79			
			57-06		
<i>Katpadi-Dharmavaram branch—</i>					
Katpadi to Pakala	18-3-91	39-48			
Pakala to Vayalpad	1-1-92	46-69			
Vayalpad to Dharmavaram	20-3-92	94-14			
			180-31		
<i>Pakala-Gudur branch—</i>					
Pakala to Tirupati West	18-3-91	25-05			
Tirupati West to Gudur	15-9-87	59-05			
			84-10		
Total Madras and Southern Mahratta (3' 3½" gauge).	...	...	...	1,520-80	

* This section was opened throughout in 1871 as a 5' 6" gauge branch of the former Madras railway, but was subsequently made over to the former Southern Mahratta Railway Company on 1st February 1887 and converted to 3' 3½" gauge on the 16th May 1887.

Details of construction—

Permanent-way.—The rails in use are of 41½-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

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

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve (situated on the section between Bellary and Rayadrug) is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Braganza Ghats (between miles 0 and 3 on the main line) and between Bamandrug and Kanivihalli, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (w)

6 (c) Madras and Southern Mahratta railway (3' 3½" gauge)—concl'd.

Contracts—

This line forms part of the Madras and Southern Mahratta projected railway within the meaning of the original contract of the 1st June 1882, as supplemented by the principal contract of the 26th June 1908, the main provisions of which are stated under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working—

TABLE I.										TABLE II.	
INCLUDES THE MADRAS AND SOUTHERN MAHRATTA RAILWAY (5' 6" GAUGE), 6(a)											
Cal-endar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1908	2,542.83	29,65,72,872	2,82,50,979	97,96,440	3.30	85,17,070	59,81,910	5,24,812	—52,86,862	214	65.82
1909	2,545.74	30,21,38,748	2,97,72,171	1,19,36,693	3.95	91,55,944	78,25,715	5,58,508	—51,08,474	225	59.91
1910	2,552.53	30,88,87,664	3,11,30,148	1,30,92,155	4.27	92,69,791	78,25,715	8,19,124	—43,22,475	235	57.94
1911	2,552.53	31,14,04,289	3,28,29,664	1,41,77,381	4.55	94,61,902	78,25,780	11,05,276	—37,15,527	247	56.82
1912	2,552.53	31,27,38,275	3,53,32,019	1,61,26,469	5.16	96,17,034	78,25,715	16,44,270	—24,60,550	266	54.86

6 (d) Bezwada-Masulipatam railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bezwada to Masulipatam	4-2-08	49.47	
Masulipatam to Masulipatam Port (Tidal Lock)	1-1-09	2.33	
			51.80

Details of construction—

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

Ballast.—The line is ballasted 30 miles with stone and the remainder with sand.

Fencing.—The station yards only are fenced.

Curves.—The radius of the sharpest curve is 717 feet between Masulipatam and Tidal Lock.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 4th February 1908, between the District Board of Kistna and the Madras and Southern Mahratta Railway Company, as to maintenance and working, having effect from the 4th February 1908, the date of opening of the Branch.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) **Land.**—Provided by the Government free of cost.

(ii) **Government aid.**—

(iii) **Terms of working.**—

(iv) **Distribution of profits.**—

The line (which is the property of the District Board of Kistna) is maintained and worked as an integral part of the Company's system by the Madras and Southern Mahratta Railway Company, who provide the rolling-stock and other appliances, etc., necessary thereunto.

For these services the Company is to receive half-yearly 45 per cent of the gross earnings of the Branch; the balance, after meeting the cost of new minor works, being handed over to the District Board.

By way of rebate the Company is to pay to the District Board, in respect of and at the end of each calendar year, such a sum not exceeding in any year 10 per cent of the share attributable to the Company's system of the gross earnings from traffic (except stores) interchanged between the Company's system and the Branch railway as shall, together with the net earnings of the Branch

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)}. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6 (a) Bezwada-Masulipatam railway (3' 3½" gauge)—concl'd.

Main provisions of agreement and contract—concl'd.

for such year, make up an amount equal to interest for the year at the rate of 3½ per cent on the actual expenditure charged in its capital account.

(v) Rates and fares.—

(vi) Special obligations, as to the conveyance of.—

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin.—

The same as from time to time obtain on the Madras and Southern Mahratta railway.

(vii) Power of the Government to determine agreement.—By purchase of the Branch line at the expiry of 30 years, or at subsequent periods of 10 years, on twelve months' notice given, at a price 25 times the yearly average net earnings, excluding rebate payments, of three years preceding purchase, subject to a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.

(viii) Power of the Government to determine contract.—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

(ix) Power of the Kistna District Board to determine agreement.—

(x) Power of the Kistna District Board to determine contract.— } Nil.

(xi) Power of the Company to determine agreement.— } Nil.

(xii) Power of the Company to surrender contract.—

(xiii) Term of agreement [if not determined under (vii)].—Not specified.

(xiv) Term of contract [if not determined under (viii)].—As noted under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working—

Calendar year.	Mileage open at end of each year.	TABLE I.			TABLE II.		
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings 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	
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	49.47	20,02,818	2,72,833	1,49,733	7.48	117	45.00
1909	51.80	21,24,465	3,29,527	1,80,304	8.51	122	45.18
1910	51.80	21,56,748	3,07,417	1,66,321	7.73	114	45.75
1911	51.80	21,82,641	2,89,551	1,57,954	7.24	107	45.45
1912	51.80	21,98,743	3,21,267	1,81,732	8.27	123	45.14

6 (e) Birur-Shimoga railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Birur to Shimoga	1-12-99	37.92	37.92

Details of construction—

Permanent-way.—The permanent-way consists of 4½-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.

Agreement and contract—

Agreement, dated the 2nd December 1899, between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company, as to maintenance and working the Shimoga railway, with effect from 1st December 1899, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, between the Secretary of State and the former Southern Mahratta Railway Company.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6 (e) Birur-Shimoga railway (3' 3½" gauge)—concl'd.

Main provisions of agreement and contract—

- (i) *Land*.—Provided by the Mysore Durbar at the cost of capital.
- (ii) *Government aid*.—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.
- (iii) *Terms of working*.—
- (iv) *Distribution of profits*.— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Shimoga railway as (excluding the cost of new minor works attributable to the Mysore State lines and debitable direct to each of those railways to which the works pertain) obtains on the Company's system as a whole, plus 5 per cent* of the gross earnings of the Shimoga railway for the use of the Company's rolling-stock with effect from 1st July 1908, plus the cost of new minor works, in each half-year. And in addition thereto the Company is, as from the 1st July 1908, entitled to 1/10th of the surplus of the net earnings of the Shimoga railway, after payment thereof of the interest payable on any capital expenditure incurred in respect of that line after the 31st December 1907. The residue is to be paid by the Company to the Durbar.
- * For the purpose of assessing this charge the average gross earnings of the Shimoga railway for the first halves of 1909 and 1910 are taken as the basis of calculation in arriving at future charges for each first half-year, and similarly the average gross earnings of the second halves of 1909 and 1910 are taken as the basis of future charges for each second half-year, in both cases for a period of five years, after the expiration of which the basis of calculation is open to reconsideration. [Railway Board's letter No. 366 B.T., dated the 10th March 1911.]
- (v) *Rates and fares*.—
- (vi) *Special obligations as to the conveyance of*.—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin.—
- The same rates as from time to time obtain on the Madras and Southern Mahratta railway. Except when specially sanctioned by Government, no terminal charge is to exceed 3 pies per maund leviable only at stations of origin and destination.
- (vii) *Power of the Government to determine agreement*.—If not determined by the Durbar or the Company sooner, vide (ix) and (xi), then the agreement terminates simultaneously with the principal contract between the Secretary of State and the Company, dated the 26th June 1908.
- (viii) *Power of the Government to determine contract*.—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).
- (ix) *Power of the Durbar to determine agreement*.—On the 1st January or 1st July in any year after the year 1904 on 12 months' notice given.
- (x) *Power of the Durbar to determine contract*.—Nil.
- (xi) *Power of the Company to determine agreement*.—As noted under (ix).
- (xii) *Power of the Company to determine contract*.—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).
- (xiii) *Term of agreement*.—As noted under (vii).
- (xiv) *Term of contract*.—As noted under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1903	Miles. 37.92	Rs. 24,07,802	Rs. 61,520	Rs. 24,206	1.01	Rs. 31	60.65
1904	37.92	24,06,391	68,324	24,638	1.02	35	63.90
1905	37.92	23,98,543	80,672	31,102	1.80	41	61.45
1906	37.92	23,94,978	1,11,176	44,988	1.88	56	59.53
1907	37.92	23,94,978	1,36,926	57,150	2.39	69	58.26
1908							
1909							
1910							
1911							
1912							

Included with the Mysore section (Madras and Southern Mahratta), 6 (f).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6 (f) Dhone-Kurnool railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dronachellam to Kurnool	1-1-09	33.00	33.00

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails and old pattern second hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The station yards only have been fenced.

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

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 15th September 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to maintenance and working with effect from 1st January 1909.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*— } The line was constructed by the agency of the Madras and Southern Mahratta
(iii) *Terms of working.*— } Railway Company from funds supplied by the Government, whose property it absolutely is and who will provide any land and all moneys that may, at any time, be required for the purposes of capital expenditure on the Dhone-Kurnool railway. Subject to the general control of Government in every respect, the line is maintained, stocked and worked by the Company, for and on behalf of the State, on the following terms and conditions.

The gross receipts of the Dhone-Kurnool railway are charged with—

(a) the actual cost of maintenance of way and works (including revenue new minor works mentioned in clause 18), other than general supervision usually chargeable to Abstract A of the Standard form of Revenue Account prescribed for use on the Company's railway;

(b) a share of the other half-yearly working expenses of the Company's railway system (excluding the cost of Government supervision and control for which no such charge will be levied against the Company in respect of the working of the Branch, but including the cost of general supervision usually chargeable to Abstract A), calculated at the same proportion of the gross receipts of the Branch as obtains on the Company's system, including the Branch, as a whole;

(c) 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock;

(d) Rent and maintenance of works, buildings and premises within the limits of Dronachellam Junction station as indicated in clause 12.

(iv) *Distribution of profits.*—After deducting from the gross receipts of the Branch railway the working expenses above mentioned, the balance belongs to the Government.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin.—

} Subject to the same maxima and minima, rules, conditions and arrangements as from time to time obtain on the Madras and Southern Mahratta Railway Company's railways.

(vii) *Power of the Government to determine agreement.*— } Determinable by either party on the 30th June
(viii) *Power of the Company to determine agreement.*— } or 31st December of any year on six months' notice given.

(ix) *Term of agreement.*—Not specified.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6 (f) Dhone-Kurnool railway (3' 3½" gauge)—concl'd.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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 per- taining to each ca- lendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1909	32'00	9,25,342	1,29,768	47,124	5'09	28,289	+18,889	78	63'68
1910	32'00	9,50,923	99,240	33,653	3'54	31,918	+ 1,734	60	66'09
1911	32'00	9,74,171	1,10,927	29,077	2'98	32,650	- 3,573	67	73'79
1912	32'00	10,05,422	1,18,005	39,279	3'91	34,147	+ 5,131	71	68'71

6 (g) Hindupur (Yesvantpur-Mysore Frontier) railway (3' 3½" gauge) —

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Yesvantpur to Dodballapur	15-12-92	19'93	
Dodballapur to Mysore Frontier	17-9-93	31'42	
			51'35

Details of construction—

Permanent-way.—The rails on the ghât 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 ghât section.

Agreement and contract—

Agreement, dated the 2nd December 1899, between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company, having effect from 17th September 1893, supplementary to the provisions of the (Mysore) contract of the 31st-August 1887, between the Secretary of State and the former Southern Mahratta Railway Company, noted under 6 (a) Madras and Southern Mahratta railway (5' 6" gauge).

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (e), Birur-Shimoga railway (3' 3½" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	51'35	24,97,206	2,42,695	96,159	3'85	91	60'38
1904	51'35	24,88,342	3,67,923	1,33,715	5'37	138	63'66
1905	51'35	24,88,044	3,73,993	1,54,872	6'22	140	58'59
1906	51'35	25,00,014	4,03,396	1,63,783	6'55	151	59'40
1907	51'35	25,00,014	3,58,710	1,55,486	6'22	132	56'04
1908							
1909							
1910							
1911							
1912							

Included with the Mysore section (Madras and Southern Mahratta), 6 (f).

APPENDIX 9—contd.

History of railways constructed and in progress.]

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
 Sub-heads (a) to (m) 6 (A) Kolhapur railway (3' 3½" gauge)—
 Progress in opening—

Section of railway.	Date of opening.	Milca.	Total.
1	2	3	4
Kolhapur to Miraj	21-4-91	39-27	39-27

Details of construction—

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.

Gradient.—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 17th July 1891, between the Kolhapur Durbar and the old Southern Mahratta Railway Company, as to maintenance and working, having effect from 21st April 1891.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) **Land.**—Provided by the Kolhapur Durbar at the cost of capital.

(ii) **Government aid.**—The line is the property of, and was constructed by, the Kolhapur Durbar, who supply funds for any necessary additions thereto. It is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company.

(iii) **Terms of working.**— } From the total expenses of maintaining and working the Company's
 (iv) **Distribution of profits.** } system, including the Kolhapur railway, as a whole, are deducted charges for new minor works and Government supervision debitable 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 the Kolhapur railway are then deducted the charges for new minor works and the proportion of working expenses attributable to that line as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) **Rates and fares.**—

(vi) **Special obligations as to the conveyance of.**—

(a) Mails, troops, police, high Government officials and Government stores.—

The same as, for the time being, are in force on the Madras and Southern Mahratta railway.

(b) Government bullion and coin.—

(vii) **Power of the Government to determine agreement.**—Not specified.

(viii) **Power of the Durbar to determine agreement.**—Determinable by either party on six months'

(ix) **Power of the Company to determine agreement.**—notice given 3 years after the 21st April 1891.

(x) **Power of the Government to determine contract.**—As in the case of 6 (a), Madras and Southern

(xi) **Power of the Company to determine contract.**—Mahratta railway (5' 6" gauge).

(xii) **Power of the Durbar to determine contract.**—Nil.

(xiii) **Term of agreement.**—Three years from 21st April 1891; thereafter as against (viii) and (ix).

(xiv) **Term of contract.**—As noted under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 88 to the Report for 1907.)—

Calendar year.	Mileage open at end of each year.	TABLE I.				TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	29-27	23,26,188	1,21,957	48,053	2-07	80	60-60
1904	29-27	23,26,251	1,41,676	58,228	2-29	93	62-43
1905	29-27	23,26,251	1,70,404	69,432	2-98	112	59-25
1906	29-27	23,26,251	1,76,234	71,811	3-09	118	59-25
1907	29-27	23,26,251	1,81,858	77,249	3-33	119	57-53
1908	29-27	23,26,251	2,22,350	88,154	3-79	146	60-34
1909	29-27	23,26,251	2,26,772	91,612	3-94	149	59-60
1910	29-27	23,26,251	2,53,956	1,10,893	4-73	167	56-65
1911	29-27	23,26,251	2,79,862	1,23,893	5-30	184	55-98
1912	29-27	23,26,251	3,17,453	1,47,272	6-23	209	53-61

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**
6 (c) Mysore-Nanjangud railway (3' 3½" gauge)—
Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Nanjangud	1-12-91	15-04	
Nanjangud station to Nanjangud town	12-7-99	0-76	
			15-80

Details of construction—

Permanent-way.—The permanent-way consists of 41½-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.

Agreement and contract—

Agreement, dated the 14th December 1899, between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company, as to the maintenance and working of the Nanjangud railway, having effect from the 1st December 1891, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, between the Secretary of State and the former Southern Mahratta Railway Company.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (c), Birur-Shimoga railway (3' 3½" gauge), with the following exception, viz.,—

(ix) *Power of the Durbar to determine agreement.*—On the 1st January or 1st July in any year after the 30th June 1900, on 6 months' notice given.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	15-80	6,56,462	31,923	12,637	1-93	39	60-26
1904	15-80	6,56,462	38,873	14,404	2-19	47	62-95
1905	15-80	6,56,462	44,174	18,015	2-74	54	59-22
1906	15-80	6,56,462	49,946	20,559	3-13	61	58-84
1907	15-80	6,56,462	38,827	16,040	2-44	47	58-69
1908							
1909							
1910							
1911							
1912							
		Included with the Mysore section (Madras and Southern Mahratta), 6 (j).					

6(j) Mysore section (Madras and Southern Mahratta), (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Mandya	25-2-82	27-97	
Mandya to Channapatna	20-3-81	23-25	
Channapatna to Bangalore	1-2-81	34-75	
Bangalore to Tumkur	11-3-84	43-00	
Tumkur to Gubbi	28-12-84	11-00	
Gubbi to Birur	12-3-89	76-57	
Birur to Harihar	21-2-89	79-68	
			296-22

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m).} **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(f) Mysore section (Madras and Southern Mahratta) (3' 3½" gauge)—*contd.***Details of construction—**

Permanent-way.—The permanent-way consists of 41½-lb. and 60-lb. flat-footed steel rails, with the exception of about 2·75 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.

Contracts—

Dated the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contract subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts—

(i) **Land.**—Provided by the Government on behalf of the Mysore Durbar at the cost of capital.

(ii) **Government aid.**—The railway, which (as between the Government and the Company, and without prejudice to any arrangements between the former and the Mysore Durbar) is declared to be absolutely the property of the Government, was constructed and equipped with rolling-stock and all other appliances necessary thereunto, and is maintained and worked by the Madras and Southern Mahratta Railway Company, on behalf of the Government. All funds for capital expenditure are provided by the Durbar, under capital expenditure being included the cost of stores.

Government guarantee interest in sterling, payable half-yearly on the 1st April and 1st October, at the rate of 4 per cent per annum on the sum of £1,200,000, the nominal amount of debenture stock issued by the Company.

(iii) **Terms of working.**— } From the joint working expenses of the entire system are first deducted certain "direct" charges, *viz.*, on account of new, minor works, Government supervision and control, payment for use of rolling-stock and for use of joint stations; these "direct" charges being payable in their entirety by the railways incurring them. The balance of the joint working expenses is then divided as between the whole system and the Mysore section in proportion to gross earnings of each. The share of the Mysore section thus arrived at, added to the "direct" charges incurred on that section, form the working expenses of the Mysore section.

The gross receipts attributable to the Mysore section are applied—

(a) in discharge of the working expenses arrived at as above, and

(b) in payment of interest at 4 per cent on capital expenditure incurred on the section since 31st December 1907;

(c) the surplus being divided between the Government (on behalf of the Durbar) and the Company in the proportion of 19/20 and 1/20, respectively.

(v) **Rates and fares.**—

(vi) **Special obligations as to the conveyance of.—**

(a) Mails, troops, police, high Government officials and Government stores—

(b) Government bullion and coin—

(vii) **Power of the Government to determine contract.**—

(viii) **Power of the Company to determine contract.**—

(ix) **Term of contract.**—

As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6(j) Mysore section (Madras and Southern Mahratta) (3' 3½" gauge)—contd.

Statistics of working (Those for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907).—

TABLE I							TABLE II			
Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, 6 (e), (g) and (i), from 1908.										
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	189-75	91,86,438	5,13,259	1,40,723	1-54	6,70,864	35,018	-5,65,159	71	72-58
1888	189-75	1,25,76,692	5,70,657	1,94,031	1-07	6,94,210	33,607	-5,93,786	79	76-51
1889	290-00	1,44,24,093	8,96,273	2,19,813	1-52	7,07,500	54,991	-5,42,678	72	75-47
1890	296-00	1,47,11,610	11,86,818	2,59,084	1-76	6,48,783	64,772	-4,54,421	77	78-16
1891	296-00	1,50,76,285	18,24,525	4,39,290	2-91	6,54,850	1,09,760	-3,25,330	86	66-83
1892	296-00	1,46,30,205	18,99,468	4,43,427	3-03	7,28,624	1,10,863	-3,97,060	91	68-31
1893	296-00	1,46,42,217	16,83,208	6,74,562	4-61	7,70,489	1,68,171	-2,64,048	109	59-92
1894	296-00	1,47,60,293	14,45,412	4,77,149	3-23	8,88,525	1,19,089	-4,80,415	94	68-99
1895	296-00	1,49,22,452	15,78,231	0,29,385	4-22	8,70,947	1,56,931	-3,98,493	108	60-12
1896	296-00	1,51,08,257	15,84,981	6,76,976	4-48	8,21,588	1,69,189	-3,13,801	103	57-29
1897	296-00	1,51,99,757	18,80,019	7,98,285	5-25	7,75,708	2,00,081	-1,77,454	122	57-54
1898	296-00	1,55,07,319	13,92,851	4,18,421	2-67	7,88,461	1,02,680	-4,27,720	90	70-32
1899	296-00	1,56,75,416	10,60,469	3,29,033	2-10	7,21,117	82,076	-4,74,160	69	68-97
1900	296-00	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	296-36	1,60,14,879	14,83,240	4,07,791	2-55	7,22,244	1,01,860	-4,16,313	98	71-55
1902	296-22	1,60,76,009	15,97,046	5,58,092	3-47	7,21,082	1,39,538	-3,02,518	104	65-06
1903	296-22	1,62,34,903	15,35,270	5,82,298	3-59	7,20,000	1,46,012	-2,83,714	100	62-07
1904	296-22	1,62,59,794	15,85,324	5,63,667	3-47	7,20,000	1,40,940	-2,97,273	103	64-44
1905	296-22	1,64,76,981	17,90,901	6,98,051	4-24	7,20,000	1,73,863	-1,95,832	116	61-02
1906	296-22	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	296-22	1,70,31,855	21,57,636	8,44,427	4-96	7,20,000	2,11,472	-87,045	140	60-88
1908	401-29	3,29,75,788	30,71,949	11,66,353	5-08	8,64,949	1,51,026	+1,50,378	147	62-03
1909	401-29	2,32,36,445	26,71,013	10,67,326	4-59	10,43,593	55,389	-31,656	128	60-04
1910	401-29	2,35,17,190	28,00,896	11,28,684	4-80	10,48,897	57,763	+22,024	134	59-70
1911	401-29	2,36,85,396	29,55,654	12,07,863	5-10	10,60,843	61,457	+85,563	137	57-70
1912	401-29	2,37,80,303	33,53,931	14,93,756	6-28	10,63,291	75,262	+3,55,203	161	55-46

6 (k) Sangli railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Miraj Junction to Sangli	1-4-07	4-90	4-90

Details of construction—

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 80.

Agreements and contract—

Agreement, dated the 17th July 1907, between the Sangli Durbar and the former Southern Mahratta Railway Company, as to the construction of the Sangli railway.

Agreement, dated the 17th July 1907, between the Sangli Durbar and the former Southern Mahratta Railway Company, as to the maintenance and working of the Sangli railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6
Sub-heads (a) to (m). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.****6 (k) Sangli railway (3' 3½" gauge)—concl'd.****Agreements and contract—concl'd.**

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreements subject to the variations and modifications thereof as therein set forth.

Main provisions of agreements and contract—

- (i) *Land.*—Provided by the Sangli Durbar free of cost.
- (ii) *Government aid.*—The Sangli railway was constructed by the former Southern Mahratta Railway Company from funds supplied by the Durbar, whose property it is and who will provide all further funds that may be necessary for new works chargeable to Capital. The Branch is maintained, stocked and worked by the Company.
- (iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
- (iv) *Distribution of profits.*— } system, including the Sangli railway, as a whole, are deducted charges for new minor works and Government supervision debitable 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 the Sangli railway are then deducted the charges for new minor works and the proportion of working expenses attributable to the Branch as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin.—
- (vii) *Power of the Government to determine agreement.*—Not specified.
- (viii) *Power of the Durbar to determine agreement.*— } Determinable by either party on six months'
- (ix) *Power of the Company to determine agreement.*— } notice given 3 years after the 1st April 1907.
- (x) *Term of agreement.*—3 years from 1st April 1907; thereafter as against (viii) and (ix).

The same as, for the time being, are in force on the Madras and Southern Mahratta railway.

Statistics of working—

TABLE I.					TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	4-90	1,27,770	19,585	8,011	6-27	102	50-10
1908	4-90	1,66,382	33,321	18,402	8-05	181	59-78
1909	4-90	1,69,903	40,733	15,712	9-25	100	61-43
1910	4-90	1,75,091	43,186	18,178	10-33	169	57-86
1911	4-90	1,77,254	43,868	19,276	10-87	178	50-05
1912	4-90	1,77,787	39,197	18,124	10-19	154	53-76

6 (l) West of India Portuguese railway (3' 3½" gauge)—

Chairman.—Erneest E. Sawyer, Esq., M.A.
Secretary.—George K. Wasey, 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.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mormugao Harbour to Sonaalim	17-1-87	41-00	51-10
Sonaalim to the Portuguese frontier	3-2-88	10-10	

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (z) West of India Portuguese railway (3' 3½" gauge)—*contd.***Details of construction—**

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sál, 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.

Contracts and agreement—

Contract, dated the 18th April 1881, *between the Portuguese Government and the West of India Portuguese Railway Company*, as to the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

Contract, dated the 19th December 1892, *between the Portuguese Government and the West of India Portuguese Railway Company*, providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000, which was formerly paid by the British to the Portuguese Government and hypothecated by the latter to the Company.

Agreement, dated the 21st August 1902, *between the former Southern Mahratta Railway Company and the West of India Portuguese Railway Company*, as to the maintenance and working of the railway from Mormugao to the Portuguese Frontier and the harbour at the Port of Mormugao.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts and agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Portuguese Government free of cost to the West of India Portuguese Railway Company.

(ii) *Government aid.*—Guarantee by the Portuguese Government of interest in sterling at 5 per cent per annum on £800,000, and at 6 per cent per annum on any additional capital. The interest is secured (a) on the annual subsidy of Rs. 4,00,000 payable by the British Government to the Portuguese Government under the Goa Treaty of 1878, or any subsidy payable in lieu thereof, and (b) on the Abkari (excise) duties levied in Goa. Any deficiency is, however, to be made up by the Portuguese Government from other sources.

The line, which is the property of the West of India Portuguese Railway Company, is maintained and worked by the Madras and Southern Mahratta Railway Company as part of the latter's undertaking, except as to further capital expenditure which is provided by the Portuguese Government.

(iii) *Terms of working.*— } *As between the Madras and Southern Mahratta and West of India Portuguese Railway Companies.*—*Railway revenue expenses are in the first instance paid by the Madras and Southern Mahratta Railway Company. Separate half-yearly accounts are kept of the gross earnings respectively of the Madras and Southern Mahratta railway and the West of India Portuguese railway. The gross working expenses of the combined railways (excluding revenue expenditure on new minor works which is borne entirely by the railway—whether the Madras and Southern Mahratta or the West of India Portuguese—incurring it and is in either or both cases excluded from the joint working expenses, and interest payable by the Madras and Southern Mahratta Railway Company on the capital cost of telegraph lines equipped and owned by the Government of India) are borne by the two Companies in the proportion of their respective gross earnings for each half-year.*

As to *Harbour* receipts and expenses, a separate account is kept of all sources of revenue at the Port of Mormugao. The amount chargeable by the Madras and Southern Mahratta Railway Company for maintenance and working is actuals, plus 10 per cent thereon for superior supervision, subject to the proviso that if in the aggregate they (without the sanction of the West of India Portuguese railway) exceed the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, any such excess is to be annulled, or reduced as much as possible by a corresponding diminution in the charge for supervision.

The profits arising from the West of India Portuguese railway, being the excess of earnings over working expenses so calculated, are to be paid half-yearly by the Madras and Southern Mahratta Railway Company to the West of India Portuguese railway.

(v) *Distribution of profits as between the Portuguese Government and the West of India Portuguese Railway Company.*—The surplus profits in any year, after payment of the guaranteed interest for that year, are to be divided equally between the Portuguese Government and the West of India Portuguese Railway Company.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6 (l) West of India Portuguese railway (3' 3½" gauge)—contd.

Main provisions of contracts and agreement—contd.

(vi) *Rates and fares.*—The maximum rates and fares to be fixed with the consent of the Portuguese Government, and not to exceed the maxima on the Great Indian Peninsula railway; they are also subject to the maxima and minima prescribed in the contracts between the Secretary of State for India and the Madras and Southern Mahratta Railway Company.

(vii) *Special obligations as to the conveyance of.*—

(a) Mails, both British and Portuguese.—To be conveyed on the West of India Portuguese railway upon the terms of the Treaty of 1878.

(b) Portuguese Government troops, officials, and Government stores.—To be conveyed on the West of India Portuguese railway on the same conditions as on Indian State railways.

(viii) *Power of the Portuguese Government to determine contract.*—The Portuguese Government may purchase the railway and all other works—

(a) at any time by giving six months' notice;

(b) at any time after the expiration of the first 30 years from the date of opening of the railway or any section thereof, by giving two years' notice.

In the first case the Portuguese Government must pay to the Company in London a sum in sterling not less than the amount actually expended by the Company on the railway and other works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores.

In the second case the price to be paid by the Portuguese Government is a sum in sterling equal to the amount of the value of all the shares, debentures and stock of the Company, calculated according to the mean market value in London during the three years immediately preceding the expiration of the two years' notice (such sum not to be less than the amount actually expended by the Company on the railway and other works), plus the value of the rolling-stock, machinery, station appliances and stores.

At the expiration of the term of the contract [99 years, see (xii),] the line becomes the property of the Portuguese Government, but the rolling-stock, machinery, station appliances and stores, and any other movable property or plant, have to be paid for at their fair value.

(ix) *Power of the West of India Portuguese Railway Company to surrender contract.*—The West of India Portuguese Railway Company may make over the railway and works to the Portuguese Government—

(a) in the event of failure on the part of the Portuguese Government to pay the guaranteed interest in full, by giving six months' notice;

(b) at any time after the expiration of the first 30 years from the date of opening of any section of the line without renewal of the Treaty of 1878, by giving two years' notice.

In the first case the West of India Portuguese Railway Company would be entitled to receive from the Portuguese Government, in sterling, the amount actually expended on the railway and works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores: in the second case, the same amount, less the additional 10 per cent on the expenditure on the railway and works.

(x) *Power of the Madras and Southern Mahratta Railway Company to determine agreement.*—

(xi) *Power of the West of India Portuguese Railway Company to determine agreement.*— } Determinable by either party at the end of two years from the 1st July 1902 (the date on which it came into force) on 6 months' notice given, reckoned either from the 30th June or the 31st December next after the delivery of such notice.

Upon the determination of the agreement the Madras and Southern Mahratta Railway Company to surrender to the West of India Portuguese Railway Company the railway and harbour and their equipment, etc., and to pay to the latter all money held on account of the railway.

(xii) *Term of contract [if not determined under (ix), (x) or (xi)].*—99 years from date of opening of line.

(xiii) *Term of agreement [if not determined under (x), or (xi)].*—The term of agreement is 5 years,

* Since extended to 30th June 1912, and then further extended to 30th June 1917, vide Despatch from the Secretary of State No. 42 Railway, dated the 17th May 1912.

unless extended* with the consent of both parties, when the West of India Portuguese Railway Company have the right to resume the working of their line and harbour.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—concl'd.
Sub-heads (a) to (m).

6. (p) West of India Portuguese railway (3' 3½" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.				TABLE II.			
Includes the Harbour works.							
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	51.11	1,63,29,912	5,24,971	1,09,495	1.04	197	67.71
1904	51.10	1,64,00,303	6,84,391	2,48,872	1.51	258	63.71
1905	51.10	1,61,71,059	6,23,125	2,20,841	1.37	234	64.50
1906	51.10	1,63,18,911	6,29,016	2,08,948	1.28	234	66.49
1907	51.10	1,63,18,911	11,01,877	4,58,591	2.81	415	53.38
1908	51.10	1,70,71,439	10,64,804	3,92,394	2.30	401	63.15
1909	51.10	1,75,93,058	9,60,245	3,75,092	2.18	361	60.33
1910	51.10	1,76,70,672	12,64,030	5,44,226	3.07	476	57.10
1911	51.10	1,77,41,327	12,20,715	5,33,069	3.00	459	56.35
1912	51.10	*1,83,24,990	9,91,479	4,12,657	2.25	374	53.38

6. (m) Bowringpet-Kolar railway (2' 6" gauge)—

The construction of this line by the Mysore Durbar was sanctioned by the Government of India in Foreign Department letter No. 2161-I.B., dated the 15th October 1912.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Kolar (sanctioned on 15th October 1912)	11.00	11.00

* Original capital up to 31st December 1901, Rs. 21,349,058-2-5 @ 1s. 8d. per rupee = 1,61,88,697
 Expenditure by Portuguese Government on Improvements of line and harbour up to 31st December 1912. 21,36,293
 Total 1,83,24,990

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 7} _{Sub-heads (a) to (d)} **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.*Secretary*—M. T. Walker, Esq.*Offices*—Winchester House, 50, Old Broad Street, London, E.C.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.
	Miles.
(a) Nizam's Guaranteed State railway (5' 6" gauge)	330.18
(b) Bezwada Extension railway (5' 6" gauge)	20.53
(c) Hingoli Branch railway (3' 3½" gauge)	50.31
(d) Hyderabad-Godavari Valley railway (3' 3½" gauge)	391.18
Total	792.18

Running powers—*Home line over foreign line—*

Outer signal at Bezwada to Bezwada station, Madras and Southern Mahratta railway, for passenger and goods trains 0.60

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 Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

7 (a) Nizam's Guaranteed State railway (5' 6" gauge)—**Progress in opening—**

Sections of railway:	Date of opening.	Miles.	Total.	Grand total.	Remarks.
	2	3	4	5	6
Main line—					
Wadi junction to Secunderabad	9-10-74	115.45*			* Of this 5.66 miles, Secunderabad to Hyderabad, are of mixed (5' 6" and 3' 3½") gauge.
Secunderabad to Warangal	8-4-88	86.08			
Warangal to Dornakal	1-1-89	52.66			
Dornakal to Bona Kalu	5-9-88	31.99			
Bona Kalu to the British frontier	10-2-89	23.54	310.30		
Branches—					
Hyderabad branch—					
Husain Sagar to Hyderabad	9-10-74	3.57	3.57		
Mineral branch—					
Dornakal to Singareni Coal-fields	1-1-88	16.26	16.26	330.18	

Details of construction—

Permanent way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails, 42 miles being on cast iron pot sleepers and the remaining 5 miles on cast iron chairs and jarrah wood sleepers. The next 9 miles are laid with 68-lb. double-headed steel rails on cast iron pot sleepers and the following 56 miles with 85-lb. flat-footed rails on Jarrah wood 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 on the Hyderabad-British Frontier section and 1 in 150 on the Wadi-Husain Sagar section.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 7} _{Sub-heads (a) to (d)} . NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.*7 (a) Nizam's Guaranteed State railway (5' 6" gauge)—*contd.*

Agreement—

Agreement, dated the 27th December 1883, between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited, as to the acquisition, management, maintenance and working of the line from Wadi to Hyderabad and Secunderabad; the construction, etc., of certain 5' 6" gauge extensions and the preferential right to construct all new railways in His Highness the Nizam's territories.

Letter No. 257, dated the 7th March 1903, from the Nizam's Government to the Railway Company as to rates and fares.

Main provisions of agreement—

- (i) *Land*.—Provided by the Nizam's Government free of cost to the Company.
- (ii) *Government aid*.—Guarantee of interest in sterling, at 5 per cent per annum on the Company's share (£1,000,000) and debenture (£1,500,000) capital for 20 years, from the date on which such capital is paid up. The guarantee in the case of the share capital ceased on the 25th June 1904, but the termination of the guarantee in respect of debenture capital expired, or expires, on various dates ranging from 30th June 1904 to 31st January 1928. There have been further issues of debentures, amounting in all to £400,000 but on these no guarantee on the part of the Nizam's Government exists.
- (iii) *Distribution of profits*.—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter interest for each year, at the rate of 5 per cent on the share and debenture capital, is to be the first charge against the net earnings of such half-year or year. Of any residue, either before or after the cessation of the guarantee, one half is to be applied in payment to the Nizam's Government of guaranteed interest not previously recouped and in payment of any other sums owing by the Company to the Nizam's Government, and the other half is to be retained by the Company. When the Nizam's Government has been reimbursed all sums paid under the guarantee, together with simple interest thereon at 5 per cent per annum, the Company is to be entitled to the whole of the net earnings.
- (iv) *Rates and fares*.—Not to exceed those from time to time prevailing on the Great Indian Peninsula railway, unless otherwise agreed between the Nizam's Government and the Company. [By letter No. 257, dated the 7th March 1903, from the Secretary to His Highness's Government in the Financial Department to the Agent and Manager of His Highness the Nizam's Guaranteed State Railways Company, the provisions in this respect of the agreement of 1883 have been modified so as to permit the Company to levy such rates and fares as are not in excess of those which obtained on the Great Indian Peninsula railway at the date of that agreement.]
- (v) *Special obligations as to the conveyance of*.—
 - (a) Mails and Post Office servants of both the Nizam's Government and the Government of India.—To be conveyed free of charge.
 - (b) Troops, officials, and Government stores.—Troops and officials of both the Nizam's Government and the Government of India to be conveyed at special rates; stores at the lowest rates ordinarily chargeable.
 - (c) Bullion and coin.—At special rates.
- (vi) *Power of the Government to determine agreement*.—In the event of any breach by the Company of any of the provisions of the agreement, the Nizam's Government may give the Company in London six months' notice of its intention to determine the agreement; and unless the breach shall be remedied within the 6 months, the Nizam's Government may determine the agreement and assume possession of the railway, paying the Company in London in sterling so much of the capital as shall be unredeemed.

The Nizam's Government may also terminate the agreement and purchase the railway, rolling-stock, etc., on the 1st January 1914, 1st January 1934, or 1st January 1954, by giving 12 months' notice in London. On the day on which the railway is thus acquired the Nizam's Government is to pay to the Company, in sterling in London, the amount of the unredeemed capital, plus a bonus of 25 per cent.

At the end of the full term of 99 years, if the agreement continues so long, the land in the possession of the Company, with the railway, buildings, works, and fixed machinery, will revert to the Government free from all debts and charges, but the rolling-stock, plant, movable machinery and stores must be purchased by the Government at their fair value.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 7} _{Sub-heads (a) to (d)} NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.

7 (a) Nizam's Guaranteed State railway (5' 6" gauge)—contd.

Main provisions of agreement—contd.

(vii) Power of the Company to surrender agreement.—Nil!

(viii) Term of agreement [if not determined under (vi) or (vii)].—99 years from the date on which the extension from Hyderabad towards Bezwada was opened throughout, viz., 10th February 1889.

Statistics of working (Those for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on: (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885	117.10	2,47,70,823	11,13,950	4,87,024	1.97	178	50.37
1886	205.37	2,89,10,499	13,81,077	6,94,524	2.40	143	49.71
1887	205.87	3,27,45,397	15,43,891	5,82,905	1.69	143	64.30
1888	305.71	3,54,89,075	17,76,075	7,57,467	2.13	118	57.85
1889	329.20	3,59,09,620	22,57,463	7,69,203	2.14	139	65.98
1890	329.20	3,76,96,721	25,07,368	10,30,690	2.70	145	58.94
1891	329.20	3,94,81,752	27,76,487	12,57,860	3.19	131	54.70
1892	329.20	3,95,48,393	27,80,642	13,24,959	3.35	161	52.35
1893	330.13	4,01,96,909	30,61,405	14,36,451	3.57	177	53.08
1894	330.13	4,02,83,825	32,56,965	16,23,028	4.03	189	50.29
1895	330.13	4,06,43,819	32,15,541	15,77,149	3.88	185	50.95
1896	330.13	4,08,24,737	33,03,523	17,28,196	4.23	191	47.09
1897	330.13	4,09,50,944	36,10,354	19,38,799	4.73	208	43.80
1898	330.13	4,10,54,449	39,07,312	22,74,680	5.54	225	41.79
1899	330.13	4,15,68,731	41,10,201	25,01,046	6.02	237	39.15
1900	330.13	4,17,49,124	42,12,056	28,41,935	6.81	268	43.14
1901s	330.13	4,24,30,543	40,77,927	26,49,120	6.26	266	35.06
1902	330.13	4,25,89,527	44,06,494	28,82,533	6.75	254	30.12
1903	330.13	4,30,13,663	48,18,630	25,88,886	5.90	249	41.23
1904	330.13	4,32,66,412	49,32,440	27,90,690	6.45	250	35.30
1905	330.13	4,35,86,043	42,78,161	28,49,703	6.54	247	33.39
1906	330.13	4,36,45,097	44,84,105	27,98,697	6.41	259	37.58
1907	330.13	4,49,34,824	49,35,061	33,02,905	7.35	256	33.74
1908	330.13	4,56,07,808	46,99,206	33,15,029	6.81	253	33.96
1909	330.13	4,66,62,100	46,92,067	26,43,417	5.67	273	43.66
1910	330.13	4,72,19,094	53,14,905	28,46,520	6.03	309	40.44
1911	330.13	4,63,37,518	57,07,861	27,13,235	5.86	333	33.46
1912	330.13	4,84,96,844	57,76,606	31,96,189	6.59	337	44.67

71(b) Bezwada Extension railway (5' 6" gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to the north outer signal of the Bezwada station, was constructed for the Government of India, by His Highness the Nizam's Guaranteed State Railways Company and is being worked as a part of its own system.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hyderabad frontier to Bezwada	10-2-89	20.58	20.58

Details of construction—

Permanent way.—The line is laid with 66½-lb. flat-footed steel rails on Jarrah wood 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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.
Sub-heads (a) to (d)

7 (b) Bezwada Extension railway (5' 6" gauge)—concl'd.

Agreement—

Dated the 6th April 1909, between the Railway Board, acting on behalf of the Secretary of State and His Highness the Nizam's Guaranteed State Railways Company, Limited, as to the maintenance, management and working, by the Company, of the Bezwada Extension railway.

Main provisions of agreement—

- (i) *Land*.—Provided by the Government at the cost of capital.
- (ii) *Government aid*.—The line is the property of the Government, who provide all further funds chargeable to the capital account, and it is managed, maintained, stocked and worked by the Company as if it were part of the Company's 5' 6" gauge system.
- (iii) *Terms of working*.—
- (iv) *Distribution of profits*.— } The line is managed, maintained, stocked and worked by His Highness the Nizam's Guaranteed State Railways Company for the same percentage of its gross earnings as that of the working expenses of the Company's 5' 6" gauge system to its gross earnings, as published in the Company's Revenue Accounts for the same half-year, plus 5 per cent. of the gross earnings of the Bezwada Extension railway for the use of rolling-stock. But in addition thereto, any extraordinary maintenance charges due to causes other than ordinary wear and tear shall be charged, with the approval of the Railway Board, to the Bezwada Extension railway. Such extraordinary charges shall be excluded in working out the percentage of ordinary maintenance charges payable by the Bezwada Extension railway. The balance is paid over to the Government of India as the net earnings of the Bezwada extension.
- (v) *Rates and fares*.—
- (vi) *Special obligations as to the conveyance of*.—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Government to determine agreement*.—
- (viii) *Power of the Company to surrender agreement*.—
- (ix) *Term of agreement*.—
- To be the same as from time to time obtain on the Company's 5' 6" gauge system.
- Terminable on the 1st January or the 1st July in any year, on 6 months' notice given by either party to the other. Any breach of the terms of the contract may lead, *ipso facto*, to its determination.
- Until terminated under (vii) and (viii).

Statistics of working (Those for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901	20.58	11,51,678	2,77,177	1,56,929	18.68	35,509	+1,21,420	248	43.38
1902	20.58	11,60,425	2,89,663	1,40,329	12.09	46,375	+ 98,954	259	51.55
1903	20.58	11,77,047	3,07,113	1,54,222	18.10	46,617	+1,07,605	275	49.78
1904	20.58	11,75,731	3,20,658	1,78,955	15.22	46,898	+1,32,057	287	44.19
1905	20.58	11,78,645	3,47,490	2,04,239	17.38	47,046	+1,57,193	311	41.23
1906	20.58	11,81,020	3,49,206	1,91,737	16.23	47,182	+1,44,555	313	45.09
1907	20.58	11,81,952	3,15,976	1,83,883	15.56	35,691	+1,48,192	282	41.69
1908	20.58	11,83,796	3,33,623	1,91,624	16.19	40,277	+1,51,347	316	43.41
1909	20.58	12,06,026	3,12,154	1,52,554	12.65	39,384	+1,12,670	280	51.23
1910	20.58	12,01,940	3,42,614	1,58,254	18.17	40,182	+1,18,072	320	53.61
1911	20.58	12,19,123	3,54,265	1,40,815	11.55	41,560	+ 99,255	331	60.25
1912	20.58	12,22,363	3,84,244	1,84,265	15.07	41,771	+1,42,494	359	52.04

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.
Sub-heads (a) to (d)

7 (c) Hingoli Branch railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Purna to Hingoli	15-5-12	50-81	50-81

Details of construction—

Permanent-way.—The permanent-way consists of old 66½-lb. flat-footed steel rails taken out of the 5' 6" gauge system and new steel trough sleepers.

Ballast.—The ballast is moorum, except in some cuttings where stone ballast has been laid.

Fencing.—Fencing is provided only round station yards and a small length on either side of 2nd class level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The ruling gradient is 1 in 133.

Agreement—

Dated the 1st March 1910, between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited, as to the maintenance, management and working of the Hingoli branch, by the Company, as part of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost.

(ii) *Government aid.*—The line is the property of the Nizam's Government who provide all funds chargeable to the capital account.

(iii) *Terms of working.*—

(iv) *Distribution of profits.*— } The Nizam's Guaranteed State Railways Company, work the Branch railway for the same proportion of its gross earnings as the aggregate working expenses of the 3' 3½" gauge system shall bear to the aggregate gross earnings of that system, plus 5 per cent of the gross earnings of the Branch for use of rolling-stock. The balance of the gross earnings of the Branch after making the said deduction is paid to His Highness the Nizam's Government as the net earnings of the Branch. In the case of accident or damage caused by extraordinary casualty, e.g., by floods, storms, etc., charges for repairs are made to the Branch railway, such charges being eliminated from the aggregate working expenses before the percentage of working expenses referred to above is arrived at.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(a) Mails.—

(b) Troops, police, and high Government officials.—

As noted under 7 (d), Hyderabad-Godavari Valley railway (3' 3½" gauge).

(vii) *Power of the Nizam's Government to determine agreement.*—

(viii) *Power of the Company to determine agreement.*—

The agreement is terminable by either party on the 30th June or the 31st December in any year after the line is opened throughout on 12 calendar months' previous notice in writing.

(ix) *Power of the Company to surrender agreement.*—Nil.

(x) *Terms of agreement.*—Nil.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.**
Sub-heads (a) to (d)

7 (c) Hingoli Branch railway (3' 3½" gauge)—contd.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay including suspense to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expts to earn
1	2	3	4	5	6	1	2
1912	Miles. 50.31	Rs. 30,18,733	Rs. 64,758	Rs. 25,722	0.85	Rs. 39	60

7 (d) Hyderabad-Godavari Valley railway (3' 3½" gauge)

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks
1	2	3	4	5
Mannad to Jalna	21-10-99	109.38		
Jalna to Saini	7-12-99	44.79		
Saini to Purbhani	25-4-00	26.40		
Purbhani to Nanded	9-10-00	86.60		
Nanded to Sivangaon	23-8-00	17.61		
Sivangaon to Secunderabad	25-4-00	150.59		
Secunderabad to Hyderabad	16-5-01	5.36		Laid mixed gauge.
DOUBLE LINE— Purna Junction station yard	15-5-12	0.28	391.13	
			0.38	

Details of construction—

Permanent way.—The permanent way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and 196, 222 and 251, and 297 and 384.27, and also on second-hand 5.6" gauge sleepers converted into 3' 3½" gauge between miles 227 and 297, except within station limits, wooden sleepers for the remainder.

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

Fencing.—The line is fenced from mile 277½ to 381 and at all stations.

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

Gradients.—The ruling gradient is 1 in 138.3.

Agreement—

Dated the 16th March 1897, between the Government of His Highness the Nizam of Hyderabad, the Nizam's Guaranteed State Railways Company, Limited; as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) **Land.**—Provided by the Nizam's Government free of cost to the Company.

(ii) **Government aid.**—Guarantee in sterling, for 20 years from the date on which the line was completed and opened for traffic throughout (16th May 1901), of the interest payable on the debenture capital (not exceeding £2,500,000) raised for the purposes of the contract, together with additional one per cent for a Sinking Fund. (The amount of capital raised to the present t

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—concl'd.**
Sub-heads (a) to (d).**7 (d) Hyderabad-Godavari Valley railway (3' 3½" gauge)—concl'd.****Main provisions of agreement—concl'd:**

- (iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter the interest payable on the debenture capital for each year, is to be the first charge against the net earnings for such half-year or year. Any surplus either before or after the cessation of the guarantee, is to be divided equally between the Nizam's Government and the Company.
- (iv) *Rates and fares.*—Not to be in excess of those prevailing on the main line [7 (a), Nizam's Guaranteed State railway (5' 6" gauge)], unless otherwise agreed.
- (v) *Special obligations as to the conveyance of.*—
 (a) Mails.—
 (b) Troops, officials and Government stores.—
 (c) Bullion and coin.—
- } As noted under 7 (a), Nizam's Guaranteed State railway (5' 6" gauge).
- (vi) *Power of the Nizam's Government to determine agreement.*—As noted under 7 (a), Nizam's Guaranteed State railway (5' 6" gauge), with the exception that, in the event of the line being purchased in 1934 or 1954, the price to be paid is to be the amount of the unredeemed capital only, without the bonus of 25 per cent in addition.
- (vii) *Power of the Company to surrender agreement.*—Nil.
- (viii) *Term of agreement [if not determined under (vi) or (vii)].*—The remainder of the term of the contract relating to the main line [7 (a), Nizam's Guaranteed State railway (5' 6" gauge)] which was unexpired at the date of the present contract.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	154.23	2,00,21,871	63,891	38,877	0.18	48	41.82
1900	385.23	2,31,94,817	10,68,028	4,20,828	1.81	70	60.41
1901	391.42	2,46,58,951	20,10,033	9,23,300	3.74	99	54.07
1902	391.42	2,57,75,220	21,88,043	9,67,602	3.76	112	57.70
1903	391.42	2,62,07,241	22,14,752	8,90,291	3.38	109	59.03
1904	391.18	2,84,85,096	22,11,781	7,74,804	2.98	109	64.97
1905	391.18	2,68,15,849	29,64,122	13,29,009	4.90	146	55.10
1906	391.13	2,69,86,746	30,32,503	14,21,747	5.28	149	58.12
1907	391.13	2,71,85,309	32,55,007	17,74,126	6.58	160	45.50
1908	391.13	2,73,97,247	32,41,828	15,61,740	5.70	159	51.82
1909	391.13	2,75,50,080	32,54,724	14,03,123	5.09	160	56.98
1910	391.13	2,79,30,418	36,55,333	18,06,391	6.46	180	56.61
1911	391.13	2,91,86,053	34,97,306	13,12,510	4.30	173	62.48
1912	391.13	2,96,12,624	43,60,567	20,26,995	6.85	214	53.52

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads (a) to (n)}}$ NORTH WESTERN RAILWAY SYSTEM.

Lines comprised in the system.—The North Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) North Western railway (5' 6" gauge)	3,650.87	109.42	3,759.79
(b) Amritsar-Patti railway (5' 6" gauge)	54.26	...	54.26
(c) Jammu and Kashmir (Native State section) (5' 6" gauge)	15.79	...	15.79
(d) Jullundur Doab railway (5' 6" gauge)	28.25	104.98	133.23
(e) Khanpur-Chaabran railway (5' 6" gauge)	22.02	...	22.02
(f) Ludhiana-Dhuri-Jakkhal railway (5' 6" gauge)	78.65	...	78.65
(g) Bajpura-Bhatiuda railway (5' 6" gauge)	108.04	...	108.04
(h) Southern Punjab railway (5' 6" gauge)	424.06	...	424.06
(i) Southern Punjab "Ludhiana" Extension railway (5' 6" gauge).	152.04	...	152.04
(j) Sutlej Valley railway (5' 6" gauge)	208.19	...	208.19
(k) Kalka-Simla railway (2' 6" gauge)	59.92	...	59.92
(l) Kohat-Thal railway (2' 6" gauge)	61.75	...	61.75
(m) Nowshera-Durgai railway (2' 6" gauge)	40.25	...	40.25
(n) Trans-Indus (Kalabagh-Banna) railway (2' 6" gauge)	...	88.88	88.88
Total	4,903.59	303.28	5,206.87

Running powers—

Home line over foreign line:—

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains 13.00

Foreign line over home line:—

Oudh and Rohilkhand railway, Meerut City to Meerut Cantonment, for passenger trains only 2.75

8 (a) North Western railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
COMMERCIAL SECTION—					
<i>Main Line—</i>					
Ghaziabad to Meerut City	18-4-67	27.33			
Meerut City to Ambala Cantonment	1-1-69	121.55			
Ambala Cantonment to Ludhiana	12-10-69	70.66			
Ludhiana to Phillaur	15-10-70	8.22			
Phillaur to Jullundur Cantonment	1-4-70	26.12			
Jullundur Cantonment to Beas	15-11-69	25.53			
Beas to Amritsar	1-11-67	26.30			
Amritsar to Lahore	10-4-62	33.33			
Lahore to Jhelum	6-10-73	103.12*			
Jhelum to Rawalpindi	†	76.38			
Rawalpindi to mile 560.63 (between Lawrencepur and Campbellpur Cantonment).	1-1-81	45.38			
Mile 560.63 to Rumian	1-4-99	11.50			
Rumian to Attock Bridge	...	5.25			
Attock Bridge to Khairabad	31-5-93	2.38			
Khairabad to Peshawar City	1-5-82	41.25			
Peshawar City to Peshawar Cantonment	1-1-83	2.65			
Lahore to Khanewal	24-4-65	177.25			
Khanewal to Lodhran	1-4-09	56.42			
Lodhran to Nara Canal Bridge	1-7-78	224.58			
Nara Canal Bridge to Rohri	0-0-89	1.00			
Rohri to Rahoki	15-11-96	173.93			
Rahoki to Hyderabad	23-3-10	6.25			
Hyderabad to Kotri	25-5-00	5.29			
Kotri to Karachi City	13-5-61	104.89			
Karachi City to Kiamari, including Napier Moie.	16-6-89	3.07		1,863.59	
<i>Branches—</i>					
<i>Tawi branch (British section)—</i>					
Wazirabad to Sialkot	1-1-84	26.50			
Sialkot to Tawi (Frontier of Kashmir State)	15-3-90	9.08		35.58	
<i>Wazirabad-Khanewal branch—</i>					
Wazirabad to Hafizabad	15-8-95	37.37			
Hafizabad to Saugla Hill	1-1-96	31.45			
Saugla Hill to Lyallpur	15-2-96	27.21			
Lyallpur to Toba Tek Singh	21-6-99	49.00			
Toba Tek Singh to Khanewal	16-4-00	55.53		200.56	
<i>Phulji branch—</i>					
Phulji to Faraudera	1-6-82	2.57			
Phulji branch extension	31-3-02	0.34		2.91	
<i>Sukkur Bandar branch—</i>					
Sukkur Main to Sukkur Bandar.	1-10-78	1.25		1.25	
Carried over	...	...		1,623.89	

* This length was constructed on the 3' 3½" gauge previous to September 1873, but was converted to the 5' 6" gauge on the 6th October 1878.

† The line was opened by sections on the 5' 6" gauge, using temporary diversions near Domeli—thus Jhelum to Batial, 1st January 1880 (15 miles) and Batial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi, (70.50 miles) was established. But again in 1883, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi, 76.38 miles.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (n)

8 (a) North Western railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . . . . .	...	...	1,623'89		
<i>Kotri Bandar branch—</i> Kotri to Kotri Bandar	1-4-89	1'01	1'01		
<i>Kotri-Rohri (via Ruk) branch—</i> Rohri to Sukkur	27-3-89	2'64			
Sukkur to Badhan via Ruk	1-10-78	79'31			
Badhan to Laki	27-10-78	70'57			
Laki to Kotri	8-10-78	75'43			
<i>Raewind-Bhatinda branch—</i> Raewind to Kasur	15-4-83	16'70	228'00		
Kasur to Ganda Singhwala	10-8-83	7'00			
Ganda Singhwala to Hussainiwala	15-12-83	2'75			
Hussainiwala to Ferozeshah	8-5-87	2'75			
Ferozeshah to Ferozeshah Cantonment	1-10-82	2'00			
Ferozeshah Cantonment to Bhatinda	1-10-88	2'00			
<i>Pathankot branch—</i> Amritsar to Dina Nagar	15-6-89	55'23	88'43		
Dina Nagar to Pathankot	1-1-84	51'23			
<i>Jech Doab line—</i> Malakwal to Sargodha	8-6-84	15'43	66'70		
Sargodha to Shorkot Road	1-4-03	46'25			
<i>Lower Sind extension—</i> Hyderabad to Badin	14-5-06	102'58	148'81		
<i>Shahdara-Sangla branch—</i> Shahdara to Sangla	15-10-04	62'14	62'14		
<i>Lodhran-Khanewal chord (via Sher-Shah)—</i> Khanewal to Multan Cantonment	10-4-07	54'78	54'78		
Multan Cantonment to Muzaffarabad	24-4-65	30'50			
Muzaffarabad to Lodhran	31-8-70	6'89			
<i>Shorkot Road-Chichoki Mallian section—</i> Shorkot Road to Jaranwala	1-7-78	47'61	85'00		
Jaranwala to Chichoki Mallian	2-5-11	87'70	135'60		
TOTAL OPEN MILEAGE (COMMERCIAL SECTION)	...	...	...	2,494'54	
FRONTIER SECTION (MILITARY)— <i>Sind-Sagar line—</i> <i>Main line—</i> Lala Musa to Baha-ud-din	†1-1-80	29'61			
Baha-ud-din to Hariah	†1-2-80	10'52			
Hariah to Malakwal	†10-4-80	5'29			
Malakwal to Bhakkar (via Kundian)	15-9-87	172'20			
Bhakkar to Chenab West Bank	22-1-87	119'71			
Chenab West Bank to Chenab East Bank	1-2-89	2'49			
Chenab East Bank to Sher Shah	1-1-89	2'89	342'91		
<i>Branches and sections—</i> <i>Gotra-Basal section—</i> Gotra Junction to Basal Junction	1-4-81	48'75	48'75		
<i>Kohat section—</i> Jand to Khushalgarh	16-4-81	7'00			
Khushalgarh to Kohat	†25-5-02	33'42	40'42		
<i>Bhera branch—</i> Malakwal to Miani	§10-4-80	8'99			
Miani to Bhera	§2-2-82	9'11	18'10		
<i>Bhaganwala branch—</i> Harapur to Bhaganwala . . . . .	...	10'84	10'84		
<i>Dandot branch—</i> Chalia Junction to Khewra salt mines . . . . .	||1-1-83	6'26			
Khewra to Dandot		2'15	8'61		
<i>Kundian-Campbellpur section—</i> Kundian to Dand Khel	15-3-82	30'24			
Dand Khel to Jand	1-4-89	54'65			
Jand to Basal	16-4-81	16'41			
Basal to Campbellpur	1-4-89	18'45	119'85		
<i>Mari branch—</i> Dand Khel to Mari	15-3-82	6'25	6'25		
<i>Ghazi Ghat branch—</i> Mahmud Kot to Ghazi Ghat	1-4-87	11'27	11'27		
Carried over . . . . .	...	...	604'90	2,494'54	

*Includes 26'23 miles of mixed (5' 6" and 3' 3½") gauge between Kot Kapura and Bhatinda.

†Date of opening of the original 3' 3½" gauge line, subsequently converted to, and opened on, the 5' 6" gauge, Lala Musa to Malakwal, on 10-2-86.

‡This is the date of opening of the original 3' 6" gauge line which was subsequently converted to, and opened on, the 5' 6" gauge on 5-1-08.

§Dates of opening of original 3' 3½" gauge lines, subsequently converted to, and opened on, the 5' 6" gauge, Malakwal to Bhera, on 15-3-87.

||Date of opening of the original 3' 3½" gauge line, subsequently converted to, and opened on, the 5' 6" gauge, Chalia Junction to Khewra salt mines, on 15-3-87 and Khewra to Dandot on 1-8-89.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (n)

8 (a) North Western railway (5' 6" gauge)—contd.

Progress in opening—conold.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward			604.90	2,494.54	
FRONTIER SECTION (MILITARY)—conold.					
<i>Sind-Pishin line—</i>					
Buk to Sibi	2-5-80	182.97			
Sibi to Sharigh	20-8-87	74.80			
Sharigh to Bostan	21-8-87	61.13			
Base of Bostan triangle loop	...	0.31			
Bostan to Kila Abdulla	25-1-88	98.14			
Kila Abdulla to Chaman	1-1-92	29.40			
			336.75		
<i>Mushkaf-Bolan line—</i>					
Sibi to Bindli	*1-5-82	86.74			
Bindli to Quetta	*20-3-87		86.74		
<i>Quetta loop—</i>					
Quetta to Bostan	21-8-87	20.57			
Nari Bank to Bindli	...	11.83			
Bostan chord	1-1-98	1.34			
<i>Quetta-Nushki section—</i>					
Spezand Junction to Nushki	15-11-05	82.66		82.66	
<i>Peshawar-Jamrud branch—</i>					
Peshawar to Jamrud	1-1-01	11.04		11.04	
				1,155.83	
TOTAL LENGTH OPEN FRONTIER SECTION (MILITARY)					
TOTAL LENGTH OPEN (COMMERCIAL AND MILITARY) ...					
				3,650.37	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Sarai Kala to Havelian (sanctioned on 2nd March 1911)	...	34.70			
Jakhal to Hissar (sanctioned on 9th February 1911)	...	50.83			
Jullundur to Hoshiarpur (sanctioned on 5th May 1911)	...	24.09			
			109.42	109.42	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.					
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—					
Kiamari to Karachi City	30-6-87	3.07			
Karachi City to Karachi Cantonment	13-5-61	2.30			
Karachi Cantonment to Pipri	20-6-97	20.70			
Pipri to Kotri	3-5-98	81.89			
Gulistan to Chaman		37.58			
Ab-i-Gum to Kolpur	20-9-92	22.78			
Lodhran to Samasata	1-4-09	14.50			
Samasata to Khanpur	2-4-07	76.49			
Khanpur to Reti	3-4-07	62.00			
Reti to Rohri	1-6-07	70.65			
Rohri to Janvari	21-6-12	1.54			
Amritsar to Lahore	15-1-06	32.33			
Lahore to Badami Bagh	13-10-09	1.34			
Badami Bagh to Shahdara	8-1-10	2.88			
Amritsar to Jandiala	23-3-10	11.28			
Jandiala to Botari	19-7-10	7.80			
Botari to Beas	10-12-10	6.85			
Dhillwan to Hamira	12-9-11	6.88			
Hamira to Jullundur Cantonment	13-3-10	15.95			
Jullundur Cantonment to Phagwara	20-4-11	10.22			
Phagwara to Ludhiana	1-6-11	22.15			
Ludhiana to Doraha	10-1-11	14.71			
Doraha to Gobindgarh	15-12-10	17.75			
Gobindgarh to Sirhind	10-1-11	5.00			
Sirhind to Rajpura	15-12-10	15.75			
Rajpura to Ambala	2-12-10	17.25			
Lahore to Raewind	16-7-12	23.94			
			604.83		
TOTAL DOUBLE LINE					

* These are the dates of opening of the old alignment which, owing to frequent breaches by floods, was dismantled and realigned in certain parts of its length on 15th April 1897.

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed; 60-lb. and 68-lb. double-headed, and 80-lb. bull-headed; of steel rails there are 60-lb., 61-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double-headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 75-lb. and 87-lb. British standard section. On the double line the steel rails are 68-lb. double-headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. 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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.

8 (a) North Western railway (5' 6" gauge)—concl'd.

Details of construction—concl'd.

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 Ru: to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 350 with a 1 in 150 banking section between Kotri and Dadu with the following exceptions: between Kotri and Montgomery *via* Multan and between Lodbran and Lyallpur *via* Khanewal 1 in 500; between Karachi and Kotri 1 in 200; between Sialkot and Jammu, Gurdaspur and Pathankot and Daudkhel and Mari 1 in 170; between Lalamusa and Peshawar 1 in 100; between Sibi and Chaman and Sibi and Nushki 1 in 40 with 1 in 25 banking sections; between Daudkhel and Campbellpore, Rawalpindi and Kobat and Khushalgarh and Jand 1 in 70; between Peshawar and Jamrud 1 in 50 and between Sody and Khewra 1 in 60.

Contract.

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Mileage open at end of each year.		Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company.	Total Income (column 6 + column 7).	Percentage of total income on total capital outlay given in column (8).	Interest.	Annually.	Gain or loss to the State pertaining to each calendar year.	Commercial section.		Military section.		Entire line.	
	Miles.	Rs.										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
1886	1,850.78	36,00,90,706	2,53,00,901	1,19,92,339	3.33	Rs. 1,19,92,339	3.33	1,14,07,149	83,00,733	-47,16,043	...	...	...	...	...	...	...
1887	2,398.79	38,37,70,872	2,10,03,383	57,77,585	1.51	57,77,585	1.51	1,01,56,779	60,30,332	-1,34,09,816	...	...	...	...	...	...	...
1888	2,441.73	39,71,81,300	2,57,79,305	88,66,586	3.11	88,66,586	3.11	1,09,15,938	83,45,758	-1,04,04,000	...	...	...	...	...	...	...
1889	2,442.10	40,04,31,008	2,82,06,820	1,03,84,741	3.51	1,02,84,741	3.51	1,13,75,516	83,98,798	-84,00,543	...	...	...	...	...	...	...
1890	2,465.78	41,53,37,820	2,73,99,035	1,02,57,601	3.45	1,02,57,601	3.45	1,16,66,665	74,54,323	-89,69,307	...	...	...	...	...	...	...
1891	2,465.99	42,15,01,441	2,25,78,355	1,21,32,521	2.88	1,21,32,521	2.88	1,20,67,543	80,05,200	-79,40,322	...	...	...	...	...	...	...
1892	2,528.06	43,00,61,140	2,04,35,665	94,50,980	2.20	94,50,980	2.20	1,24,31,030	80,84,076	-1,19,69,140	...	...	...	...	...	...	...
1893	2,573.23	43,99,74,051	2,52,08,732	97,07,643	2.23	97,07,643	2.23	1,27,61,082	90,08,543	-1,20,63,584	...	...	...	...	...	...	...
1894	2,533.21	45,06,76,398	2,25,14,087	1,28,25,151	2.85	1,28,25,151	2.85	1,24,83,370	1,03,69,248	-99,07,343	...	...	...	...	...	...	...
1895	2,575.90	46,56,84,932	2,52,18,383	1,64,46,999	3.63	1,64,46,999	3.63	1,33,01,193	1,03,17,385	-73,71,550	...	...	...	...	...	...	...
1896	2,713.91	48,10,61,363	2,94,41,740	1,18,36,400	2.47	1,18,36,400	2.47	1,45,35,437	95,43,589	-1,19,92,005	...	...	...	...	...	...	...
1897	2,817.02	49,07,98,758	3,20,03,448	1,49,78,997	3.06	1,49,78,997	3.06	1,49,78,997	99,95,191	-59,83,806	...	...	...	...	...	...	...
1898	2,817.04	49,66,81,389	3,76,01,912	1,55,74,360	3.74	1,55,74,360	3.74	1,50,41,459	97,36,949	-51,05,510	...	...	...	...	...	...	...
1899	2,914.60	50,27,30,390	3,52,21,759	1,60,89,223	3.20	1,60,89,223	3.20	1,60,40,391	95,61,408	-75,12,364	...	...	...	...	...	...	...
1900	3,005.67	50,65,96,633	3,15,23,237	1,33,19,151	3.00	1,33,19,151	3.00	1,64,26,164	95,76,683	-1,07,82,696	...	...	...	...	...	...	...
1901	3,117.37	51,54,17,599	4,11,89,277	2,03,58,471	3.95	1,78,653	2,03,58,471	3.95	1,55,93,907	88,02,323	-89,65,905	...	...	...	...	...	...
1902	3,147.45	52,81,86,854	4,23,19,927	1,73,70,094	3.29	41,523	1,74,11,620	3.30	1,80,31,918	95,81,458	-71,91,784	...	...	...	...	...	...
1903	3,255.74	53,53,09,487	4,93,83,676	2,59,09,517	4.87	90,308	2,50,99,825	4.69	1,63,40,081	86,77,439	+1,61,334	...	...	...	...	...	...
1904	3,317.64	55,14,60,717	5,16,56,310	3,22,92,909	5.86	3,30,678	3,23,23,587	5.90	1,69,17,362	85,77,430	+70,28,708	...	...	...	...	...	...
1905	3,400.83	57,06,87,197	5,56,74,933	3,90,52,383	5.04	4,43,110	2,94,06,493	5.11	1,76,39,630	85,77,430	+22,79,207	...	...	...	...	...	...
1906	3,503.00	60,87,74,838	6,18,06,011	2,63,40,919	4.84	5,67,842	2,99,06,761	4.93	1,87,31,691	85,77,430	+28,10,260	...	...	...	...	...	...
1907	3,614.89	64,87,43,043	7,04,36,241	3,38,51,329	5.23	7,75,023	3,46,23,352	5.35	1,84,47,395	85,77,430	+1,02,01,967	...	...	...	...	...	...
1908	3,618.10	65,00,11,581	6,61,06,153	3,93,39,475	1.35	6,47,045	3,08,85,520	1.45	1,86,33,292	85,77,430	-1,72,25,202	...	...	...	...	...	...
1909	3,723.91	72,31,90,764	8,79,03,754	3,18,89,240	3.05	2,54,380	2,17,25,520	3.00	1,96,54,374	85,77,430	-65,06,194	...	...	...	...	...	...
1910	3,725.99	73,64,06,633	7,41,00,787	2,51,75,007	3.41	2,79,921	2,37,62,924	3.40	2,00,53,641	85,77,430	-28,80,143	...	...	...	...	...	...
1911	3,813.22	75,46,44,149	7,93,87,083	3,12,88,435	4.15	4,00,099	3,16,88,534	4.14	2,11,49,600	85,77,430	+19,42,904	...	...	...	...	...	...
1912	3,812.29	76,05,66,334	9,06,27,413	4,37,16,967	6.00	6,21,668	4,43,97,633	6.03	2,14,42,020	85,77,430	+1,43,19,173	...	...	...	...	...	...

8 (b) Amritsar-Patti railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
	2	3	4
Amritsar to Tara Taran	21-9-05	15-00	54-28
Tara Taran to Patti	30-12-05	12-05	
Patti to Kasur	4-4-10	27-21	

*The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 . NORTH WESTERN RAILWAY SYSTEM— contd.
Sub-heads (a) to (n)

8 (b) Amritsar-Patti railway (5' 6" gauge)—concl'd.

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.*Ballast.*—The line is ballasted throughout with broken stone.*Fencing.*—Station yards only are fenced.*Curves.*—The sharpest curve is of 1,910 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Contracts—

Dated the 22nd May 1905, between the Secretary of State and the Amritsar-Patti Railway Company, as to the construction, maintenance, management and working of the Amritsar-Patti railway.

Dated the 7th May 1909, between the Secretary of State and the Amritsar-Patti Railway Company, as to the construction, maintenance, management and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company, except for quarrying, ballast, brickfield or other temporary works.(ii) *Government aid.*—The Government constructed the line (from funds supplied by the Company whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway.

By way of rebate the Government allow the Company, in respect of each calendar year, such sum up to 45 per cent of the gross earnings from traffic (excluding those derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway as shall, together with the net earnings of the Company, make up an amount equal to an interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account, plus Rupees 7,200 on account of office expenses and those of management and direction and such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue, subject to the same limit.

(iii) *Terms of working.*—(iv) *Distribution of profits.*— } For management, maintenance, working and provision of rolling-stock
the Government retain 45 per cent of the gross earnings in each half-year of the Amritsar-Patti railway; the remainder, constituting the net earnings, is paid to the Company.*

But should the net earnings of the Company in any year exceed the maximum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction [referred to under (ii)] up to a limit of Rs. 15,000, the balance being divided equally between the Government and the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the working Agency.(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

To be conveyed at the same rates and under the same arrangements as apply to State railways.

(vii) *Power of the Government to determine contract.*—The Government may, by giving twelve months' previous notice in writing of purchase, determine the contract either on the 31st December 1935 or on the 31st December in the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings of the Company during the last preceding three years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.(viii) *Power of the Company to surrender contract.*—Nil.(ix) *Term of contract [if not determined under (vii)].*—None specified.

Statistics of working—

TABLE I.								TABLE II.		
Calendar year—	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	Government share of surplus profits.	Total income [column 5, column 7]	Percentage of total income on total capital outlay in column (9).	Earnings per mile per week	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906	27.49	11,90,964	15,368	8,452	0.71	—	8,452	0.71	69	45.00
1907	27.49	14,19,465	1,61,280	88,704	6.25	3,726	84,978	5.99	118	45.00
1908	27.49	14,87,400	1,79,461	98,703	6.63	4,852	98,851	6.24	126	45.00
1909	27.60	17,88,129	2,18,389	1,20,103	6.73	15,957	1,04,146	5.82	152	45.00
1910	54.26	26,67,469	3,64,322	2,00,378	7.51	30,923	1,69,456	6.35	146	45.00
1911	54.26	28,68,452	4,70,792	2,58,936	9.02	49,275	2,09,661	7.31	167	45.00
1912	54.26	28,70,826	5,24,419	2,98,481	10.08	61,817	2,27,114	7.91	186	45.00

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (n)8 (c) Jammu and Kashmir (Native State section) (5' 6" gauge)—
Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Frontier of the Kashmir State to the left bank of the Tawi river near Jammu.	15-3-00	15-70	15-70

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken stones.

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 200.

Agreement—

Dated the 2nd February 1906, having effect from 1st January 1903, between the Government of India and the Kashmir Durbar, as to construction and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Durbar and the Government in their respective territories.

(ii) *Government aid.*—The section was constructed (from funds supplied by the Kashmir Durbar, whose property it is), and is managed, maintained, stocked and worked by the North Western railway.

By way of rebate the Government allow to the Durbar a payment on traffic interchanged with the North Western railway to such extent, as, together with the share of net earnings attributable to the section, will afford a total dividend of 3½ per cent per annum on the actual capital expenditure to end of each half year, subject to the proviso that such rebate in no case exceeds the North Western railway's net earnings from traffic interchanged with the section.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and work-

(iv) *Distribution of profits.*— } ing, the North Western railway retains 55·50 per cent of the gross earnings of the section, the remaining 44·50 per cent being credited to the Durbar, subject to the rebate noted under (ii).

(v) *Rates and fares.*—To be such as are from time to time in force on the main line of the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.— } To be conveyed on the same general conditions as those in force on the main

(b) Government bullion and coin, and the persons in charge thereof.— } line of the North Western railway.

(c) Services to the Durbar.—As in clauses 15, 16 and 17 of the agreement.

(vii) *Power of the Government to determine agreement.*— } The agreement is terminable on six months'

(viii) *Power of the Durbar to surrender agreement.*— } notice by either side.

(ix) *Term of agreement.*—5 years from 1st January 1903 and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.								TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i. e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	15-92	9,62,284	54,661	24,422	2-54	9,259	33,680	3-50	66	55-50
1904	15-99	9,62,208	55,231	25,023	2-60	8,635	33,678	3-50	68	55-50
1905	15-98	9,62,208	66,842	29,745	3-09	4,540	34,265	3-56	80	55-50
1906	15-98	9,78,566	77,489	34,571	3-53	684	35,255	3-60	93	55-50
1907	15-98	9,79,109	80,172	35,677	3-64	—684	34,903	3-57	96	55-50
1908	15-93	9,93,606	85,390	37,999	3-82	...	37,999	3-82	103	55-50
1909	15-98	10,01,019	83,927	37,347	3-70	...	37,347	3-70	101	55-50
1910	15-79	10,10,234	86,918	38,679	3-82	...	38,679	3-82	106	55-50
1911	15-79	10,14,336	98,823	43,977	4-33	...	43,977	4-33	120	55-50
1912	15-79	10,27,239	81,400	36,223	3-50	...	36,223	3-50	99	55-50

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$ NORTH WESTERN RAILWAY SYSTEM—contd.

8 (a) Jullundur Doab railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Jullundur city to Kapurthala	23-6-12	12.72	28.25	
Kapurthala to Sultanpur Lodi	26-8-12	15.53		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.				
Sultanpur Lodi to Ferozepore (sanctioned on 2nd June 1911)	...	44.89	104.98	133.23
Lohian to Phillaur (sanctioned on 2nd June 1911)	...	39.89		
Jullundur to Nakodar (sanctioned on 23rd October 1912)	...	20.20		

Details of construction—

Permanent-way—The permanent-way consists of 78-lb. double-headed rails on Bradford Leslie pattern cast iron plate sleepers, of 75-lb. flat-footed British standard rails on deodar sleepers with bearing plates at bridges, points and crossings and 60-lb. flat-footed British standard rails on deodar sleepers on goods and minor sidings.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced except round station yards and at level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The steepest gradient is 1 in 500.

Contracts—

Dated 9th July 1912, between the Secretary of State and the Southern Punjab Railway Company, as to the construction, maintenance and working of the Jullundur Doab railway, supplementary to the provisions of the contract of the 13th August 1895 (called the principal contract) and of the contracts of the 4th May 1899, the 4th June 1903, the 4th October 1905, the 14th May 1908 and the 24th June 1909, between the Secretary of State and the Southern Punjab Railway Company.

Dated the 20th January 1913 (supplemental to the contract of 1912), between the Secretary of State and the Southern Punjab Railway Company, as to the construction of the Jullundur-Nakodar chord as part of the Jullundur Doab Railway.

Main provisions of contracts—

- (i) *Land*.—Land in British territory provided by the Government free of cost, and that in Native State (not being waste land) on payment of compensation by the Company, unless the Durbar waive their claim to such compensation.
- (ii) *Government aid*.—The Government manage, maintain stock and work the railway in all respects, as far as practicable, as a part of the North Western Railway system, and allow to the Company in respect of this line, for each year, by way of rebate on the net earnings of the North Western railway in respect of any such traffic as is mentioned or referred to in clause 23 of the contract of 1912, such a sum as, together with the net earnings of the Jullundur Doab railway, will be equal to interest for such year at the rate of 4½ per cent. on the capital expenditure of the Company on the Jullundur Doab railway as charged to the capital account.
- (iii) *Terms of working*.—For management, maintenance, provision of rolling-stock and working Government retain 52 per cent. of gross earnings, the remainder being the net earnings of the Company. Such net earnings together with the rebate referred to under (ii) above constitute the Company's net receipts.
- (iv) *Distribution of profits*.—Surplus profits in excess of 4½ per cent. per annum on the total capital expenditure of the Company are divisible at the close of each year between the Company and the Secretary of State in the proportion of ¼th to the Company and ¾ths to the Secretary of State subject to the provisions laid down in clause 26 of the contract of 1912.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—*contd.*
Sub-heads (a) to (n)8 (d) Jullundur Doab railway (5' 6" gauge)—*concl'd.*

Main provisions of contracts—

- (v) *Rates and fares.*—
 (vi) *Special obligations as to the conveyance of.*—
 (a) Mails, troops, police, high Government officials and Government stores.—
 (b) Government bullion and coin, and the persons in charge thereof.—
 (vii) *Power of the Government to determine contract.*—
 (viii) *Power of the Company to surrender contract.*—
 (ix) *Term of contract [if not determined under (vi) and (vii)].*—
- As noted under 8 (k), Southern Punjab railway (5' 6" gauge).

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western 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 (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1912	28'25	1,01,82,301	8,129	3,902	0'03	...	3,902	0'03	13	52'00

8 (e) Khanpur-Chachran railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khanpur to Chachran	11-1-11	22'02	22'02

Details of construction—

Permanent-way.—The permanent-way consists of 80-lb. flat-footed steel rails laid on jarrah sleepers.

Ballast.—The line is ballasted with broken brick on curves and approaches to large bridges and the remainder with sand.

Fencing.—The line is not fenced.

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

Gradients.—The ruling gradient is 1 in 600.

Agreement—

Dated the 21st August 1912 (having effect from the 1st January 1911), between the Secretary of State and the Bahawalpur Durbar, as to the construction, maintenance and working of the Khanpur-Chachran railway by the North Western railway.

Main provisions of agreement—

(i) *Land.*—To be provided free of cost by the Bahawalpur Durbar, both during and after construction.

(ii) *Government aid.*—The line was constructed by the Government (from funds supplied by the Bahawalpur Durbar, whose property it is), and is managed, maintained, stocked and worked, through the agency of the North Western railway as if it were part of its system.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (n)

8 (e) Khanpur-Chachran railway (5' 6" gauge)—concl'd.

Main provisions of agreement—concl'd.

By way of rebate Government allow to the Durbar a sum not exceeding in any year the net earnings of the North Western railway from traffic interchanged with the Khanpur-Chachran branch railway, excluding railway stores, as shall, together with the net earnings of the branch, make up an amount equal to interest at 3 per cent per annum on the actual expenditure charged in the capital account of the branch.

- (iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 50 per cent of the gross earnings of the branch, the balance being paid to the Durbar.
- (iv) *Distribution of profits.*— }
- (v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government and Durbar officials and Government stores.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.
- (b) Government bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of the Government to determine agreement.*— } The agreement is terminable on the 1st January or 1st July in any year after 1935, on six months' notice given by either party to the other. The Government may also determine the agreement at any time, on six months' notice, should either the North Western railway or the Bahawalpur Durbar fail to observe their obligations.
- (viii) *Power of the Durbar to surrender agreement.*— }

Upon the determination of the agreement the North Western railway shall give to the Bahawalpur Durbar possession of the Khanpur-Chachran railway, together with all its belongings and moneys then payable to it, after which the Bahawalpur Durbar shall indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Khanpur-Chachran railway.

- (ix) *Term of contract.*—From date of opening of the line until 1935, subject to (vii) and (viii).

Statistics of working—

TABLE I.								TABLE II.			
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	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	9	1	2	
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1911	22.02	18,95,947	12,861	6,431	0.46	—	—	—	22	50.00	
1912	22.02	13,84,971	28,854	14,426	1.01	13,721	28,147	2.03	25	50.00	

8 (f) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ludhiana via Dhuri to Jakhal	10-4-01	78.65	78.65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken brick and kunkur.

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 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 8} _{Sub-heads (a) to (z)} NORTH WESTERN RAILWAY SYSTEM—contd.

B (N) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—concl'd.

Agreement—

Dated the 6th September 1899, between the Secretary of State and the Maler Kotla and Jhind Durbars, as to the construction, maintenance and working.

Main provisions of agreement—

- (i) *Land*.—Provided free of cost by the Government in the case of British territory and by the Durbars concerned in the case of Native States' territory up to the date of the agreement of 1899; thereafter all land provided by the Maler Kotla and Jhind Durbars is debited to capital.
- (ii) *Government aid*.—The Government constructed the line (from funds supplied in the ratio of $\frac{3}{4}$ ths and $\frac{1}{4}$ th, respectively, by the Jhind and Maler Kotla Durbars, whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway, as part of its system.
- (iii) *Terms of working*.— } For management, maintenance, provision of rolling-stock and working, 55 per cent of the gross earnings are retained by the North Western railway, and the balance is paid to the Jhind and Maler Kotla Durbars to be divided between them in the ratio of $\frac{3}{4}$ ths to the former and $\frac{1}{4}$ th to the latter.
- (iv) *Distribution of profits*.— }
- Note*.—With effect from 1st January 1913, 55 per cent retained by the North Western railway will be reduced to 52 per cent.
- (v) *Rates and fares*.—To be the same as may, from time to time, be in force on the North Western railway.
- (vi) *Special obligations as to the conveyance of*.—
- (a) Mails, troops, police, high officials and stores, } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.
- (b) Government and Durbar bullion and coin, and } the persons in charge thereof.— }
- (vii) *Power of the Government to determine agreement*.— } On the 31st December 1904, or the 1st January
- (viii) *Power of the Durbars to surrender agreement*.— } or 1st July in any year thereafter, on six months' notice given by either party to the other. Upon the determination of the agreement the North Western railway will give to the Maler Kotla and Jhind Durbars possession of the railway, all its belongings and moneys then payable to them, after which the Durbars will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Ludhiana-Dhuri-Jakhal railway. The Government may also determine the contract at any time on six months' notice in writing should either the North Western railway or the Durbars fail to observe their obligations.
- (ix) *Term of contract*.—From the 6th September 1899 to the 31st December 1904 and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1903	78-65	41,19,964	3,15,026	1,41,762	3-44	The decrease in capital outlay in 1906 was due to credits.	77	55-00
1904	78-65	41,19,894	3,46,059	1,55,727	3-73		85	55-00
1905	78-65	41,22,517	5,15,007	2,31,753	5-62		126	55-00
1906	78-65	41,70,908	6,44,063	2,89,899	6-95		157	55-00
1907	78-65	41,81,853	6,45,356	2,90,410	6-94		153	55-00
1908	78-65	41,88,647	6,24,508	2,81,067	6-71		153	55-00
1909	78-65	41,89,158	6,13,490	2,78,070	6-59		150	55-00
1910	78-65	41,88,289	8,30,707	3,78,518	8-93		203	55-00
1911	78-65	41,92,181	6,55,093	2,94,792	7-03		160	55-00
1912	78-65	41,91,995	7,16,119	3,22,253	7-68		175	55-00

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (n)

8 (g) Rajpura-Bhatinda railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rajpura to Patiala	1-11-84	16.00	
Patiala to Bhatinda	13-10-89	92.04	
			108.04

Details of construction—

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 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 250.

Agreement—

Dated the 30th January 1893, between the Secretary of State and the Patiala Durbar, as to management, maintenance and working.

Main provisions of agreement—

- (i) *Land.*—For original construction was provided free of cost by the Patiala Durbar; the cost of that provided after 13th October 1889 (the date on which the agreement came into force) is debited to capital.
- (ii) *Government aid.*—The line, which is the property of the Patiala Durbar, is managed, maintained, stocked and worked by the Government through the agency of the North Western railway as part of its system as from the 13th October 1889.
- (iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and working
- (iv) *Distribution of profits.*— } 55 per cent of the gross earnings (reduced to 52 per cent from 1st January 1904 in accordance with the Government of India, Public Works Department, No. 617/618 R.T., dated the 5th October 1903, to the address of the Government of the Punjab Manager, North Western railway) are retained by the North Western railway, and the balance is paid to the Patiala Durbar.
- (v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high officials and stores both of the Government and of the Durbar.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.
- (b) Government and Durbar bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of the Government to determine agreement.*— } On the 31st December 1892 or on the 1st
- (viii) *Power of the Durbar to surrender agreement.*— } January or 1st July in any year thereafter, on six months' notice given by either party to the other. The Government may also determine the contract at any time on six months' notice in writing, should either the North Western railway or the Patiala Durbar fail to observe their obligations. Upon the determination of the agreement the North Western railway will give to the Patiala Durbar possession of the railway, all its belongings and moneys then payable to it, after which the Patiala Durbar will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Rajpura-Bhatinda railway.
- (ix) *Term of agreement.*—From 13th October 1889 to the 31st December 1892, and thereafter as noted under (vii) and (viii).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 **NORTH WESTERN RAILWAY SYSTEM—contd.**
Sub-heads (a) to (n)**8 (g) Rajpura-Bhatinda railway (5' 6" gauge)—concl'd.**

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 36 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	107'05	67,18,890	9,64,002	4,31,801	6'46	178	53'00
1904	107'05	67,33,431	10,67,925	5,12,604	7'62	192	52'00
1905	107'05	67,18,831	12,58,390	6,01,628	8'95	235	52'00
1906	107'05	68,02,580	11,87,134	5,69,825	8'39	219	52'00
1907	107'05	68,14,790	14,80,997	7,10,378	10'43	266	52'00
1908	107'05	68,52,951	13,74,351	6,59,680	9'63	247	52'00
1909	108'45	68,69,482	13,15,398	6,31,388	9'19	237	52'00
1910	108'45	68,92,203	13,91,108	6,67,781	9'68	251	52'00
1911	107'01	69,89,254	16,30,470	7,62,625	11'20	298	52'00
1912	108'04	70,42,212	20,30,809	9,74,788	13'84	363	52'00

8 (A) Southern Punjab railway (5' 6" gauge)—*Chairman.*—Sir Bradford Leslie, K.C.I.E.*Secretary.*—Urban Broughton, Esq.*Offices.*—Egypt House, 36, New Broad Street, London, E.C.**Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i> Delhi <i>via</i> Bhatinda to Samasata Independent entrance from Delhi Brewery to Delhi	10-11-97	399'89	400'68	424'06
	20-12-09	0'79		
<i>Branch—</i> Narwana to Kaithal	1-2-09	23'38	23'38	
<i>DOUBLE LINE—</i> Delhi Brewery Cabin Junction to Delhi Kishangunj Delhi Kishangunj to Shakurpur	1-1-12	0'19	4'42	
	1-7-12	4'23		

Details of construction—*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.*Ballast.*—The line is ballasted throughout with broken brick and stone.*Fencing.*—Only the station yards are fenced.*Curves.*—The sharpest curve is of 2,100 feet radius.*Gradients.*—The ruling gradient is 1 in 333.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 8} _{Sub-heads (a) to (n)} NORTH WESTERN RAILWAY SYSTEM—*contd.*8 (B) Southern Punjab railway (5' 6" gauge)—*contd.*

Contracts—

- Dated the 13th August 1895 (called the principal contract), *between the Secretary of State and the Southern Punjab Railway Company*, as to construction, management, maintenance and working.
- Dated the 4th May 1899 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Narwana-Kaithal branch.
- Dated the 4th June 1903 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.
- Dated the 4th October 1905 (supplemental to the contracts of 1895, 1899 and 1903), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Southern Punjab "Ludhiana" Extension.
- Dated the 14th May 1908 (supplemental to the contracts of 1895, 1899, 1903 and 1905), *between the Secretary of State and the Southern Punjab Railway Company*, for the purpose of defining the position of the Ludhiana-Dhuri-Jakhal railway in relation to the Southern Punjab railway.
- Dated the 24th June 1909 (supplemental to the contracts of 1895, 1899, 1903, 1905 and 1908), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Sutlej Valley railway.

Main provisions of contracts—

- (i) *Land*.—In British territory provided by the Government free of cost to the Company. As to that in the territories of any Native State, the Government undertake to use their influence to acquire it for the Company, as far as possible, on the same terms.
- (ii) *Government aid*.—The Government manage, maintain, stock and work the railway in all respects as far as practicable as part of the North Western railway system. Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway from traffic interchanged with the Southern Punjab railway and from all traffic originating and terminating at stations of North Western railway (including the stations at Delhi and Samasata respectively but not including the stations of Patiala State railway) as shall be sent over the said railway by the North Western railway in exercise of the power conferred upon, or reserved to it, by sub-clause 5 of clause 18 of the contract of the 13th August 1895, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the Company's net earnings, make up an amount equal to interest for the year at 3½ per cent on the actual expenditure charged in the Capital account.
- (iii) *Terms of working*.—For management, maintenance, provision of rolling-stock and working, the Government retain 52 per cent of the gross earnings, the remainder being the net earnings of the Company. Such net earnings, together with the rebate referred to under (ii), constitute the Company's net receipts.
- (iv) *Distribution of profits*.—Surplus profits in excess of 3½ per cent per annum on the total expenditure of the Company in sterling are divisible equally at the close of each year between the Government and the Company, provided that, after the completion of the Ludhiana Extension, a sum of £5,000 per annum is deducted from the net receipts of the Company's existing lines for administrative expenses in England and India before division of profits.
- (v) *Rates and fares*.—To be fixed by the Government within the maxima and minima for the time being in force on the North Western railway.
- (vi) *Special obligations as to the conveyance of*.—
- | | | |
|---|---|--|
| <p>(a) Mails, troops, police, high Government officials and Government stores.—</p> <p>(b) Government bullion and coin, and the persons in charge thereof.—</p> | } | To be conveyed at the same rates and under the same arrangements as may be in force on State railways. |
|---|---|--|
- (vii) *Power of the Government to determine contract*.—Government may, by giving twelve months' notice, determine the contract and acquire the line on the 31st December 1929, or on the 31st December 1934 or on the 31st December of the last year of any subsequent period of ten years, except the period expiring on 31st December 1954, paying to the Company in sterling a sum, equal to 25 times the yearly average of the Company's share of the net earnings of the railway 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 in sterling nor be less than such capital expenditure. Government may also determine the contract on the 31st December 1954 by paying to the Company in sterling a sum equal to the total capital expenditure in sterling.
- (viii) *Power of the Company to surrender contract*.—Nil.
- (ix) *Term of contract [if not determined under (vii) or (viii)]*.—None specified.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 Sub-heads (a) to (n) NORTH WESTERN RAILWAY SYSTEM—contd.

8 (h) Southern Punjab railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. 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 (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1897	899'80	1,89,03,812	1,01,038	77,298	0'39	+19,942	97,240	0'54	Adjustments under the Oripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.	52	52'00
1898	899'80	2,23,62,921	16,29,122	7,81,978	3'49	...	7,81,978	3'49		74	52'00
1899	423'18	2,26,63,262	16,11,010	7,78,235	3'41	+17,319	7,90,608	3'48		78	52'00
1900	423'93	2,26,57,063	16,36,280	7,39,360	3'48	+3,562	7,93,922	3'50		76	52'00
1901	423'98	3,25,70,734	24,96,339	11,98,240	5'81	-1,73,658	10,24,582	4'54		113	52'00
1902	424'72	2,27,93,660	19,41,541	9,81,940	4'09	-41,522	8,90,418	3'90		88	52'00
1903	425'33	2,28,27,908	21,59,158	10,86,896	4'54	-90,808	9,46,088	4'14		98	52'00
1904	425'33	2,28,43,454	27,47,442	13,18,772	5'74	-2,30,678	10,88,094	4'74		124	52'00
1905	425'33	3,30,13,096	36,40,372	17,47,379	7'59	-4,43,110	13,04,269	5'66		165	52'00
1906	425'33	3,31,30,148	41,67,059	20,00,188	8'05	-5,67,849	14,32,348	6'19		188	52'00
1907	428'75	3,31,79,781	50,37,456	24,17,078	10'43	-7,75,028	16,42,355	7'09	228	52'00	
1908	428'75	2,33,22,671	44,44,156	21,63,194	9'14	-6,47,045	14,86,149	6'37	302	52'00	
1909	424'06	2,35,69,938	38,15,733	15,91,551	6'75	-3,56,280	12,35,271	5'24	160	52'00	
1910	424'06	2,39,18,571	48,21,320	20,74,234	8'67	-5,55,091	15,19,143	6'35	198	52'00	
1911	424'06	2,43,04,411	50,29,087	24,13,962	9'93	-7,57,754	16,56,208	6'81	228	52'00	
1912	424'06	2,47,35,830	58,82,883	28,23,74	11'41	-9,54,113	18,69,671	7'36	267	52'00	

8 (i) Southern Punjab "Ludhiana" Extension (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
	2	3	4
Ludhiana to Ferozepore	10-6-05	76'08	
Ferozepore to MacLeod Ganj	10-2-06	75'80	
			152'04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah and deodar sleepers.

Ballast.—The line is ballasted 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.

Main provisions of contracts—

This extension is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (h), Southern Punjab railway (5' 6" gauge), except as follows:—

(i) **Government aid.**—Government allow to the Company, in respect of each half-year, a rebate on the net earnings of the North Western railway derived from—

(a) the traffic interchanged between the North Western railway and this railway, whether directly or by way of the other railways of the Company;

(b) all traffic originating and terminating at stations of the North Western railway (including the stations at Delhi, Samasata, Ferozepore and Ludhiana respectively, but not including stations of the Patiala State railway) which shall be sent over this railway by the North Western railway in exercise of the power conferred upon or reserved to it by sub-clause 5 of clause 18 of the contract of 1895; and

(c) coaching traffic between Ludhiana and Ferozepore over and above the average earnings of the North Western railway from such traffic during the corresponding half-year in the five years preceding the opening of this line.

Such rebate to be of an amount which shall not exceed the amount of the said net earnings and which when added to all allowances by way of rebate made to the Company under the provisions of the contracts of 1895 and 1899 in respect of the same half-year, shall not exceed the net earnings of

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (n).

8 (c) Southern Punjab "Ludhiana" Extension (5' 6" gauge)—contd.

Main provisions of contracts—contd.

the North Western railway from all traffic interchanged with or sent over any part of the Company's lines (including this line), but which subject as aforesaid, shall extend to an amount sufficient, with the net earnings of this line, to make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of this line as charged in the capital account.

Provided that the Company shall not in any half-year be entitled under this clause to any rebate in respect of traffic which is also the subject of rebate under clause 23 of the contract of 1895 if and to the extent to which in that half-year the sum required to make up the earnings of the Company to 3½ per cent under clause 23 of the contract of 1895 could have been insufficient for that purpose without taking into account such traffic or some part thereof, but any surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate both under the first part of this clause and also under the contract of 1895 which shall remain after satisfying any claim under that contract shall nevertheless be applicable to meet any claim of the Company to rebate under this clause.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 5 per cent per annum on the Company's total capital expenditure in respect of the extension are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

TABLE I.							TABLE II.			
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western 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 (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	77.05	70,09,669	78,832	85,200	0.50	+10,500	45,700	0.65	83	52.00
1906	155.05	79,33,781	6,29,557	3,02,187	3.81	+33,318	3,35,505	4.23	83	52.00
1907	152.04	86,43,814	8,98,142	4,31,108	5.17	+81,163	4,62,271	5.54	112	52.00
1908	153.04	87,92,037	8,31,931	3,99,327	4.54	+16,326	4,16,153	4.73	105	52.00
1909	152.04	89,14,112	7,88,692	3,78,573	4.25	+85,203	4,13,776	4.64	100	52.00
1910	152.04	89,40,892	10,03,716	4,81,784	5.39	+2,352	4,84,136	5.41	127	52.00
1911	152.04	89,83,708	10,90,618	5,23,497	5.82	-56,165	4,67,332	5.20	138	52.00
1912	152.04	90,15,837	11,77,568	5,65,233	6.26	-85,910	4,79,323	5.31	149	52.00

8 (j) Sutlej Valley railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kasur to Ludhiana	6-7-10	208.19	208.19

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

Ballast.—The line is ballasted with broken brick.

Fencing.—Only station yards and short lengths on each side of level crossings provided with gates are being fenced.

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

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contract—

This railway is worked by the Government, through the agency of the North Western railway, as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (d), Southern Punjab railway (5' 6" gauge), except as follows:—

(i) *Government aid.*—Government allow the Southern Punjab Railway Company, for each half-year, by way of rebate on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 8} Sub-heads (a) to (n) NORTH WESTERN RAILWAY SYSTEM—contd.

8 (j) Sutlej Valley railway (5' 6" gauge)—concl'd.

Main provisions of contract—concl'd.

with the net earnings of the Company in respect of this railway, will be equal to interest at 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway, provided that if in any year the rebate so ascertained shall exceed the aggregate of the—

- (a) net earnings of the North Western railway from its interchanged traffic with the Sutlej Valley railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasata, Ferozepore, Ludhiana, Kasur and Lodhran, but not including stations of the Patiala railway), and sent over the Sutlej Valley railway, other than that which is subject to rebate under either or both clause 23 of the contract of the 13th August 1895 and clause 12 of the contract of the 4th October 1905, and
- (b) such surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate under either or both clause 23 of the contract of the 13th August 1895 or clause 12 of the contract of the 4th October 1905 as shall remain after satisfying claims under such clauses or either of them (if any), then the rebate for such year shall be reduced to an amount equal to the aggregate of the two said sums.

- (ii) *Distribution of profits.*—Surplus net receipts in excess of 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

TABLE I.								TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western 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 (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1910	209-46	1,54,94,559	2,89,668	1,39,041	0-90	...	1,39,041	0-90	56	52-00
1911	208-19	1,52,17,748	5,66,486	2,71,914	1-79	+4,19,822	6,85,734	4-50	52	52-00
1912	208-19	1,52,26,474	8,17,652	2,48,473	1-63	+4,04,636	6,53,109	4-29	48	52-00

8 (k) Kalka-Simla railway (2' 6" gauge)—

The railway was constructed by, and at the cost of, the Delhi-Umballa-Kalka Railway Company. On the representation of the Company it was decided to purchase the Company's interest in the line. This was effected by the payment of £300,000; the Secretary of State waiving all claim to arrears of unpaid interest on the advances, viz., Rs. 1,16,47,512, 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 railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kalka to Simla station	9-11-06	59-44	
Simla station to Old Bullock Train Office	27-2-09	0-48	60-92

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers. The 40½-lb. rails are being renewed with 60-lb. and 62-lb. flat-footed rails.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts 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.

Contract—

As noted under 8 (a), North Western railway (5' 6" gauge).

Rates and fares.—May be varied within the limits of certain fixed maxima and minima subject to certain special conditions regarding charges for tunnels.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (n)

8 (k) Kalka-Simla railway (2' 6" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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.	Remarks.	TABLE II.	
									Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906	59.44	1,77,98,538	7,64,322	3,07,125	1.78	5,90,655	-2,83,530	The decrease in net earnings in 1910 is mainly due to renewals of permanent-way with 60-lb. rails and charges for special renewals amounting to Rs. 2,04,056.	247	59.82
1907	59.44	1,76,82,568	9,25,979	4,05,368	2.29	5,83,663	-1,78,295		300	56.22
1908	59.44	1,85,44,085	9,64,623	2,90,181	1.58	5,67,129	-2,76,998		312	69.92
1909	59.92	1,88,14,812	9,81,289	2,99,679	1.27	5,81,632	-3,41,953		316	75.58
1910	59.92	1,94,24,591	10,80,967	36,042	0.18	6,03,907	-5,67,865		331	96.50
1911	59.92	1,96,91,570	11,54,482	3,37,867	1.71	6,22,427	-2,84,560		370	70.78
1912	59.92	1,97,61,852	12,59,823	3,95,164	2.00	6,25,180	-2,30,016	404	68.68	

8 (l) Kohat-Thal railway (2' 6" gauge)—

Originally the line was on the 2' 6" gauge from Khushalgarh, from which place to Kohat it was converted into 5' 6" gauge and merged in the North Western railway proper in 1903.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kohat to Thal	1-4-03	61.75	61.75

Details of construction—

Permanent-way.—The line is laid partly with 25-lb. and partly with 21-lb. rails, 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 is of 239 feet radius.**Gradients.**—The ruling gradient is 1 in 100.

Contract—

As noted under 8 (a), North Western railway (5' 6" gauge).

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	TABLE II.	
						Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	29.70	49,49,878	29,225	9,388	0.19	31	67.68
1903	91.78	56,70,700	1,38,583	99,560	...	34	174.56
1904	91.78	60,16,204	1,81,437	1,97,565	...	34	222.38
1905	91.78	61,63,394	1,89,445	1,25,715	...	38	166.36
1906	91.78	61,72,728	2,39,257	1,04,516	...	50	143.68
1907	91.78	61,72,701	2,28,169	1,69,984	...	48	174.49
1908	61.75	42,64,510	1,06,963	3,50,398	...	33	427.59
1909	61.75	42,63,969	1,04,952	2,84,978	...	33	323.69
1910	61.75	42,77,931	1,03,605	1,86,816	...	32	331.57
1911	61.75	43,18,826	1,14,485	1,67,880	...	38	246.64
1912	61.75	43,99,955	1,22,442	1,61,588	...	38	231.97

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 **NORTH WESTERN RAILWAY SYSTEM—contd.**
Sub-heads (a) to (n)**8 (n) Nowshera-Durgai railway (2' 6" gauge)—**

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nowshera to Durgai	1-1-01	40·25	40·25

Details of construction—

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 250 feet.**Gradients.**—The ruling gradient is 1 in 100.

Contract—

As noted under 8 (a), North Western railway (5' 6" gauge).

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	40·25	17,97,686	95,087	—60,702	...	45	163·67
1902	40·25	24,92,718	1,06,949	—55,905	...	51	182·27
1903	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904	40·25	25,08,059	1,45,118	3,963	0·16	69	97·29
1905	40·25	25,53,071	1,41,656	—11,574	...	68	108·17
1906	40·25	25,70,096	1,50,872	11,871	0·44	72	92·46
1907	40·25	25,78,548	1,78,282	9,924	0·39	83	94·27
1908	40·25	25,99,122	1,93,567	23,729	1·10	95	85·53
1909	40·25	25,92,909	2,04,475	5,747	0·23	99	97·19
1910	40·25	25,93,397	2,25,044	29,291	1·12	107	86·98
1911	40·25	26,01,859	2,29,148	37,536	1·44	109	83·62
1912	40·25	26,16,081	2,43,404	34,514	1·34	116	85·82

8 (n) Trans-Indus (Kalabagh-Bannu) railway (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kalabagh to Bannu (sanctioned on 30th December 1909)	...	88·88	88·88

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$ OUDH AND ROHILKHAND RAILWAY SYSTEM—

Lines comprised in the system.—The Oudh and Rohilkhand railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Oudh and Rohilkhand railway { (5' 6" gauge) 1,522.36 } { (3' 3 $\frac{1}{2}$ " gauge) 2.18 }	1,524.54	...	1,524.54
(b) Hardwar-Dehra railway (5' 6" gauge)	32.04	...	32.04
(c) Cawnpore-Burhwal link (3' 3 $\frac{1}{2}$ " gauge)	79.60	...	79.60
(d) Cawnpore-Banda railway (5' 6" gauge)	...	140.92	140.92
Total	1,636.18	140.92	1,777.10

Running powers—

Home line over Foreign lines :—

Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only.	13.00
Meerut City to Meerut Cantonment, North Western railway, for passenger trains only	2.75
Total	15.75

Foreign lines over Home line :—

Great Indian Peninsula railway at Cawnpore, for passenger and goods trains	0.86
" " " " Cawnpore to Lucknow, for passenger trains only	44.63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only	10.00
Total	55.49

Bengal and North-Western railway, Cawnpore to Aishbagh, 45.03 miles, and Daliganj to Burhwal, 34.57 miles (Cawnpore-Burhwal link, 3' 3 $\frac{1}{2}$ " gauge)	79.60
Benares Cantonment to Benares City	2.18
Rohilkhand and Kumaon railway, over Ramganga bridge between Bareilly and Basharatganj.	0.52
" " " " Dalpatpur and Moradabad	0.40
Total	82.70

for passenger and goods trains.

9 (a) Oudh and Rohilkhand railway (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 railway. This tramway is 3.25 miles long and is worked by cattle power. It is used for goods traffic only.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Moghal Sarai to mile 3.55	22-12-62	3.55			
Mile 3.55, south of the Dufferin bridge, to Kashi (Benares Ganges) station.	1-10-87	4.25			
Kashi (Benares Ganges) station to Benares Cantonment.	18-6-83	1.50			
Benares Cantonment to Rae Bareilly	4-4-98	138.36			
Rae Bareilly to Lucknow	18-10-93	49.56			
Lucknow to Sandila	1-2-72	30.00			
Sandila to Hardoi	15-7-72	33.00			
Hardoi to Shahjahanpur	1-8-73	39.00			
Shahjahanpur to Pitambarpur	8-9-73	32.00			
Pitambarpur to Bareilly	1-11-73	18.00			
Bareilly to Moradabad (chord line via Rampur).	8-6-94	56.07			
Moradabad to Nagina	8-10-84	47.25			
Nagina to Najibabad	1-4-85	13.79			
Najibabad to Saharanpur	1-1-86	58.25			
			518.49		* Of this, 0.49 mile, i.e., over the Ramganga bridge (Moradabad) is of mixed (5' 6" and 3' 3 $\frac{1}{2}$ ") gauge.
Benares-Lucknow loop—					
Benares Cantonment to Shahganj	5-1-74	56.03			
Shahganj to Bilwai	1-5-74	7.00			
Bilwai to Malipur	17-4-74	9.00			
Malipur to Akbarpur	2-8-74	12.00			
Akbarpur to Fyzabad	10-6-73	37.83			
Fyzabad to Bara Banki	25-11-72	62.00			
Bara Banki to Lucknow Block hut	1-1-72	14.39			
			198.27		
Bareilly-Moradabad loop—					
Bareilly to mile 5	22-12-73	75.00			
Mile 5 to Aonla	1-11-73	11.00			
Aonla to Chandausi	10-8-73	27.00			
Chandausi to Moradabad	28-10-72	27.50			
			70.50		† Of this, 1.17 miles, i.e., over Ramganga bridge (Bareilly) are of mixed (5' 6" and 3' 3 $\frac{1}{2}$ ") gauge.
CARRIED OVER	...	...	...	787.26	

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 9 **OUDEH AND ROHILKHAND RAILWAY SYSTEM—contd.**
Sub-heads (a) to (d).

9 (a) Oudh and Rohilkhand railway (5' 6" gauge)—contd.

Progress in opening—concl'd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
Brought forward	...	...	...	787.26	
<i>Branches on the main line—</i>					
<i>Cawnpore branch—</i>					
Lucknow to Cawnpore	23-4-87	43.00			
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3.22			
Passenger approach to the East Indian railway at Cawnpore	21-2-88	0.23			
<i>Balamau-Madhoganj branch—</i>			45.45		
Balamau to Madhoganj	20-12-03	14.80			
<i>Madhoganj-Sandi extension—</i>			14.20		
Madhoganj to Bilgram	15-11-09	7.62			
Bilgram to Sandi	9-3-10	6.43			
			17.05		
<i>Balamau-Sitapur branch—</i>					
Balamau to Mirrih	9-3-10	22.44			
Mirrih to Sitapur	5-4-10	14.33			
			36.76		
<i>Rosa-Sitapur branch—</i>					
Rosa to Sitapur City	18-6-10	49.23			
Sitapur City to Sitapur Cantonment	2-2-11	2.66			
			51.88		
<i>Moradabad-Ghaziabad branch—</i>					
Moradabad to Gajroula	1-4-00	33.40			
Gajroula to Ghaziabad	25-11-00	53.37			
			86.77		
<i>Hapur-Meerut branch—</i>					
Hapur to Meerut	7-11-04	18.09			
			18.09		
<i>Kotdwara branch—</i>					
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	24-12-96	15.19			
			15.19		
<i>Hardwar branch—</i>					
Lhakar Junction to the left bank of the Ganges Canal near Jawalapur	1-1-86	13.53			
Left bank of the Ganges Canal near Jawalapur to Hardwar	20-8-86	3.53			
			17.06		
<i>Branches on Benares-Lucknow loop—</i>					
<i>Allahabad-Fyzabad branch—</i>					
Fyzabad to Sultanpur	1-2-04	35.50			
Sultanpur to Siwait	1-7-03	47.05			
Siwait to Phaphaman	20-1-04	3.27			
Phaphaman to Allahabad	1-1-05	7.00			
			92.82		
<i>Allahabad-Jaunpur branch—</i>					
Phaphaman to Mariahu	18-6-06	47.51			
Mariahu to Zafarabad	1-1-07	10.67			
			58.18		
<i>Bahramghat branch—</i>					
Bara Banki to Bahramghat	20-11-72	21.52			
			21.52		
<i>Branches on the Bareilly-Moradabad loop—</i>					
<i>Aligarh branch—</i>					
Chandausi to Rajghat Narora	28-10-72	30.48			
Rajghat Narora to Aligarh	1-2-72	30.12			
			60.60		
<i>Allahabad-Ras Bareilly-Cawnpore branch—</i>					
Phaphaman to Ras Bareilly	2-11-11	68.00			
Darvaipur to Dalman	2-11-11	15.33			
Unchahar to Unao	1-2-12	69.02			
			152.35		
<i>Gajroula-Chandpur branch—</i>					
Gajroula to Chandpur	7-6-11	21.88			
			21.88		
<i>Dhaka-Sambhal Branch—</i>					
Raja-ka-Sahaspur to Sambhal Hatim Sarai	25-6-12	14.58			
			14.58		
<i>Akbarpur-Tanda Branch—</i>					
Akbarpur to Tanda	28-10-12	10.72			
			10.72		
				735.10	
<i>3' 3 1/2" gauge—Benares City branch—</i>					
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western)	1-4-09	2.18	2.18	2.18	
				1,521.54	
TOTAL LENGTH OPEN	...	...	...
<i>DOUBLE LINE—</i>					
Lucknow Blockhut to Kakori	11-10-09	11.38			
Bechupur to right bank of Dufferin Bridge	21-12-12	4.19			
			15.57		

* Excluding 2.45 miles, between Parbhargh and Chilibila, which is a part of the main line.

† Of this the length from Barhwal to Bara Banki, 16.72 miles, is mixed (5' 0" and 3' 3 1/2") gauge.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 9} _{Sub-heads (a) to (d)} OUDH AND ROHILKHAND RAILWAY SYSTEM—contd.

9 (a) Oudh and Rohilkhand railway (5' 6" gauge)—contd.

Details of construction—

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, British Standard, on wooden sleepers and about 237 miles are practically complete. The pot-sleepers in the main line have all been replaced by wooden sleepers. The Benares-Lucknow loop is laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, of which 35 miles have been replaced by wooden sleepers and 6 miles with 90-lb. flat-footed steel rails. On most of the branches the rails are 75-lb. flat-footed steel. The Bahramghat branch is laid with 60-lb. steel rails, and Madhoganj-Sandi extension partly with 60-lb. flat-footed iron and partly with 60-lb. steel rails.

The Allahabad-Rae Bareli-Cawnpore branch is laid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers.

The sleepers are of the following types:—Stamped steel bowls, cast-iron pots (Fowler's patent box, Walton's, Hederstedts and M.C.), steel trough and wood (sál, deodar and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara branch.

Ballast.—The main line and branches are ballasted with sand, kunkur, stone, shingle and broken brick.

Fencing.—The line is fenced throughout with the exception of the Balamau-Sandi, Rosa-Sitapur, Gajroula-Chandpur, Hapur-Meerut, Dhakia-Sambhal and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

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

Gradients.—The ruling gradient of the railway is 1 in 400, except for the Kotdwara branch where it is 1 in 100, for the Dhakia-Sambhal branch where it is 1 in 333, and for the Lhaksar-Saharanpur section of the main line where it is 1 in 150.

Contracts—

Nil. The railway is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.			
Includes the Cawnpore-Burhwal (3' 3½" gauge) Link, 9 (c).									
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (a) lines open and (b) lines partly or 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	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889	692.55	9,22,32,226	75,39,693	42,04,076	4.56	40,71,898	-7,67,822	209	44.24
1890	692.55	9,27,89,280	73,81,396	37,54,478	4.05	44,23,109	-6,68,631	205	49.14
1891	692.55	9,28,38,358	85,64,209	49,42,458	5.32	47,25,666	+2,16,792	238	42.29
1892	692.55	9,51,44,770	85,42,836	50,16,329	5.27	52,79,411	-2,63,082	237	41.28
1893	741.11	10,09,17,292	87,15,928	50,17,053	4.97	55,01,058	-4,84,005	239	42.44
1894	796.64	10,28,87,184	1,05,18,936	57,36,198	5.58	63,11,201	-5,75,063	262	45.47
1895	797.18	10,65,05,148	1,02,94,880	52,55,948	4.93	64,26,370	-11,70,422	248	48.95
1896	830.15	10,92,69,485	86,97,076	43,50,907	3.98	61,30,729	-17,79,822	209	49.97
1897	891.97	11,44,19,239	85,15,956	36,96,778	3.23	59,77,486	-22,80,708	186	56.59
1898	1,030.36	11,66,56,000	98,51,599	53,07,727	4.55	58,76,247	-5,63,520	190	46.12
1899	1,030.36	12,23,50,210	1,11,98,990	60,76,595	4.97	59,75,292	+1,01,393	203	45.45
1900	1,101.56	12,57,60,656	1,15,15,132	55,91,727	4.45	62,28,185	-6,36,458	209	51.44
1901	1,118.94	12,89,85,151	1,32,54,991	72,20,007	5.60	63,12,044	+9,07,963	231	45.53
1902	1,119.24	13,66,92,842	1,31,65,792	64,11,336	4.69	64,79,108	-67,767	230	51.30
1903	1,180.79	14,54,26,164	1,39,49,322	72,91,862	4.97	68,40,953	+3,90,909	232	48.16
1904	1,237.65	14,96,68,929	1,52,96,245	71,33,117	4.76	70,54,129	+78,997	241	53.37
1905	1,244.65	15,37,92,910	1,58,85,918	63,43,667	4.12	71,66,431	-8,24,764	238	58.77
1906	1,292.16	15,71,99,781	1,64,67,329	78,15,731	4.97	75,66,010	+2,49,721	249	52.54
1907	1,302.83	16,40,20,116	1,81,93,059	65,92,413	4.00	70,99,584	-5,37,151	269	63.93
1908	1,302.83	17,17,49,978	1,61,61,543	50,29,153	2.93	74,73,210	-24,44,057	239	68.88
1909	1,310.52	17,78,51,571	1,61,86,594	45,93,282	2.68	76,42,849	-30,49,567	238	72.76
1910	1,406.75	18,58,11,981	1,83,03,844	88,80,832	4.78	78,34,486	+10,46,346	253	51.48
1911	1,513.77	19,51,23,398	2,03,88,454	1,04,88,468	5.88	80,09,802	+24,78,666	256	48.56
912	1,604.14	20,17,91,276	2,45,19,400	1,39,76,836	6.92	80,21,621	+49,55,205	294	43.00

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 9} _{Sub-heads (a) to (d)} **OUDH AND ROHILKHAND RAILWAY SYSTEM—contd.****9 (b) Hardwar-Dehra railway (5' 6" gauge)—****Progress in opening—**

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hardwar to Dehra	1-3-00	83.04	83.04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed L. S. R. steel rails on deodar, hard wood and Australian sleepers.

Ballast.—The line is ballasted throughout with stone.

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.

Agreement and contract—

Agreement, dated the 6th January 1897, *between the Secretary of State and Messrs. Gillanders, Arbuthnot and Company of Calcutta* (called "the Promoters"), as to the grant of a provisional concession for the construction of the Hardwar-Dehra Branch railway.

Contract, dated the 26th March 1897 (called the scheduled contract), *between the Secretary of State and the Hardwar-Dehra Railway Company*, as to the construction, maintenance and working of the Hardwar-Dehra Branch railway.

Main provisions of agreement and contract—

- (i) *Land.*—Provided by the Government free of cost to the Company.
- (ii) *Government aid.*—The line is the property of the Hardwar-Dehra Branch Railway Company, and was constructed, from funds supplied by the Company, by the Government, who maintain, stock and work it through the agency of the Oudh and Rohilkhand railway.
The Government guarantees interest at 3 per cent per annum on the capital expenditure, and also undertakes to allow the Company, in any year in which it does not receive the minimum dividend of 3 per cent from the earnings of the line, the sum of Rs. 3,600 for such year for or towards management and office expenses.
- (iii) *Terms of working.*—For maintenance, provision of rolling-stock and working the Oudh and Rohilkhand Railway Administration retains 50 per cent of the gross earnings of the Branch line.
- (iv) *Distribution of profits.*—The surplus profits in each calendar year remaining after repayment to the Government of the amount of the guaranteed interest for the year are to be divided equally between the Government and the Company.
- (v) *Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the working agency (*viz.*, the Oudh and Rohilkhand railway) can vary the rates and fares quoted for goods and coaching traffic.
- (vi) *Special obligations as to the conveyance of.*—
 (a) Mails, troops, high Government officials and Government stores.—
 (b) Government bullion and coin, and the persons in charge thereof.— } Nil
- (vii) *Power of the Government to determine contract.*—The Government may determine the contract, on twelve months' notice, either on the 31st December 1919 or on the 31st December in the last year of any subsequent period of ten years, by paying to the Company 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, nor is less than, the total capital expenditure.
- (viii) *Power of the Company to surrender contract.*—Nil.
- (ix) *Term of contract.*—None specified.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 9 OUDH AND ROHILKHAND RAILWAY SYSTEM—contd.
Sub-heads (a) to (d)

9 (b) Hardwar-Dehra railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1900.	32.04	25,87,093	1,60,485	80,243	3.13	...	...	...	Interest up to 1900 was charged to capital	115	50.00
1901.	32.04	28,12,301	3,18,456	1,06,728	3.80	84,220	11,254	+11,254	and net earnings of 1900 were credited to capital in reduction of interest charges.	128	50.00
1902.	32.04	28,36,486	2,52,485	1,26,242	4.45	85,048	20,597	+20,597		152	50.00
1903.	32.04	28,44,541	2,62,719	1,31,360	4.62	85,260	23,050	+23,050		158	50.00
1904.	32.04	29,12,892	2,68,612	1,31,806	4.52	86,777	23,515	+22,514		158	50.00
1905.	32.04	29,20,650	3,13,476	1,56,788	5.37	87,590	34,574	+34,574		188	50.00
1906.	32.04	29,24,284	3,34,110	1,67,055	5.71	87,688	39,693	+39,694		201	50.00
1907.	32.04	29,27,942	3,86,565	1,93,283	6.60	87,822	52,730	+52,731		232	50.00
1908.	32.04	29,44,022	3,76,334	1,88,167	6.39	88,165	49,991	+49,991		226	50.00
1909.	32.04	29,05,857	3,68,624	1,84,312	6.31	88,734	47,789	+47,789		221	50.00
1910.	32.04	29,85,638	4,04,443	2,02,221	6.77	89,548	56,337	+56,336		243	50.00
1911.	32.04	30,10,716	4,31,161	2,15,181	7.16	90,017	62,782	+62,782		259	50.00
1912.	32.04	30,18,164	4,40,299	2,20,149	7.29	90,541	64,804	+64,804		264	50.00

9 (c) Cawnpore-Burhwal (3' 3 3/4" gauge) link—

The construction of the Cawnpore-Burhwal (3' 3 3/4" gauge) link was sanctioned as a part of the project for linking up the 3' 3 3/4" gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	REMARKS.
1	2	3	4	5
Burhwal to Daliganj Aishbagh to Cawnpore	24-11-96 25-4-97	34.57 45.03	79.60	*Including the length Burhwal to Bara Banki, 16.79 miles, laid on a mixed (5' 6" and 3' 3 3/4") gauge.

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on sal and 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.

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 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 railway 80 per cent, which has, with effect from the 1st July 1905, in pursuance of Railway Board's letter No. R. T. 178, dated the 30th June 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand railway [9 (a)].

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 9} _{Sub-heads (a) to (d)} · OUDE AND ROHILKHAND RAILWAY SYSTEM—*concl'd.*

9 (d) Cawnpore-Banda railway (5' 6" gauge)—

This line is being constructed by State agency. When completed, it will be made over to the Great Indian Peninsula Railway Company for working.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
<i>Main Line—</i> Khirada to Jubi (sanctioned on 8th February 1911)	...	76·37	.
<i>Branch—</i> Samerpore to Belatal (sanctioned on 8th February 1911)	...	64·55	140·92

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 10} _{Sub-heads (a) to (k)} SOUTH INDIAN RAILWAY SYSTEM—*Chairman.*—Sir Henry Kimber, Bart., M.P.*Managing Director.*—N. G. Priestley, Esq.*Offices.*—91, York Street, Westminster, S.W.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the former Madras railway including the Tirupattur-Krishnagiri, Morappur-Dharmapuri and the Nilgiri railways was incorporated in the undertaking of the South Indian Railway Company, who, from the same date, relinquished and made over to the amalgamated Madras and Southern Mahratta Railway Company the 3' 3½" gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur, and obtained running powers over the Madras-Bangalore section of the Madras and Southern Mahratta railway. The Shoranur-Cochin Native State line was, on the same date, also transferred from the former Madras Railway Company to the South Indian Railway Company for working.

Lines comprised in 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 (5' 6" gauge)	445.94	—	445.94
(b) South Indian railway (3' 3½" gauge)	376.80	4.69	381.49
(c) Nilgiri railway (3' 3½" gauge)	28.96	—	28.96
(d) Peralam-Karaikkal railway (3' 3½" gauge)	14.65	—	14.65
(e) Pondicherry railway (3' 3½" gauge)	7.85	—	7.85
(f) Shoranur-Cochin railway (3' 3½" gauge)	64.75	—	64.75
(g) Tanjore District Board railway (3' 3½" gauge)	103.36	—	103.36
(h) Tinnevely-Quilon (Travancore) railway (British section) (3' 3½" gauge)	50.41	—	50.41
(i) Tinnevely-Quilon (Travancore) railway (Native State section) (3' 3½" gauge)	58.05	—	58.05
(j) Morappur-Dharmapuri railway (2' 6" gauge)	18.53	54.87	73.40
(k) Tirupattur-Krishnagiri railway (2' 6" gauge)	25.38	—	25.38
Total	1,694.68	59.58	1,754.24

Running powers—

Home line over foreign line.—

Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains . . . 219.00

10 (a) South Indian railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
West outer signal at Jalarpet to Tirupattur	23-5-60	4.65		
Tirupattur to Salem	1-2-61	69.98		
Salem to Sankaridrug	1-12-61	23.68		
Sankaridrug to Podanur	12-5-62	71.18		
Podanur to Pattambi	14-4-62	64.96		
Pattambi to Kuttippuram	23-9-61	11.50		
Kuttippuram to Tirur	1-5-61	9.39		
Tirur to Kadalundi	12-3-61	16.31		
Kadalundi to Calicut	2-1-88	9.25		
Calicut to Badagara	1-10-01	23.95		
Badagara to Tellicherry	1-5-02	13.50		
Tellicherry to Cannanore	20-5-08	12.00		
Cannanore to Azhikal	15-3-04	4.10		
Azhikal to Hosdrug	21-8-06	34.52		
Hosdrug to Kasaragod	1-10-06	14.22		
Kasaragod to Kumbia	17-11-06	7.62		
Kumbia to Mangalore	3-7-07	20.91	417.72	
<i>Nilgiri branch—</i>				
Podanur to Coimbatore	1-2-73	3.78		
Coimbatore to Mettupalaiyam	31-3-73	21.97	25.75	
<i>Palghat branch—</i>				
Olavakkot to Palghat	2-1-88	2.47	2.47	445.94

Details of construction—

Permanent way.—The rails are 75-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel and 75-lb. double-headed iron. The sleepers are cast iron pots, pynkado, eal and jarrah wood.

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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (a) South Indian railway (5' 6" gauge)—concl'd.

Details of construction—concl'd.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 100, except on Mallapuram Ghat where it is 1 in 74 with a 1 in 70 banking; on the Walayar Ghat where it is 1 in 66 with a 1 in 62 banking; on the Azhikal-Mangalore section where it is 1 in 90; and on the Podanur-Mettupalaiyam section where it is 1 in 80.

Contract—

Up to and including the 31st December 1907 the line formed an integral part of the former Madras railway. With effect from the 1st January 1908 it was, in terms of the contract of the 2nd March 1909, between the Secretary of State and the South Indian Railway Company, made over to the Company to be worked and maintained as an integral part of the undertaking referred to in the principal contract of the 24th November 1890, the main provisions of which are noted under 10 (b), South Indian railway, 3' 3½" gauge.

Statistics of working—

Calendar year.	Mileage open at end of each year.	TABLE I.			TABLE II.		
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings 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
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	445.94	6,42,97,971	57,25,148	25,25,094	3.93	247	55.90
1909	445.94	6,43,58,255	62,30,385	29,19,753	4.59	209	54.76
1910	445.94	6,61,74,084	63,39,154	31,95,532	3.77	273	60.03
1911	445.94	6,57,73,175	69,66,156	38,13,140	5.80	300	45.28
1912	445.94	6,69,13,800	74,16,071	35,32,022	5.27	320	53.61

10 (b) South Indian railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
MADRAS-TUTICORIN SECTION—				
<i>Main line—</i>				
Madras Beach Junction to Madras Beach	15-1-00	0.11		
Madras Beach old to Park	1-1-79	1.82		
Madras (Park) to Tindivanam	1-9-76	70.05		
Tindivanam to Cuddalore (Old town)	1-1-77	52.01		
Cuddalore (Old town) to Porto Novo	1-7-77	17.15		
Porto Novo to Chidambaram	1-10-78	6.73		
Chidambaram to Coleroon.	1-7-79	4.57		
Coleroon to Shiyali	1-1-78	6.06		
Shiyali to Mayavaram	1-7-77	13.24		
Mayavaram to Tanjore	15-2-77	43.76		
Tanjore to Trichinopoly Junction	11-3-02	81.74		
Trichinopoly Junction to Madura	1-9-75	90.04		
Madura to Tuticorin	1-1-78	98.71		
Tuticorin to Foreshore	7-9-99	0.41		
			446.80	
<i>Branches—</i>				
<i>Arkonam branch—</i>				
Chingleput to Walajabad	1-8-80	13.08		
Walajabad to Conjeeveram	1-1-81	7.91		
Conjeeveram to Arkonam	8-5-85	17.65		
			38.65	
<i>Pondicherry branch—</i>				
Villuparam to the Gingee river, inclusive of the bridge over the river	15-12-79	16.47		
			16.47	
<i>Nagore branch—</i>				
Tanjore to Tiruvallur	2-12-61	33.93		
Tiruvallur to Negapatam	15-7-61	14.33		
Negapatam to Nagore	1-12-99	4.07		
			52.33	
<i>Pulliarpati Quarry branch—</i>				
Tanjore to Pulliarpati quarry buffer end	1-7-98	4.57		
			4.57	
<i>Erode branch—</i>				
Trichinopoly Junction to Fort	11-3-62	2.52		
Trichinopoly Fort to Karur	2-12-65	44.65		
Karur to Kodumudi	1-7-67	16.71		
Kodumudi to Erode	1-1-68	23.53		
			67.41	
<i>Pamban branch—</i>				
Madura to Mandapam	1-2-02	89.50		
Pamban to Bemeswaram	1-9-06	6.05		
Bemeswaram to Dhanushkodi	10-12-08	11.30		
			107.75	
Carried over	...	...	785.08	

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$ SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (b) South Indian railway (3' 3½" gauge)—contd.

Progress in opening—concld.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	755.08	
<i>Tinnevely branch—</i> Maniyachi to Tinnevely	1-1-76	18.00	18.00	
<i>Wharf branch—</i> Cuddalore (Old town) to Wharf	7-8-99	1.54	1.54	
<i>Copper Quarry branch—</i> Junction with main line to Copper Quarry	15-4-00	0.86	0.86	
<i>Salt branch—</i> Tuticorin to buffer end of Livingepuram	12-11-99	2.39	2.39	
VILLUPURAM-KATPADI SECTION— <i>Main line—</i> Villupuram to Tiruvannamalai	17-11-90	41.80		
Tiruvannamalai to Katpadi	18-3-91	57.13		
			98.93	
TOTAL LENGTH OPEN	...	...		876.80
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Mandapam to Pamban (sanctioned on 16th September 1904)	...	3.12		
Dhanushkodi jetty to Dhanushkodi point (sanctioned on 14th December 1910).	...	1.57		
			4.69	4.69
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	881.49

Details of construction—

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41½-lb. flat-footed steel, 40½-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, and sál, pyinkado, west coast teak, jarrah and irul wood.

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

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

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-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Contracts—

Dated the 24th November 1890 (called the principal contract), between the Secretary of State and the South Indian Railway Company, for maintaining and working from the 1st January 1891, the railways which on the 31st December 1890 formed the undertaking of the former Company and completing and working the Villupuram-Guntakal railway.

Dated the 27th June 1901 (supplemental to the principal contract), between the Secretary of State and the South Indian Railway Company, relating to the construction and working of Pamban and Travancore branches.

Dated the 8th April 1903 (supplemental to the contract of 1890), between the Secretary of State and the South Indian Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 2nd March 1909 (supplemental to the principal contract), between the Secretary of State and the South Indian Railway Company, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract), between the Secretary of State and the South Indian Railway Company, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, between the Secretary of State and the South Indian Railway Company, supplemental to and continuing with further modifications, with effect from 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10
Sub-heads (a) to (k) SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (b) South Indian railway (3' 3½" gauge)—contd.

Main provisions of contracts—contd.

- (ii) *Government aid.*—Guarantee of 3½ per cent in sterling on the Company's share capital of £1,000,000, and on any paid up stock or share (other than preference) capital thereafter issued by the Company with the sanction of the Government (not including premia paid thereon).
- (iii) *Distribution of profits.*—Under section 60 of the principal contract of the 24th November 1890 as amended by section 25 of the supplemental contract of the 21st December 1910, the net revenue receipts of each half-year are applied, in the following manner and order:—
In payment to Government—
- (a) of interest at the rate of 3½ per cent per annum for such half-year, paid by Government under section 41 of the principal contract, *i.e.*, under (ii) above;
- (b) of the amount paid by Government in respect of interest for such half-year, upon the sum of £425,000 irredeemable debenture stock of the former Company; upon the debentures for £375,000 and £78,000 respectively issued for the purposes of the Pamban Branch; and upon any debenture stock or debentures or preference stock or shares issued by the Company after the 31st December 1910;
- (c) of interest for such half-year at the rate of 3½ per cent per annum on the amount of the Government capital as shown in the Government capital account for the division of such receipts;
- and
- (d) the residue, if any, is divisible between Government and the Company in the ratio of the average amounts, calculated as prescribed, of the capital contributed by the Government and the Company; the Government capital being the amount shown in the Government Capital Account for division of net revenue receipts and the Company's capital the amounts of its stock and share capital (other than preference capital) paid up or credited as paid up, excluding any premia received, subject to the proviso that if the amount of the Company's share so arrived at should in the combined halves of any of the years 1911, 1912 and 1913 be less than interest for such year at the rate of 10 shillings per cent on its capital, the Government shall make up the deficiency.
- (iv) *Rates and fares.*—The Government will from time to time authorise maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorised maxima and minima, the Company may vary the said rates.
- The Company have power to quote through rates and fares for both goods and passengers from the Jalarpet-Mangalore section to the Madras-Bangalore section of the Madras and Southern Mahratta railway system (but not in the reverse direction), divisible between the two companies in mileage proportion without deduction of terminals or other special charges, except for traffic to and from the Nilgiri line the mileage over which is reckoned at twice its actual mileage in the division of such rates. No rate or fare to Madras so quoted should, without the prior sanction of the Government, be higher than that which, for the same class or description of traffic, was in force on the 1st January 1910.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on State railways of the same gauge.
- (b) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by Government.
- (vi) *Services for any Department of the Travancore Durbar.*—On such portion of the Travancore Branch as runs through the Native State of Travancore, to be performed on the same general conditions as on other 3' 3½" gauge State railways and at rates approved by the Government.
- (vii) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of Government, who may terminate the contract on the 31st December 1945, or at the end of any succeeding fifth year, by giving to the Company in England not less than 12 calendar months' previous notice; also at any time on 6 months' notice should the Company fail to observe its obligations or the undertaking be worked at a loss for not less than three half-years continuously.

On the expiration or determination of the contract the Government is to take possession of the railway and all its appliances, etc., repaying the Company at par its capital of £1,000,000 and any further capital raised by it and paid to Government but excluding any premia paid thereon, and receiving from the Company any unexpended balance of the capital advanced by Government for the purposes of the undertaking as well as for the Travancore Branch.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 10} _{Sub-heads (a) to (k)}. SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (b) South Indian railway (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

(viii) Power of the Company to surrender contract.—Nil.

(ix) Term of contract.—55 years, i.e., from 1st January 1891 to 31st December 1945, subject to (vii).

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.			
Includes the South Indian (5' 6" gauge), Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, 10 (a), (c), (f) and (k), from 1908.										
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	900.76	7,72,11,806	70,36,756	24,23,625	3.15	35,89,736	70,901	-12,31,012	154	65.47
1892	1,105.19	7,82,83,761	77,14,996	26,53,591	3.65	39,51,093	76,586	-11,74,088	187	63.01
1893	1,041.51	7,63,31,048	80,92,415	31,15,918	4.08	38,5,152	1,41,076	-8,89,910	149	61.50
1894	1,041.51	7,64,18,362	80,46,559	32,83,865	4.80	42,81,812	1,55,059	-11,53,006	148	59.19
1895	1,041.59	7,68,38,604	89,14,947	38,96,987	5.07	42,77,578	2,60,599	-6,41,190	165	56.29
1896	1,041.59	7,67,63,825	89,45,581	40,27,489	5.23	40,60,877	2,86,156	-3,19,344	165	54.98
1897	1,041.59	7,66,46,838	91,81,409	42,96,757	5.61	38,76,142	3,37,792	+ 22,828	170	53.20
1898	1,017.48	7,45,21,878	84,67,581	38,35,527	5.15	37,49,521	2,66,184	-1,80,178	157	54.70
1899	1,030.53	7,53,12,929	84,74,461	39,83,540	5.29	36,38,395	3,01,776	+ 43,371	159	52.99
1900	1,033.63	7,62,95,528	89,04,825	43,97,916	5.76	36,62,994	3,68,699	+ 3,66,223	166	50.61
1901	1,033.63	8,04,49,712	1,01,44,657	54,15,176	6.73	37,23,736	5,43,600	+ 11,47,550	188	46.62
1902	1,123.13	8,18,32,571	1,05,51,072	56,87,510	6.95	38,18,209	5,38,246	+ 13,36,055	189	46.10
1903	1,123.13	8,31,40,803	1,22,14,188	72,76,216	8.75	39,06,079	7,89,547	+ 25,80,590	209	40.43
1904	1,123.13	8,45,16,652	1,25,12,821	69,62,790	8.24	40,55,602	7,16,725	+ 21,90,463	214	44.35
1905	1,123.05	8,62,95,191	1,2,34,476	65,77,330	7.62	40,05,718	6,30,603	+ 19,41,014	221	49.15
1906	1,130.00	8,91,97,605	1,32,75,205	58,92,976	6.61	40,92,723	4,94,381	+ 13,05,973	237	55.61
1907	1,129.85	9,06,35,408	1,41,19,421	71,68,813	7.91	38,76,608	6,71,818	+ 26,21,337	240	49.22
1908	1,395.61	15,07,19,882	2,04,61,326	94,20,016	6.25	46,89,556	6,98,860	+ 40,31,600	292	53.96
1909	1,395.61	15,57,78,715	2,17,41,617	1,01,90,045	6.54	49,52,436	7,44,582	+ 44,93,048	300	53.13
1910	1,395.61	16,08,95,627	2,24,59,591	1,02,31,257	6.36	51,05,988	7,13,317	+ 44,14,952	309	54.43
1911	1,395.61	16,28,91,154	2,49,91,786	1,24,16,673	7.62	52,77,315	9,20,622	+ 68,18,736	344	50.32
1912	1,395.61	17,03,55,986	2,70,84,141	1,31,63,987	7.78	54,89,120	8,58,165	+ 73,16,702	373	51.39

10 (c) Nilgiri railway (3' 3½" gauge)—

The original 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 original Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the former 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 the Government for £235,000 on the 1st January 1903. The extension to Ootacamund was constructed by the Government.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mettupalaiyam to Coonoor	15-6-99	16.99	28.96
Coonoor to Fernhill	15-9-08	10.86	
Fernhill to Ootacamund	15-10-08	1.11	

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 10} _{Sub-heads (a) to (k)} SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (c) Nilgiri railway (3' 3½" gauge)—concl'd.

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor (12 miles) there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12.5 on the Rack section and 1 in 25 on the Adhesion section.

Contract—

The railway was worked by the former Madras Railway Company up to the 31st December 1907 on behalf of the Government. With effect from 1st January 1908 it was made over to the South Indian Railway Company as a part of the Jalarpet-Mangalore section for working as an integral part of their undertaking in terms of the contract of 2nd March 1909 between the Secretary of State and the Company, with the condition that the South Indian Railway Company are not to pay interest on the capital cost of the Coonoor-Ootacamund railway incurred either before or after 1st January 1908.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings 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
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28.96	67,82,028	3,36,030	42,991	0.63	223	87.21
1909	28.96	70,32,241	4,08,791	53,657	0.76	271	80.97
1910	28.96	75,94,023	4,57,097	72,441	0.95	304	84.15
1911	28.96	77,29,506	4,94,851	1,24,632	1.61	329	74.81
1912	28.96	78,32,486	5,21,687	1,16,443	1.49	346	77.08

10 (d) Peralam-Karaikkal 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.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Peralam to Karaikkal	14-3-08	14.65	14.65

Details of construction—

Permanent-way.—The permanent-way consists of 41½-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.

Contract—

Dated the 27th March 1902, between the Government of the French Settlements in India and the South Indian Railway Company, for the working of the Peralam-Karaikkal railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 . SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (k)

10 (d) Peralam-Karaikkal railway (3' 3½" gauge)—concl'd.

Main provisions of contract—

- (i) *Land*.—In French territory provided by the Colonial (French) Government free of cost but subject to a land tax as private property : in British territory by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.
- (ii) *Government aid*.—The railway was constructed at cost price by the South Indian Railway Company at the request and on behalf of the Colonial (French) Government, and is worked and maintained by the Company who provide the rolling-stock required for the traffic of the Peralam-Karaikkal railway.
- (iii) *Terms of working*.—
- (iv) *Distribution of profits*.— } Direction, maintenance and working expenses, excluding the cost of repairing damages due to any extraordinary casualty and new minor works not costing more than Rs. 1,000 on the system, are calculated at the same proportion of the gross receipts of the Peralam-Karaikkal railway as obtains half-yearly on the Company's system, including worked lines, as a whole, plus the cost of repairing damages due to any extraordinary casualty and of New Minor Works on the branch, 5 per cent. of the gross receipts of the Branch for the use of the Company's rolling-stock and 5 per cent. per annum for interest on Rs. 30,000 which is taken as representing the Branch line's share of the Company's outlay on revenue and other stores and workshop buildings and machinery.
- From the "net earnings" so arrived at are deducted such sums as according to the rules of the Company's Provident Institution are payable thereto ; the balance, being the "net receipts", are paid every half-year to the Colonial (French) Government :
- Provided always that if, at any time, the working of the Peralam-Karaikkal railway involves an actual loss to the Company, the Colonial (French) Government shall make good such loss.
- (v) *Rates and fares*.—To be agreed to between the Company and the Colonial (French) Government, but should not be less than the minima actually in force on the Company's undertaking.
- (vi) *Special obligations as to the conveyance of*.—
- (a) Mails, troops, police, high Government officials and Government stores.— } Not specified.
- (b) Government bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of Colonial (French) Government to determine contract*.— } Determinable by either party
- (viii) *Power of the Company to determine contract*.— } on giving to the other 12 months' previous notice expiring on the 30th June or 31st December in any year.
- (ix) *Term of contract, if not determined under (vii) or (viii)*.—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	14'65	7,23,786	38,933	19,864	2'74	51	48'98
1904	14'65	7,23,786	36,945	—29,432	...	48	179'66
1905	14'65	7,23,786	36,922	4,406	0'61	48	88'07
1906	14'65	7,23,786	39,035	—4,420	...	51	111'82
1907	14'65	7,23,786	41,108	9,408	1'30	54	77'11
1908	14'65	7,23,786	43,948	14,361	1'93	58	67'32
1909	14'05	7,23,786	46,125	13,590	1'88	61	70'54
1910	14'65	7,23,786	44,070	—517	...	58	101'78
1911	14'65	7,23,786	51,162	17,519	2'43	67	65'76
1912	14'65	7,23,786	61,481	19,716	2'72	81	67'91

10 (e) Pondicherry railway (3' 3½" gauge)—

The line is in the 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.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
East bank of the Gingee river to Pondicherry	15-12-79	7'85	7'85

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10
Sub-heads (a) to (k) SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (e) Pondicherry railway (3' 3½" gauge)—contd.

Details of construction—

Permanent-way.—The line is laid principally 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.

Agreement—

Agreement, dated the 30th December 1890, between the South Indian Railway Company and the Pondicherry Railway Company, for maintenance and working.

Despatch from the Secretary of State, No. 19 Ry., dated the 17th March 1895, intimating the renewal of the agreement by the parties thereto.

Main provisions of agreement—

- (i) *Land.*—Not specified.
- (ii) *Government aid.*—The railway (which was constructed by the Pondicherry Railway Company) is maintained, worked and provided with rolling-stock by the South Indian Railway Company as an integral part of their undertaking—except only as to such works required for the accommodation and extension of traffic on the Pondicherry line which the Pondicherry Railway Company would have had to construct had they been themselves working their own line, which the latter undertake to make at their own cost to the satisfaction of the South Indian Railway Company.
- (iii) *Terms of working.*— } Maintenance and working expenses are charged for at the same percentage of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company.
- (iv) *Distribution of profits.*— } age of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company.
- (v) *Rates and fares.*— }
- (vi) *Special obligations as to the conveyance of:*— } To correspond with those for the time being in force on the South Indian Railway Company's undertaking.
- (a) Mails, troops, police, high Government officials, and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, vide (vii) under 10 (d), South Indian railway (3' 3½" gauge).
- (viii) *Power of the South Indian Railway Company to determine agreement.*— } The agreement is terminable by either party on 6 months' notice given expiring on the 31st December in any year, subject to (vii).
- (ix) *Power of the Pondicherry Railway Company to determine agreement.*— }
- (x) *Term of agreement.*—The agreement was originally for a term of 3 years, but it has since been renewed subject only to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1903	Miles. 7'85	Rs. 5,68,543	Rs. 72,416	Rs. 44,253	7'78	Rs. 180	89'72
1904	7'85	5,68,543	60,119	33,662	5'92	147	44'01
1905	7'85	5,68,543	58,414	29,827	5'25	143	48'94
1906	7'85	5,68,543	55,026	24,536	4'32	135	55'41
1907	7'85	5,68,543	66,210	33,956	5'07	162	48'70
1908	7'85	5,68,543	77,012	35,830	4'61	189	53'41
1909	7'85	5,68,543	86,078	39,163	4'56	211	54'50
1910	7'85	5,68,543	97,447	43,611	4'47	230	56'25
1911	7'85	5,68,543	1,09,623	54,078	4'95	249	59'71
1912	7'85	5,68,543	1,46,367	70,932	4'84	359	57'54

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 10 **SOUTH INDIAN RAILWAY SYSTEM—*contd.***
Sub-heads (a) to (k)**10 (f) Shoranur-Cochin railway (3' 3½" gauge)—**

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company to be maintained and worked as part of its undertaking.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shoranur to Ernakulam	16-7-02	64.7	64.75

Details of construction—

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.

Agreement—

Dated the 1st January 1908, between His Highness the Raja of Cochin and the South Indian Railway Company, for maintenance and working.

Main provisions of agreement—

- (i) *Land.*—Provided by the Cochin Durbar free of cost.
- (ii) *Government aid.*—The railway (which is the property of the Cochin Durbar) is maintained and worked by the South Indian Railway Company in all respects as part of their own undertaking except only as to the provision of funds for capital expenditure which are provided by the Durbar.
- (iii) *Terms of working.*—For maintenance and working the Shoranur-Cochin railway the Durbar pays to the Company in each calendar half-year—
 - (a) All expenditure on renewals, as distinguished from maintenance expenses, incurred on the Durbar's line;
 - (b) the Durbar's railway share of working expenses arrived at by deducting from the total working expenses of the combined system the expenditure incurred on the combined system for renewals as distinguished from maintenance, and dividing the balance between the Company and the Durbar's railway in the proportion that the gross receipts of the latter bear to those of the combined system;
 - (c) One per cent of net earnings of the Durbar's line as a second contribution to the Company's Provident Institution; and
 - (d) the sum payable under the agreement as rent for the use of the Shoranur Junction station based on the total cost of the Junction station.
- (iv) *Distribution of profits.*—Any difference between the gross receipts of the Shoranur-Cochin railway and the payment for working under (iii) which may exceed 2 per cent on the booked capital expenditure of the Durbar's line including land are deemed "surplus profits," divisible between the Durbar and the Company in the proportion of four-fifths to the former and one-fifth to the latter.
- (v) *Rates and fares.*—Those generally applicable to the South Indian railway system; *vide* (iv) under 10 (b), South Indian railway (3' 3½" gauge).
- (vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials, and Government stores.—	}	As on Indian State railways thereof.—
(b) Government bullion and coin, and the persons in charge thereof.—		
- (vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10(b), South Indian railway (3' 3½" gauge).
- (viii) *Power of the Cochin Durbar to determine agreement.*—
- (ix) *Power of the Company to determine agreement.*— } On giving 12 months' notice expiring on the 30th June or before the 31st December in any year.
- (x) *Term of agreement.*—Subject to (vii), (viii) and (ix).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 10} Sub-heads (a) to (k) SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (f) Shoranur-Cochin railway (3' 3½" gauge)—concl'd.

Statistics of working (Those for 1902 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings 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
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	64.75	64,41,390	8,52,964	1,93,033	3.07	105	49.00
1904	64.75	67,63,810	8,92,782	1,94,244	2.88	117	50.55
1905	64.75	68,80,214	8,86,945	1,61,395	2.80	115	53.29
1906	64.75	68,59,349	8,91,978	1,55,689	2.97	116	60.22
1907	64.75	69,34,602	4,17,179	1,35,752	1.96	124	67.46
1908	64.75	69,44,148	4,44,078	2,00,352	2.89	122	54.93
1909	64.75	69,86,248	5,16,290	2,60,923	3.78	153	49.45
1910	64.75	69,48,970	5,63,461	2,56,954	3.69	167	51.32
1911	64.75	69,56,785	6,00,932	2,69,925	4.17	178	51.75
1912	64.75	69,61,901	6,30,410	3,00,036	4.81	187	52.61

10 (g) Tanjore District Board railway (3' 3½" gauge)—

This railway originally extended from Mayavaram to Mutupet and was constructed by the South Indian railway from funds of which half were provided by the Government of Madras from Provincial resources, and the other half by the Tanjore District Board from its Railway Guarantee Fund which was constituted by enhancing by 3 pies, i.e., from 9 pies to the maximum rate of twelve pies per rupee, the Local Land Cess raised in the district. From the 1st January 1900 the property of the Government in the Mayavaram-Mutupet line was made over to the Tanjore District Board at the cost price of Rs. 12,84,720. The construction of the extension from Mutupet to Avadayarcoil was then undertaken by the South Indian Railway Company at the cost of the Tanjore District Board from the available balances at the disposal of the Board and further funds raised by debentures, bearing interest at 4 per cent per annum, running for a term of 20 years ending with the 31st December 1920, on the security of the Mayavaram-Mutupet railway and of the receipts from their Railway Guarantee Fund—the Government reserving the right to take over the extension at any time on twelve months' notice by assuming any liabilities undertaken by the Board in the form of debentures to raise the money and repaying any further amounts spent by the Board out of the balances at their disposal.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mayavaram to Tiruvallur	2-4-04	54.08	108.86
Tiruvallur to Mutupet	20-10-03	17.03	
Mutupet to Pattukkottai	31-12-03	28.35	
Pattukkottai to Arantangi	23-9-06	8.90	
Arantangi to Quarry			
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Nidamangalam to Mannargudi (sanctioned on 15th October 1912)	...	8.58	22.58
Tiruturaipundi to Vedaraniem (sanctioned on 15th October 1912)	...	20.00	

Details of construction—

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, pykado, 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.

Contract—

Dated the 22nd July 1897, between the Secretary of State and the South Indian Railway Company, as to maintenance and working.

Main provisions of contract—

(i) **Land.**—Provided by the Government free of cost to the Company.

(ii) **Government aid.**—The railway (which is the property of the Tanjore District Board) was constructed, and is maintained and worked by the South Indian Railway Company, who provide the rolling-stock required for the traffic of the Branch line.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (k)

10 (g) Tanjore District Board (3' 3½" gauge)—concl'd.

Main provisions of contract—concl'd.

- (iii) *Terms of working.*— } The line is maintained and worked at the same percentage of its gross receipts as obtains half-yearly on the South Indian Railway Company's undertaking as a whole, including the Tanjore District Board's line, plus the cost of making good any damage affecting the Branch, plus 5 per cent of gross receipts for the use of the Company's rolling-stock, plus interest on the Company's capital outlay at joint stations provided for in clause 12 of the agreement.
- (iv) *Distribution of profits.*— }
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*— } As noted under 10 (b), South Indian railway (3' 3½" gauge).
(a) Mails, troops, police, high Government officials and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Government to determine contract.*— } On 12 months' notice expiring on the 31st December in any year.
(viii) *Power of the Company to determine contract.*— }
(ix) *Term of contract.*—As in (vii) and (viii) above.

Statistics of working (Those for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.)—

TABLE I						TABLE II	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	54.08	26,50,776	2,32,230	97,782	8.69	83	37.90
1901	54.08	32,17,511	2,90,637	1,35,765	4.22	103	53.29
1902	71.11	38,18,202	3,08,879	1,46,764	3.84	103	52.48
1903	99.46	45,70,190	3,90,747	2,09,167	4.58	106	46.47
1904	99.46	46,32,768	5,24,490	2,61,364	5.64	101	50.17
1905	99.46	47,33,090	5,86,680	2,65,302	5.61	113	54.78
1906	103.36	47,98,375	6,01,066	2,32,333	4.85	116	61.26
1907	103.36	47,86,554	6,33,181	2,86,169	5.98	118	54.80
1908	103.36	48,05,765	6,87,571	2,77,134	5.77	128	59.69
1909	103.36	48,03,937	6,84,734	2,70,088	5.62	127	60.58
1910	103.36	48,45,390	7,59,296	2,96,545	6.12	141	60.94
1911	103.36	48,56,852	8,36,516	3,63,851	7.49	156	56.50
1912	103.36	48,69,026	9,06,508	3,84,660	7.90	169	57.57

10 (A) Tinnevelly-Quilon (Travancore) railway (British section) (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tinnevelly to Kallidaikurichi.	1-6-02	19.13	
Kallidaikurichi to the British frontier near Shenocottah	1-8-03	31.28	
			50.41

Details of construction—

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.

Contract—

Dated the 27th June 1901, between the Secretary of State and the South Indian Railway Company, as to the construction, maintenance and working of the Travancore Branch.

Main provisions of contract—

- (i) *Land.*—
- (ii) *Government aid.*— } As under 10 (b), South Indian railway (3' 3½" gauge).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (k)

10 (h) Tinnevely-Quilon (Travancore) railway (British section) (3' 3½" gauge)—concl'd.

Main provisions of contract—concl'd.

- (iii) Terms of working.—
- (iv) Distribution of profits.—

The line is worked by the South Indian Railway Company at the same proportion of its gross earnings of each half-year as obtains on the whole of the Company's undertaking including the Travancore Branch, plus the usual contribution to the Provident Institution. The "net revenue receipts" of a half-year so arrived at of the Travancore Branch are then applied, in the following manner and order, in payment to the Government of interest—

- (a) on debentures and debenture stock, and
- (b) due on any capital advanced by the Government } for the purpose of the Branch;
- (c) the surplus, if any, is divisible between the Government and the Company in the proportions in which the residue of net receipts of the undertaking is divisible as noted against (iii) (d) under 10 (b), South Indian railway (3' 3½" gauge).

If the net receipts of the Branch fall short of the interest charges, the deficiency is first to be divided between the Native State and British sections of the line in proportion to the capital cost of the sections, and as between the Secretary of State and the Company so much of the deficiency as is attributable to the Native State section is to be borne by the Secretary of State, and so much as is attributable to the British section is to be borne by the Secretary of State and the Company in the proportions in which any surplus of net receipts over interest charges would have been divisible. The Company's share of any such deficiency may be deducted by the Secretary of State from its share of any surplus profits due under the principal contract for the same half-year or under this contract or the principal contract for the next succeeding half-year.

As between the Government and the Travancore Durbar, the latter has under-written the guarantee of interest to the extent of the capital cost of the portion of the line in its territory; and it has been agreed that any surplus retained by the Government in accordance with the foregoing shall be divided between them in proportion to the respective lengths of the British and Native State sections of the line, and that the share of any deficiency attributable to the latter shall be borne by the Travancore Durbar.

- (v) Rates and fares.—
- (vi) Special obligations as to the conveyance of.—
 - (a) Mails, troops, police, high Government officials and Government stores.—
 - (b) Government bullion and coin, and the persons in charge thereof.—
- (vii) Services for any Department of the Travancore Durbar.—
- (viii) Power of the Government to determine contract.—
- (ix) Power of the Company to surrender contract.—
- (x) Term of contract.—

As under 10 (b), South Indian railway (3' 3½" gauge).

Statistics of working—

TABLE I.													TABLE II.	
Calendar year.	MILEAGE OPEN AT END OF EACH YEAR.		TOTAL CAPITAL OUTLAY, INCLUDING SURPLUS, TO END OF EACH YEAR, &c., OUTLAY OF (I) LINES OPEN AND (II) LINES PARTLY OR WHOLLY UNDER CONSTRUCTION.		GROSS EARNINGS.	NET EARNINGS.	PERCENTAGE OF NET EARNINGS OF TOTAL CAPITAL OUTLAY GIVEN IN COLUMN (v) AND (6).	INTEREST CHARGES.		GAIN OR LOSS pertaining to each calendar year.			Earnings per mile per week.	Proportion of expenses to earnings.
	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	14	15
1902	18-05	—	31,04,935	76,81,938	47,210	28,039	0-24	1,15,306	2,30,014	—	—80,207	—2,30,014	81	44-84
1903	49-50	0-43	38,46,098	1,01,19,509	1,68,379	99,038	0-71	1,21,989	3,14,267	—15,598	—80,817	—2,41,505	101	41-18
1904	50-40	87-38	40,40,486	1,18,98,498	3,06,768	1,49,800	0-38	1,39,943	3,06,455	—16,145	—91,408	—2,76,187	86	51-04
1905	50-48	87-38	43,40,925	1,17,84,078	4,80,787	2,49,307	1-55	1,54,179	3,23,113	—18,334	+6,008	—3,16,787	88	48-79
1906	50-48	87-38	43,63,235	1,18,22,747	4,97,848	3,22,479	1-37	1,45,163	3,86,240	—13,920	—50,715	—2,36,270	88	50-29
1907	50-48	87-38	43,86,038	1,18,07,081	5,07,098	3,04,860	1-39	1,50,213	3,97,963	—19,289	—54,916	—1,76,131	105	48-94
1908	50-48	87-38	43,89,978	1,17,94,633	6,42,077	3,93,300	1-81	1,51,898	3,99,766	—19,481	—54,438	—1,89,068	114	54-81
1909	50-41	88-05	43,93,309	1,17,97,245	6,50,948	3,96,529	1-83	1,44,339	3,85,560	—6,024	—54,909	—1,70,972	115	54-00
1910	50-41	88-05	44,33,418	1,18,26,000	6,80,080	3,04,658	1-98	1,46,009	3,86,943	—6,381	—53,469	—1,64,500	121	53-29
1911	50-41	88-05	44,40,594	1,18,34,500	7,66,515	3,47,453	2-14	1,49,305	3,99,802	—3,904	—50,815	—1,46,093	126	54-07
1912	50-41	88-05	44,20,640	1,18,18,994	8,15,945	3,85,321	2-37	1,48,147	4,00,801	—9,119	—41,637	—1,19,551	144	52-78

* Due to abnormal increase in net earnings.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (k)

10 (i) Tinnevely-Quilon (Travancore) railway (Native State section) (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Quilon to Punalur . Punalur to the Frontier of the Travancore State near Shencottah	1-6-04 26-11-04	28.28 29.77	58.05

Details of construction—

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 Punalur 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 Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Contract—

The line is worked on the same terms as apply to the Tinnevely-Quilon (Travancore) railway (British section) [10 (k)].

Statistics of working—

See under British section [10 (k)].

10 (j) Morappur-Dharmapuri railway (2' 6" gauge)—

The line is the property of the Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Morappur to Dharmapuri	18-1-06	18.53	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Dharmapuri to Hosur (sanctioned on 8th March 1909).	...	54.87	73.40

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and meorum-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.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), between the Secretary of State and the South Indian Railway Company, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number ^{Main head 10} _{Sub-heads (a) to (k)} SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (j) Morappur-Dharmapuri railway (2' 6" gauge)—concl'd.

Contracts—concl'd.

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), between the Secretary of State and the South Indian Railway Company, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, between the Secretary of State and the South Indian Railway Company, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

—As in the case of 10 (b), South Indian railway (3' 3½" gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1908	Miles. 18'53	Rs. 8,39,999	Rs. 37,145	Rs. 3,769	0'45	Rs. 30	89'85
1909	18'53	9,22,100	39,270	—6,893	...	41	117'53
1910	18'53	12,56,128	45,796	9,627	0'77	48	78'98
1911	18'53	20,87,938	41,915	66	...	43	99'91
1912	18'53	25,33,328	48,998	2,581	0'10	51	94'73

10 (k) Tirupattur-Krishnagiri railway (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tirupattur to Krishnagiri	18-9-05	25-93	25-38

Details of construction—

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.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), between the Secretary of State and the South Indian Railway Company, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), between the Secretary of State and the South Indian Railway Company, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, between the Secretary of State and the South Indian Railway Company, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

As in the case of 10 (b), South Indian railway (3' 3½" gauge).

APPENDIX 9—*contd.**History of railways constructed and in progress.*

(For Index see page preceding this appendix.)

Number ^{Main head 10} _{sub-heads (a) to (k)} SOUTH INDIAN RAILWAY SYSTEM—*concl'd.*10 (k) Tirupattur-Krishnagiri railway (2' 6" gauge)—*concl'd.*

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	25'38	10,87,305	53,652	1,233	0'11	41	97'70
1909	25'38	10,86,836	45,692	812	0'08	35	99'32
1910	25'38	11,14,660	57,179	10,061	0'90	43	83'40
1911	25'38	11,01,519	65,298	18,179	1'65	49	72'16
1912	25'38	10,98,576	63,563	19,179	1'75	48	69'63

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number—Main head 11
Sub-head (a) ASSAM-BENGAL RAILWAY (3' 3½" gauge)—

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.

Managing Director.—James Meadows Rendel, Esq.

Offices.—Bishopsgate House, 80, Bishopsgate, 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, 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.

Progress in opening—

Sections of railway:	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Chittagong Port to Chittagong	3-11-95	1.73		
Chittagong to Feni	1-7-95	53.90		
Feni to Comilla	1-7-95	39.10		
Comilla to Akhaura	1-1-96	29.41		
Akhaura to Karimganj	4-12-96	115.00		
Karimganj to Badarpur	4-12-96	12.00		
Badarpur to Dámohara	23-4-99	18.58		
Dámohara to Lumding	1-12-03	96.70		
Lumding to Nasira	1-1-01	141.87		
Nasira to Lakwá	15-11-01	10.71		
Lakwá to Bhojo	1-3-03	12.72		
Bhojo to Tinsukia	1-3-03	41.94		
Branches—				
Noakhali branch—				
Láksám to Noakhali	15-5-03	30.43	376.01	
Chandpur branch—				
Láksám to Chandpur	1-7-05	31.62	90.40	
Bhairab Bazar branch—				
Akhaura to Ashuganj	1-4-10	19.05	31.62	
Sylhet branch—				
Kulaura to Fenchuganj	16-4-12	15.10	19.05	
Silchar branch—				
Badarpur to Katakhal	13-6-98	6.27	15.10	
Katakhal to Silchar	8-11-98	12.83		
Gauhati branch—				
Gauhati Ghát to Gauhati	1-1-97	1.32	12.83	
Gauhati to Jamuna mukh	1-1-97	74.11		
Jamuna mukh to Lanka	2-1-99	19.11		
Lanka to Lumding (temporary station)	1-3-99	15.55		
Lumding (temporary station) to Lumding	20-2-00	3.44		
			119.58	
TOTAL LENGTH OPEN				
	..	..	..	604.09
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bhairab Bazar to Tangi (sanctioned on 17th August 1910)	..	39.46		
Fenchuganj to Sylhet (sanctioned on 18th November 1912)	..	15.05		
			54.51	54.51
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED				
	..	..	..	658.60

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sál and pynkado, and partly on bastard sál, nageshur, jarrah wood and ironbark sleepers. The Noakhali and Sylhet branches are laid with 4½-lb. steel rails on sál 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, Láksám and Chandpur, Gauhati Ghát and Gauhati, and half a mile from Gauhati towards Lumding, and at some stations on the hill section. Fencing of Bhairab Bazar branch is in progress.

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, 1 in 60, with a 1 in 37 banking section, 3.54 miles long; between Gauhati and Tinsukia, and Kulaura and Fenchuganj, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150; and between Akhaura and Ashuganj, 1 in 200.

Contracts—

Dated the 26th April 1892 (called the principal contract), between the Secretary of State and the Assam-Bengal Railway Company, as to the construction, management, maintenance and working, by the Company, of their undertaking.

Dated the 6th December 1899, between the Secretary of State and the Assam-Bengal Railway Company, as to the extension of time for the completion of the railway.

Dated the 29th April 1903 (supplemental to the contract of 1892), between the Secretary of State and the Assam-Bengal Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 11th April 1906, (supplemental to the contract of 1892), between the Secretary of State and the Assam-Bengal Railway Company, as to the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking as from 1st January 1906.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 11 - ASSAM-BENGAL RAILWAY (3' 3½" gauge)—conold.
Sub-head (a)

Main provisions of contracts—

- (i) *Land*.—Provided by the Government free of cost to the Company.
- (ii) *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 3½ per cent.)
- (iii) *Distribution of profits*.—The net earnings to be applied in payment to the Government of—
- (a) The equivalent in rupees of interest paid on debenture capital; provided that, if the Company's share capital is not less than $\frac{2}{5}$ ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;
- (b) the equivalent in rupees of the guaranteed interest paid to the Company in respect of share capital; and
- (c) interest on the capital contributed, or deemed to be contributed, by the Government, at the same rate as the guarantee for the time being on the Company's capital. But if the capital advanced by Government exceed $\frac{2}{5}$ 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.
- "Surplus profits," after interest charges have been met, are divided between the Company and the Government in the ratio of the respective amounts of capital expended by them on the undertaking.
- (iv) *Rates and fares*.—To be approved by the Government.
- (v) *Special obligations as to the conveyance of*—
- (a) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as obtain on State railways of the same gauge, and at rates to be approved by the Government.
- (b) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by the Government.
- (vi) *Power of the Government to determine contract*.—The railway and its appurtenances are absolutely the property of the Government, who may determine the contract on the 31st December 1921, or at the end of any succeeding tenth year by giving 12 months' previous notice. The Government may also determine the contract at any time on six months' previous notice, if the Company fail to fulfil its obligations, or if the line be worked at a loss for three consecutive half-years. On the determination of the contract, the Company is to hand over to the Government the railway and all its belongings of every description, on repayment by the Government of the amount in sterling, at the par value, of the share capital paid by the Company to the Government.
- (vii) *Power of the Company to surrender contract*.—Nil.
- (viii) *Term of contract*.—Not specified.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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.	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.	...	Rs.	Rs.		Rs.	
1895	129.49	4,27,47,298	2,14,426	—3,047	...	13,95,686	—14,03,686	* The decrease in net earnings is due to heavy expenditure of an extraordinary character, e.g., heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1908.	64	103.75
1896	285.90	5,59,08,217	6,18,785	83,238	0.06	23,73,034	—23,39,796		71	94.63
1897	360.63	6,94,23,486	9,90,640	72,214	0.10	22,56,279	—21,84,065		68	92.71
1898	379.25	8,32,11,758	18,08,124	54,551	0.07	24,45,275	—23,90,724		83	95.33
1899	484.66	9,45,26,278	16,19,646	3,22,704	0.37	28,68,084	—25,40,380		75	80.08
1900	436.26	10,31,71,809	17,09,955	8,64,364	0.88	33,31,890	—29,67,026		75	78.69
1901	589.21	11,17,19,504	21,34,252	4,56,654	0.44	35,06,252	—30,49,598		70	78.60
1902	589.21	11,87,04,959	20,96,058	2,54,418	0.23	38,08,387	—35,53,969		68	87.86
1903	740.38	12,40,28,548	23,97,658	4,43,963	0.35	40,71,450	—36,27,487		71	81.48
1904	740.38	12,60,09,639	29,53,962	1,05,320	0.08	41,66,535	—40,61,145		77	96.43
1905	740.38	12,78,56,723	34,14,295	1,25,615	0.10	42,61,306	—41,35,691		88	96.32
1906	775.28	13,25,20,704	42,20,084	4,27,858	0.30	44,58,682	—40,25,824		104	89.86
1907	775.28	13,49,01,242	48,90,137	6,40,254	0.47	37,92,377	—31,53,023		123	86.91
1908	775.28	13,90,59,050	46,96,729	* 53,809	0.04	41,64,794	—41,11,485		117	98.37
1909	770.84	14,31,45,458	49,14,893	4,47,461	0.31	43,64,911	—39,17,450		122	90.90
1910	789.89	14,45,68,076	51,70,052	7,84,033	0.54	44,08,319	—38,24,286		126	84.53
1911	789.89	14,79,47,699	55,76,145	11,37,710	0.77	45,86,405	—34,48,695		138	79.59
1912	804.99	15,04,29,093	64,50,146	17,29,837	1.15	46,70,106	—29,40,469	...	155	73.18

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 12} _{Sub-heads (a) & (b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—

Chairman.—Colonel T. Gracey, C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E.

Offices.—237, Gresham House, Old Broad Street, London, E.C.

Lines comprised in 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' 8½" gauge)	1,177.27	62.02	1,339.29
(b) Tirhoot railway (3' 3½" gauge)	781.66	38.19	819.85
Total	1,958.93	98.21	2,057.14

Running powers—

	Miles.
<i>Home line over Foreign lines—</i>	
Cawnpore to Aishbagh, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand railway	43.08
Aishbagh to Daliganj, Lucknow-Bareilly (3' 3½" gauge) railway	3.40
Daliganj to Burhwal, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand railway	34.57
Benares Cantonment to Benares City, and Benares Cantonment to outer signal on the Benares-Allahabad extension, Oudh and Rohilkhand railway (3' 3½" gauge)	2.18
At Sitapur within the boundary of the Rohilkhand and Kumaon railway	0.85
Total	83.08

12 (a) Bengal and North-Western railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
	2	3	4	5
<i>Main line—</i>				
Sonepore, via Chupra, Savan and Gorakhpur, to Mankapur	15-1-85	217.90		
Mankapur to Gonda	2-4-84	17.83		
Gonda to Colonelganj	29-10-91	17.89		
Colonelganj to Jarwal Road.	1-2-92	10.74		
Jarwal Road to Gogra Ghat	18-12-96	2.78		
Gogra Ghat to Chowka Ghat	24-12-96	2.67		
Chowka Ghat to Burhwal	24-11-96	2.88		
			278.22	
<i>Branches and Extensions—</i>				
<i>Palesa Ghat branch—</i>				
Sonepore to Palesaghat	15-1-85	9.34		
			9.34	
<i>Mashrak branch—</i>				
Chupra to Mashrak	20-8-10	26.17		
			26.17	
<i>Maharajgunj branch—</i>				
Daronda to Maharajgunj	1-4-07	3.90		
			3.90	
<i>Thawe branch—</i>				
Savan to Thawe	1-4-07	17.88		
			17.88	
<i>Bagaha branch—</i>				
Gorakhpur to Chhitauni Ghat.	7-2-07	57.74		
Chhitauni Ghat to Bagaha (Gunduck bridge East bank)	9-5-12	4.13		
			61.87	
<i>Gorakhpur-Gonda loop—</i>				
Gorakhpur to Uka Bazar	15-12-86	29.56		
Uka Bazar to Barhni	15-1-05	20.88		
Barhni to Tulsiapur	15-1-06	24.04		
Tulsiapur to Balrampur.	1-6-98	16.15		
Balrampur to Gonda	15-12-96	23.08		
			135.78	
<i>Jarwa branch—</i>				
Gainsari to Jarwa	12-4-06	9.16		
			9.16	
<i>Ajodhya branch—</i>				
Mankapur to Nawabganj	2-4-84	13.48		
Nawabganj to Ajodhya.	1-12-84	5.07		
			18.55	
<i>Naipalganj Road branch—</i>				
Gonda to Bahraich	2-4-84	37.47		
Bahraich to Naipalganj Road	15-12-86	33.15		
			70.62	
<i>Katarnian Ghat branch—</i>				
Nanpara to Mihirpurwa	15-12-96	14.79		
Mihirpurwa to Katarnian Ghat	25-3-98	27.28		
			42.07	
<i>Sitapur branch—</i>				
Burhwal to Sitapur	12-3-11	58.91		
			58.91	
Carried over	...	...	...	727.26

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 12 BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) & (b)

12 (a) Bengal and North-Western railway (3' 3½" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	727.38
<i>Chupra-Benares-Allahabad branch—</i>				
Chupra to Revelganj	15-4-91	7.75		
Revelganj to Bakulha	4-2-12	4.81		
Bakulha to Ballia	12-5-99	27.47		
Ballia to Phepna	15-3-99	7.00		
Phepna to Ghazipur Ghât.	11-3-03	31.16		
Ghazipur Ghât to Aunrihar.	15-3-99	27.88		
Aunrihar to Benares	15-3-99	21.24		
Benares to Madhosingh	1-3-09	29.50		
Madhosingh to Jhusi	21-4-09	41.51		
Jhusi to Izat bridge	1-11-12	2.53		
			200.85	
<i>Mirzapur Ghât extension—</i>				
Madhosingh to Mirzapur Ghât.	1-3-09	6.59		
Mirzapore Ghât to Chil	25-10-12	0.48		
			7.07	
<i>Bhatni-Benares chord—</i>				
Bhatni to Turtipar	15-12-96	17.55		
Turtipar to Mau	8-6-98	26.26		
Mau to Aunrihar	15-3-99	34.63		
			78.44	
<i>Barhaj branch—</i>				
Salimpur to Barhaj	1-12-97	12.50		
			12.50	
<i>Dohrighat branch—</i>				
Phepna to Indara	15-3-99	31.00		
Indara to Dohrighat	21-3-84	21.70		
			52.70	
<i>Shahganj branch—</i>				
Mau to Azamgarh	8-6-98	27.40		
Azamgarh to Shahganj	14-2-03	34.81		
			62.21	
<i>Jaunpur branch—</i>				
Aunrihar to Jaunpur	21-3-04	36.14		
			36.14	
TOTAL OPEN MILEAGE	...	...	...	440.91
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Thawe to Captainganj (sanctioned on 21st July 1910)	...	60.56		
Izat bridge to Allahabad city (sanctioned on 26th January 1909)	...	1.46		
			62.02	62.02
TOTAL OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	1,239.29

Details of construction—

Permanent-way.—The main line, the Sitapur branch and the sections from Chupra to Inchcape bridge and Bhatni to Turtipar are laid with 50-lb. steel rails mostly on sâI sleepers. The rest of the line north of the Ganges is laid with 41½-lb. steel rails mostly on sâI sleepers. The Ganges-Gogra Doab main lines from Turtipar to Izat bridge and Aunrihar to Inchcape bridge are laid with 50-lb. steel rails on sâI sleepers, and the branches with 41½-lb. steel rails on sâI sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur, broken brick or shingle.

Fencing.—The main line and the section from Chupra to Revelganj are fenced.

Curves.—The sharpest curve is of 1,100 feet radius on the Orai diversion.

Gradients.—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

Contracts—

Dated the 12th December 1882 (called the original contract), between the Secretary of State and the Bengal and North-Western Railway Company, as to the construction and working by the Company of the Bengal and North-Western railway.

Dated the 22nd February 1886 (supplemental to and modifying in some respects the contract of 1882) between the Secretary of State and the Bengal and North-Western Railway Company.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 12} _{Sub-heads (a) & (b)} **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.*****12 (a) Bengal and North-Western railway (3' 3½" gauge)—*contd.*****Contracts—*contd.***

Dated the 18th July 1890, *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the taking over and working by the Company of the State railways known as the Tirhoot railway in conjunction with the Company's railway.

Dated the 19th December 1894 (supplemental to the contracts of 1882, 1886 and 1890), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for certain extension of the Company's railway and for the exercise by the Company of running powers for through traffic over the Cawnpore-Burhwal 3' 3½" gauge link of the Oudh and Rohilkhand railway.

Dated the 12th December 1895 (supplemental to the contracts of 1890 and 1894), *between the Secretary of State and the Bengal and North-Western Railway Company*, modifying in some respects the contract of 1890 relating to the Tirhoot railway.

Dated the 23rd July 1896 (supplemental to the contracts of 1882, 1886, 1890, 1894 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway and of the Tirhoot railway.

Dated the 15th January 1903 (supplemental to the contracts of 1882, 1886, 1894 and 1896), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 24th April 1903 (supplemental to the contracts of 1882, 1890 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 14th December 1905 (supplemental to the contracts of 1882, 1890, 1895, 1896 and 1903), *between the Secretary of State and the Bengal and North-Western Railway Company*, continuing with modifications the contract of 1890 relating to the Tirhoot railway and modifying in some respects the contract of 1882 relating to the Company's railway.

Dated the 7th October 1907 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, and 1905), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 1st October 1908 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905 and 1907), *between the Secretary of State and the Bengal and North-Western Railway Company*, for providing for a further extension of the Company's railway from Chupra to Mashrak.

Dated the 9th July 1909 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907 and 1908), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway, from Burhwal to Sitapur.

Dated the 13th October 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908 and 1909), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for extensions of the Company's railway connecting the Company's Main lines with the Company's Doab lines and with the Tirhoot railway, respectively, by bridges over the Gogra and Gundak rivers.

Dated the 7th December 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909 and 13th October 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway from Thawe to Captainganj.

Main provisions of contracts—

- (i) *Land*.—Provided by the Government free of cost for the Company's railway; and at the cost of capital for the Tirhoot railway undertaking.
- (ii) *Government aid*.—Nil.
- (iii) *Terms of working*.—The Company's railway and the Tirhoot railway undertaking are worked conjointly; but the accounts of each are kept separate and distinct, except those relating to working expenses.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 12 . BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.*
Sub-heads (a) & (b)12 (a) Bengal and North-Western railway (3' 3½" gauge)—*contd.*Main provisions of contracts—*contd.*

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling-stock," "steamers and barges and landing stages," "stores," and "stations and offices, station machinery, staff quarters and all other works including permanent-way at Sonépore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way, works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

- (iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company; but this provision was rescinded by the contract of the 22nd February, 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order:—

- (a) in payment to the Company of interest accruing in each half-year, after the expiration of the period during which interest is chargeable to capital, at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway crossing the Gundak river by a bridge, from Bagaha to Chhitani, including interest paid out of capital during construction;
- (b) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government;
- (c) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{4}{5}$ ths to the former and $\frac{1}{5}$ th to the latter; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{1}{4}$ ths to the Government and $\frac{3}{4}$ th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

- (v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains for full-wagon loads carried not less than 100 miles to be reduced to any rate not below $\frac{1}{4}$ th pie per maund per mile and for passengers not below 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{10}$ th pie per maund per mile.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 13} _{sub-heads (a) & (b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.

12 (a) Bengal and North-Western railway (3' 3½" gauge)—contd.

Main provisions of contracts—conold.

(vi) *Special obligations as to the conveyance of.—*

- (a) Mails and post office servants on duty.—To be carried free on the Company's railway; and on the Tirhoot railway on the same general conditions and at the same rates as may be in force on the 3' 3½" gauge State Railways.
- (b) Troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on the 3' 3½" gauge State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the 3' 3½" gauge.
- (c) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.—*The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the *purchase*. And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the five years immediately preceding the 31st December 1912. These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907, and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Bakulha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines; the other half, and the whole of the capital for the Bagaha-Chhitauni section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1931.

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.—*If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto*, terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.—*Nil.

(x) *Term of contracts relating to the Company's railway.—*99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking.—*29 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 12 BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) & (b)

12 (a) Bengal and North-Western railway (3' 3½" gauge)—contd..

Statistics of working—

TABLE I.									TABLE I.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided between the Government and the Company, in the ratio of gross earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (8).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	75·00	1,52,47,428	77,670	—26,321	...	...	—26,221	...	29	133·76
1885	308·00	2,01,66,980	12,05,541	5,89,206	...	...	5,89,206	2·92	72	51·13
1886	376·00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3·49	106	56·86
1887	376·00	2,56,22,684	19,44,002	8,37,004	...	...	8,37,004	3·27	90	56·94
1888	376·00	2,61,51,593	22,09,543	9,88,844	...	...	9,88,844	3·78	102	55·25
1889	376·00	2,63,41,872	22,11,824	10,53,984	...	...	10,53,984	4·00	103	53·35
1890	376·00	2,68,84,918	22,08,798	12,21,020	...	*24,245	12,45,265	4·63	101	44·72
1891	401·00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5·85	111	37·48
1892	414·50	2,83,98,821	29,39,077	16,20,567	...	67,060	16,87,627	5·94	125	44·86
1893	414·50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5·79	114	39·74
1894	414·50	2,87,24,887	26,17,242	16,87,899	...	72,858	17,60,257	6·13	115	35·51
1895	414·50	2,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5·61	112	34·55
1896	478·63	3,43,86,114	26,26,033	16,70,172	...	71,614	17,41,786	5·07	113	36·40
1897	485·55	4,10,82,207	27,55,718	17,24,277	...	74,905	17,99,182	4·38	105	37·43
1898	526·25	4,66,76,822	33,31,890	19,74,920	...	75,895	20,50,805	4·39	112	40·73
1899	743·00	5,16,06,763	43,44,861	26,70,911	...	61,940	27,32,851	5·30	118	38·53
1900	743·00	5,24,78,019	43,64,006	24,79,433	...	49,568	25,28,996	4·82	109	43·18
1901	743·00	5,50,91,830	53,66,794	30,97,372	...	76,858	31,74,225	5·76	134	43·29
1902	747·75	5,84,82,525	55,60,238	29,72,183	...	76,671	30,48,854	5·92	139	46·55
1903	812·96	6,21,09,547	61,98,433	35,53,972	...	1,04,869	39,58,341	6·37	145	37·83
1904	870·80	6,43,82,183	67,16,933	43,28,496	...	1,16,834	44,45,330	6·90	147	35·56
1905	901·32	6,77,55,668	61,79,116	34,34,390	+ 37,827	1,69,446	36,41,463	5·87	117	48·61
1906	932·18	7,13,66,623	77,02,976	40,92,699	— 9,028	2,01,060	42,84,731	6·00	142	46·99
1907	1,014·90	7,50,01,758	89,59,804	49,72,741	— 25,044	2,04,275	51,51,972	6·87	154	44·73
1908	1,016·73	7,91,13,230	79,80,293	43,74,935	+ 45,015	1,58,939	45,78,839	5·79	163	44·78
1909	1,091·56	8,44,52,801	80,65,853	43,59,479	+ 31,817	59,411	44,49,707	5·27	142	45·95
1910	1,117·14	8,94,16,995	84,58,223	48,85,946	+ 58,810	2,01,276	51,46,032	5·77	146	42·23
1911	1,175·84	9,31,80,852	99,29,872	57,59,988	+ 41,140	2,35,109	60,86,187	6·48	163	42·01
1912	1,177·27	9,68,79,261	1,12,49,175	73,19,499	+ 38,037	3,09,961	76,67,497	7·91	184	34·93

* For the second-half of 1890 only as the line was taken over for working from the 1st July 1890.

12 (b) Tirhoot railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepur to Hajipur	1-8-87	3·23		
Hajipur to Bachhwara	1-4-00	44·41		
Bachhwara to Baranni Junction	1-5-88	10·05		
Baranni Junction to Thana Bihpur	1-8-00	66·17		
Thana Bihpur to Katarah	7-3-01	17·94		
Katarah to Kursela	10-7-02	3·75		
Kursela to Katihar Junction	7-3-01	23·75		
			169·30	
Branches and Extensions—				
Hajipur-Muzaffarpur branch—				
Hajipur to Muzaffarpur	26-10-84	32·35		
			32·35	
Hajipur Ghat extension—				
Hajipur to Hajipur Ghat	26-10-84	1·89		
			1·89	
Semaria Ghat extension—				
Baranni Junction to Semaria Ghat	1-5-88	5·06		
			5·06	
Bachhwara-Bagaha branch—				
Bachhwara to Dalsing Sarai	1-5-83	7·00		
Dalsing Sarai to Samastipur	1-11-75	14·75		
Samastipur to Muzaffarpur	24-2-77	32·31		
Muzaffarpur to Motihari	1-2-83	49·57		
Motihari to Bettiah	20-12-83	27·06		
Bettiah to Narkatiaganj	17-1-06	28·42		
Narkatiaganj to Bagaha	1-5-07	26·90		
Bagaha to Gandnok bridge East bank	9-8-12	1·11		
			182·02	391·13
Carried over	...	...

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 12} _{Sub-heads (a) & (b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.

12 (b) Tirhoot railway (3' 3½" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...		301'12
Bazaul branch— Saganli to Bazaul	1-8-99	18'72	18'72	
Samastipur-Darbhanga-Narkatiaganj loop— Samastipur to Darbhanga	1-11-75	23'40		
Darbhanga to Sitamarhi	1-7-90	42'00		
Sitamarhi to Biga	1-1-91	6'00		
Biga to Dhang	1-7-91	9'00		
Dhang to Bairagnia	10-8-12	4'35		
Bairagnia to Narkatiaganj.	20-12-07	58'25	143'01	
Bhikna Thores branch— Narkatiaganj to Bhikna Thores	17-2-06	22'29	22'29	
Darbhanga-Bhaptiahi branch— Darbhanga to Jhanjharpur	1-2-83	23'66		
Jhanjharpur to Ghoghardiha	8-4-86	13'08		
Ghoghardiha to Nirmali	8-4-86	6'24		
Nirmali to Bhaptiahi	15-11-87	10'00	39'58	
Bhaptiahi-Pertabganj Ghât branch— Bhaptiahi to Raghapur	1-10-88	6'91		
Raghapur to Pertabganj Ghât	1-5-12	4'43	11'34	
Jaynagar branch— Sakri to Jaynagar	14-1-05	30'20	30'20	
Bhaptiahi-Mansi branch— Bhaptiahi to Makhana Bazar	1-3-07	44'33		
Makhana Bazar to Mansi	15-12-07	15'71	60'04	
Buddham Ghât branch— Saharsa to Budham Ghât	15-3-08	18'61	18'61	
Monghyr branch— Sahobpur Kamal to Monghyr Ghât	7-3-00	6'04	6'04	
Bhagalpur branch— Thana Bihpur to Mahadeopur Ghât	16-12-01	11'36		
Mahadeopur Ghât to Barari Ghât (Steamer service).	15-3-06	5'75		
Barari Ghât to Bhagalpur Kachery	23-12-10	1'44	18'55	
Bhagalpur Kachery to Bhagalpur station, E. I. By.				
Khagaria-Roserah-Samastipur extension— Samastipur to Roserah	21-12-12	18'01	18'01	400'30
TOTAL OPEN MILEAGE	...	...	...	791'51
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Roserah to Khagaria (sanctioned on 9th February 1911)	...	36'19	36'19	827'70
TOTAL OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	827'70
DOUBLE LINE— Barauni Junction to Bachhwara	22-9-06	10'05	10'05	

Details of construction—

Permanent-way.—The line is laid with 50-lb. and 41½-lb. flat-footed steel rails on sal, pykado, jarrah sleepers and cast iron sleepers of Denham-Olpherts' pattern.

Ballast.—The line, except the Bhikna Thores branch, is ballasted with kunkur or broken brick.

Fencing.—The line, except new branches, 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 of the line is 1 in 300, except on 3.42 miles between Samastipur and Pertabganj, where the gradient is 1 in 200 and on the Bhikna Thores branch where it is 1 in 80. On various river ghât lines the gradients are steeper.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 12} _{Sub-heads (a)&(b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*concl'd.*12 (b) Tirhoot railway (3' 3½" gauge)—*concl'd.*

Contracts—

See under 12 (a), Bengal and North-Western railway (3' 3½" gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.											TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross 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 (8).	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	11	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905 .	565.45	6,21,36,962	61,81,754	35,95,050	-37,627	1,69,446	33,87,977	5.45	23,54,563	+10,33,414	190	42.45
1906 .	614.30	6,73,40,839	66,80,324	38,97,310	+9,028	2,01,060	37,05,278	5.50	23,17,807	+18,87,971	189	41.52
1907 .	763.54	7,19,39,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5.61	23,80,668	+16,61,103	192	43.68
1908 .	774.69	7,38,81,580	81,68,953	44,81,501	-45,015	1,58,939	42,77,547	5.83	24,68,465	+18,09,082	204	45.14
1909 .	774.69	7,42,61,067	75,53,873	40,09,582	-31,817	58,411	39,19,354	5.28	24,73,136	+14,46,218	188	46.92
1910 .	776.13	7,46,12,530	83,14,066	48,01,820	-3,310	2,01,276	45,41,734	6.09	24,92,047	+20,49,687	206	42.24
1911 .	709.04	7,56,16,782	89,15,376	52,68,260	-41,140	2,35,109	49,92,011	6.60	25,53,319	+24,38,692	223	40.91
1912 .	791.51	7,82,44,847	98,30,665	64,73,034	-38,037	3,09,961	61,25,036	7.83	26,46,419	+34,76,617	239	34.15

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 13 **BENGAL DOOARS RAILWAY SYSTEM.**
Sub-heads (a) & (b)

Chairman—Robert Miller, Esq.

Secretary—F. J. Horne, Esq.

Offices—210-216, Gresham House, Old Broad Street, London, E. C.

Lines comprised in 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.

13 (a) Bengal Dooars railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
	2	3	4	5
<i>Main line—</i> East Bank of the Teesta (Barnes Ghat) to Dam Dim	15-1-98	31.00	31.00	
<i>Branch—</i> Lataguri to Ramshai	11-6-98	5.40	5.40	36.40

Details of construction—*Permanent-way.*—The line is laid with 41½-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 1,432 feet radius.*Gradients.*—The ruling gradient is 1 in 150.**Agreements and contracts—**

Agreement, dated the 27th April 1891 (called the principal contract), between the Secretary of State and Messrs. Octavius Steel and Company, Promoters, Bengal Dooars Railway Company, as to the construction, maintenance, management and working of the Bengal Dooars Railway Company's original line, including the ferries connected therewith.

Agreement, dated the 27th April 1891, between the District Board of Jalpaiguri and Messrs. Octavius Steel and Company, Promoters, Bengal Dooars Railway Company, as to the payment of a subsidy by the Board to the Company.

Contract, dated the 2nd March 1898 (supplemental to the contract of 1891), between the Secretary of State and the Bengal Dooars Railway Company, as to the construction, management, maintenance, and working of certain extensions of the Company's then existing railways.

Contract, dated the 27th September 1900 (supplemental to that of 1898), between the Secretary of State and the Bengal Dooars Railway Company, as to the extension of time for the completion of the line to Hantupara.

Contract, dated the 7th November 1901 (supplemental to those of 1898 and 1900), between the Secretary of State and the Bengal Dooars Railway Company, as to the extension of time for the completion of the line to Bagrakote.

Contract, dated the 16th April 1903 (supplemental to the contract of 1898), between the Secretary of State and the Bengal Dooars Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Main provisions of agreements and contracts—(i) *Land.*—Provided by the Government free of cost to the Company.(ii) *Government aid.*—Original line: The District Board of Jalpaiguri pay to the Company, out of the District Fund, an annual subsidy of such amount, not exceeding Rs. 4,000, as may be required to make up the net profits in each year to 5 per cent on the capital sum expended.

Original line and Extensions: Nil. (It is, however, provided that, on the request of the Company, the Government shall take over the original line and extensions, and shall work and maintain them through the agency of the Eastern Bengal railway, at 40 per cent of the gross receipts in each half-year, paying the remaining 60 per cent over to the Company.)

(iii) *Terms of working.*— } The whole of the profits go to the Company. (If, on a request
(iv) *Distribution of profits.*— } made by the Company, the lines be worked by the Eastern Bengal railway the Government retain 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.)

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 13} _{Sub-heads (a) & (b)} BENGAL DOOARS RAILWAY SYSTEM—contd.

13 (a) Bengal Dooars railway (3' 3½" gauge)—concl'd.

Main provisions of agreements and contracts—concl'd.

(v) *Rates and fares.*—Original railway, *i.e.*, the Main Line from Barnes Ghat to Mal Junction; the Eastern Branch of the Main Line from Lataguri to Ramshai; the Western Branch of the Main Line from Mal Junction to Dam Dim; the Eastern Extension from Mal Junction to (Hantupara) Madarihah; and the Western Extension from Dam Dim to Bagrakote:—Certain maxima rates and fares for goods, (other than food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal), passengers, luggage, carriages, horses and parcels have been fixed. For food grains, salt, coal for construction, working and maintenance, and for construction and revenue stores, certain maxima and minima have been fixed. If the gross receipts of the original railway and of the two (Eastern and Western) Extensions shall in any one year have reached 12 per cent on the combined capital outlay of those lines, Government may reduce the maxima rates and fares by a figure up to 25 per cent except in the case of the special rates for food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal, and for third class passengers. Southern Extension, *i.e.*, from Barnes Junction to Lalmonirhat:—Certain maxima and minima rates and fares have been fixed for goods, passengers, carriages, horses and dogs. Luggage, parcels and bullion are carried at the rates passed by the Railway Conference.

(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.—Mails to be carried under the same terms and conditions as mails were at the date of contract of 1891 being carried on the Eastern Bengal railway, the Government having power to fix the timing of one train each way daily for the carriage of mails. Postal officials travelling on duty to be given free passes.

(b) Government bullion and coin, and the persons in charge thereof. — Not specified.

(vii) *Power of the Government to determine contract.*—If the Company fail to work the Original line and the Extensions for six consecutive months, the Government may determine the contract by paying to the Company a sum equal to their actual expenditure up to the date of notice.

The Secretary of State has the right to purchase the Original line and the Extensions on the 31st December 1919, and at the end of any succeeding seventh year, by giving 12 months' previous notice. In the event of such purchase the price to be paid for the Original line is to be a cash payment of one and two-fifths of the amount of the invested capital liabilities of the Company; while the price for the Extensions is to be a cash payment in England in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the Extensions during the last preceding 5 years, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure and capital liabilities of the Company in sterling as expended on the Extensions or incurred with the sanction of the Government.

(viii) *Power of the Company to surrender contract.*—Nil.(ix) *Term of contract.*—None specified.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893	36.40	18,49,091	1,14,812	57,639	3.12	...	57,639	3.12	69	49.20
1894	36.40	22,84,223	2,05,286	1,04,291	4.57	4,000	1,08,291	4.74	109	49.78
1895	36.40	28,26,476	2,58,537	1,27,459	5.48	4,000	1,31,459	5.65	125	51.26
1896	36.40	24,33,213	2,70,451	1,31,814	5.42	...	1,31,814	5.42	136	49.27
1897	36.40	25,78,562	2,86,407	1,45,289	5.63	...	1,45,289	5.63	145	57.40
1898	36.40	26,68,050	2,69,089	1,14,620	4.30	4,000	1,18,620	4.45	135	56.63
1899	36.40	26,26,748	2,73,038	1,18,417	4.51	4,000	1,22,417	4.66	137	48.06
1900	36.40	26,42,695	3,32,730	1,39,460	7.17	...	1,39,460	7.17	168	43.27
1901	36.40	23,44,873	3,10,920	1,76,399	6.67	...	1,76,399	6.67	156	37.27
1902	36.40	26,50,827	2,73,340	1,71,455	6.47	...	1,71,455	6.47	144	27.70
1903	36.40	26,95,547	3,11,131	2,21,952	8.35	...	2,24,952	8.35	156	25.88
1904	36.40	26,64,642	3,46,277	2,56,651	9.63	...	2,56,651	9.63	175	33.60
1905	36.40	27,26,691	3,70,343	2,49,598	9.15	...	2,49,598	9.15	196	27.39
1906	36.40	27,33,098	4,08,623	2,96,703	10.86	...	2,96,703	10.86	216	32.59
1907	36.40	27,56,535	4,20,705	2,84,722	10.33	...	2,84,722	10.33	232	23.59
1908	36.40	27,79,347	4,37,253	3,34,102	12.02	...	3,34,102	12.02	231	20.65
1909	36.40	28,40,534	4,46,811	3,54,527	12.48	...	3,54,527	12.48	236	23.24
1910	36.40	29,73,769	4,86,375	3,73,343	12.55	...	3,73,343	12.55	257	21.76
1911	36.40	31,18,394	4,94,386	3,86,765	12.40	...	3,86,765	12.40	261	23.13
1913	36.40	31,71,542	5,41,376	4,16,170	13.12	...	4,16,170	13.12	285	

APPENDIX 9—*concl.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 13
Sub-heads (a) & (b) **BENGAL DOOARS RAILWAY SYSTEM—*concl.*****13 (b) Bengal Dooars railway extensions (3' 3½" gauge)—****Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Eastern extension—				
Mal to Chalsa	1-4-01	5-40		
Chalsa to Chengmari	1-1-03	18-45		
Chengmari to Dalgaon	23-8-03	15-84		
Dalgaon to Madarihat	14-6-03	9-31		
Southern extension—			44-00	
Barnes Junction to Baura	20-4-00	29-30		
Baura to Bhotemari	21-10-00	16-70		
Bhotemari to Lalmanihat	20-11-00	20-80		
Western extension—			1 05-80	
Dam Dim to Oodlabari	1-5-01	3-70		
Oodlabari to Bagrakote	1-1-02	3-46		
			676	116-55

Details of construction—*Permanent-way.*—The line has been laid with 41½-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.**Contracts—**

As noted under 13 (a), Bengal Dooars railway (3' 3½" gauge).

Statistics of working—

TABLE I							TABLE II	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1900	66-00	47,11,632	16,191	...	...	The net earnings for 1900, 1901, 1902 and 1st half of 1903 were credited to interest on capital during construction.	14	72-33
1901	74-30	62,26,954	1,78,889	...	...		47	60-02
1902	77-76	72,66,165	2,53,634	...	...		63	65-00
1903	116-56	80,10,365	3,45,668	79,199	0-99		61	69-78
1904	116-56	84,97,572	4,15,179	1,08,680	1-23		68	79-35
1905	116-56	87,92,080	5,12,343	1,97,824	2-25		85	61-30
1906	116-56	89,99,516	5,83,852	2,91,258	3-21		95	50-10
1907	116-56	90,70,826	6,04,133	1,43,585	1-53		99	78-23
1908	116-56	90,83,687	6,19,972	3,14,228	3-49		102	49-31
1909	116-56	91,36,146	6,08,419	3,14,641	3-44		100	48-28
1910	116-56	92,06,724	6,58,433	3,45,725	3-75		109	47-49
1911	116-56	93,48,461	7,07,730	3,40,021	3-85		117	49-13
1912	116-56	94,43,641	8,92,405	5,91,116	5-28		147	43-95

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) and (b)}}$ BHAVNAGAR RAILWAY SYSTEM—

Lines comprised in the system.—The Bhavnagar railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total
	Miles.	Miles.	Miles.
(a) Bhavnagar railway (3' 3½" gauge)	173-17	...	173-17
(b) Dhrangadra railway (3' 3½" gauge)	20-63	...	20-63
Total	193-80	...	193-80

14 (a) Bhavnagar railway (3' 3½" gauge) —

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
<i>Main line—</i> Bhavnagar Docks to Wadhwan Junction	20-12-80	105-12	105-12		*Includes 1-03 miles of Dock estate line which is worked for goods traffic only.
<i>Branches—</i>					
<i>Dhasa branch—</i> Dhola to Dhasa	19-1-81	15-33	15-33		
<i>Kundla branch.</i> Dhasa to Liliamota Liliamota to Savar Kundla	1-10-11 17-3-12	20-80 15-00	35-80		
<i>Palitana branch—</i> Sihor to Palitana	16-11-10	16-92	16-92	173-17	

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers. 61 miles of the Bhavnagar-Wadhwan section from Bhavnagar Terminus to mile 61 have been renewed with 50-lb. rails. 2 miles of Dhasa-Kundla branch still consist of 40-lb. flat-footed steel rails, which are shortly to be replaced by 41½-lb. rails.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

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

Gradients.—On the main line the ruling gradient is 1 in 200, except for about 10 chains near the Ranpur Bhogawa bridge where it is 1 in 100. Between Sihor and Palitana and Dhasa and Liliamota it is 1 in 100.

Agreement—

This line was constructed by Government Agency for the Native State of Bhavnagar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including expenses, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1911	Miles. 157-95	Rs. 88,52,481	Rs. 14,53,871	Rs. 9,07,436	10-14	Rs. 178	87-79
1912	173-17	1,09,63,312	14,65,875	7,71,271	7-03	163	47-89

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 14 BHAVNAGAR RAILWAY SYSTEM—concl'd.
Sub-heads (a) and (b)

14 (b) Dhrangadra railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Wadhwan Junction to Dhrangadra	1-5-98	20-63	20-63

Details of construction—

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

Agreement—

This line was constructed for the Native State of Dhrangadra (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Bhavnagar railway under a provisional agreement, dated the 22nd February 1911, between the *Bhavnagar and Dhrangadra States*, as to the maintenance, management and working of the Dhrangadra railway.

Main provisions of agreement—

- (i) *Land.*—Provided by the Dhrangadra Durbar free of cost.
- (ii) *Government aid.*—Nil.
- (iii) *Terms of working.*—
- (iv) *Distribution of profits.*— } 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. The forty per cent is subject to reduction to 35 per cent when the earnings per mile per week exceed Rs. 50.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*— } The same as are, for the time being, in force on the Bhavnagar railway.
(a) Mails, troops, police, officials and Government stores.—
(b) Bullicn and coin.—
- (vii) *Power of Government to determine agreement.*—Not specified.
- (viii) *Power of Durbar to determine agreement.*—
- (ix) *Power of Bhavnagar railway to determine agreement.*— } Not specified pending new agreement.
- (x) *Term of agreement.*—To be fixed hereafter.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Mileage open at end of each year.	TABLE I.			TABLE II.		
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings 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	
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	20-83	5,86,639	49,053	11,718	2-00	40	72-80
1904	20-83	5,87,117	47,516	15,445	2-63	44	67-48
1905	20-83	5,86,695	49,143	13,375	2-28	45	73-78
1906	20-83	5,86,791	65,121	25,707	4-38	60	60-72
1907	20-83	5,87,610	66,614	21,953	4-25	61	62-54
1908	20-83	5,85,164	53,131	17,756	3-03	49	66-53
1909	20-83	5,85,705	60,202	18,544	3-17	53	69-16
1910	20-83	5,84,796	83,692	34,208	5-83	77	19-17
1911	20-83	5,85,335	91,659	43,546	7-44	68	53-51
1912	20-83	5,85,835	73,811	32,236	5-32	69	57-24

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 15} _{Sub-heads (a) to (c)} BURMA RAILWAYS SYSTEM—

Chairman.—Lieut.-Colonel Alfred Glynn Begbie.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(a) Burma railways (3' 3½" gauge)	1,341·85	...	1,341·85
(b) Burma railways extensions (3' 3½" gauge)	186·93	66·25	253·18
(c) Southern Shan States railway (3' 3½" gauge)	16·05	88·99	105·04
Total	1,544·83	155·24	1,700·07

15 (a) Burma railways (3' 3½" 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' 3½" 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 Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
IRRAWADDY SECTION—					
Rangoon to Prome	2-5-77	161·00	161·00		
SITTANG SECTION—					
<i>Main Line—</i>					
Rangoon to Nyaunglebin	4-2-84	93·00			
Nyaunglebin to Toungoo	1-7-85	73·00	166·00		
<i>Branches—</i>					
<i>Suburban lines*</i>					
	1-8-80	8·00			
	15-7-90	3·00			
Malsgon to Bankat†	25-8-11	1·70	10·70		* Worked for goods traffic only.
MANDALAY SECTION—					
<i>Main Line—</i>					
Toungoo to Pymans	1-8-88	58·00			
Pymans to Yamethin	15-11-88	49·00			
Yamethin to Mandalay	1-8-89	112·00	220·00		† Worked for passenger traffic only.
<i>Branches—</i>					
<i>Myingyan branch—</i>					
Thazi to Meiktila	10-5-98	12·69			
Meiktila to Myingyan	15-11-99	57·21	70·10		
<i>Mandalay Shore branch—</i>					
Mandalay to Mandalay shore*	18-4-89	2·50	2·50		
MU VALLEY SECTION—					
<i>Main Line—</i>					
Myohaung to Amarapura shore	22-11-91	8·00			
Sagaing to Shwebo	1-7-91	53·05			
Shwebo to Wuntho	4-4-92	99·46			
Wuntho to Nankan	1-11-94	15·46			
Nankan to Mohnyin	21-10-95	74·35			
Mohnyin to Mogaung	1-8-96	52·24			
Mogaung to Myitkyina	1-1-98	36·63	337·29		
<i>Branches—</i>					
<i>Sagaing-Alon branch—</i>					
Ywataung to Alon	15-4-00	70·46	70·46		
<i>Katha branch—</i>					
Naba to Katha	2-10-85	15·00	15·00		
MANDALAY-KUNLONG SECTION—					
Myohaung to Sedaw	1-1-98	13·45			
Sedaw to Maymyo	1-4-00	26·10			
Maymyo to Nawngkhio	20-5-00	34·10			
Nawngkhio to Hsipaw	1-6-01	53·25			
Hsipaw to Lashio	1-8-03	50·84	177·84		
Carried over	...	...	...	1,230·89	

APPENDIX 9—contd.
History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 15
Sub-heads (a) to (c) **BURMA RAILWAYS SYSTEM—contd.**

15 (a) Burma railways (3' 3½" gauge)—contd.

Progress in opening—conold.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.	
1	2	3	4	5	6	
Brought forward						
BASSEIN-HENZADA-LETPADAN SECTION—						
Suburban line at Bassein*	15-1-04	3.18			* Worked for goods traffic only.	
Bassein to Henzada	15-19-02	82.25				
Henzada to Henzada shore	20-3-03	2.46				
Tharawaw on the east bank of the Irrawaddy river to Letpadan	20-3-03	23.07				
			110.96	110.96		
TOTAL, OPEN MILEAGE						
DOUBLE LINE—						
<i>Irrawaddy section—</i>						
Bangoon to Kemmendine	20-10-89	3.50			29.30	
Kemmendine to Insein	10-1-90	3.50				
Insein to Hlawga	25-3-05	7.92				
Hlawga to Mogyobyt	1-10-07	3.25				
Mogyobyt to Hmawbi	23-11-07	4.18				
Hmawbi to Wanetchaung	14-2-08	5.00				
<i>Sittang section—</i>						
Bangoon to Pasundaung	1-6-01	0.70				
Pasundaung to Thingangyun	19-4-05	3.40				
Thingangyun to Togyanggale	2-1-10	2.71				
Togyanggale to Tewaingyi	20-11-07	4.08				
Tewaingyi to Ledaunggan	23-11-07	4.71				
Ledaunggan to Dabein	10-1-08	6.09				
Dabein to Tongyi	3-1-10	7.75				
Tongyi to Kyauktan	4-1-09	4.06				
Kyauktan to Payathonzu	15-2-09	8.26				
Payathonzu to Fegu	4-1-09	8.51				
<i>Pegu-Pyuntasa section—</i>						
Pegu to Shweble	10-8-11	5.57			45.87	
Shweble to Payagi	26-5-11	4.91				
Payagi to Pyinbongyi	22-5-11	7.83				
Pyinbongyi to Kadok	1-8-11	6.25				
Kadok to Panngdawthi	2-10-11	4.78				
Panngdawthi to Deiku	26-5-11	5.30				
Deiku to Pyuntasa	8-8-11	6.78				
<i>Mandalay section—</i>						
Myohaung to Mandalay	3-10-09	2.45			41.22	
			2.45	2.45		
TOTAL DOUBLE LINE						
				118.94		

Details of construction—

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41½-lb. flat-footed steel. The sleepers throughout are of Burma teak, pynkado, Thitya, Eugyia, Tasmanian, and Australian hard woods; pynkado largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, from Prome to Rangoon and Rangoon to Mandalay, and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced, except at certain stations.

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, Thazi-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,365 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, from Sagaing to Myitkyina, including the Katha branch, of 573 feet.

Gradients.—The ruling gradient on the main line from Prome to Rangoon and Rangoon to Mandalay and Myohaung to Amarapura shore is 1 in 200, except for a short length at mile 124 on the Prome branch, where it is 1 in 150; on the Mu Valley section, from Sagaing to Kanbalu, 1 in 200 uncompensated, from Kanbalu to Naba 1 in 100, and Naba to Myitkyina, 1 in 100 uncompensated, with a banking section, from Mawhan to Mohnyin, of 1 in 60 uncompensated. On the Lashio branch it is 1 in 25 compensated between Sedaw and Thondaung, and 1 in 40 compensated, between Thondaung and Lashio; 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 uncompensated. Between Letpadan and Tharawaw and Henzada and Bassein, it is 1 in 200.

Contracts—

Dated the 9th March 1897 (called the principal contract), between the Secretary of State and the Burma Railways Company, as to taking over the Burma railways, the construction of other railways, and their maintenance, management and working.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 15 BURMA RAILWAYS SYSTEM—*contd.*
Sub-heads (a) to (c)15 (a) Burma railways (3' 3½" gauge)—*contd.***Contracts—*conold.***

Dated the 6th February 1902 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the issue of debenture stock of £1,250,000.

Dated the 5th May 1903 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the adoption of *1s. 4d.* as the "prescribed" rate of exchange.

Dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyaingin extensions and the Daga loop line.

Dated the 23rd February 1907 (supplemental to the contracts of 1897, 1902 and 1903), *between the Secretary of State and the Burma Railways Company*, regarding advances of capital amounting to Rs. 85 lakhs in 1903 to 1906.

Dated the 9th June 1909 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907), *between the Secretary of State and the Burma Railways Company*, as to the conditions on which the Company was authorised to increase its share capital by £1,000,000 and other matters.

Letter from the Burma Railways Company No. 523 (General), dated the 28th March 1911, to the Under Secretary of State for India; } as to the provision of funds
Letter from the India Office No. P. W. 596, dated the 18th April 1911, to the Burma Railways Company; } to meet further capital expenditure on the Burma railways.

Main provisions of contracts—

- (i) *Land.*—To be provided by Government at the cost of capital, subject, as regards land outside British territory, to the condition that it can be acquired on reasonable terms.
- (ii) *Government aid.*—The Government undertake to pay interest—
- at 2½ per cent per annum on the Company's share capital of £2,000,000 raised under the contract of the 9th March 1897 (with an additional ½ per cent per annum up to and inclusive of the 1st July 1901);
 - at 3 per cent per annum on £1,250,000 raised by the Company by the issue of debenture stock under the contract of the 6th February 1902; and
 - at 2½ per cent per annum on the Company's additional share capital of £1,000,000 (excluding the premium thereon which realized £20,000) raised under the contract of the 9th June 1909.
- (iii) *Distribution of profits.*—The net receipts of each year are applied in payment to Government of—
- interest at 3 per cent per annum on the Company's debenture stock of £1,250,000;
 - interest at 2½ per cent per annum on the Company's share capital of £3,000,000;
 - interest at 2½ per cent per annum on the Government assumed capital; and
 - interest on capital overdrawn by Company at 3½ per cent per annum.
- The surplus profits, after allowing for interest in any year ending on a 30th June, are to be divided in the ratio of the Government and Company's capital, which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, respectively, and works out to $\frac{3}{8}$ ths to the former and $\frac{1}{8}$ ths to the latter.
- (iv) *Rates and fares.*—Maxima and minima for the different classes and descriptions of services and terminals to be approved by the Government.
- (v) *Special obligations as to the conveyance of.*—
- Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on other 3' 3½" gauge State railways, and at rates to be approved by the Government.
 - Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved by the Government.
- (vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous notice, determine the contract as to the Company's undertaking on the 31st December 1928, or on the 31st December 1935, or on the 31st December 1941, or on the 31st December of any succeeding tenth year. On the determination of the contract from any cause, the Government is to repay to the Company in sterling at par the capital raised by the latter, and also to take over the liability of the Company in respect of the debenture stock.

As to the determination of the contract of the 22nd February 1907, as to the construction and working of new branches, see 15 (b), Burma railways extensions (3' 3½" gauge).

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under (vi) or (vii)].*—None specified.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 15 **BURMA RAILWAYS SYSTEM—contd.**
Sub-heads (a) to (c)

15 (a) Burma railways (3' 3½" gauge)—contd.

Statistics of working: (Those for the periods prior to 1897 will be found in Appendix 36 to the Report for 1907.)—

TABLE I.								TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	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.	9.	1.	2.
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897	886.50	8,78,31,890	86,76,408	38,82,673	4.45	36,31,674	1,18,606*	-69,097	188	55.95
1898	986.18	9,24,98,509	89,91,451	37,88,523	4.10	30,49,899	1,94,908	-8,58,714	185	57.87
1899	998.94	10,11,17,647	88,25,724	35,79,407	3.54	36,35,209	1,67,083	-4,24,787	170	59.45
1900	1,124.00	11,03,96,635	1,10,22,947	48,94,324	4.43	38,49,026	4,32,384	+6,23,414	108	55.02
1901	1,177.70	11,99,22,408	1,18,85,329	49,89,656	4.16	40,41,108	4,58,924	+5,09,624	108	58.02
1902	1,260.50	12,70,23,590	1,25,02,671	52,72,683	4.15	43,94,623	4,40,065	+4,28,765	203	57.83
1903	1,336.97	13,01,31,876	1,36,14,478	52,19,322	4.01	44,06,500	4,37,978	+3,74,843	108	61.66
1904	1,340.15	13,34,32,891	1,31,02,418	65,70,760	4.92	44,71,268	6,90,759	+14,08,733	217	56.49
1905	1,340.15	13,55,91,056	1,57,75,957	61,81,063	4.56	45,35,974	6,02,907	+10,42,183	236	60.62
1906	1,340.15	13,97,87,368	1,57,32,205	58,61,913	4.19	46,13,499	5,23,858	+7,19,556	236	63.74
1907	1,340.15	14,50,55,112	1,66,16,416	59,81,463	4.09	48,49,484	5,21,925	+10,60,154	238	64.60
1908	1,340.15	15,15,95,482	1,79,07,641	71,74,975	4.74	46,94,333	7,61,058	+17,18,690	237	59.94
1909	1,340.15	15,50,28,745	1,83,49,539	66,59,920	4.30	44,55,997	9,70,207	+12,43,716	263	63.70
1910	1,340.15	16,04,60,604	1,85,32,674	71,60,233	4.46	40,39,611	11,39,494	+10,61,123	266	61.69
1911	1,341.85	16,48,65,768	1,92,44,830	66,72,090	4.05	49,91,981	9,71,526	+7,09,583	276	63.83
1912	1,341.85	17,01,08,809	2,02,44,872	81,76,037	4.81	51,39,866	14,53,577	+15,62,594	290	59.61

* From 1st September 1896 to 31st December 1897.

15 (b) Burma railways extensions (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1.	2.	3.	4.	5.
<i>Pegu-Moulmein extension—</i> Pegu to Moulmein	25-9-07	121.27	121.27	
<i>Henzada-Kyangin extension—</i> Henzada to Danbi Danbi to Kyangin	1-7-07 14-12-08	13.50 58.16	65.66	
TOTAL OPEN MILEAGE	...	...	...	186.93
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— <i>Daga loop—</i> Neikban to Begayet (sanctioned on 1st June 1906)	...	66.25	66.25	66.25
TOTAL MILEAGE OPEN AND SANCTIONED OR UNDER CONSTRUCTION	...	...	...	253.18

Details of construction—

Permanent way.—The permanent way consists of 50-lb. flat-footed steel rails laid principally on pynkado and Tasmanian sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

Gradients.—The ruling gradient is 1 in 300, uncompensated, on the Pegu-Moulmein extension and 1 in 200, uncompensated, on the Henzada-Kyangin extension;

Contract—

Dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903, noted under 15 (a), Burma railways proper), between the Secretary of State and the Burma Railways Company, as to the construction, maintenance, management and working as State railways of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 15} _{Sub-heads (a) to (c)} BURMA RAILWAYS SYSTEM—contd.

15 (b) Burma railways extensions (3' 3½" gauge)—concl'd.

Main provisions of contract —

- (i) *Land*.—As under 15(a), Burma railways (3' 3½" gauge).
- (ii) *Government aid*.—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.
- (iii) *Terms of working*.—
- (iv) *Distribution of profits*.— } Separate half-yearly accounts are kept for (a) the whole of the Company's system and (b) for each of the extensions, except in regard to the Revenue Abstracts B to G inclusive and sub-head I of Abstract A which are for the system as a whole. The total working expenses of the whole system, including the first bonus of 50 per cent payable on deposits in the Railway Provident Fund, are divided between each of the extensions and the rest of the Company's system in the ratio of their respective gross earnings, and the share of expenses so attributed, together with the maintenance expenditure relating exclusively thereto under sub-heads II to VII of Abstract A, are deemed to be the actual working expenses of each. After deducting from the gross earnings the working expenses so arrived at, the balance forms the net earnings. From the net earnings are deducted such sums as may under the rules be payable to the Company's Provident Institution as a second bonus, and the remainder constitutes the "net revenue receipts."
- The net revenue receipts for each complete year running from the 1st July to the 30th June are applied in payment of interest at 3½ per cent per annum on the total capital outlay on each extension (including the value of land), and the mileage share of interest on the main line-stores and stores suspense balances; and the residue, if any, is divided between the Government and the Company in the proportion of ¾ths to the former and ¼th to the latter.
- (v) *Rates and fares*.—As under 15(a), Burma railways (3' 3½" gauge).
- (vi) *Special obligations as to the conveyance of*.—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion, and coin, and the persons in charge thereof.— } As under 15(a), Burma railways (3' 3½" gauge).
- (vii) *Power of the Government to determine contract*.—
- (viii) *Power of the Company to surrender contract*.— } The contract may be determined on twelve months' notice given by either party to the other 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 extensions, or on the 30th June of any subsequent fifth year. If the principal contract [noted under 15(a), Burma railways (3' 3½" gauge)] shall at any time be determined by virtue of its provisions, then this contract shall also thereupon cease and determine. On the failure by the Company effectually to remedy any 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 in writing of such determination.
- Upon the determination of the contract the Company shall give possession to the Government of the new lines, all property belonging thereto and all moneys then payable, after which the Government shall indemnify the Company against all debts and liabilities as may have been incurred with the sanction of Government and be then subsisting on account of the new lines.
- (ix) *Term of contract [if not determined under (vii) and (viii)]*.—Not specified.

Statistics of working—

TABLE I.							TABLE II.			
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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	9	1	2
	Milen.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907	184.77	1,64,71,233	1,68,518	70,441	0.43	2,10,268	...	-1,39,822	82	58.20
1908	186.93	1,99,85,700	9,01,008	4,55,558	2.23	6,96,054	...	-2,40,496	93	49.44
1909	186.93	2,11,46,681	11,19,902	4,27,510	2.03	6,97,884	...	-2,70,374	115	61.83
1910	186.93	2,18,87,484	12,92,969	4,75,061	2.22	7,10,278	...	-2,35,215	133	63.26
1911	186.93	2,15,43,179	14,28,979	5,23,234	2.43	7,28,480	...	-2,05,246	147	63.33
1912	186.93	2,19,53,911	16,49,154	6,95,299	3.17	7,42,258	9,635	-56,794	170	57.84

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 15} _{Sub-heads (a) to (c)} BURMA RAILWAY SYSTEM—*concl.*15 (c) Southern Shan States railway (3' 3½" gauge)—
Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Thazi to Kywedatson	15-6-12	16'05	16'05	108'04
Under construction or sanctioned for construction—				
Kywedatson to Yawnghwe (sanctioned on 23rd July 1909)	—	88'99	88'99	

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 50-lb. flat-footed steel rails laid on pykado, Thitya, Engyin and steel transverse peapod sleepers.

Ballast.—The ballast consists of stone and shingle.

Fencing.—Except at stations, the line is unfenced.

Curves.—The radius of the sharpest curve on the open section is 1,148 feet.

Gradients.—The ruling gradient on the open portion is 1 in 100.

Contract.—
Main provisions of contract— { The construction of the line is being carried out for the State by the Burma Railways Company who are also working the open section pending the settlement of the question of permanent working of the whole line.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	16'05	88,94,878	11,090	7,927	0'09	25	28'52

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 16 **DIBRU-SADIYA RAILWAY SYSTEM—**
Sub-heads (a) and (b)**Chairman.**—The Lord Ribblesdale.**Secretary.**—S. Maclean Jack, Esq.**Offices.**—Blomfield House, 85, London Wall, London, E.C.**Lines comprised in 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' 3½" gauge)	86·02	7·00	93·02
(b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)	5·50	—	5·50
Total	91·52	7·00	98·52

16 (a) Dibru-Sadiya railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream	15-8-82	15·00		
Dinjan stream to Makum Junction	16-7-88	23·50		
Makum Junction to Dihing bridge	2-5-84	23·00	61·50	
Saikhoa Ghat branch—				
Makum Junction to Dum-Duma	2-5-84	10·00		
Dum-Duma to Talap	5-2-85	6·00		
Talap to Saikhoa Ghat	1-5-10	8·52	24·52	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Tingukia to Ranggora (sanctioned on 6th November 1912)		7·00	7·00	88·02
				93·02

Details of construction—

Permanent-way.—The main line is laid for 6½ miles with 60-lb. and for the remainder of its length with 50-lb. flat-footed steel rails on sal and uriam sleepers and cast iron plates of the Denham-Olpherts' type. The Dum-Duma-Talap section of the Saikhoa Ghat branch is laid for 5 miles with 50-lb. section rails and the remainder with 41½-lb. flat-footed steel rails on uriam sleepers and the Talap-Saikhoa Ghat section is laid for 3½ miles with 50-lb. rails and for the remainder with 41½-lb. rails, all 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 on the main line and 1 in 100 on the Saikhoa Ghat branch.

Contracts—

Dated the 26th May 1880, between the Secretary of State and the Assam Railway Company, subsequently called the Assam Railways and Trading Company, as to the construction, maintenance, management and working of the Dibru-Sadiya railway with branches, as modified by—

Letter, from the India Office to the Company's London Board, No. 2193, dated the 18th December 1898, and

Letter, from the India Office to the Company's London Board, No. 2731, dated the 23rd December 1901.

Dated the 25th July 1881, between the Secretary of State and the Assam Railways and Trading Company, modifying the contract of 1880 and providing that the Company shall have the preferential option for the construction and working of any other line(s), in the Luckimpore District—an option which has since been surrendered in consideration of an undertaking by the Secretary of State that the Government right of purchase shall not be exercised until after 1910, vide letter from the India Office to the Company's London Board, No. 2193, dated the 18th December 1898.

Letter No. 222 P.W., dated the 31st March 1905, from the Honourable the Chief Commissioner of Assam to the Government of India in the Department of Commerce and Industry;

Telegram No. R. P. 5, dated the 11th May 1905, from the Railway Board to the Honourable the Chief Commissioner of Assam;

as to the construction of the extension from Talap to Saikhoa Ghat.

Main provisions of contracts—

(i) **Land.**—Provided by the Government free of cost to the Company.

(ii) **Government aid.**—Annual subsidy for 20 years from date of opening, not exceeding Rs. 80,000 in any one year, or such smaller sum as, added to net earnings, will make up 5 per cent on paid-up capital (exclusive of cost of Makum Branch).

Annual subsidy on Makum Branch for 20 years from date of opening, not exceeding Rs. 20,000 in any one year, or such smaller sum as, added to the net earnings of the branch, will make up 5 per cent on the capital cost.

Annual subsidy on the Talap-Saikhoa Ghat extension for 10 years from date of opening at the rate of Rs. 600 per mile.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 16} _{Sub-heads (a) and (b)} DIBRU-SADIYA RAILWAY SYSTEM—contd.

16 (a) Dibru-Sadiya railway (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

The subsidies are subject to deduction if the Company fail to keep the line in good order and properly equipped, and to work it.

(Note.—The period of subsidy, for the whole line, terminated as from the 30th June 1903, vide letter from the Chief Commissioner of Assam in the Public Works Department, to the Examiner of Public Works Accounts, Assam, No. 1739-P. W./2898, dated the 11th June 1894.)

(iii) *Distribution of profits.*—All the profits go to the Company.

(iv) *Rates and fares.*—To be approved by the Government. If, after five years from the date of opening of the main line, the net profits of the Company exceed 12 per cent of their paid-up capital, the Government may require the Company to make such reduction in their rates and fares as shall not lead to a diminution of the net profits below 12 per cent.

(v) *Special obligations as to the conveyance of—*

(a) Mails, troops, high Government officials and Government stores.—To be conveyed at rates to be agreed upon from time to time, not exceeding those now paid in the district concerned.

(b) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—If the Company fail, for a period extending over six months, to observe its obligations, the Government may determine the contract and call upon the Company to restore the land, &c., made over to it.

Under the contract the Government has the option of purchasing the railway, and its rolling-stock and other equipments and property of the Company, at intervals of five years commencing with the expiration of the first five years from the date of opening, on giving one year's notice and paying 20 per cent in excess of the value of the property as a dividend-paying investment.

Note.—It has been agreed, however, that the right of purchase shall not be exercised before 1921, and that the subsequent opportunities of purchase shall recur at intervals of ten years instead of five—vide India Office letter to the Company's London Board, No. 2731, dated the 23rd December 1901.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under (vi) or (vii)].*—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	TABLE I.		Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	TABLE II.		
			Gross earnings.	Net earnings.				Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
	Miles	Rs.	Rs.	Rs.		Rs.		Rs.		
1903	77-50	82,32,314	9,16,778	4,57,974	5-56	...	4,57,974	5-56	227	50-08
1904	77-50	87,01,363	9,48,473	4,21,317	4-84	...	4,21,317	4-84	235	55-98
1905	77-50	87,31,147	9,54,293	4,32,053	4-95	...	4,32,053	4-95	237	54-78
1906	77-50	88,18,873	10,08,281	4,03,634	4-63	...	4,03,634	4-63	250	50-47
1907	77-50	89,99,076	10,39,443	3,90,987	4-34	...	3,90,987	4-34	259	62-90
1908	77-50	93,24,383	10,24,770	4,47,121	4-60	...	4,47,121	4-80	254	56-87
1909	77-50	95,64,604	11,08,679	4,84,171	5-08	...	4,84,171	5-08	275	56-87
1910	83-02	97,16,646	11,20,604	4,46,417	4-89	...	4,46,417	4-89	273	60-16
1911	88-02	1,03,06,044	11,88,873	4,30,708	4-18	5,112	4,35,820	4-23	266	63-77
1912	88-02	1,06,23,497	13,08,470	5,61,887	5-29	5,112	5,66,999	5-23	293	57-06

16 (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.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dihing bridge to Ledo	17-2-84	5-50	5-50

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 16} _{Sub-heads (a) and (b)} DIBRU-SADIYA RAILWAY SYSTEM—concl'd.

16 (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)—concl'd.

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.*Ballast.*—The line is ballasted with broken stone.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 800 feet radius.*Gradients.*—The ruling gradient is 1 in 100.

Contract—

Dated the 30th July 1881, between the Secretary of State and the Assam Railways and Trading Company, as to rights for coal and iron mining in the Makum coal-fields and the construction of a railway or tramway to the Makum coal-fields or other coal-pits so as to effect a junction with the railways which may be constructed to the bank of the Dihing river, as supplemented by the letter, from the Government of India in the Public Works Department, No. 623-R.T., dated the 6th August 1896, as to the carriage of goods over the Company's Colliery line and for the through booking of the same with stations on the Dibru-Sadiya railway.

Main provisions of contract—

- (i) *Land.*—Leased to the Company at a fixed half-yearly rental, or in lieu of such rent a certain royalty on the out-put of coal and iron ore.
- (ii) *Government aid.*—Nil.
- (iii) *Terms of working.*— } The colliery railway to be charged with 5 per cent of its gross earnings for the use of rolling-stock. All charges for working the open line system are divided between the Dibru-Sadiya railway and the Colliery Branch in proportion to their respective gross earnings.
- (iv) *Distribution of profits.*— }
- (v) *Rates and fares.*—Certain station to station goods rates have been approved in the Government of India letter noted above.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.— } Not specified.
- (b) Government bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of the Government to determine contract.*—The coal concession, within an area of 30 square miles, is for a term of 20 years from 30th July 1881, and within an area of at least 4 square miles for a further term of 30 years thereafter if the Company fulfil their obligations.
- (viii) *Power of the Company to surrender contract.*—Nil.
- (ix) *Term of contract.*—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	11-00	16,62,082	59,077	-8,208		103	118-89
1904	8-50	16,62,082	66,108	18,158	0-79	127	76-55
1905	8-50	16,78,156	59,439	27,210	1-62	134	54-22
1906	8-50	16,83,031	65,115	25,052	1-49	147	61-83
1907	8-50	16,94,069	60,036	22,762	1-34	136	62-09
1908	8-50	16,94,069	69,175	30,486	1-80	156	55-28
1909	5-50	16,94,069	79,305	34,891	2-06	219	53-23
1910	5-50	16,94,069	80,288	32,441	1-91	231	59-61
1911	5-50	16,94,069	83,118	30,429	1-80	291	63-39
1912	5-50	16,94,069	96,954	41,957	2-48	339	56-72

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 17
Sub-heads (a) and (b) **GONDAL-PORBANDAR RAILWAY SYSTEM—**

Lines comprised in the system.—The Gondal-Porbandar railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Gondal-Porbandar railway (3' 3½" gauge)	148.01	...	148.01
(b) Jetalsar-Rajkot railway (3' 3½" gauge)	46.21	...	46.21
(c) Khijadia-Chalala (3' 3½" gauge)	...	25.39	25.39
Total	194.22	25.39	219.61

17 (a) Gondal-Porbandar railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
<i>Main line</i> —					
Dhasa to Dhoraji	19-1-81	73.69			
Dhoraji to Porbandar	17-12-89	69.07			
Porbandar to Porbandar Bandar	15-3-90	1.55	144.31		*Is worked for goods traffic only.
<i>Quarry branch</i> —					
Ranawao to quarry	17-12-89	3.70	3.70	148.01	

Details of construction—

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

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on Ranawao quarry line where it is 1 in 150.

Agreement—

This line was constructed by Government agency for the Native States of Gondal and Porbandar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway by the Coalition of the Gondal and Porbandar States.

Statistics of working—

Calendar year.	Mileage open at end of each year.	TABLE I.				TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1911	Miles. 148.01	Rs. 66,86,811	Rs. 9,14,279	Rs. 4,94,615	7.25	Rs. 119	46.09
1912	Miles. 148.01	Rs. 68,02,516	Rs. 8,94,139	Rs. 4,46,293	6.56	Rs. 116	50.09

17 (b) Jetalsar-Rajkot railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jetalsar to Rajkot Junction	12-4-93	46.21	46.21

Details of construction—

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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 17} _{Sub-heads (a) and (b)} GONDAL-PORBANDAR RAILWAY SYSTEM—concl'd.

17 (b) Jetalsar-Rajkot railway (3' 3½" gauge)—concl'd.

Agreement—

This line was constructed and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Administration of the Gondal-Porbandar railway under the terms previously subsisting with the late Bhavnagar-Gondal-Junagad-Porbandar railway system, subject to such alterations as may subsequently be agreed to and embodied in an agreement *between the Proprietors of the Gondal-Porbandar railway and the Syndicate of the Jetalsar-Rajkot railway*, as to the maintenance, management and working of the Jetalsar-Rajkot railway.

Main provisions of agreement.—

- (i) *Land*.—Provided, at the cost of capital, by the Native States through whose territories the line passes.
- (ii) *Government aid*.—Nil. The line is the property of the States of Junagad, Gondal, Rajkot and Jetpur, who supply funds for any necessary additions thereto chargeable to the capital account. It is maintained and worked by the agency of the Gondal-Porbandar railway, who provide the rolling-stock and other appliances, etc., necessary thereunto.
- (iii) *Terms of working*.— } 40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, plus actual expenditure on maintenance of way and works and stations, police and magisterial charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.
- (iv) *Distribution of profits*.— } * 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.
- (v) *Rates and fares*.—
- (vi) *Special obligations as to the conveyance of*.— } The same as those in force on Gondal-Porbandar railway.
 (a) Troops, police, high Government officials and stores.—
 (b) Bullion and coin.—
- (vii) *Power of the Government to determine agreement*.— } Not specified.
 (viii) *Power of the Proprietors to determine agreement*.— }
- (ix) *Term of agreement*.—7 years from the 27th July 1911.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	46·21	15,78,658	1,66,400	63,230	4·01	69	62·00
1904	46·21	15,78,655	1,88,439	69,248	4·39	78	63·25
1905	46·21	15,80,207	1,91,155	74,662	4·74	80	60·83
1906	46·21	15,82,472	1,83,261	65,658	4·15	76	64·18
1907	46·21	15,99,904	2,33,823	1,07,094	6·69	99	55·15
1908	46·21	16,00,937	2,49,957	1,11,178	6·94	104	55·52
1909	46·21	16,03,740	2,44,104	1,01,608	6·35	102	58·29
1910	46·21	16,13,883	2,74,868	1,24,701	7·72	114	54·68
1911	46·21	16,13,688	2,92,000	1,29,660	8·04	122	55·59
1912	46·21	16,14,858	3,51,069	1,82,072	11·28	146	48·14

17 (c) Khijadia-Chalala railway (3' 3½" gauge)—

The construction of this line by the Baroda Durbar was sanctioned by the Government of India in the Foreign Department letter No. 4261-I. B., dated the 5th December 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khijadia to Chalala (sanctioned on 5th December 1908)	25·89	25·89

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 18} _{Sub-head (a).} JAMNAGAR RAILWAY (3' 9½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Rajkot Junction to Jamnagar	8-4-97	50.29		
Jamnagar to Bedi Bandar	8-4-97	*3.93	54.22	* Is worked for goods traffic only.

Details of construction—

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

Agreement—

This line was constructed for the Navanagar State and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways, which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, + s., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	54.22	23,58,338	1,30,756	60,122	2.55	50	56.98
1904	54.22	23,27,231	1,41,030	56,721	2.44	50	59.78
1905	54.22	23,27,105	1,48,841	62,008	2.66	53	58.20
1906	54.22	23,26,826	1,51,335	60,076	2.58	54	50.80
1907	54.22	23,26,953	2,14,652	1,02,755	4.42	76	52.12
1908	54.22	23,26,945	2,36,715	1,24,911	5.37	84	47.23
1909	54.22	23,24,854	2,37,240	1,15,995	4.99	84	51.11
1910	54.22	23,32,039	2,44,143	1,20,318	5.16	87	50.72
1911	54.22	23,27,124	2,45,850	1,17,260	5.04	87	52.30
1912	54.22	23,35,655	2,38,486	98,643	4.22	83	58.64

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 **JODHPUR-BIKANER RAILWAY SYSTEM.**
Sub-heads (a) to (e)

Lines comprised in 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)	525-00	79-09	604-09
(b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)	470-37	...	470-37
(c) Jodhpur-Hyderabad railway (British section) (3' 3½" gauge)	123-98	...	123-98
(d) Mirpur Khas-Jhudo (3' 3½" gauge)	50-43	...	50-43
(e) Mirpur Khas-Khadro (3' 3½" gauge)	49-50	...	49-50
Total	1,219-28	79-09	1,298-37

19 (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kuchaman Road to Merta Road	13-3-93	73-00		
Merta Road to Jodhpur	8-4-91	64-00		
Jodhpur to Luni Junction	9-3-85	20-00		
Luni Junction to Balotra	23-3-87	50-00		
Balotra to Barmer	15-5-99	60-00		
Barmer to the Jodhpur Frontier	22-12-00	74-44		
			341-44	
Branches and extensions—				
Pachpadra branch—				
Balotra to Pachpadra	23-3-87	10-00		
			10-00	
Marwar Railway Junction extension—				
Luni Junction to Marwar Pali	17-6-84	25-00		
Marwar Pali to Marwar Railway Junction	24-6-82	19-00		
			44-00	
Merta City branch—				
Merta Road to Merta City	17-1-05	8-95		
			8-95	
Bhagu extension—				
Merta Road to Nagaur	16-10-91	35-00		
Nagaur to Bhagu	9-12-91	24-50		
			59-50	
Marwar Frontier extension—				
Degana to Marwar Frontier	16-9-09	61-11		
			61-11	
Total open mileage	...	...	...	525-00
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Jodhpur to Phalodi (sanctioned on 21st August 1912).	...	79-09	79-09	79-09
Total mileage open and sanctioned or under construction.	...	...	...	604-09

Details of construction—

Permanent-way.—About 10 miles of line are laid with 36-lb. flat-footed iron rails, 203 miles with 36-lb., 18 miles with 41½-lb. and 292 miles with 50-lb. flat-footed steel rails. The sleepers are steel trough, deodar, pine and sal.

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.

Agreements—

Dated the 13th July 1889, between the Government of India and the Jodhpur and Bikaner Durbars, Dated the 30th July 1889, respectively, as to the construction (at the cost of the two Durbars for the portions in their respective territories), management, maintenance and working of the Jodhpur-Bikaner railway.

Dated the 22nd December 1900, between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner, as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner railway, as modified by—

Letter from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana, No. 255 R.T., dated the 6th March 1900, and the reply thereto;

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 **JODHPUR-BIKANER RAILWAY SYSTEM—contd.**
Sub-heads (a) to (e)**19 (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)—contd.****Agreements—contd.**

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 1537 R.T., dated the 20th August 1908; and

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Main provisions of agreements—

- (i) *Land.*—Provided free of cost—that in Jodhpur territory by the Jodhpur Durbar, that in Bikaner territory by the Bikaner Durbar.
- (ii) *Government aid.*—Nil. The Jodhpur-Bikaner railway is the exclusive property of the two Native States—the portion in Jodhpur territory belonging to the Jodhpur Durbar, that in Bikaner territory to the Bikaner Durbar—each of which provides the funds requisite for its own line.
- (iii) *Distribution of profits.*—Each of the two Durbars receives all the profits derived from the working of the portion of the line situate in its territories.
- (iv) *Rates and fares.*—
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, police, troops, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vi) *Power of the Government to determine agreements.*—
- (vii) *Power of the Durbars to determine agreements.*—
- (viii) *Term of agreements.*—

} Not specified; but certain rates and fares were approved by executive order of the Durbars.

} Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	454.94	1,19,31,439	16,34,708	8,91,196	7.47	69	45.48
1904	454.94	1,21,90,804	16,87,824	9,58,385	7.86	71	43.21
1905	463.89	1,22,68,774	19,16,254	11,01,294	8.98	79	42.53
1906	468.89	1,22,77,015	20,91,368	12,28,581	9.97	87	41.50
1907	468.89	1,27,43,482	21,40,652	11,64,748	9.14	89	45.69
1908	468.89	1,42,85,467	19,38,235	8,65,023	6.06	80	55.14
1909	525.00	1,48,06,908	21,10,217	10,19,529	7.18	77	51.69
1910	525.00	1,44,92,736	26,90,468	15,49,703	10.69	99	42.40
1911	525.00	1,47,54,392	35,12,004	20,39,445	13.82	129	41.93
1912	525.00	1,62,57,742	38,58,597	21,82,276	13.12	141	44.74

19 (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)—**Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhaga to Bikaner	9-12-91	47.60		
Bikaner to Dulmera	2-8-98	42.00		
Dulmera to Lunkransar	1-1-01	8.32		
Lunkransar to Suratgarh	9-9-02	63.53	249.45	
Suratgarh to Bhatinda		88.00		
Hissar Extension—				
Marwar Frontier to Sujangarh	16-9-09	1.42		
Sujangarh to Batangarh	2-2-10	28.56		
Katangarh to Churu	22-5-10	26.61		
Churu to Hissar	8-7-11	79.36	135.95	
Bikaner-Ratangarh Chord—				
Bikaner to Ratangarh	24-11-12	84.97	84.97	470.37

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (e)}}$. JODHPUR-BIKANER RAILWAY SYSTEM—contd.

19 (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)—concl'd.

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails of 50 lbs. per yard for about 232 miles, 41½ lbs. per yard for about 5 miles, and 36 lbs. per yard for 233 miles laid on steel trough, deodar, sâl and maiyang 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.

Agreements—

As noted under 18 (a), Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	245.35	51,30,925	5,25,329	2,66,197	5.19	41	49.33
1904	245.35	50,98,549	7,23,902	4,05,678	7.96	57	43.96
1905	245.35	51,72,406	8,83,432	5,62,388	10.87	69	36.34
1906	245.35	52,70,205	10,92,889	4,74,514	9.00	86	56.58
1907	245.35	55,15,481	8,82,608	3,38,372	6.18	69	61.66
1908	245.35	75,07,922	7,74,785	3,49,859	4.66	61	54.84
1909	251.85	75,86,367	7,82,158	3,16,544	4.20	60	58.49
1910	306.04	82,04,896	10,61,570	6,07,372	7.40	67	42.79
1911	385.40	97,82,232	14,03,926	8,18,468	8.37	70	41.70
1912	471.37	1,06,06,934	16,53,041	8,58,360	8.09	68	48.07

19 (c) Jodhpur-Hyderabad (British section) (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	REMARKS.
1	2	3	4	5
Hyderabad to Shadipalli	16-8-92	55.49	128.98	The line from Hyderabad to Shadipalli was originally on the 5' 6" gauge, but was converted to, and opened on, the 3' 3½" gauge on the 20th October 1901.
Shadipalli to the Jodhpur Frontier	22-12-00	68.49		

Details of construction—

Permanent-way.—The section is laid with 50-lb. flat-footed steel rails on deodar, pine and maiyang sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations and about 18 miles between Shadipalli and Dhoro Naro 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.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 **JODHPUR-BIKANER RAILWAY SYSTEM—contd.**
Sub-heads (a) to (e).

19 (e) Jodhpur-Hyderabad (British section) (3' 3½" gauge)—contd.

Agreement and contracts—

Agreement, dated the 22nd December 1900, between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner, as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana, No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 1587 R.T., dated the 20th August 1908; and,

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, between the Secretary of State and the Sind Light Railways, Limited, as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner, as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts—

- (i) *Land.*—Provided by the Government at the cost of capital.
 - (ii) *Government aid.*—The line is the property of the Government, who provide all expenditure for capital, and it is managed, maintained, stocked and worked by the Administration of the Jodhpur-Bikaner railway as part of that system.
 - (iii) *Terms of working.*—The working expenses of the amalgamated undertaking, excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided, in the ratio of the gross earnings of each, between the British and Native State sections. Maintenance charges are the actual expenditure on each section for *direct* charges; and for *joint* charges such as the salary, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of the gross earnings. In addition to the working expenses mentioned above, the Government pay to the Jodhpur and Bikaner Durbars in each half-year for the provision of rolling-stock a sum equal to 5 per cent of the share of the cost of the whole of the joint stock of the system which is attributable to the Jodhpur-Hyderabad railway—the book value of the stock being divided between the several sections of the system in proportion to the gross earnings of each for the period, for the purpose of determining the amount on which the percentage shall be made. The charge for the stock which cannot be considered as joint (*i.e.*, the stock which does not ply on each section nor is profit earning) shall be 5 per cent on the cost divided between the sections using it in proportion to the mileage on which it runs on each section.
 - (iv) *Distribution of profits.*—After payment of the working expenses indicated under (iii), the balance of the gross earnings, if any, is paid to the British Government.
 - (v) *Rates and fares.*—The schedules of maxima and minima rates and fares, and the classification of goods, in force on the North Western railway are to apply. (As a temporary arrangement, until in the opinion of the Government it is considered desirable to enforce the provisions of the agreement, the classification of goods at that time in force on the Bombay, Baroda and Central India railway, and which was the same as that at the time obtaining on the Jodhpur-Bikaner railway, applies.)
 - (vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.— (b) Government bullion and coin, and the persons in charge thereof.—	}	To be conveyed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.
--	---	--
 - (vii) *Power of the Government to determine agreement.*—
 - (viii) *Power of the Durbars to surrender agreement.*—
- } The agreement is terminable, only on the 1st January or the 1st July in any year, on 12 months' notice given by either party to the other.
- (ix) *Term of agreement.*—

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 **JODHPUR-BIKANER RAILWAY SYSTEM—contd.**
Sub-heads (a) to (e)**19 (c) Jodhpur-Hyderabad (British section) (3' 3½" gauge)—concl'd.**

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902 . . .	123.98	40,45,972	5,04,007	2,18,814	5.41	1,59,771	+ 59,048	78	56.59
1903 . . .	123.98	40,45,338	5,84,094	2,52,379	6.49	1,60,179	+ 1,02,200	91	55.08
1904 . . .	123.98	39,58,081	6,48,728	3,45,007	8.72	1,54,848	+ 1,90,161	101	48.82
1905 . . .	123.98	39,67,948	7,28,089	3,69,002	9.30	1,58,622	+ 2,10,380	112	49.03
1906 . . .	123.98	40,70,635	8,91,458	5,11,938	12.58	1,57,778	+ 3,54,160	138	42.57
1907 . . .	123.98	40,23,073	8,05,016	3,57,918	8.90	1,21,968	+ 2,35,950	125	55.54
1908 . . .	123.98	42,81,148	7,59,479	3,34,028	7.80	1,49,807	+ 1,94,221	118	56.02
1909 . . .	123.98	42,93,099	8,19,444	2,69,834	6.28	1,41,400	+ 1,28,217	127	67.10
1910 . . .	123.98	42,32,763	9,00,091	3,30,517	8.99	1,42,724	+ 2,37,793	140	57.72
1911 . . .	123.98	42,01,757	12,02,853	6,94,934	16.54	1,42,970	+ 5,51,964	187	42.23
1912 . . .	123.98	42,19,491	13,58,683	6,84,332	16.22	1,46,742	+ 5,37,490	210	49.45

19 (d) Mirpur Khas-Jhudo railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jamrao Junction to Jhudo	18-4-09	50.43	50.43

Details of construction—

Permanent-way.—The permanent-way consists of about 33 miles of 36-lb. and about 17 miles of 41½-lb. flat-footed steel rails laid on deodar sleepers of good quality.**Ballast.**—The line is not ballasted.**Fencing.**—The line is unfenced.**Curves.**—The sharpest curve is of 1,206 feet radius.**Gradients.**—The ruling gradient is 1 in 150.

Agreement and contracts—

Agreement, dated the 22nd December 1900, between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner, as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana, No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 1587 R.T., dated the 20th August 1908; and

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, between the Secretary of State and the Sind Light Railways, Limited, as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner, as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts—

- (i) **Land.**—Provided by the Government free of cost to the Company, except that the bank constructed by the Jamrao Canal Department, parallel to and alongside the Jamrao Canal, upon which the railway runs for a distance of about 16 miles, remains the property of the Canal Department, subject to the right of the Company to have the said railway running thereon and other provisions relating to the canal and bridges thereover, etc.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 19 **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***
Sub-heads (a) to (e).**19 (d) Mirpur Khas-Jhudo railway (3' 3½" gauge)—*concl'd.***Main provisions of agreement and contracts—*concl'd.*

(ii) *Government aid.*—The railway is the property of the Sind Light Railways, Limited, at whose cost it was constructed by the Administration of the Jodhpur-Bikaner railway, who manage, maintain, stock and work it, under agreement with the Government, in conjunction with and as part of the British section of the Jodhpur-Hyderabad railway.

(iii) *Terms of working.*— } As between the Government and the Sind Light Railways, Limited,
(iv) *Distribution of profits.*— } the Government undertake the management, maintenance, provision of rolling-stock and working, through State, or other, agency (that at present employed being the Administration of the Jodhpur-Bikaner railway), for 40 per cent of the gross earnings of the Mirpur Khas-Jhudo railway; the remainder, being the net earnings of the branch, is paid by the working agency to the Company.

As between the Government and the Administration of the Jodhpur-Bikaner railway, the Company's line as managed, maintained, stocked and worked by the Jodhpur-Bikaner Railway Administration in conjunction with, and as if it had originally been a part of, the British section of the Jodhpur-Hyderabad railway, and were subject to the provisions of the agreement of the 22nd December 1900 so far as they are not inconsistent with the contract of 1911 between the Government and the Company; provided that the difference (if any) between the following sums, *viz.*—

(a) the proportion (*viz.*, 60 per cent) of the gross earnings of the Mirpur Khas-Jhudo railway in each half-year payable, under the combined effect of the two agreements of 1911, by the working agency to the Company, and

(b) the sum which would have been payable to the Government as the excess of the gross earnings, over working expenses, of the Mirpur Khas-Jhudo railway in terms of the agreement of the 22nd December 1900, if that railway had been originally subject thereto as part of the British section of the Jodhpur-Hyderabad railway and if the gross earnings thereof, ascertained by separate accounts, had been treated as separate from those of the other portion of the Jodhpur-Hyderabad railway so as to bear its own share of working expenses under that agreement in the same half-year,

is adjusted by payment of such difference by the Government to the Jodhpur-Bikaner Railway Administration or *vice versa*, as the case may be, according as the sum payable by the Railway Administration to the Company is greater or less than that which would have been payable by the Railway Administration to the Government as stated under (b) above.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials, and Government stores.— } As noted under 19 (c), Jodhpur-Hyderabad railway (British section) (3' 3½" gauge).
(b) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contract.*—Government may determine the contract by "Notice of purchase" either on the 31st December 1928, or on the 31st December in the last year in any subsequent period of ten years, on giving twelve months' notice.

On the termination of the contract Government takes possession of the railway and all its appurtenances on the payment to the Company of a sum equal to 25 times the amount of the average net earnings of the railway during the three years immediately preceding the date of that event provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909	50.43	7,37,231	43,535	26,121	3.54	25	40.00
1910	50.43	7,20,900	93,463	59,078	3.20	38	40.00
1911	50.43	7,20,329	96,228	57,787	3.02	37	40.00
1912	50.43	7,22,627	1,16,670	70,002	3.69	44	40.00

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 JODHPUR-BIKANER RAILWAY SYSTEM—concl'd.
Sub-heads (a) to (e)19(e) Mirpur Khas-Khadro railway (3' 3 $\frac{3}{8}$ " gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Mirpur Khas to Khadro	1-1-12	49.50	49.50

Details of construction—

Permanent-way.—The line is laid with 60-lb. iron rails for 9 miles and 36-lb. flat-footed steel rails for 40 $\frac{1}{2}$ miles. The sleepers used are deodar throughout.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

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

Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Main provisions of agreement and contract—

The line has been constructed and is being maintained and worked by the agency of the Jodhpur-Bikaner railway for the Sind Light Railways, Limited, under the provisions of an agreement which is under consideration.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	49.50	8,24,749	60,492	36,259	4.40	23	40.00

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 20} _{Sub-head (a)} JUNAGAD RAILWAY (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
Main line—					
Jetalsar to Junagad	1-9-88	16'00			
Junagad to Veraval Docks	1-2-89	51'30	67'30		
Branches—					
Kutiyana branch—					
Shapur to Manavadar	15-2-10	15'86			
Manavadar to Bantva	25-12-10	3'45	19'81		
Bilkha branch—					
Junagad to Bilkha	20-5-12	13'64	13'64		
Dungarpur quarry line	10-12-12	0'25	0'25		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				100'50	
Bilkha to Visavadar (sanctioned on the 11th November 1911.)		12'92	12'92	12'92	
				118'42	

Details of construction--

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

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the approach to Sōrath Vantli station on the Kutiyana branch where it is 1 in 100.

Agreement—

This line was constructed by Government agency for the Native State of Junagad (after which it is named). It was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working, as one undertaking, the railways which prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	82'96	43,05,266	4,45,926	2,06,461	4'30	96	53'70
1912	100'50	55,92,589	5,83,065	2,65,510	4'75	102	50'19

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 21 Sub-head (a). MORVI RAILWAY (3' 3½" and 2' 6" gauges)—

The whole line was originally on the 2' 6" gauge. In 1905 the length between Wadhwan and Rajkot was 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 was retained on the 2' 6" gauge.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
3' 3½" gauge— Wadhwan to Rajkot Junction	4-3-05	73.34	73.34	
2' 6" gauge— Vankaner to Morvi	24-3-37	15.70		
Quarry branch	23-12-05	3.19	18.89	92.33

Details of construction—

Permanent-way.—The permanent-way on the 3' 3½" gauge consists of 41½-lb. flat-footed steel rails on half round teak sleepers; and that on the 2' 6" gauge section of 29-lb. flat-footed steel rails on steel trough and 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 of the greater part of the railway is about 1 in 200 with a 1 in 150 banking section.

Contract—

Nil.—The line was constructed by His Highness the Thakore Sahib of Morvi, at his own expense, and is maintained and worked by him,

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	94.86	27,83,452	2,98,066	1,44,767	5.19	61	51.43
1904	94.86	34,06,196	3,54,636	1,88,009	5.55	78	46.73
1905	89.64	43,90,817	3,23,640	1,74,476	5.97	69	46.09
1906	94.64	44,90,459	3,07,580	1,59,594	5.55	62	48.11
1907	94.64	45,73,551	4,11,791	2,55,762	5.59	84	37.89
1908	92.83	46,42,725	5,08,232	2,82,464	6.08	105	41.43
1909	92.83	47,95,497	4,71,830	2,12,900	4.44	98	54.83
1910	92.83	49,91,020	5,29,105	2,96,236	5.94	109	44.09
1911	92.83	49,91,298	6,36,093	4,22,520	6.47	132	38.57
1912	92.83	51,21,785	7,24,917	4,54,877	6.97	150	37.32

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 22} Sub-heads (a) to (c) **ROHILKUND AND KUMAON RAILWAY SYSTEM—***Chairman.*—Colonel T. Gracey, C.S.I.*Managing Director.*—Alexander Izat, Esq., C.I.E.*Offices.*—237, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Rohilkund and Kumaon railway (3' 3½" gauge)	256·82	2·56	258·88
(b) Lucknow-Bareilly railway (3' 3½" gauge)	298·32	15·89	313·21
(c) Poyan Light railway (2' 6" gauge)	39·50	...	39·50
Total	592·14	18·45	610·59

Running powers—	
<i>Home line over foreign line:—</i>	
Over Ranganga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand railway.	} for passenger and goods trains. {
Over Ranganga bridge, between Dalpatpur and Moradabad, Oudh and Rohilkhand railway.	
	0·52
	0·40
	0·92
<i>Foreign line over home line:—</i>	
Bengal and North-Western railway, Daliganj to Aishbagh, for passenger and goods trains	3·40

22. (a) Rohilkund and Kumaon railway (3' 3½" gauge)—**Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Bhojpur to Kathgodam	12-10-84	53·92			
Extensions—			53·92		
<i>Kasganj extension—</i>					
Bareilly to Soron	29-1-08	54·95			
Soron to Kasganj	4-1-85	9·00	63·95		
<i>Ramnagar extension—</i>					
Moradabad to Got	10-5-08	4·19			
Got to Ramnagar	11-1-08	44·00	48·19		
<i>Kashipur extension—</i>					
Lalkua to Kashipur	11-1-08	86·00	86·00		
<i>Shahjahanpur extension—</i>					
Pilibhit to Bisalpur	24-2-11	23·14			
Bisalpur to Carewganj	13-1-12	31·12	54·26		
TOTAL OPEN MILEAGE	...	...	...	258·82	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION:—					
Shahbansagar to Shahjahanpur (sanctioned on 17th June 1909).	...	2·56	2·56	2·56	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	258·88	

Details of construction—

Permanent-way.—The permanent-way consists of 4½ and 50-lb. steel rails on sal, Australian and deodar sleepers. The lines from Lalkua to Ramnagar, Moradabad to Kashipur and Pilibhit to Carewganj, are laid with 4½-lb. steel rails on sal 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 716 feet.

Gradients.—The ruling gradient between Bhojpur and Kathgodam is 1 in 280, except near the hills where it is 1 in 70; between Bareilly and Kasganj, 1 in 400; between Moradabad and Ramnagar, 1 in 400, except near the hills where it is 1 in 125; between Lalkua and Kashipur, 1 in 200, except for a short distance near Lalkua where it is 1 in 100; and between Pilibhit and Carewganj, 1 in 400.

Contracts—

Dated the 12th October 1882 (called the original contract), between the Secretary of State and the Rohilkund and Kumaon Railway Company, as to the construction, maintenance, management and working of the railway from Bhojpur to Kathgodam.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 22} _{Sub-heads (a) to (c)} **ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.**

22 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—contd.

Contracts—contd.

Dated the 8th September 1890 (called the principal contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the working of the Company's line and the construction, maintenance, management and working of certain State lines.

Dated the 31st December 1892 (supplemental to the contract of 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, for the advance of capital for the State line and as to debentures.

Dated the 5th February 1901 (supplemental to the contracts of 1882, 1890 and 1892), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, prolonging and continuing the contract of 1890, subject to certain modifications thereof and of the contracts of 1882 and 1892.

Dated the 24th April 1903 (supplemental to the contracts of 1882 and 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the adoption of *1s. 4d.* per rupee as the "prescribed" rate of exchange.

Dated the 15th July 1904 (supplemental to the contracts of 1882, 1890, 1901 and 1903), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of certain Branch railways and the purchase of existing Branch lines.

Dated the 13th July 1906; *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure on the Powayan Steam Tramway, and the acquisition by the Company of interests in that Tramway, and other matters.

Dated the 24th March 1909 (supplemental to and in modification of the contracts of 1882, 1890, 1892, 1901, 1903, 1904 and 1906), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the raising of capital for the purposes both of the Company's lines and of the Lucknow-Bareilly railway, and for the construction, maintenance, management and working of the Pilibhit-Barndeo railway, extensions of the Dudhwa branch with a permanent bridge over the Sarda river, and the Pilibhit-Shahjahanpur railway.

Main provisions of contracts.—

- (i) *Land*.—Land for the Company's railway constructed in pursuance of the original contract was provided by the Government free of cost to the Company, subject to the condition that the Company pays, on demand, to Government the cost price of land purchased by Government for the purposes of the Company's railway. Land for the railway from Gola Gokaran Nath to Pilibhit, and for all the other State lines provided by the Government after the 1st January 1891, is charged to capital subsequent to the date of the principal contract. Land for Branch railways and Branch line works is provided free, except and excluding land required for quarrying, ballast, brickfields or kindred purposes.
- (ii) *Government aid*.—Government guaranteed interest, at 4 per cent per annum in sterling on the capital up to £200,000 expended on the Company's original railway, until its opening throughout for public traffic but for no longer than and including 1st January 1885; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on the 31st December 1894.

In the case of the *Lucknow-Bareilly* railway the Government guarantee the principal and interest in respect of debentures for the nominal amount of £147,000 issued by the Company in order to raise the sum of £160,000 (the sum actually realised being £160,887).

[NOTE.—Of these, debentures for £40,000 were paid off from advances by the Secretary of State in England on 1st July 1911].

The Company reimburse the Government any amount by which the interest payable under the guarantee may exceed Rs. 96,000 in any one year.

All sums advanced by the Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum.

- (iii) *Terms of working*.—The *Lucknow-Bareilly* railway is worked in conjunction with the Company's own line, a joint account of working expenses being kept. Joint working expenses account includes—

- (1) any 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 railway open per half-year, and
- (2) a payment to Government of Rs. 20 per mile of railway open to traffic per half-year for audit and supervision.

The joint working expenses of the open system are divided between—

- (a) the Company's original line and "the Additional Main Line Works,"
- (b) the *Lucknow-Bareilly* railway and "the State Line Works" and
- (c) "the Branch Railways" and "the Branch Line Works"

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 22} _{Sub-heads (a) to (c)} **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—*contd.*Main provisions of contracts—*contd.*

in proportion to the respective gross earnings of those three classes.

(iv) *Distribution of profits.*—The earnings of the Company's original line and "the Additional Main Line Works," after payment of all working expenses, are applied in the following order :—

- (a) in payment of contribution to Provident Fund contingent on net earnings,
- (b) in payment of interest on the Company's Main Line Stock (being part of the Joint Debenture Stock),
- (c) in payment of interest on borrowed capital, and
- (d) in payment of interest at 6 per cent per annum on the *bonâ fide* paid-up share capital of the Company.

The surplus is divided equally between the Government and the Company.

The net earnings of "the Branch Railways" and of "the Branch Line Works" belong absolutely to the Company, without any right of the Secretary of State to participate therein, subject only to the payment thereof of contribution to Provident Fund contingent on net earnings and interest on the Company's Branch Line Stock (being part of the Joint Debenture Stock).

The net earnings of the Lucknow-Bareilly railway and "the State Works", *i.e.*, of the undertaking, are applied in the following order :—

- (a) In payment of contribution to Provident Fund contingent on net earnings,
- (b) in payment of the interest at 4 per cent per annum on the State Stock (being part of the Joint Debenture Stock), except interest on such portion of the State Stock as may for the time being be appropriated for lines under construction, which latter is charged to capital till the close of the half year next after the opening of lines to traffic,
- (c) in payment of the interest on the debentures of £147,000 issued by the Company in 1890 and of interest at 4 per cent per annum on any further capital supplied by the Company or advanced by the Government for the purposes of the undertaking (3½ per cent per annum on Government advances subsequent to the 31st December 1900),
- (d) in payment to the Government of interest at 4 per cent per annum on the value at cost price of the railways, rolling-stock, plant, machinery and land handed over to or retained by the Company on the 1st January 1891 (standing to debit of Part I of the Capital Account), and
- (e) the residue is divided between the Government and the Company in the ratio of their respective shares of capital in the undertaking.

[Note 1.—The State Stock (part of Joint Debenture Stock), excluding and except so much of it as is appropriated for the construction of the Pilibhit-Barndeo railway, does not participate in profits either as Government capital or as Company's capital.]

[Note 2.—The amount advanced by the Secretary of State to pay off debentures for £40,000 (part of £147,000 *vide* (ii) above and note in connection therewith) does not affect the capital of either the Secretary of State or the Company for the purposes of division of surplus profits of the Lucknow-Bareilly railway.](v) *Rates and fares*—

Maxima :—

Company's lines :—

Passengers :—*Goods* :—

1st class, 3 annas per mile.

Edible grains, ¼rd pie per maund per mile.

Lower class, 4½ pies per mile.

Other goods, 2 pies per maund per mile.

Luggage, 2 pies per maund per mile.

Parcels and live-stock at rates not exceeding 50 per cent over rates on the East Indian railway.

On the Branch railways food grains and salt are to be carried at rates, not less than the minimum for goods, as the Government may fix; and fuel for distances exceeding 100 miles on the Branch railways, or on any part thereof together with any part of the other railways belonging to or worked by the Company at a rate not exceeding ¼th pie per maund per mile.

Lucknow-Bareilly railway and branches :—

The Government to authorise, from time to time, maximum and minimum rates, and to prescribe the classification of passengers and goods, as well as the extent to which, within the maxima and minima, the Company vary such rates.

For traffic between the joint line (Bareilly-Bhojjeepura) and the Company's own line, the rates in force on the latter may be levied, except in the case of food grains and salt, and of fuel carried

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 22 ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.
Sub-heads (a) to (c)

22 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—contd.

Main provisions of contracts—contd.

for distances exceeding 100 miles; for the former the rates will not be less than the minimum for goods fixed by Government, and for the latter the rates will not exceed ¼th pie per maund per mile.

(vi) Special obligations as to the conveyance of.—

(a) Mails.—On the Company's original line, to be conveyed on payment of Rs. 5,000 half-yearly. On the extensions of the Company's original line (Additional Main Line Works), the Company is to receive a reasonable remuneration in lieu of the sum of Rs. 5,000 above noted.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3' 3½" gauge State railways, and at rates to be approved by the Government.

(b) Troops, police, high Government officials and Government stores.—

On the Company's lines, at the ordinary tariff rates charged to the public.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3' 3½" gauge State railways, and at rates to be approved by the Government.

(c) Government bullion and coin, and the persons in charge thereof.—

On the Company's lines at special rates to be from time to time agreed upon between the Government and the Company.

On the Lucknow-Bareilly railway and branches, at special rates to be approved by the Government.

(vii) Power of the Government to determine contract.—

Contract of 1882: The Government may terminate the contract at the end of the 50th year, *i.e.*, on the 31st December 1932, by giving 12 months' notice. If the contract terminate by such notice, or by the efflux of time, the Government is to pay to the Company 25 times the average net earnings, less the Government share of surplus profits, during the 5 years immediately preceding either the date of the termination or (at the option of the Government) the 31st December 1912.

[Note.—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove their property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1890: If the original contract with the Company, dated the 12th October 1882, terminate for any reason, then the contract for the working of the Lucknow-Bareilly railway *ipso facto* terminates at the same time. The Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year, by giving 12 months' notice. The Government may also determine the contract on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations.

On the determination of the contract the Government will resume possession of the State railway, and at its option will either repay the capital that has been received from the Company for the purposes of the undertaking, or will take over the liability of the Company in respect of such capital. If the capital is repaid, the payment may, at the option of the Government, be made either in England or in India.

Contract of 1904: If the original contract with the Company, dated the 12th October 1882, terminate either by "Notice of Purchase" or by the efflux of time, then the contract of 1904 terminates at the same time, in which case the Government is to pay to the Company 25 times the average net earnings of the Lalkua-Kashipur-Moradabad-Ramnagar branches during the 5 years immediately preceding the termination, provided such sum does not exceed by more than 20 per cent, nor be less than, the capital expenditure on those railways.

[Note.—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove their property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1909: By clause 18 of the contract of the 24th March 1909, if either the contract of 1890 be determined from any cause or that of 1909 be determined by "Notice of Purchase" as far as each relates to "the State lines", but not further or otherwise, then the other of the two contracts *ipso facto* terminate at the same time.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 22 **ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.**
 Sub-heads (a, to (c).

22 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—concl'd.**Main provisions of contracts—concl'd.**

By clause 19 of the contract of the 24th March 1909, that contract so far as relates to "the Scheduled Company's Works" (the Pilibhit-Shahjahanpur line), in common with the contract of 1904, terminates *ipso facto* with the determination by "Notice of Purchase" of the Company's original contract of the 12th October 1882, the Government, however, only having the power to purchase "the Company's original line", "the Branch railways" and "the Scheduled Company's Works" collectively, not any of them separately from the other or others of them.

By clause 20 of the contract of the 24th March 1909—

(a) the contract of 1909 so far as relates to "the Additional Main Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the Company's original contract of the 12th October 1882,

(b) the contract of 1909 so far as relates to "the Branch Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the contract of 1904, except as noted above against clauses 18 and 20 of the contract of 1909 and also except as provided in clause 77 of the contract of 1890, the several powers of the Government to determine by "Notice of Determination" the contracts respectively of 1882, 1890 and 1904, and also that of 1909 so far as relates to "the State Line Works", to "the Additional Main Line Works" and to "the Branch Line Works", remain separate and unaffected, and are exercisable as to any one or parts thereof independently and without prejudice as to the continuance of the others or parts thereof, in the event of the Company failing to observe their obligations contained in the contract or part of the contract which it is sought to determine: provided that the powers of the Government to determine, by "Notice of Determination", the contract of 1909 so far as relates to "the Additional Main Line Works" and to "the Branch Line Works" are exercisable separately in respect of any line or branch forming an independent part of such works, if the Company fail to observe their obligations in regard thereto.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Those of 1882, 1904 and 1909, up to the 31st December 1931; that of 1890, up to the 31st December 1932.

Statistics of working—

TABLE I.						TABLE II.		
Calendar year.	Mileage open at end of each year	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1884	55'00	19,40,266	36,543	1,733	0'09	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.	51	95'26
1885	55'00	21,71,124	2,38,572	80,153	3'69		68	68'40
1886	55'00	22,52,962	3,00,191	1,23,832	5'50		86	58'75
1887	55'00	22,91,619	3,19,274	1,16,800	5'10		92	63'42
1888	55'00	23,40,100	3,34,092	1,42,120	6'07		96	57'46
1889	55'00	23,96,624	3,72,270	1,60,135	6'63		107	56'98
1890	55'00	24,17,052	3,14,834	1,51,003	6'25		90	52'04
1891	53'92	20,49,458	3,85,084	1,60,081	7'81		112	53'43
1892	53'92	20,69,575	4,38,648	1,97,780	9'61		127	54'89
1893	53'92	20,82,280	4,25,909	1,83,180	8'80		124	58'99
1894	53'92	20,80,410	4,59,313	2,15,191	10'84	134	53'15	
1895	53'92	20,76,251	4,04,504	1,52,209	7'32	118	62'87	
1896	53'92	20,79,863	4,26,905	1,53,821	7'40	125	63'94	
1897	53'92	21,20,428	4,23,720	1,72,319	8'13	124	59'63	
1898	53'92	21,42,552	4,62,308	2,20,785	10'30	135	52'24	
1899	53'92	21,43,313	4,65,623	2,34,020	10'89	136	49'74	
1900	53'92	21,53,125	4,37,572	2,28,043	10'59	128	47'68	
1901	53'92	22,09,423	3,84,314	2,09,896	9'50	112	45'38	
1902	53'92	23,36,911	4,10,626	2,18,317	9'34	120	46'83	
1903	53'92	25,89,790	4,13,147	2,20,405	8'51	121	46'65	
1904	53'92	43,55,575	4,18,787	2,24,403	5'15	122	46'41	
1905	53'92	93,84,539	4,40,664	1,54,126	1'65	129	65'02	
1906	117'87	1,16,58,319	8,03,607	3,65,161	3'18	124	54'56	
1907	117'87	1,28,55,065	10,67,928	5,69,508	4'43	158	46'67	
1908	202'06	1,35,79,271	11,44,078	5,50,193	4'05	102	51'91	
1909	202'06	1,86,98,877	12,70,929	6,26,391	4'57	121	50'71	
1910	202'06	1,52,28,920	13,48,150	7,62,425	5'00	123	48'86	
1911	225'20	1,59,24,548	14,78,586	7,99,809	5'02	123	45'72	
1912	256'32	1,62,89,858	18,99,870	11,51,734	7'07	144	39'87	

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Main head 22

Number Sub-heads (a) to (c) **ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.**

22 (b) Lucknow-Bareilly railway (3' 3½" gauge)—**Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lucknow to Sitapur	15-11-86	55-00		
Sitapur to Lakhimpur	15-4-87	28-50		
Lakhimpur to Gola Gokaran Nath	15-12-87	21-50		
Gola Gokaran Nath to Pilibhit	1-4-91	57-55		
Pilibhit to Bhojespura	15-11-84	24-00		
Bhojespura to Bareilly	12-10-84	12-00		
			198-55	
Branches and extensions—				
Bareilly grain siding	1-4-94	1-75		
			1-75	
Sonaripur extension—				
Mailani to Sarda	1-1-93			
Sarda to Sohela	10-3-93	30-78		
Sohela to Sonaripur	18-3-94			
			30-78	
Chandan Choki extension—				
Dudhwa to Chandan Choki	4-1-03	5-87		
			5-87	
Sonaripur-Ramnagar Ghat extension—				
Sonaripur to Kaurialaghat	2-1-11	20-62		
			20-62	
Barmdeo extension—				
Pilibhit to Barmdeo	15-5-12	28-75		
			38-75	
TOTAL OPEN MILEAGE	...	...		296-82
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Serota Phanta to Garwari Ghat (sanctioned on 23rd September 1910).	...	15-89	15-89	15-89
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	312-21

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. and 50-lb. steel rails on s&al 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 between Lucknow and Bareilly is 1 in 500, except near Lucknow and Bareilly, where it is 1 in 200; between Mailani and Kaurialaghat, 1 in 400 and between Dudhwa and Chandan Choki, 1 in 100.

Contracts—

Main provisions of contracts— } As noted under 22 (a), Rohilkund and Kumaon railway (3' 3½" gauge).

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 22 ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.
Sub-heads (a) to (c)

22 (b) Lucknow-Bareilly railway (3' 3½" gauge)—contd.

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)

TABLE I.							TABLE II.			
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	198-38	79,17,946	4,95,068	1,72,145	2-17	2,72,055	---	-99,910	56	65-23
1892	198-33	81,66,804	6,82,836	2,74,601	3-36	3,07,651	10,638	-43,688	66	59-79
1893	222-05	88,89,362	7,28,878	2,73,541	3-26	3,26,770	3,495	-56,724	67	52-47
1894	231-17	85,98,158	9,72,269	3,94,240	4-59	3,45,323	24,180	+24,737	88	59-45
1895	231-17	87,22,466	8,25,934	3,13,116	3-59	3,56,596	75,884	-59,814	74	62-00
1896	231-17	89,63,620	8,27,599	3,02,071	3-37	3,48,885	18,415	-60,229	75	68-50
1897	231-17	93,02,715	8,27,371	3,35,776	3-61	3,61,550	11,570	-37,344	75	59-42
1898	231-17	94,90,476	10,34,088	5,00,200	5-27	3,64,852	68,058	+67,290	94	51-68
1899	231-17	94,97,435	12,72,160	6,33,355	6-67	3,65,537	1,25,440	+1,42,178	114	50-21
1900	231-17	99,21,432	12,53,801	6,51,957	6-57	3,78,097	1,34,915	+1,43,945	107	48-00
1901	231-17	1,01,83,243	13,72,520	7,58,124	7-44	3,91,796	75,769	+2,90,559	123	41-76
1902	231-17	1,12,96,019	14,53,829	7,69,568	6-81	4,23,528	67,704	+2,78,336	122	47-05
1903	237-04	1,15,01,911	14,03,266	7,48,669	6-51	4,58,925	53,222	+2,41,642	126	46-85
1904	237-04	1,17,14,505	14,98,120	7,97,671	6-81	4,48,328	61,426	+2,87,917	138	46-68
1905	237-04	1,17,99,857	15,47,488	8,20,992	6-96	4,50,448	65,048	+3,05,496	138	46-95
1906	237-04	1,20,09,658	16,55,250	8,36,782	6-97	4,57,588	65,253	+3,13,942	148	49-46
1907	237-04	1,24,59,395	16,97,182	9,07,863	7-29	4,18,611	73,220	+4,16,028	150	46-51
1908	237-04	1,27,50,545	16,15,542	7,80,747	6-12	4,50,365	48,511	+2,81,871	131	51-67
1909	237-04	1,43,82,316	17,17,491	7,84,749	5-46	4,11,131	44,700	+3,28,918	189	54-31
1910	237-04	1,60,60,757	18,25,185	10,15,746	6-32	4,75,558	80,364	+4,59,824	148	44-35
1911	257-57	1,72,02,079	19,40,498	10,44,604	6-07	5,07,263	74,720	+4,62,621	152	46-17
1912	236-32	1,83,53,912	22,67,946	13,67,532	7-45	5,66,069	1,21,083	+6,89,480	157	39-70

22 (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.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shahjahanpur to Powayan	17-6-90	17-00	
Powayan to Khotar	19-5-91	14-00	
Khotar to Mailani	22-12-94	8-50	39-50

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24-lb. to the yard, laid on gal 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.

Local Government orders and contracts—

Powayan Steam Tramway Company Order, 1889, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 1808-W.R., dated the 18th December 1889, authorising the construction of a steam tramway from Shahjahanpur railway station on the Oudh and Rohilkhand railway to Khotar.

"Further Order" of the Powayan Steam Tramway Company, 1894, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 148-17-W. R., dated the 23rd April 1904, authorising the construction of an extension of the Powayan Steam Tramway from Khotar to Mailani on the Lucknow-Bareilly railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 22} _{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—concl'd.

22 (c) Powayan Light railway (2' 6" gauge)—concl'd.

Local Government orders and contracts—concl'd.

Contract, dated the 1st July 1901 (called the Tramway Company's contract), between the Secretary of State and the Powayan Steam Tramway Company, as to handing over to the former, or to the Working Agency appointed by him, the Tramway for maintenance, management and working.

Contract, dated the 6th November 1902 (supplemental to the contracts of 1882, 1890, 1892 and 1901, noted under 22 (a), Rohilkund and Kumaon railway), between the Secretary of State and the Rohilkund and Kumaon Railway Company, as to the maintenance, management and working of the Powayan Steam Tramway.

Contract, dated the 13th July 1906, between the Secretary of State and the Rohilkund and Kumaon Railway Company, as to the provision of moneys for capital expenditure, and acquisition by the Railway Company of interest in the Powayan Steam Tramway Company.

Contract, dated the 16th January 1912 (supplemental, or to be read as an annexure, to the contract of 1901), between the Secretary of State and the Powayan Steam Tramway Company, as to certain alterations and modifications in the provisions of clauses 2 and 18 of the contract of 1901 in regard to its determination.

Main provisions of Local Government orders and contracts—

(i) *Land*.—Provided at the cost of the Company, other than the portion of the provincial road which the Company is authorised to use.

(ii) *Government aid*.—The line, subject to interests acquired therein by the Rohilkund and Kumaon Railway Company, is the property of the Powayan Steam Tramway Company, and is managed, maintained and worked by the Rohilkund and Kumaon Railway Company on behalf of the Government.

(iii) *Terms of working*.—The working agency retains 70 per cent of the gross earnings of the tramway, until the line is fully equipped, and thereafter the same percentage as that at which the Rohilkund and Kumaon Railway Company's "open system" is worked, subject to a minimum of 60 per cent.

[NOTE.—The percentage so retained by the working agency is in full satisfaction of the cost of petty works, rolling-stock, plant and machinery costing not more than Rs. 200, subject to the limit of Rs. 20 per mile per half-year. The cost of petty works, rolling-stock, plant and machinery exceeding these limits is to be borne by the Capital Account of the Tramway Company.]

(iv) *Distribution of profits*.—After payment of working expenses as above noted and contributions to the Working Agency's Provident Fund, the balance of the gross earnings, if any, are paid over to the Tramway Company.

(v) *Rates and fares*.—To be those from time to time applicable to the Lucknow-Bareilly railway.

(vi) *Special obligations as to the conveyance of*.—

(a) Mails, police, troops, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

} Not specified.

(vii) *Power of the Government to determine contract*.—Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year but not earlier, on 12 months' notice given. Government may also terminate the contract at any time, on 6 months' notice, if the Company fail to observe their obligations.

Government also has the option, on giving 12 months' notice to the Tramway Company, after the Shabjahanpur-Khotar section has been open for public traffic for 15 years and the Khotar-Mailani section for 10 years, and thereafter at terms of 7 years each, to take over the tramway on paying the Tramway Company the value of the property as a dividend-earning investment at the date of giving such notice, with an additional bonus of 20 per cent over and above such value.

(viii) *Power of the Company to surrender contract*.—Nil.

(ix) *Term of contract [if not determined under (vii)]*.—Up to the 31st December 1932.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.		
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs. °	Rs.		Rs.	
1901	39.50	8,41,038	66,862	20,059	2.99	83	70.00
1902	39.50	8,93,456	75,675	22,521	2.52	87	70.24
1903	39.50	8,94,619	71,815	28,482	3.18	95	60.84
1904	39.50	8,94,751	78,015	30,937	3.46	88	60.84
1905	39.50	8,94,751	92,614	36,707	4.10	45	60.87
1906	39.50	8,94,751	99,566	39,491	4.41	48	60.84
1907	39.50	8,94,751	87,302	34,626	3.87	42	60.84
1908	39.50	8,94,801	81,450	32,292	3.60	40	60.85
1909	39.50	8,94,801	91,637	36,352	4.06	45	60.85
1910	39.50	8,94,801	95,236	37,799	4.22	46	60.81
1911	39.50	8,94,801	1,02,092	40,787	4.51	50	60.86
1912	39.50	8,94,801	1,01,188	40,213	4.49	49	60.26

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 23 UDAIPUR-CHITORGARH RAILWAY (3' 3½" gauge)—
Sub-head (a)

Running powers—

Home line over Foreign line:—

Bombay, Baroda and Central India railway, 3' 3½" gauge, Berach Signal station to Chitorgarh

Miles.
1·42

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Berach near Chitorgarh to Debari near Udaipur	1-3-95	60·39	
Separate station at Chitorgarh	15-8-98	0·47	
Debari to Udaipur	25-8-99	6·44	
			67·30

Details of construction—

Permanent-way.—The permanent-way consists of 41½-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.

Contract—

Nil.—The line was constructed at the expense of the Mewar Durbar, and was maintained and worked by the Bombay, Baroda and Central India Railway Company up to the 31st December 1897. With effect from 1st January 1898 the line is maintained and worked by the Durbar.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.					TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	67·80	20,66,171	1,77,817	66,446	3·21	51	62·68
1904	67·80	20,66,093	1,51,298	53,175	2·57	42	64·86
1905	67·80	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	67·80	20,75,567	2,47,818	1,35,467	6·52	69	45·33
1907	67·80	20,75,762	2,50,515	1,36,695	6·58	70	45·43
1908	67·80	20,77,554	2,38,916	1,18,044	5·68	68	50·59
1909	67·80	20,96,383	2,43,050	1,24,855	5·95	69	48·62
1910	67·80	20,97,410	2,52,090	1,33,470	6·36	72	47·05
1911	67·80	21,15,951	2,84,208	1,53,802	7·24	81	46·07
1912	67·80	21,95,945	3,05,495	1,67,311	7·16	87	43·50

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 24} _{Sub-head (a)} . AMBAJI-TARANGA LIGHT RAILWAY (2' 6" gauge)—

The construction of this line by the agency of the Ambaji-Taranga Light Railway Company was sanctioned by the Railway Board under their Notification No. 205, dated the 4th August 1911, and the work is in progress.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baroda Frontier to Samaia (sanctioned on 8th July 1911)	18'00	18'00

Number ^{Main head 25} _{Sub-head (a)} . ARRAH-SASARAM LIGHT RAILWAY (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Arrah to Sasaram	6-3-11	60'50	60'50

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on sal sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Local Government order and agreement—

The Arrah-Sasaram Tramway Company order published under the Bengal Government, Railway Department, Notification No. 39-R., dated the 12th October 1909, authorising the construction of a line of tramway from Arrah to Sasaram in the district of Shahabad.

Agreement, dated the 15th October 1909, between the District Board of Shahabad and Messrs. Martin and Company of Calcutta (called "the Promoters") by and on behalf of the Arrah-Sasaram Light Railway Company, as to the grant of a concession to the Company of the right to construct and work the tramway.

Main provisions of Local Government order and agreement—

- (i) *Land.*—Provided at the cost of the Company, except one side of the district road the free use of which is authorised.
- (ii) *Aid by the Local authority.*—The District Board of Shahabad recommend and apply to the Local Government to exempt the Company from the tax on account of road cess, or to exact only a nominal tax, for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of it paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 88,000 or the sum of 4 per cent on the Company's share capital whichever is less.
- (iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the share capital of the Company are divided equally between the District Board of Shahabad and the Company.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 25} _{Sub-head (a)} **ARRAH-SASARAM LIGHT RAILWAY (2' 6" gauge)—contd.**

Main provisions of Local Government order and agreement—contd.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and the adoption of the General Classification of goods with separate maximum and minimum rates for goods of the different classes have been prescribed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(a) Mails, postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(b) Troops, police, high Government officials and Government stores.—

(c) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, and at the end of every 7 years thereafter, the District Board have, by giving six months' previous notice, the right of purchasing the line by paying to the Company 25 times the yearly average net earnings of the 3 years preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement [if not determined under (vi)].*—Not specified.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from the District Board.	Total income [column 5 + column 7].	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911	60.50	20,75,772	1,98,386	44,286	2.18	15,581	59,867	2.88	45	66.79
1912	60.50	21,98,127	1,72,469	59,379	2.71	21,805	81,184	3.69	54	65.54

Number ^{Main head 28} _{Sub-head (a)} **BANGALORE-CHICKBALLAPUR LIGHT RAILWAY (2' 6" gauge)—**

This railway is to be financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital. It was sanctioned for construction by the Secretary of State for India in his Despatch No. 75 Railway, dated the 10th September 1909.

During the year under report the Company were engaged in completing arrangements, such as the acquisition of land, etc., to begin construction work on the line.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bangalore to Chickballapur (sanctioned on 10th September 1909)	..	37.95	37.95

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 27}{\text{Sub-head (a)}}$ BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Baraset to Basirhat	1-2-05	26'00	34'50	
Basirhat to Chingrighata	2-3-09	8'50		
Pattipooker branch—				
Beliaghata Bridge to Pattipooker	16-2-10	16'62	16'62	51'12

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, 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.

Agreements and Local Government orders—

Agreement, dated the 14th December 1897 (called the principal agreement), between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited, as to the grant of a concession to the Tramway Company by the District Board;

Agreement, dated the 14th May 1902 (supplemental to the agreement of 1897), between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited, modifying clause 4 of the agreement of 1897;

The Baraset-Basirhat Tramway Company order, published under the Bengal Government, Railway Department, Notification No. 56 R., dated the 15th May 1903;

Agreement, dated the 3rd August 1903, between the District Board of the 24 Parganas, Messrs. Martin and Company and the Baraset-Basirhat Light Railway Company, Limited, as to the adoption as between the Board and the new Railway Company of the agreement of 1897 as modified by the agreement of 1902, and as to the discharge of the Promoters from all liability thereunder or in respect thereof.

Agreement, dated the 6th November 1907 (supplemental to the agreements of 1897, 1902 and 1903), between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;

The Baraset-Basirhat-Taki Extension order, published under the Bengal Government, Railway Department, Notification No. 22 R., dated the 23rd November 1907;

Agreement, dated the 21st December 1908 (supplemental to the agreements of 1897, 1902, 1903 and 1907), between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;

The Baraset-Basirhat-Pattipooker Extension order, published under the Bengal Government, Railway Department, Notification No. 9 R., dated the 19th February 1909;

as to the construction, maintenance and working of the line from Baraset to Basirhat.

as to the construction, maintenance and working of the extension of the line from Basirhat to Taki and Hosana-bad as a part of the Baraset-Basirhat Light railway.

as to the construction, maintenance and working of an extension of the line from Belia ghata bridge to Pattipooker, as part of the Baraset-Basirhat Light railway.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 27} _{Sub-head (2)} BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—concl'd.

Main provisions of agreements and Local Government orders—

- (i) *Land.*—Land, other than portions of the District Road between Baraset and Basirhat the free use of which in perpetuity is authorised by the District Board, provided at the cost of Company's capital.
- (ii) *Aid by the District Board.*—The District Board recommend and apply to the Local Government either to exempt the Company from the road cess or to exact only a nominal tax for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The District Board also guarantee such an annual subsidy as may be necessary to make the net profits of the Company equal to Rs. 1,500 per mile of line open, provided that the total contribution by the Board does not exceed Rs. 38,000 per annum, being 4 per cent on the amount of the Company's share capital.
- (iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the Company's share capital are divisible equally between the District Board and the Company.
- (iv) *Rates and fares.*—Certain maxima fares for passengers, and a tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails and postal officers and servants on duty.—At the rates and on the conditions in force from time to time on State railways.
- (b) Troops, police, high Government officials and Government stores.—
- (c) Government bullion and coin, and the persons in charge thereof.— } Nil.
- (vi) *Power of the District Board to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at intervals of 7 years thereafter, the District Board, by giving 6 months' notice, can purchase the undertaking by paying to the Company 20 times the average net annual profits of the 4 years preceding the transaction, together with a bonus of 20 per cent thereon.
- (vii) *Power of the Company to surrender agreement.*—Nil.
- (viii) *Term of agreement [if not determined under (vi)].*—Not specified.

Statistics of working—

TABLE I.								TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (—), the District Board.	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	26·06	9,07,781	1,11,201	55,633	6·13	—5,394	50,238	5·54	90	49·33
1906	26·06	9,52,953	1,50,731	79,536	8·35	—12,669	68,867	7·02	111	47·23
1907	26·06	10,06,570	1,72,574	85,830	8·53	—16,096	69,734	6·93	127	50·26
1908	26·06	10,52,989	1,49,043	58,588	5·56	—5,944	52,644	5·00	110	60·69
1909	34·50	14,20,827	1,78,715	169,808	4·88	—6,478	62,625	4·42	97	60·45
1910	51·12	21,90,983	2,35,676	78,810	3·56	—674	72,636	3·33	88	68·89
1911	51·12	22,12,771	2,78,247	1,12,198	5·07	—6,356	1,05,843	4·78	105	59·67
1912	51·12	22,42,897	3,38,314	1,62,421	7·24	—23,668	1,38,753	6·18	127	51·99

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 28 **BARSI LIGHT RAILWAY (2' 6" gauge)—**
Sub-head (a)*Chairman.*—F. M. Halliday, Esq.*Secretaries.*—W. A. Brown & Co.*Offices.*—Winchester House, Old Broad Street, London, E.C.**Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i> Barsi Road Junction to Barsi Town	1-3-97	21.59		
<i>Pandharpur extension—</i> Barsi Road Junction to Pandharpur	2-12-06	30.56	21.59	
<i>Tadwale extension—</i> Barsi Town to Kuslamb	15-6-05	6.34	30.56	
Kuslamb to Tadwale	1-5-06	20.36		
<i>Latur extension—</i> Tadwale to Latur	1-5-11	36.99	26.70	
			36.99	115.84
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—3				
Pandharpur to Pandharpur town (sanctioned on 21st November 1908)	...	1.36	1.36	1.36
				117.20

Details of construction—*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 425 feet radius.*Gradients.*—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Barsi Road Junction to Barsi Town), one of 1 in 89 and one of 1 in 90, and two on the Tadwale Extension—one of 1 in 50 and the other of 1 in 70.**Contracts and agreements—**Contract, dated the 1st August 1895, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the line from Barsi Road Junction to Barsi Town (called "the Barsi Town railway").Contract, dated the 26th August 1902, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of "the Pandharpur extension" and "the Tadwale extension," as modified by letter from the India Office to the London Board of the Barsi Light Railway Company, No. P.W. 1020, dated the 22nd June 1904, extending to 1944 the term at the end of which the option of purchase of the Company's undertaking may be exercised by the Government under clause 59 of the contract.Contract, dated the 28th May 1903 (supplemental to those of 1895 and 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of 1s. 4d. as the "prescribed" rate of exchange.Contract, dated the 4th December 1905 (supplemental to that of 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the Pandharpur and Tadwale Extensions, and for the issue of Debenture Stock.Contract, dated the 31st March 1909 (supplemental to the contracts of 1902, 1903 and 1905), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working, and the inclusion in "the Tadwale Extension," of the railway from Tadwale to the frontier of the Hyderabad State (called "the Hyderabad Frontier Extension"), near Latur in that State.Agreement, dated the 21st April 1909, *between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company*, as to the construction, maintenance and working of a railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.Agreement, dated the 4th May 1909, *between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company*, as to the former waiving, in favour of the latter, its preferential right to construct and work the railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 28 Sub-head (a) BARSII LIGHT RAILWAY (2' 6" gauge)—*concl'd.*

Main provisions of contracts and agreements—

- (i) *Land.*—In the case of the original Barsii railway the Company is allowed the use of part of the road between Barsii Town and Barsii Road Junction station, any land required outside the road being acquired, at its own expense, by the Company. For the extensions, land in British territory has been provided by the British Government; that in the Hyderabad State by the Government of His Highness the Nizam, free of cost to the Company.
- (ii) *Government aid.*—Nil.
- (iii) *Distribution of profits.*—The whole to go to the Company.
- (iv) *Rates and fares.*—Certain maxima have been fixed, within which the Company is permitted to vary its rates. On the Extensions the goods classification in force on the Great Indian Peninsula railway is to be adopted.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.— } To be conveyed upon the whole of the Company's system at the same rates and fares, and on the same general conditions, as may be in force on State railways. On the Latur extension bullion and coin belonging to His Highness the Nizam's Government or the Government of India, and the persons in charge thereof are carried at special rates.
- (b) Government bullion and coin, and the persons in charge thereof.— }
- (vi) *Power of the Government to determine contract.*—The Government may determine the contract 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, the Government to pay the Company in England in sterling a sum such as, when added to any unspent capital, shall amount to the total paid up capital expended with the authority of the Government. His Highness the Nizam's Guaranteed State Railways Company have the option of purchasing the length of line (excluding rolling-stock, workshop machines and stores) from the frontier of the Hyderabad State to Latur in that State, subject in all respects to the rights of the Nizam's Government, under the agreement between His Highness' Government and the Barsii Light Railway Company and also under the several contracts between His Highness' Government and the Nizam's Guaranteed State Railways Company, after the expiration of 20 years from the date of its opening throughout for traffic, on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure. In the event of His Highness the Nizam's Guaranteed State Railways Company not exercising this right, His Highness the Nizam's Government have the right, on giving 12 months' notice, to purchase the same line at any time after the expiration of twenty years from the date of its opening, at a price which shall be 5 per cent in excess of the actual capital expenditure.
- (vii) *Power of the Company to surrender contract.*—Nil.
- (viii) *Term of contract [if not determined under (vi)].*—Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 98 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	21.59	13,18,289	1,30,694	53,423	4.05	116	59.12
1904	21.59	13,43,391	1,66,934	64,952	4.83	149	61.09
1905	27.93	27,88,002	2,19,473	1,39,618	5.01	168	36.39
1906	78.50	41,11,334	2,19,234	1,09,362	2.67	96	49.90
1907	78.50	47,47,936	5,43,330	2,24,080	4.72	133	58.76
1908	78.50	48,29,237	4,81,002	1,78,063	3.68	105	60.08
1909	78.50	57,13,286	6,44,775	3,39,578	6.82	158	39.58
1910	78.50	61,33,032	6,97,520	3,39,427	6.52	174	44.18
1911	115.84	68,96,322	7,44,733	3,98,877	5.79	124	46.44
1912	115.84	70,14,477	10,31,325	5,66,671	5.99	171	45.05

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 29} _{Sub-head (a)} BUKHTIARPORE-BIHAR LIGHT RAILWAY (2' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bukhtiarpore on the East Indian railway to Bihar	1-7-03	18.50	33.00
Bihar to Silao	17-7-09	9.50	
Silao to Rajgir	1-11-11	5.00	

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado 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 villages of Chero and Rajgir where the grade is 1 in 100.

Agreements and Local Government orders—

Agreement, dated the 21st August 1899, between the District Board of Patna and Messrs. Martin and Company of Calcutta, the Promoters, on behalf of the Bukhtiarpore-Bihar Light Railway Company, scheduled to the above order;

The Bukhtiarpore-Bihar Tramway Company order published under the Bengal Government, Railway Department, Notification No. 100-R., dated the 25th June 1901;

Agreement, dated the 16th August 1901, between Messrs. Martin and Company of Calcutta and the Bukhtiarpore-Bihar Light Railway Company;

Agreement, dated the 17th February 1904, between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company, as to the use of land for a siding at Bihar.

Agreement, dated the 2nd June 1908 (supplemental to the agreements of 1899 and 1901), between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company;

The Bukhtiarpore-Bihar Extension order published under the Bengal Government, Railway Department, Notification No. 11-R., dated the 15th June 1908;

The Bukhtiarpore-Bihar-Rajgir extension order published under the Bengal Government, Railway Department, Notification No. 20-R., dated the 14th November 1911;

Agreement, dated the 28th November 1911 (supplemental to the agreements of 21st August 1899, 16th August 1901 and 2nd June 1908), between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company;

as to the construction, maintenance and working of the Bukhtiarpore-Bihar Light railway.

as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Bihar to Silao.

as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Silao to Rajgir.

Main provisions of agreements and Local Government orders—

- (i) *Land.*—The District Board of Patna grant to the Bukhtiarpore-Bihar Light Railway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side portion of the District Board road between Bukhtiarpore and Bihar as is necessary, but not exceeding a width of eight feet, for the purpose of the railway; and promote the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.
- (ii) *Aid by the Local Authority.*—The District Board of Patna will recommend and apply to the Local Government either to exempt the Bukhtiarpore-Bihar Light Railway Company from the tax on account of road cess or to exact only a nominal tax for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of the Company paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 32,000 or the sum of 4 per cent on the Company's share capital.
- (iii) *Distribution of profits.*—Any surplus profits in excess of 4 per cent on the share capital of the Railway Company is to be equally divided between the District Board of Patna and the Company.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main Head 29 BUKHTIARPORE-BIHAR LIGHT RAILWAY (2' 6" gauge)—*concl'd.*
Sub-head (a)Main provisions of agreements and Local Government orders—*concl'd.*(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.(v) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

} Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Patna have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.(vii) *Power of the Company to surrender agreement.*—Nil.(viii) *Term of agreement.*—None specified.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (—) the District Board.	Total income [column 5 + or — column 7].	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	18'50	7,48,851	35,900	15,117	2'02	...	15,117	2'02	74	57'77
1904	18'50	8,11,238	1,18,928	66,571	8'21	—10,616	55,955	6'80	118	41'57
1905	18'50	8,25,210	88,818	35,681	4'32	—90	85,591	4'81	92	58'84
1906	18'50	8,43,827	1,11,409	48,163	5'71	—5,674	42,489	5'04	116	56'77
1907	18'50	8,92,221	1,10,888	46,073	5'16	—4,501	41,572	4'66	115	58'45
1908	18'50	9,00,878	1,10,152	45,122	5'01	—1,915	43,207	4'80	114	59'04
1909	28'00	11,96,973	1,52,322	58,331	4'87	—5,198	53,133	4'44	128	61'70
1910	28'00	12,01,403	1,28,966	54,564	4'54	—3,421	51,143	4'25	85	55'99
1911	33'00	12,38,725	1,34,135	62,381	5'04	—4,827	57,554	4'64	78	58'88
1912	30'00	12,63,209	2,49,976	1,42,235	11'26	—20,464	1,21,771	9'64	145	48'10

Number Main head 30 BUTHIDAUNG-MAUNGDAW LIGHT RAILWAY (2' 6" gauge)—
Sub-head (a)

In the Buthidaung-Maungdaw Tramway Company Order published under the Burma Government, Revenue Department, Notification No. 82, dated the 4th July 1912, sanction to the construction, maintenance and working of this line by the Buthidaung-Maungdaw Tramway Company was given.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Buthidaung to Maungdaw (sanctioned on 6th June 1911)	...	18'50	18'50

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number **Main head 31.** **CHAMPANER-SHIVRAJPUR LIGHT RAILWAY (2' 6" gauge)—**
 Sub-head (a)
Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Champaner Road Junction to Champaner City	2-2-11	11-00	
Champaner City to Shivrajpur	10-11-11	6-00	
Shivrajpur to Bamankua mines	1-1-11	1-44	
Shivrajpur to Shivrajpur mines	24-1-11	1-80	
			20-24

Details of construction—

Permanent-way.—The permanent-way consists of 29½-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted with heavy stone ballast.

Fencing.—The line is unfenced except at station yards.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Local Government order—

The Shivrajpur Tramway order published under the Bombay Government, Public Works Department, Notification No. 5-Ry., dated the 1st September 1909, as to the construction, maintenance and working of a steam tramway from Champaner Road to Shivrajpur.

Main provisions of Local Government order—

- (i) *Land.*— } For the purposes of the tramway and not for the purposes of any building or
 (ii) *Government aid.*— } erection connected therewith, the free use of the side of the provincial road between Champaner Road and Shivrajpur is authorised. Any additional land which may be in the possession of Government and considered necessary for the purposes of the undertaking shall be provided by the Local Government free of cost. When the cost of the acquisition of land in private occupation exceeds the rate of Rs. 150 per acre, so much of such rate as is in excess of Rs. 150 shall be borne by the promoters; but in any other case the whole cost of acquisition shall be borne by Government.
- (iii) *Distribution of profits.*—The whole of the profits belong to the Shivrajpur Syndicate, Limited, of Bombay.
- (iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.
- (v) *Special obligations as to the conveyance of.*—
 (a) Mails, troops, police, high Government officials and Government stores.— } Nil.
 (b) Government bullion and coin, and the persons in charge thereof.— }
- (vi) *Power of the Government to determine contract.*—At the expiration of 31 years from the date of opening of the line, or at the end of any subsequent period of 10 years, the Local Government may, by giving to the promoters not less than 12 calendar months' notice, determine their order and purchase the undertaking at 25 times the average annual net earnings for the three calendar years immediately preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.
- (vii) *Power of the Company to surrender contract.*—Nil; but power is reserved to the Company to transfer the undertaking, with the sanction of the Local Government.
- (viii) *Term of contract [if not determined under (vi)].*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1911	Miles. 20-24	Rs. 9,02,929	Rs. 64,061	Rs. 15,545	1-72	Rs. 61	75-74
1912	20-24	9,26,707	67,721	31,705	3-42	83	63-85

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 32} _{Sub-head (a)} . **CUTCH RAILWAY (2' 6" gauge)—****Progress in opening—**

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tuna to Anjar	18-5-05	11·67	36·78
Anjar to Bhuj	1-11-08	25·11	

Details of 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 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.**Contract—**

Nil. This line was sanctioned for construction at the cost of His Highness the Maharaja Rao Sahib of Cutch, under the Government of India, Public Works Department, Notification No. 329, dated the 4th September 1903, and the Railway Board Notification No. 86, dated the 1st June 1905, and is maintained and worked by the Cutch Durbar.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	11·67	4,25,731	28,496	20,908	4·91	75	26·68
1906	11·67	7,18,668	40,273	19,919	2·77	66	50·54
1907	11·67	8,17,315	43,221	24,070	2·94	71	44·31
1908	36·78	8,74,980	40,006	18,237	2·07	20	54·41
1909	36·78	9,42,842	84,864	47,951	5·07	44	43·61
1910	36·78	9,42,842	93,639	55,953	5·93	49	40·24
1911	36·78	9,48,711	1,01,067	58,576	6·17	53	42·05
1912	36·78	10,08,733	1,01,730	53,663	5·61	53	44·67

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 33. DEHRI-ROHTAS LIGHT RAILWAY (2' 6" gauge)—
Sub-head (a).

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dehri-on-Sone to Rohtas.	6-2-11	23.88	23.88

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. steel rails on s&l sleepers.*Ballast.*—The line for a distance of 15 miles has been ballasted and this work is still in progress.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 240 feet radius.*Gradients.*—The ruling gradient is 1 in 200, uncompensated.

Agreement and Local Government order—

Agreement, dated the 13th October 1907, *between the District Board of Shahabad and Messrs. Octavius Steel and Company of Calcutta (called "the Promoters") for and on behalf of the Dehri-Rohtas Tramway Company, scheduled to the order quoted below;*

The Dehri-Rohtas Tramway Company order published under the Bengal Government, Railway Department, Notification No. 24-R., dated the 10th November 1908;

as to the construction, maintenance and working of a steam tramway from Dehri-on-Sone to Rohtas.

Main provisions of agreement and Local Government order—

- (i) *Land.*—The line runs partly on Government land in charge of the Public Works Department and partly along the district road to Akbarpur. The District Board of Shahabad have granted to the Dehri-Rohtas Tramway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side of the District Board road between Dehri and Rohtas as is necessary, but not exceeding a width of eight feet leaving a clear roadway of fourteen feet intact for ordinary wheeled traffic, for the purpose of the tramway, and have promoted the acquisition of any additional land required outside the boundary of the said road at the cost of the company.
- (ii) *Aid by the Local Authority.*—The District Board of Shahabad will recommend and apply to the Local Government to exempt the Dehri-Rohtas Tramway Company from the tax on account of road cess, or to exact only a nominal tax, for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal.
- (iii) *Distribution of profits.*—The profits go to the Company.
- (iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods and the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.
- (v) *Special obligations as to the conveyance of.*—
 (a) Mails, troops, police, high Government officials and Government stores.— } Nil.
 (b) Government bullion and coin, and the persons in charge thereof.— }
- (vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Shahabad have, by giving six months' previous notice, the right of purchasing the line by paying to the company the value calculated at twenty years' purchase of the average net annual profits of the company during the four years preceding the transaction together with a bonus of 20 per cent thereon.
- (vii) *Power of the Company to surrender agreement.*—Nil.
- (viii) *Term of agreement [if not determined under (vi)].*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1911 . . .	Miles. 23.88	Rs. 5,32,474	Rs. 24,066	Rs. —12,291	...	Rs. 21	151.07
1912 . . .	23.88	5,51,080	79,436	34,810	6.31	64	58.17

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 34} _{Sub-head (a)} DHOLPUR-BARI RAILWAY (2' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Dholpur on the Midland section of the Great Indian Peninsula railway to Bari.	24-2-08	19-63	19-63	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bari to Tantpur (sanctioned on 25th June 1912)	...	16-67	16-67	36-29

Details of construction—

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder is laid with 35-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

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

Gradients.—The ruling gradient is 1 in 200.

Contract—

Nil. This railway was sanctioned for construction at the cost of His Highness the Rana of Dholpur, under Railway Board's Notification No. 267, dated the 14th December 1905, and is maintained and worked by the Dholpur Durbar.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	19-62	7,88,502	21,352	—11,261	...	25	152-74
1909	19-62	6,91,940	36,226	5,778	0-83	35	84-06
1910	19-62	6,96,601	48,377	19,636	2-85	47	58-99
1911	19-62	7,41,111	41,566	14,338	1-98	41	65-50
1912	19-62	8,24,492	40,264	7,945	0-96	39	80-27

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 35}/_{Sub-head (a)} DWARA-TERRIA LIGHT RAILWAY (2' 6" gauge)—

The line is under construction by the Khasia Hills (Assam) Company of Calcutta, to whom the property and rights which were vested in the Dwara-Therria Light Railway Company, "Limited," under the Dwara-Therria Steam Tramway Order published by the Chief Commissioner of Assam under Notification No. 44, dated the 4th August 1902, have been transferred by Messrs. H. V. Low and Company of Calcutta, the previous proprietors of the above property and rights.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dwara to Maolong (sanctioned on 15th May 1902)	...	13.50	
Maolong to Therria Ghat (sanctioned on 15th May 1902, but commencement of work not authorised).	...	6.00	19.50

Number ^{Main head 36}/_{Sub-head (a)} GODHRA-LUNAVADA RAILWAY (2' 6" gauge)—

The construction of this line by the Gujarat Railways Company was sanctioned by the Railway Board in their letter No. 781-B.C., dated the 18th March 1912. It will receive a rebate from the Government of India on the traffic interchanged.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Godhra to Lunavada (sanctioned on 18th March 1912)	...	25.42	25.42

Number ^{Main head 37}/_{Sub-head (a)} JESSORE-JHENIDAH LIGHT RAILWAY (2' 6" gauge)—

The sanction accorded by the Government of Bengal to the construction, by a private company, of this line under the Indian Railways Act, IX of 1890, was approved by the Government of India in their letter No. 275-B.P., dated the 2nd December 1910.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
<i>Main line—</i>			
Jessore to Jhenidah (sanctioned on 2nd December 1910)	...	28.90	
<i>Branch—</i>			
Kaliganj to Kot Chandpur (sanctioned on 2nd December 1910)	...	7.90	36.80

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 38 **MADAYA LIGHT RAILWAY (2' 6" gauge)**—
Sub-head (a).
 Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Zegyo quarter of Mandalay town to Obo	10-2-12	3.40		
Obo to Toungbyon	25-7-12	4.30		
Under construction or sanctioned for construction—			8.30	
Toungbyon to Madaya (sanctioned on the 13th February 1906).	..	7.70	7.70	16.00

Details of construction—

Permanent-way.—The permanent-way consists of 19-lb. and 24-lb. flat-footed steel rails laid on several varieties of local wood with some old stamped steel sleepers.

Ballast.—In most places throughout the line the ballast consists of brick rubbish.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 286 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is 1 in 1,000, except on the Zegyo-Obo section where it is 1 in 333 with a 1 in 100 banking section.

Local Government order—

Madaya Tramway order published under the Burma Government, Municipal and Local Department, Notification No. 22, dated the 13th February 1906, authorising the construction, maintenance and use of a system of tramways from Madaya in the district of Mandalay to the Obo quarter of Mandalay town.

Main provisions of Local Government order—

(i) **Land.**—Land acquired at an annual track rent of Rs. 250 per mile for the first three years, and Rs. 400 per mile thereafter, provided that no turnout or siding is liable to rent.

(ii) **Government aid.**—Nil.

(iii) **Distribution of profits.**—The whole of the profits belong to the Promoters.

(iv) **Rates and fares.**—The minimum rate of fares for passengers has been fixed at half an anna per mile. The charges for goods and passengers' luggage to be fixed between the Promoters and the Local Government.

(v) **Special obligations as to the conveyance of.**—

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

} Nil.

(vi) **Power of the Government to determine contract.**—After the expiration of 42 years from the date of the order and within six months after the expiration of every subsequent period of ten years, the Deputy Commissioner, Mandalay district, with the previous sanction of the Local Government, may require the Promoters to sell to him the undertaking at a fair market value of all lands, etc., used for the purposes of the line.

(vii) **Power of the Promoters to surrender contract.**—Nil.

(viii) **Term of contract [if not determined under (vi)].**—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	8.30			Information	not furnished		

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 39} _{Sub-head (a)} NADIAD-KAPADVANJ RAILWAY (2' 6" gauge)—

The construction of this line by Messrs. Killick, Nixon and Company was sanctioned by the Railway Board in their letter No. 546 R.C., dated the 28th February 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point near Nadiad station to Kapadvanj (sanctioned on 28th February 1911)	...	27.98	27.98

Number ^{Main head 40} _{Sub-head (a)} SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Shahdara to Saharanpur	15-10-07	92.50	92.50	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Baraut to Meerut (sanctioned on 4th January 1903, but commencement of work not authorised).	...	30.00	30.00	122.50

Details of construction—

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.

Local Government order and agreement—

The Shahdara-Saharanpur Tramway Company order published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 339-187-R., dated the 18th April 1904;

Agreement, dated the 11th October 1905, between the Government of the United Provinces of Agra and Oudh and Messrs. Martin & Co. of Calcutta (called "the Promoters") for and on behalf of the Shahdara (Delhi)-Saharanpur Light Railway Company, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 1363-R.-187, dated the 22nd November 1905;

as to the construction, maintenance and working of a steam tramway from Shahdara to Saharanpur with a branch from Baraut to Meerut.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 40 SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2' 6"
Sub-head (c) gauge)—*conold.*

Main provisions of Local Government order and agreement—

- (i) *Land.*— } The Local Government provide free of charge for the purposes of the
(ii) *Government aid.*— } railway sufficient land for a single 5' 6" gauge line, together with land
for all conveniences and works approved under clause 8 of the agreement. In addition to this
the company is authorised to use for the purpose of the railway, but not for the purpose of any
building or erection connected therewith, portions not exceeding six feet in width of the
local roads passing between Shahdara and Saharanpur and Baraut and Meerut.
- (iii) *Distribution of profits.*—Surplus profits in any year in excess of 4 per cent upon the paid-up
capital of the Railway Company shall be divided equally between the Government and the Rail-
way Company. Payments on account but subject to adjustment being made at close of first
half-year.
- (iv) *Rates and fares.*—Certain maximum rates of fares for passengers and maximum and minimum
rates for goods have been fixed. Full control over charges of all kinds is reserved to the Local
Government.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.— }
(b) Government bullion and coin, and the persons in charge thereof.— } *Nil.*
- (vi) *Power of the Government to determine agreement.*—Upon the expiration of 21 years after the
date of opening, or 23 years from the date of the Local Government order sanctioning
the construction of the line, whichever is earlier, or at the end of successive periods of seven
years thereafter, the Local Government have, by giving 12 months' previous notice, the right
of terminating the agreement by paying to the Company the value calculated at 25 years'
purchase of the average annual profits of the Company for the preceding three years, subject
to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum.
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 and in such case, the Government have the right to acquire the
tramway at any time on giving 12 months' notice in writing and paying to the Company a
sum 25 per cent in excess of its capital expenditure.
- (vii) *Power of the Company to surrender agreement.*—*Nil.*
- (viii) *Term of agreement.*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under con- struction.	Gross earnings.	Net earnings.	Percentage of net earn- ings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	93-02	33,02,226	1,01,146	29,788	0-30	45	70-55
1908	92-63	41,35,292	3,35,533	1,41,823	3-43	70	57-78
1909	92-63	41,56,390	4,05,858	1,96,014	4-71	84	51-70
1910	92-50	41,67,317	5,04,282	2,78,330	6-67	105	44-80
1911	92-50	42,16,557	5,32,282	3,10,746	7-37	110	41-61
1912	92-50	42,51,039	6,10,763	3,54,779	8-34	126	41-87

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 41 **TARKESSUR-MAGRA LIGHT RAILWAY (2' 6" gauge)—**
Sub-head (c)

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarkessur to Rudrani	7-11-94	12.50	
Rudrani to Magra	8-3-95	18.62	
Magra to Tribeni	14-4-04	2.15	33.27

Details of construction—

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 pynkado sleepers. The Tribeni extension is laid on sál sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716.35 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 Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Agreements and Local Government order—

Agreement, dated the 16th October 1890, between the District Board of Hooghly and the Promoters of the Bengal Provincial Railway Company, scheduled to the order quoted below;

The Bengal Provincial Railway Company order published under the Bengal Government, Railway Department, Notification No. 1, dated the 4th January 1896;

as to the construction, maintenance and working of the Tarkessur-Magra Light railway.

Agreement, dated the 12th March 1904, between the Secretary of State and the Bengal Provincial Railway Company, as to the construction, maintenance and working of the extension of the Tarkessur-Magra Light railway from Magra station to Tribeni bathing ghat on the Hooghly river.

Main provisions of agreements and Local Government order—

- (i) *Land.*— } Land required for the purposes of the main line, from Tarkessur to Magra acquired by the Government of Bengal at the cost of the Company; and that
- (ii) *Government aid.*— } for the extension from Magra station to Tribeni ghat on the Hooghly river provided by Government free from rent or other charge.
- (iii) *Distribution of profits.*—The profits go to the Company.
- (iv) *Rates and fares.*—Certain maximum fares for passengers and maximum and minimum rates for goods traffic, combined with the General Classification of goods of the Indian Railway Conference Association, which are usual on Indian 5' 6" gauge railways have been fixed. Full control over charges of all kinds is reserved to the Local Government.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, Postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.
- (b) Troops, police, high Government officials and Government stores.—
- (c) Government bullion and coin, and the persons in charge thereof.— } Nil.

APPENDIX 9—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 41 TARKESSUR-MAGRA LIGHT RAILWAY (2' 6" gauge)—*concl'd.*
Sub-head (a)Main provisions of agreements and Local Government order—*concl'd.*

(vi) *Power of the Local Authority to determine agreement.*—In the event of the District Board of Hooghly wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement [if not determined under (vi)].*—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	31.12	10,15,725	85,546	25,350	2.50	53	70.87
1904	33.27	10,43,715	89,735	27,584	2.64	52	69.23
1905	33.27	10,47,028	86,838	21,871	2.09	50	74.81
1906	33.27	10,73,037	1,00,072	32,762	3.05	58	67.26
1907	33.27	10,92,156	1,10,238	34,500	3.16	64	68.70
1908	33.27	10,93,192	1,13,074	30,482	2.79	65	73.04
1909	33.27	11,06,707	1,24,182	37,915	3.43	72	69.46
1910	33.27	11,32,454	1,24,378	43,085	3.80	72	65.36
1911	33.27	11,32,071	1,26,287	43,886	3.79	73	66.05
1912	33.27	11,45,721	1,30,563	48,715	4.42	75	62.69

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 43} _{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, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezapore-Balipara Light railway. It was worked by the Tezapore-Balipara Light railway but from February 1908 has been closed to public traffic.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tezapore Ghat to Bindukuri	9-8-94	8.10	
Bindukuri to Balipara	1-9-95	12.00	
			20.10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonsarai 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.

Local Government order—

Tezapore-Balipara Steam Tramway Company order published under the Notification by the Chief Commissioner of Assam, No. 33, dated the 1st June 1895, as to the construction, maintenance and working of the line.

Main provisions of Local Government order—

(i) **Land.**—Provided at the cost of the Company, other than that which is not held under decennial *puttas* or where the holders have not acquired land-holder's rights, provided free of cost. Free use of one side of a provincial or local road is authorised for the purpose of laying the line only.

(ii) **Government aid.***—Supply, free of royalty, of timber for sleepers from Government forests for the first construction of the line only, and a payment by the Tezapore Local Board of a subsidy of Rs. 5,000 per annum up to the end of March 1914.

* Letter from the Chief Commissioner of Assam No. 3720, dated the 10th November 1898.
Government of India, Public Works Department, letter No. 139 B.C., dated the 2nd February 1894.
Railway Board's letter No. 342 B.T., dated the 22nd February 1909.

(iii) **Distribution of profits.**—The whole of the profits belong to the Company.

(iv) **Rates and fares.**—Certain rates for carriage of passengers and goods have been fixed, but the full control over charges of all kinds is reserved by the Chief Commissioner.

(v) **Special obligations as to the conveyance of—**

(a) Mails, Postal Officers and servants on duty.—Conveyed at the rates and on the conditions in force from time to time on State railways.

(b) Troops, police, high Government officials and Government stores.— } Nil.

(c) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) **Power of the Government to determine contract.**—After the line has been opened for 15 years and

It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.

[Telegram from the Government of Eastern Bengal and Assam, No. 804-B., dated the 22nd July 1909.]

thereafter at terms of 7 years each, the Government, by giving 12 months' previous notice, have the right to terminate the contract and take over the line by paying to the Company the value of the property as a dividend-earning investment together with a bonus of 20 per cent over and above such value.

(vii) **Power of the Company to surrender contract.**—Nil.

(viii) **Term of contract [if not determined under (vi)].**—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Mileage open at end of each year.	TABLE I.							TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1903	20.10	4,87,240	94,742	27,739	5.69	5,000	32,739	6.71	91	70.72
1904	20.10	4,87,240	88,463	17,291	3.55	5,000	22,291	4.57	85	80.45
1905	20.10	4,87,240	1,03,360	27,082	5.56	5,000	32,082	6.58	99	78.80
1906	20.10	4,87,240	1,14,740	34,976	7.18	5,000	39,976	8.20	110	69.51
1907	20.10	4,87,240	1,11,569	28,951	5.94	5,000	33,951	6.97	107	74.05
1908	20.10	4,87,240	88,990	20,972	4.80	5,000	25,972	5.33	86	76.48
1909	20.10	4,87,240	85,964	28,618	4.84	5,000	28,618	5.87	84	72.52
1910	20.10	4,87,240	94,015	25,945	5.82	5,000	30,945	6.35	90	72.40
1911	20.10	4,87,240	1,14,875	31,392	6.54	5,000	36,392	7.57	110	72.23
1912	20.10	4,87,240	1,20,335	34,709	7.12	5,000	39,709	8.14	116	71.23

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 49} _{Sub-head (a)} **DARJEELING-HIMALAYAN RAILWAY (2' 0" gauge)**—
Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Siliguri to Kurseong	28-8-80	31.75	
Kurseong to Sonada	1-2-81	9.50	
Sonada to Ghum	4-1-81	5.87	
Ghum to Darjeeling	4-7-81	3.63	
Darjeeling to Darjeeling Bazar	16-6-85	0.25	
			51.00

Details of construction—

Permanent-way.—The line is laid throughout with 41½-lb. flat-footed steel rails on wooden sleepers. These are being renewed with a special section steel rail, 41½ lbs. to the yard as required.

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.

Contract—

Dated the 8th April 1879, between the Secretary of State and the late Mr. Franklin Prestage, as to the construction, maintenance, management and working of the railway.

Main provisions of contract—

- (i) **Land.**—Government land, and the right to use the existing cart road, to be granted to the Company free of cost. Other land necessary, if any, to be acquired by the Government and transferred to the Company at cost price.
 - (ii) **Government aid.**—The Government undertakes to pay to the Company any sum required to make up its gross receipts to two lakhs of rupees annually.
 - (iii) **Distribution of profits.**—After the first five years half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to the 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.
 - (iv) **Rates and fares.**—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.
 - (v) **Special obligations as to the conveyance of—**
 - (a) Mails, troops, police, high Government officials and Government stores.—Mails and Post Office servants to be carried by the Company in consideration of a payment by the Government of Rs. 10,260 yearly. [No special provision exists as to troops, police, high Government officials and Government stores.]
 - (b) Government bullion and coin, and the persons in charge thereof.—Not specified.
 - (vi) **Power of the Government to determine contract.**—
 - (vii) **Power of the Company to surrender contract.**—
- If the railway should not be completed within 18 months, or if at any period it should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sum due to it for permanent improvements to the road or works connected with it.

After the railway has been opened for 25 years (reckoning from the 4th May 1884), and thereafter at intervals of 10 years, the Government has 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.

NOTE.—Government relinquished the right to terminate the contract at the end of the 25th year, and decided to allow the terms and conditions of the contract of the 8th April 1879 to continue for a further period of 10 years, viz., to May 1919 vide Railway Board's letter No. 1412 R. T., dated the 1st August 1908, to the Secretary to the Government of Bengal, Railway Department.

- (viii) **Term of contract.**—None specified.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 43} _{Sub-head (a)} DARJEELING-HIMALAYAN RAILWAY (2' 0" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income. (column 5—column 7.)	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	51·00	36,13,058	9,61,662	4,16,752	11·54	79,226	3,37,526	9·34	363	56·65
1904	51·00	37,38,436	10,45,187	4,75,227	13·71	97,200	3,78,027	10·11	394	54·58
1905	51·00	37,51,562	9,72,644	4,09,514	10·91	77,621	3,81,898	8·85	367	57·90
1906	51·00	37,43,294	9,90,351	4,01,239	10·72	75,126	3,36,113	8·71	370	59·07
1907	51·00	37,53,304	9,49,717	4,29,129	11·43	83,471	3,46,658	9·21	358	54·81
1908	51·00	37,47,327	9,44,452	4,21,454	11·24	66,162	3,55,292	9·48	356	55·38
1909	51·00	37,72,867	9,89,125	4,39,895	11·66	88,395	3,51,500	9·31	373	55·52
1910	51·00	37,94,440	10,08,569	4,41,931	11·65	90,653	3,51,278	9·26	378	55·96
1911	51·00	38,51,632	10,29,802	4,44,236	11·53	91,435	3,52,801	9·16	388	56·86
1912	51·00	39,25,147	11,38,900	5,11,218	13·02	98,475	4,12,733	10·52	429	55·11

APPENDIX 9—contd..

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 44} _{Sub-head (a)} HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—

Running powers—

Foreign line over home line:—

Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Telkul Ghât (Howrah) to Dumjar	1-7-97	9·20		
Dumjar to Bargaohia	2-10-97	5·87		
Bargaohia to Maju	4-5-98	5·50		
Maju to Amta	1-6-98	6·62		
			27·19	
<i>Champadanga branch—</i>				
Bargaohia to Jagatbalabpur	2-10-97	1·50		
Jagatbalabpur to Autpur	1-6-04	8·50		
Autpur to Champadauga	24-8-08	6·68		
			16·68	
TOTAL OPEN MILEAGE . . . . .	...	...		43·87
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Autpur to Rajbulhat (sanctioned on 20th March 1902, but commencement of work not yet authorised).	...	3·50	3·50	3·50
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	47·37

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado on the sections from Bargaohia to Amta and from Bargaohia to Jagatbalabpur. The line from Jagatbalabpur to Champadanga is laid with steel rails 30 lbs. to the yard. The remainder of the line is relaid with steel rails 35 lbs. to the yard.

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.

Agreements and Local Government orders—

Agreement, dated the 12th June 1889, between the District Board of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company, as to the grant of a concession to the Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Board.

Agreement, dated the 27th September 1889, between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company, as to the grant of a concession to the Tramways Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Commissioners.

Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, authorising the construction of a tramway from Howrah to Amta.

Agreement, dated the 3rd May 1897, between the District Board of Howrah and the Bengal District Road Tramways Company (Howrah-Amta), in amendment of the agreement of 12th June 1889.

Agreement, dated the 16th August 1901 (supplemental to the agreements of 1889 and 1897), between the District Board of Howrah and the Howrah-Amta Light Railway Company, as to the construction and working of an extension from Jagatbalabpur to Autpur.

Howrah-Amta Extension order published under the Bengal Government, Railway Department, Notification No. 75-R., dated the 7th April 1902, authorising the construction of the extension from Jagatbalabpur to Autpur.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 44 HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—contd.
Sub-head (a)

Main provisions of agreements and Local Government orders—

(i) *Land*.—Provided at the cost of Company, other than one side of portions of the road between Howrah and Amta the free use of which is authorised for the purpose of laying the line only.(ii) *Aid by the District Board*.—The District Board of Howrah either exempt the Company from the tax on account of road cess, or exact only a nominal tax for a period of 21 years, with power of renewal. The Municipal Commissioners reserve the power to levy a fair and equitable rate of rent at the expiration of 20 years.

The District Board also pay to the Company, by way of interest on the capital expended, such sum of money as may be required to make the net profits of the Company equivalent to a dividend at the rate of 4 per cent per annum, provided that the Board is not involved on this account in a greater liability than Rs. 1,100 per annum per mile constructed and opened with a maximum of Rs. 28,000 per annum.

(iii) *Distribution of profits*.—Net profits in excess of 4 per cent upon the capital for the time being of the Company is divisible in equal proportions between the District Board of Howrah and the Company.(iv) *Rates and fares*.—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to Local Government.(v) *Special obligations as to the conveyance of*.—(a) Mails, troops, police, high Government officials and Government stores.— } Nil.
(b) Government bullion and coin, and the persons in charge thereof.— }(vi) *Power of the Local Authority to determine agreement*.—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at the end of every 7 years thereafter, the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, have by giving 6 months' notice, the right of purchasing the line by paying to the Company its value as a dividend-earning investment, together with a bonus of 20 per cent thereon.(vii) *Power of the Company to surrender agreement*.—Nil.(viii) *Term of agreement [if not determined under (vi)]*.—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year. i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+) or share of net profits to, (—) the District Board.	Total income, [column 5 + or — column 7.]	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	28·69	13,15,227	2,77,451	1,85,876	10·83	—30,921	1,04,955	7·98	186	51·13
1904	37·19	16,16,304	2,97,790	1,55,718	9·63	—35,715	1,20,003	7·43	170	47·71
1905	37·19	16,41,552	3,28,723	1,70,429	10·93	—39,563	1,39,866	8·52	170	45·43
1906	37·19	18,23,741	3,51,162	1,77,670	9·74	—38,681	1,38,989	7·62	182	49·45
1907	37·19	18,83,829	3,70,554	2,03,338	10·79	—40,536	1,62,802	8·64	192	45·13
1908	43·87	21,57,189	3,98,131	1,96,412	9·10	—38,678	1,57,734	7·31	193	50·67
1909	43·87	21,80,234	4,37,024	2,10,668	9·66	—40,935	1,69,733	7·79	191	51·79
1910	43·87	22,24,279	4,83,490	2,15,239	9·67	—45,732	1,69,498	7·62	212	55·48
1911	43·87	23,03,904	4,99,121	2,52,728	10·97	—53,751	1,98,977	8·68	219	49·36
1912	43·87	22,94,838	5,59,302	3,05,869	13·33	—66,159	2,39,710	10·44	245	45·32

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 45 **HOWRAH-SHEAKHALA LIGHT RAILWAY (2' 0" gauge)—**
Sub-head (a).

Running powers—

Home line over foreign line:—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Kadamtala to Chanditala	2-8-97	8·89		
Chanditala to Kistrampur	10-9-97	8·75		
Kistrampur to Sheakhala	7-11-97	4·75	17·39	
<i>Janai branch—</i>				
Chanditala to Janai.	5-5-98	2·37	2·37	19·75

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25-lb. to the yard, laid on cross sleepers of pykado.*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.

Agreements and Local Government order—

Agreement, dated the 12th June 1889, between the District Board of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company;

Agreement, dated the 16th July 1889, between the District Board of Hooghly and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company;

Agreement, dated the 27th September 1889, between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company;

as to the grant of a concession of the right to construct, maintain and work a tramway from Howrah to Sheakhala.

The Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1895, authorising the construction of the line from Howrah to Sheakhala.

Agreement, dated the 10th January 1898, between the District Board of Hooghly and the Bengal District Road Tramways Company (Howrah-Sheakhala), providing for an increase in the amount of subsidy guaranteed to be paid by the District Board.

Main provisions of agreements and Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than one side of portions of the road between Howrah and Sheakhala, the free use of which is authorised for the purpose of laying the line, subject to the reservation in the case of the Municipal Commissioners of Howrah of the power of levying a fair and equitable rate of rent per mile of line for the use of the roads within their jurisdiction after the expiration of 20 years from date of agreement.(ii) *Aid by the local authority.*—The District Board of Howrah, for 21 years, with power of renewal, exempt the company from the tax on account of road cess, or exact only a nominal tax; and the District Board of Hooghly guarantees to make up the net profit of the Company equivalent to a dividend of 4 per cent per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950 per annum per mile of line constructed and open.(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital outlay are divisible between the District Board of Hooghly and the Company in proportion of $\frac{1}{3}$ rd to the former and $\frac{2}{3}$ rd to the latter.

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 45} _{Sub-head (a)} HOWRAH-SHEAKHALA LIGHT RAILWAY (2' 0" gauge)—*concl'd.*Main provisions of agreements and Local Government order—*concl'd.*(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.(v) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.—

(b) Government bullion and coin, and the persons in charge thereof.—

} Not specified.

(vi) *Power of the Local authority to determine agreement.*—The District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, have the right of determining the agreement and purchasing the line after 21 years from the date of the Local Government order authorising its construction. If purchased by the District Board of Howrah the price will be equal to the value of the whole line, plus a bonus of 20 per cent thereon; if purchased by the District Board of Hooghly the price will be the value of the whole line, plus a bonus of 15 per cent thereon.(vii) *Power of the Company to surrender agreement.*—Nil.(viii) *Term of agreement [if not determined under (vi)].*—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.								TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	Subsidy from, (+), or share of net profits to, (—), the District Board.	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	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	19'75	6,22,091	87,049	88,387	5'37	—1,037	32,350	5'20	77	61'65
1904	19'75	6,17,198	86,257	89,139	6'34	—2,747	36,892	5'90	76	58'63
1905	19'75	6,19,894	88,266	88,128	6'15	—2,419	35,709	5'76	78	56'80
1906	19'75	6,28,896	90,595	87,047	5'94	—2,548	34,499	5'53	80	59'11
1907	19'75	6,24,966	95,232	89,236	6'28	—2,728	36,498	5'84	84	58'81
1908	19'75	6,33,299	1,01,052	84,303	5'42	—2,987	31,316	4'94	89	66'05
1909	19'75	6,50,458	1,07,476	88,522	5'92	—3,595	34,927	5'37	104	64'16
1910	19'75	6,56,173	1,19,792	63,350	9'65	—5,032	58,318	8'88	116	47'11
1911	19'75	6,56,138	1,26,090	62,171	9'49	—4,666	57,505	8'76	123	50'69
1912	19'75	6,61,685	1,41,087	74,861	11'31	—6,785	68,076	10'28	137	46'98

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 46. JAGADHRI LIGHT RAILWAY (2' 0" gauge)—
Sub-head (a)

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Jagadhri station to Jagadhri city	11-8-11	8.81	8.81

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed steel rails laid on sál and deodar sleepers.

Ballast.—The line is ballasted for about a furlong in one place only, and the remainder is being ballasted gradually with brick bats.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Local Government order—

The Jagadhri Light Railway Company order of 1908, published under the Punjab Government Notification No. 754, dated the 15th December 1909, as to the construction, maintenance and working of a steam tramway from Jagadhri station to Jagadhri city.

Main provisions of Local Government order—

- (i) *Land.*—Except the portions of the District Board and provincial roads in the district of Ambala which the line is authorised to cross, all land for the purpose of the undertaking is provided at the cost of capital.
- (ii) *Government aid.*—Nil.
- (iii) *Distribution of profits.*—The whole of the profits belong to the Company.
- (iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Local Government.
- (v) *Special obligations as to the conveyance of.*—
 - (a) Mails, troops, police, high Government officials and Government stores.— } Not specified.
 - (b) Government bullion and coin.— }
- (vi) *Power of the Government to determine contract.*—At the expiry of 21 years after first opening throughout for traffic, or at subsequent intervals of 10 years, the local authority, by giving 12 months' notice, has the right to terminate the contract and purchase the undertaking, with the previous sanction of the Local Government, by paying to the Company 25 times the yearly average net earnings of the line during the 3 years preceding the purchase with a maximum of 120 and minimum of 100 per cent of the cost price.
- (vii) *Power of the Company to surrender contract.*—Nil.
- (viii) *Term of contract [if not determined under (vi)].*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to and of each year, i.e. outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	8.81	1,05,600	17,903	503	0.47	9	98.64
1912	8.81	1,11,266	25,038	1,720	1.54	145	98.18

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 47 Sub-head (a) **JORHAT (PROVINCIAL) RAILWAY (2' 0" gauge)—**

This line, originally known as the "Kokila Mookh tramway" or the "Kokila Mookh State railway," was constructed for the convenience of the numerous tea-gardens in the neighbourhood of Jorhat.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Gosaigaon to Jorhat	15-12-84	7.00		
Jorhat to Dhali river	15-12-84	9.50		
Dhali river to Titabar	16-7-87	1.75	18.25	
Cold weather line—				
Gosaigaon to Borghop	22-10-01	4.75		
Borghop to a point further down the river	8-12-11	2.50	7.25	
Mariani branch—				
Chenimara Junction to Mariani	7-1-85	7.00	7.00	82.50

Details of construction—

Permanent-way.—2.51 miles between Jorhat and Gosaigaon are laid with steel rails, 30 lbs. to the yard. About a mile, between Jorhat and Chenimara, 1.75 miles, between Chenimara and Mariani, and 0.75 mile, between Chenimara and Titabar, are laid with steel rails, 25 lbs. to the yard. The rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, 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.—The ruling gradient is about 1 in 800, except on the Jorhat-Chenimara section where it is 1 in 400.

Contract—

Nil.—The construction of the line out of Provincial revenues by the Administration of Assam was approved by the Government of India in their letter No. 691 R. C., dated the 11th August 1882. The maintenance and working of the line are carried on by the Provincial Government.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or 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	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908	30.25	9,08,843	90,710	18,594	1.50	36,408	-22,814	58	85.01
1904	30.25	9,03,781	74,293	-3,840	"	36,260	-40,100	47	105.17
1905	30.25	9,08,441	78,600	2,458	0.27	36,480	-34,022	48	96.87
1906	31.75	9,09,185	92,540	12,995	1.43	32,515	-19,520	59	85.96
1907	31.75	9,29,798	91,667	823	0.06	31,723	-31,200	55	99.43
1908	31.75	9,29,930	1,01,098	11,258	1.21	31,681	-20,428	62	88.86
1909	31.65	9,52,583	99,538	11,288	1.18	31,748	-20,465	60	88.66
1910	30.00	9,68,204	95,976	7,529	0.78	31,959	-24,480	59	92.16
1911	32.00	9,72,295	1,09,457	31,354	3.23	32,885	-1,581	70	71.35
1912	32.50	9,84,343	1,22,406	33,065	3.36	33,541	-473	79	72.93

APPENDIX 9—concl'd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 48} _{Sub-head (a)} PIPAR ROAD-BHAVI LIGHT RAILWAY (2' 0" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Pipar Road to Bhavi	25-11-10	19'00		
Bhavi to Bilara	1-8-12	6'00	25'00	

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. steel rails on deodar and sál sleepers.*Ballast.*—The line is ballasted with earth.*Fencing.*—The line is not fenced.*Curves.*—The radius of the sharpest curve is 478 feet.*Gradients.*—The ruling gradient is 1 in 600—except in the sections from mile 6'38 to mile 6'76 and from mile 7 to mile 7'53, where the gradient is 1 in 100 in cuttings.

Agreement—/

Nil.—The line was constructed and is owned and worked by the Jodhpur Durbar.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1910	19'00	1,95,767	1,732	632	0'32	17	65'51
1911	19'00	2,51,555	15,996	5,246	2'08	16	67'20
1912	25'00	2,74,857	22,986	5,509	2'00	18	76'03

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	I.		II.		I. Raw.	
Main head.	Sub- head.		Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		Coal and coke carried for the public and foreign railways.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (d),(g)&(h).	Bengal-Nagpur ...	454	10,127	3,033,737	81,04,344	15,147	2,01,883
2	(a), (c) to (f) & (m) to (o).	Bombay, Baroda and Central India.	3,313	39,454	223,396	6,49,204	169,996	25,43,663
3	...	Eastern Bengal*	3,259	34,076	1,057,069	9,87,486	2,831	14,258
4	...	East Indian*	3,769	90,526	9,008,151	3,03,75,780	43,481	3,52,542
5	(a) to (h)	Great Indian Peninsula*	2,953	31,071	672,435	26,03,853	357,185	83,07,943
6	(a) to (f)	Madras and Southern Mahratta*	1,321	21,763	222,952	12,79,212	134,323	16,92,162
7	(a) & (b)	Nizam's Guaranteed State ...	287	3,847	357,387	11,49,334	10,263	71,044
8	(a) to (m)	North Western*	5,763	1,42,030	483,487	9,87,777	149,954	19,09,315
9	(a) & (b)	Oudh and Rohilkhand ...	1,883	25,456	195,763	4,91,441	12,012	52,995
10	...	South Indian* ...	393	9,684	37,396	94,001	73,330	4,63,913
		3' 3½" gauge.						
11	...	Assam-Bengal ...	310	3,314	74,251	2,59,444	4,771	34,719
12	...	Bengal and North-Western ...	1,081	15,773	160,872	3,55,951	4,898	39,696
13	...	Bengal Doobra ...	123	1,405	83,715	1,50,331	11	103
14	...	Bhavnagar ...	297	1,803	14,399	15,563	4,611	23,491
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	944	18,443	120,122	2,20,202	80,470	7,64,659
15	...	Burma ...	1,100	16,862	10,165	1,15,441	14,265	62,374
16	...	Dibru-Sadiya ...	...	...	5,77,858	6,18,798	...	...
17	(a) & (b)	Gondal-Porbandar ...	165	516	4,726	8,841	2,264	7,166
7	(c) & (d)	Hingoli Branch and Hydera- bad-Godavari Valley.	163	3,663	14,400	52,051	31,579	3,99,872
18	...	Jamnagar ...	24	8	531	619	6	20
19	...	Jodhpur-Bikaner ...	483	4,486	20,034	22,692	33,243	1,04,994
20	...	Junagad ...	141	746	784	1,104	4,250	15,660
21	...	Morvi ...	10	67	1,677	2,981	492	2,949
22	(a) & (b)	Rohilkund and Kumson ...	422	3,063	4,853	4,864	850	3,400
23	...	Udaipur-Chitorgarh ...	11	114	439	430	2,621	11,768
		Carried over ...	28,652	5,38,237	16,529,769	4,85,53,344	1,152,850	1,70,80,849

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10.

earnings therefrom during the calendar year 1912.

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

III.

COTTON—(continued on following page)

NUMBER.

2. MANUFACTURED.

(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
4,375	37,055	19,888	2,40,901	10,928	1,33,575	10,897	1,79,887	1
1,377	29,106	14,218	2,18,951	32,125	10,07,439	19,164	3,01,349	2
1,298	11,551	5,319	47,335	32,370	3,47,376	4,105	36,893	3
1,247	33,412	17,551	1,75,536	69,114	16,55,932	11,864	1,75,759	4
14,597	2,69,313	20,344	2,60,859	63,683	15,13,355	27,889	4,85,182	5
10,346	1,04,829	20,233	2,34,274	18,850	2,74,980	18,406	2,00,072	6
4,576	47,077	3,233	39,341	3,249	44,093	1,581	18,509	7
1,027	15,498	6,867	1,72,370	30,526	7,88,922	37,108	8,00,339	8
1,964	17,932	7,353	62,209	13,179	1,60,811	8,316	76,532	9
4,010	40,299	16,668	1,59,487	12,111	1,82,772	7,182	91,482	10
498	2,977	794	5,431	3,978	38,756	1,190	8,130	11
260	3,238	5,560	78,873	23,182	2,42,013	8,021	91,518	12
22	161	89	594	698	6,518	...	...	13
...	...	1,431	5,321	196	688	1,463	7,523	14
651	12,524	15,483	3,00,604	17,524	2,86,417	25,487	6,24,638	2
1,927	30,849	2,259	38,563	9,710	1,48,206	1,101	22,798	15
...	...	...	...	...	...	...	...	16
...	...	779	2,440	3	10	3,239	16,061	17
592	10,181	1,329	17,493	1,343	22,290	1,235	18,181	7
27	76	53	128	24	85	81	269	18
9	94	1,254	8,233	3,074	31,867	4,155	29,194	19
36	98	182	514	234	1,249	356	1,530	20
...	...	69	354	133	759	221	1,143	21
110	532	2,522	11,710	2,272	13,124	2,130	18,034	22
1	4	86	278	233	1,834	845	2,639	23
48,950	6,67,940	164,729	20,79,431	348,737	68,43,613	190,714	31,97,691	

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

III.

COTTON—continued on following page.

NUMBER.

3. MANUFACTURED.

(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons. 48,950	Rs. 6,87,340	Tons. 164,729	Rs. 20,79,431	Tons. 848,787	Rs. 68,49,618	Tons. 190,714	Rs. 81,97,691	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
88	388	423	1,707	388	2,584	465	2,209	28
...	...	...	...	...	...	...	...	29
...	...	...	4	8	22	35	84	31
84	264	...	...	171	564	...	...	32
...	...	...	...	...	...	...	...	33
...	...	26	68	87	102	29	99	34
not furnished.	...	...	...	...	...	...	...	35
...	...	46	124	71	194	1	5	1
1	1	301	378	29	86	28	39	1
...	...	...	...	...	...	...	...	23
...	1	27	103	1,082	5,460	124	465	40
5	6	1	1	29	61	...	...	41
...	...	...	...	...	...	...	...	42
1	32	94	3,054	358	10,848	146	4,741	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	37	30	46
...	...	...	...	...	...	...	...	47
2	4	21	88	4	7	50	122	48
49,181	6,68,038	165,671	20,84,908	850,914	68,68,486	191,629	82,05,485	
40,935	5,78,528	151,848	18,94,548	310,820	59,45,855	179,152	29,72,766	
8,196	89,510	18,823	1,90,355	40,294	9,17,631	12,477	2,32,719	
...	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	III—conold.				IV.	
Main head.	Sub-head.		COTTON—conold.		TOTAL.	Chemicals, excepting saltpetre.		
			2 MANUFACTURED—conold.			Quantity.	Earnings.	
			(e) Others.					
19	20	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
		22	23	24	25	26	27	
		Tons.	Ra.	Tons.	Rs.	Tons.	R.	
		5' 6" gauge.						
1	(a) to (c), (c), (g) & (h).	Bengal-Nagpur ...	635	11,355	61,363	8,04,639	996	14,355
2	(a), (c) to (f) & (m) to (o).	Bombay, Baroda and Central India.	1,334	36,040	238,214	41,36,578	3,043	52,618
3	...	Eastern Bengal*	...	...	45,923	4,57,917	3,753	37,822
4	...	East Indian*	2,135	73,449	145,392	24,66,630	9,097	1,43,159
5	(a) to (h)	Great Indian Peninsula*	2,434	65,596	436,132	1,09,02,753	3,358	68,449
6	(a) to (d)	Madras and Southern Mahratta*	1,654	21,615	198,902	25,27,962	3,137	35,360
7	(a) & (b)	Nizam's Guaranteed State ...	158	1,982	23,065	2,22,046	393	4,302
8	(a) to (m)	North Western* ...	2,228	50,924	229,705	37,37,368	5,048	1,06,600
9	(a) & (b)	Oudh and Rohilkhand ...	637	10,543	43,766	3,21,052	1,825	16,881
10	...	South Indian* ...	1,487	16,543	114,788	9,51,501	2,012	29,619
		3' 3½" gauge.						
11	...	Arsam-Bengal ...	13	121	11,244	90,166	606	6,679
12	...	Bengal and North-Western ...	740	9,284	42,661	4,54,621	22,564	1,10,263
13	...	Bengal Doon ...	69	707	839	8,063	736	10,223
14	...	Bhavnagar ...	...	1	7,781	37,029	43	314
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	953	16,819	140,573	20,05,361	568	6,360
15	...	Burma ...	217	3,171	29,479	3,05,961	55	1,197
16	...	Dibrn-Sadiya ...	220	1,748	220	1,748	...	...
17	(a) & (b)	Gondal-Forbandar ...	149	535	6,434	26,212	38	145
7	(c) & (d)	Biogoli Branch and Hyderabad- Godavari Valley.	20	291	35,553	4,68,308	52	539
18	...	Jamnagar ...	7	12	201	581	8	40
19	...	Jodhpur-Bikaner ...	107	1,683	41,843	1,76,065	747	5,467
20	...	Junagad ...	...	...	5,058	19,051	12	51
21	...	Morvi ...	21	130	936	5,338	24	168
22	(a) & (b)	Rohilkund and Kumaon ...	84	546	7,968	47,398	1,065	6,680
23	...	Udaipur-Chitorgarh ...	33	216	3,260	16,769	12	78
		Carried over ...	15,635	3,22,711	1,921,624	3,01,91,635	59,397	6,56,554

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

arnings therefrom during the calendar year 1912.

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

DRUGS.								NUMBER.
1. Intoxicating other than opium.		2. NON-INTOXICATING.				TOTAL.		Main head.
		(a) Medicinal preparations.		(b) Others.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
81	708	...	...	1,097	18,804	1,128	19,507	1
14	480	298	8,758	1,442	27,830	1,754	37,069	2
2	39	519	7,838	805	12,421	1,326	20,853	3
83	1,672	1,072	38,452	2,587	48,319	3,697	88,448	4
118	3,739	572	18,024	2,938	56,409	3,643	78,172	5
59	712	1,046	20,821	4,082	40,331	5,187	70,994	6
...	2	98	1,509	642	5,190	738	6,701	7
249	4,441	1,025	31,554	7,958	1,24,080	9,232	1,60,023	8
51	1,357	234	3,998	618	6,336	903	11,691	9
250	1,255	425	13,616	4,654	40,795	5,229	55,665	10
...	...	156	2,299	46	385	202	2,684	11
66	856	121	1,951	1,677	16,549	1,864	19,356	12
...	...	46	714	8	119	54	833	13
...	...	25	166	46	254	71	420	14
27	820	99	1,251	1,756	19,178	1,882	21,249	2
2	43	260	5,487	575	6,585	837	12,115	15
...	...	...	...	500	2,413	500	2,413	16
...	...	33	167	1	5	34	172	17
3	41	15	257	71	969	89	1,207	7
10	25	32	178	9	23	51	226	18
8	87	40	755	542	4,519	590	5,961	19
...	...	23	179	53	275	76	454	20
...	...	38	248	...	...	38	248	21
20	253	30	260	311	2,322	361	2,865	22
...	2	3	17	14	130	16	140	23
998	16,557	6,237	1,58,648	32,297	4,43,227	39,502	6,18,432	

Principal commodities carried by railways and the

The quantity of each commodity represents the total weight conveyed over each railway in India

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	III— <i>concid.</i>				IV.	
Main head.	Sub- head.		COTTON— <i>concid.</i>		TOTAL.	Chemicals, excepting saltpetre.		
			2 MANUFACTURED— <i>concid.</i>			Quantity.	Earnings.	
			(a) Others.					
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
19	20	21	22	23	24	25	26	27
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	15,635	3,22,711	1,921,624	3,01,91,635	59,397	6,58,554
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Baraj Light ...	180	916	15,797	79,380	54	237
29	...	Bekharipore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light ...	...	...	44	114	...	...
32	...	Cutch ...	...	...	284	838	...	...
33	...	Dehri-Bohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	...	...	420	1,165	...	1
36	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhaj ...	2	6	158	390	4	11
1	(f)	Parlakinedi Light ...	3	5	362	454	5	15
22	(o)	Powayan Light... ...	...	...	...	...	...	...
40	...	Shabdara (Delhi)-Sahasra- pur Light.	6	33	1,277	6,151	9	51
41	...	Tarakesur-Magra Light ...	...	...	35	70	4	7
42	...	Tezpore-Balipara Light ...	...	...	28	144	...	...
		2' 0" gauge.						
43	...	Darjeeling Himalayan ...	29	742	682	19,506	25	604
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light ...	31	170	1,107	306	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	76	224	282	841	...	1
		TOTAL 1912 ..	15,912	3,24,806	1,942,050	3,03,01,624	59,498	6,57,511
		TOTAL 1911 ...	12,772	2,53,985	1,716,978	2,52,45,058	61,355	6,27,057
		INCREASE ...	3,140	70,821	225,072	50,56,566	...	30,454
		DECREASE ...	...	...	...	...	1,857	...

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

V.								NUMBER.	
DRUGS.								Main head.	
I. Intoxicating other than opium.	2. NON-INTOXICATING.				TOTAL.		Quantity		Earnings.
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.			
28	29	30	31	32	33	34	35	36	
Tons. 998	Rs. 16,557	Tons. 6,207	Rs. 1,58,643	Tons. 32,297	Rs. 4,43,227	Tons. 39,502	Rs. 6,18,432		
...	25	
...	27	
...	...	10	54	82	373	92	427	28	
...	29	
...	...	1	6	...	...	1	6	31
...	...	2	8	...	...	2	8	32
...	33	
...	1	...	2	...	3	34	
not furnished	35	
...	98	171	98	171	1	
...	9	12	9	12	1	
...	22	
...	1	1	3	4	20	5	24	40	
...	...	2	5	...	...	2	5	41
...	17	85	17	85	42	
...	
...	...	139	2,554	22	709	161	3,263	43	
...	44	
...	45	
...	46	
...	47	
...	48	
2	5	1	3	1	2	4	10		
1,000	16,563	6,363	1,61,282	32,530	4,44,601	39,893	6,22,446		
1,355	22,773	5,312	1,42,022	31,736	4,31,054	38,403	5,95,854		
...	...	1,051	19,280	794	18,547	1,490	26,592		
355	6,215	...	...	...	...	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	VI— DYES					
Main head.	Sub- head.		(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e),(g)&(h)	Bengal-Nagpur ...	102	1,347	837	9,477	57	409
2	(a),(c) to (f) & (m) to (o)	Bombay, Baroda and Central India.	1,951	43,863	365	4,569	59	1,302
3	...	Eastern Bengal*	...	...	442	4,065	53	414
4	...	East Indian*	739	12,490	1,754	21,056	734	16,976
5	(a) to (h)	Great Indian Peninsula*	4,044	85,335	1,309	27,499	144	2,970
6	(a) to (h)	Madras and Southern Mahratta*	1,052	18,809	270	2,457	710	10,468
7	(a) & (b)	Nizam's Guaranteed State ...	563	5,811	60	423	14	179
8	(a) to (m)	North Western*	1,045	22,667	103	1,131	819	14,496
9	(a) & (b)	Oudh and Rohilkhand ...	685	5,273	466	2,944	124	686
10	...	South Indian*	845	8,261	213	2,086	178	1,516
		3' 3½" gauge.						
11	...	Assam-Bengal ...	...	...	26	113	...	...
12	...	Bengal and North-Western ...	296	2,779	1,538	13,795	622	5,368
13	...	Bengal Doars ...	...	...	4	14	...	...
14	...	Bhavnagar ...	77	357	2	9	...	4
2	(b) & (g) to (h)	Bombay, Baroda and Central India.	1,140	25,802	343	3,954	154	1,917
15	...	Burma ...	10	176	1,659	18,090	...	4
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	3	16	1	2	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	61	854	114	1,553	14	231
18	...	Jamnagar ...	5	26	...	1	...	...
19	...	Jodhpur-Bikaner ...	107	819	6	50	54	615
20	...	Junagad ...	13	86	3	23	...	1
21	...	Morvi ...	1	5	2	7	...	...
22	(a) & (b)	Rohilkund and Kumaon ...	30	153	708	3,820	15	53
23	...	Udaipur-Chitorgarh ...	11	60	...	...	...	3
		Carried over ...	12,833	2,29,494	10,235	1,17,151	3,751	57,610

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

continued on following page.

AND TAXES.								NUMBER.
(4) Myrabolans.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
29,491	2,72,648	2,018	6,872	7,767	73,330	1,072	13,140	1
256	2,233	890	4,996	3,046	51,835	2,335	44,507	2
7,306	51,190	4,152	7,486	3,458	22,284	474	5,424	3
25,778	1,76,127	15,124	61,622	6,707	1,20,171	5,598	51,830	4
12,251	60,675	38,428	2,30,459	16,382	2,87,568	3,069	35,079	5
334	2,305	7,736	30,416	25,332	1,74,118	1,698	16,537	6
449	5,869	2,652	8,258	3,077	80,469	152	1,668	7
66	404	177	501	6,991	98,706	9,217	1,05,303	8
1,899	8,776	9,051	35,705	3,447	26,000	729	8,379	9
279	1,908	44	140	6,738	47,932	1,106	14,888	10
42	145	32	122	189	2,214	9	98	11
221	2,320	1,742	9,539	5,680	55,347	858	6,875	12
60	416	401	3,842	50	301	62	733	13
5	10	...	...	98	433	434	1,729	14
74	606	1,366	2,346	3,360	32,516	1,960	19,471	15
3	3	...	...	2,361	18,873	139	1,768	16
47	262	1,343	7,749	...	...	...	...	17
9	48	1	4	282	490	30	99	18
2	3	114	321	399	4,750	58	639	19
21	126	25	62	16	32	41	154	20
2	13	18	54	395	2,615	4,508	14,092	21
9	48	1	4	78	350	67	385	22
2	3	114	321	14	67	...	...	23
21	126	25	62	932	6,102	279	1,264	
2	13	18	54	56	345	35	245	
78,695	5,86,082	85,308	4,10,521	98,810	10,63,883	33,920	3,44,127	

Principal commodities carried by railways and the

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

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	VI— DYES					
Main head.	Sub- head.		(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	12,833	2,29,494	10,235	1,17,151	3,751	57,610
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light ...	21	111	68	236	...	1
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shevrajpur Light ...	...	...	...	...	...	...
32	...	Cutch ...	...	...	...	...	...	...
33	...	Dahri-Bohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	1	1	...	...	...	...
38	...	Madaya Light ...	...	...	...	...	...	Information
1-	(d)	Mourbhanj ...	...	...	3	7	...	...
1	(f)	Parlakimedi Light ...	...	...	1	1	...	...
22	(c)	Powayan Light ...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	4	21	...	...
41	...	Tarkessur-Magra Light ...	...	...	...	...	...	...
42	...	Tezapore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	...	...	4	69	...	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light ...	...	...	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	4	9	2	4	2	3
		TOTAL 1912 ...	12,859	2,29,615	10,317	1,17,509	3,753	57,614
		TOTAL 1911 ...	11,231	2,11,452	9,579	1,12,421	4,597	76,525
		INCREASE ...	1,628	18,163	738	...	...	...
		DECREASE ...	...	...	...	912	844	18,911

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

continued on following page.

AND TANS.

NUMBER.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Main head. 54
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	
Tons. 78,595	Rs. 5,86,082	Tons. 85,808	Rs. 4,10,521	Tons. 96,810	Rs. 10,68,888	Tons. 38,920	Rs. 8,44,127	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
24	121	248	802	475	1,426	154	654	28
...	...	...	...	...	...	...	...	29
...	...	...	...	2	9	10	15	31
...	1	...	...	2	4	23	61	32
...	...	...	...	...	...	...	...	33
...	...	1	2	6	17	4	8	34
not furnished	...	...	...	...	...	...	...	35
439	799	5	2	9	23	2	8	1
13	12	118	127	92	107	3	4	1
...	...	...	...	...	...	...	...	22
13	52	20	87	168	725	41	170	40
...	...	1	2	2	2	2	8	41
...	...	...	...	...	...	...	...	42
...	...	...	...	10	207	35	669	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	28	21	4	8	46
...	...	...	...	...	...	...	...	47
...	...	...	...	6	14	9	15	48
79,084	5,87,067	85,896	4,11,549	97,608	10,66,488	34,207	8,45,987	
76,355	6,23,049	83,395	4,07,582	86,520	9,56,712	42,835	8,38,795	
2,729	...	2,301	3,967	11,088	1,09,726	...	7,142	
...	35,982	...	...	...	...	8,628	...	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	VI— <i>consolid.</i>		VII.			
Main head.	Sub- head.		DYES AND TANS— <i>consolid.</i>		FODDER.			
			TOTAL.		(1) Oil-cake.		(2) Hay, straw and grass.	
55	56	57	Quantity. 58	Earnings. 59	Quantity. 60	Earnings. 61	Quantity. 62	Earnings. 63
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h).	Bengal-Nagpur ...	41,339	3,77,223	10,654	52,395	14,756	44,171
2	(a), (e) to (f) & (m) to (o).	Bombay, Baroda and Central India.	8,902	1,52,805	9,383	60,753	131,953	3,92,956
3	...	Eastern Bengal*	4,427	32,190	30,080	60,188	20,101	49,163
4	...	East Indian*	27,040	2,30,999	53,036	2,56,007	18,957	58,349
5	(a) to (h)	Great Indian Peninsula*	65,350	6,76,200	11,641	33,697	103,218	6,07,058
6	(a) to (l)	Madras and Southern Mahratta*	79,741	5,08,566	13,643	67,083	39,638	1,73,011
7	(a) & (b)	Nizam's Guaranteed State ...	11,936	71,271	2,591	16,036	7,299	36,344
8	(a) to (m)	North Western*	21,276	2,56,430	25,522	32,951	75,350	3,04,556
9	(a) & (l)	Oudh and Rohilkhand ...	5,694	44,187	9,110	36,878	13,357	36,007
10	...	South Indian* ...	20,090	1,19,164	23,991	1,32,453	3,269	7,677
		3' 3½" gauge.						
11	...	Assam-Bengal ...	268	2,560	5,601	20,692	303	9,302
12	...	Bengal and North-Western ...	9,220	36,094	12,280	26,624	2,541	3,696
13	...	Bengal Dockers ...	116	1,043	2,270	16,343	294	2,057
14	...	Bhavnagar ...	683	2,799	1,417	4,492	20,136	58,911
2	(b) & (g) to (l).	Bombay, Baroda and Central India.	8,925	1,02,519	5,980	30,053	60,368	2,40,735
15	...	Burma ...	4,630	43,169	2,675	13,391	1,610	6,355
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	271	617	561	1,392	16,898	32,743
7	(c) & (d)	Hingoli Branch and Hydera- bad-Godavari Valley.	2,036	11,049	331	4,253	5,895	13,373
18	...	Jamnagar ...	65	221	29	75	2,396	4,573
19	...	Jodhpur-Bikaner ...	6,455	26,202	364	1,244	11,059	30,322
20	...	Junagad ...	179	347	98	263	11,372	25,754
21	...	Marvi ...	133	403	26	30	11,125	29,374
22	(a) & (b)	Rohilkund and Kumaon ...	2,010	11,535	656	2,430	3,008	10,621
23	...	Udaipur Chitorgarh ...	117	720	13	59	3,204	7,733
		Carried over ...	321,459	28,68,318	212,402	9,30,333	533,907	26,96,395

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

				VIII.		IX—(continued on following page).		NUMBER.
(3) Branch.		TOTAL.		Fruits and vegetables, fresh.		(1). Grain and pulse.			Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
8,174	28,218	28,584	1,20,284	18,208	1,12,175	108,490	8,01,851	1
7,352	53,980	148,688	10,07,695	82,427	1,37,786	124,470	9,42,588	2
1,231	4,824	41,412	1,14,175	28,963	1,32,117	82,127	3,08,255	3
8,037	31,039	80,030	3,45,395	20,542	1,90,645	436,514	32,75,221	4
24,271	1,78,207	189,180	3,73,962	37,556	3,10,753	443,801	48,05,154	5
13,527	46,830	63,808	2,86,929	83,858	5,65,943	235,233	15,19,459	6
2,539	12,364	12,429	64,774	1,392	11,634	25,784	1,26,623	7
23,110	94,638	123,982	4,82,145	58,475	4,27,651	562,543	47,96,791	8
...	...	22,437	72,885	16,168	65,258	124,121	5,19,718	9
2,771	14,361	80,031	1,54,491	74,862	4,86,329	134,239	6,34,577	10
1,194	8,679	7,598	39,173	4,801	34,371	12,037	76,649	11
6,757	23,985	21,578	59,305	101,933	1,80,060	169,218	8,30,866	12
18	149	2,532	18,554	118	1,100	6,653	17,150	13
385	1,533	21,938	64,906	583	2,128	6,793	22,717	14
8,404	42,612	74,702	3,13,400	32,375	2,61,739	197,905	15,04,041	2
18,582	60,767	22,837	85,513	53,329	4,19,386	25,557	2,06,878	15
...	...	...	...	...	...	4,187	25,145	16
80	143	17,539	34,778	2,558	7,514	3,391	6,188	17
1,792	5,045	3,518	27,681	499	3,483	15,540	1,18,513	7
193	356	2,618	5,009	546	1,423	1,277	1,565	18
5,133	8,493	16,555	40,559	5,035	31,297	102,471	3,61,458	19
192	681	11,962	26,703	1,228	4,335	1,737	4,340	20
245	936	11,396	30,890	837	2,737	6,328	24,389	21
228	934	8,887	13,985	5,763	36,875	46,479	1,37,123	22
17	101	3,284	7,943	179	970	2,135	8,408	23
126,226	6,13,845	922,535	42,91,128	578,300	34,16,959	2,933,955	2,78,71,657	

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

				VIII		IX—(continued on following page).		NUMBERS.
(3) Bran.		TOTAL.		Fruits and vegetables, fresh.		GRAIN AND PULSES, (1) Gram and pulse.			Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons. 126,226	Rs. 6,13,845	Tons. 922,535	Rs. 42,91,128	Tons. 578,300	Rs. 34,16,959	Tons. 2,933,955	Rs. 2,08,71,657	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
...	...	450	1,382	68	208	7,820	29,690	28
...	...	...	...	...	...	...	...	29
...	...	542	910	11	25	87	160	31
83	161	120	231	44	89	1,597	3,562	32
...	...	...	...	...	...	...	...	33
...	1	217	387	28	60	1,387	1,860	39
not furnished	...	...	...	...	...	...	...	38
2	5	52	141	52	155	80	224	1
...
6	8	19	23	285	321	1,316	1,500	1
...	...	...	...	...	...	1,008	1,117	22
31	24	3,310	6,478	452	2,302	1,458	3,434	40
3	3	1,200	1,330	2,376	2,195	72	88	41
...	...	980	3,051	...	...	321	1,448	42
...
98	2,019	130	2,276	53	1,266	1,494	14,751	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	56	76	...	...	46
...	...	...	...	...	...	...	...	47
...	...	32	103	20	41	257	366	48
126,481	6,16,066	929,537	43,07,440	581,745	34,23,697	2,950,741	2,09,29,857	
69,330	3,56,364	649,330	28,24,947	516,392	30,96,714	2,475,593	1,60,10,045	
57,101	2,59,702	280,207	14,82,493	65,353	3,26,983	475,148	49,19,812	
...	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.]

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (c), (g) & (h).	Bengal-Nagpur ...	2,728	11,662	96,606	3,92,918	370,391	29,69,881
2	(a), (c) to (f) & (m) to (o).	Bombay, Baroda and Central India.	151,832	13,41,618	11,191	48,840	71,075	5,07,801
3	...	Eastern Bengal* ...	...	...	201,268	8,51,215	209,134	6,59,274
4	...	East Indian* ...	58,461	1,99,214	102,592	3,35,501	412,775	19,44,019
5	(a) to (h)	Great Indian Peninsula* ...	300,452	27,62,525	3,263	14,650	200,708	16,23,544
6	(a) to (l)	Madras and Southern Mahratta*	124,268	8,51,435	126,691	6,15,499	298,497	19,13,726
7	(a) & (b)	Nizam's Guaranteed State ...	42,543	1,96,381	873	5,398	51,977	3,61,902
8	(a) to (m)	North Western* ...	68,668	4,20,394	43,136	1,15,078	177,002	11,09,840
9	(a) & (b)	Oudh and Rohilkhand ...	36,005	1,63,804	2,508	11,790	32,712	1,89,545
10	...	South Indian* ...	28,508	1,35,748	238,219	11,19,839	226,641	9,59,730
		3' 3½" gauge.						
11	...	Assam-Bengal ...	...	...	68,794	3,22,242	55,699	2,46,594
12	...	Bengal and North-Western ...	4,364	17,134	54,578	2,11,383	310,961	16,34,561
13	...	Bengal Decans ...	...	...	8,291	17,876	6,017	16,058
14	...	Bhavnagar ...	55,630	1,68,286	39	80	7,786	25,509
2	(b) & (g) to (i)	Bombay, Baroda and Central... India.	194,654	14,63,567	4,349	39,807	98,710	6,51,541
15	...	Burma ...	587	5,715	809,946	38,59,906	167,767	8,58,455
16	...	Dibru-Sadiya ...	...	...	...	...	24,279	1,02,142
17	(a) & (b)	Gondal-Forbandar ...	32,873	85,743	908	2,717	4,507	11,618
7	(a) & (d)	Hingoli Branch and Hydera- bad Godavari Valley.	69,020	5,37,271	443	623	18,598	96,898
18	...	Jamnagar ...	6,731	10,289	5	9	1,072	1,809
19	...	Jodhpur-Bikaner ...	54,803	2,40,822	3,596	9,140	33,386	1,45,333
20	...	Junagad ...	7,227	19,510	105	242	2,612	8,706
21	...	Morvi ...	24,605	81,555	5	15	532	1,569
22	(a) & (b)	Rohilkund and Kumaon ...	30,779	82,041	8,409	29,022	9,714	30,907
23	...	Udaipur-Chitorgarh ...	104	389	...	3	654	3,377
		Carried over ...	1,294,891	87,85,098	1,785,815	80,04,238	2,778,421	1,60,74,339

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd

earnings therefrom during the calendar year 1912.

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

IX—conold.								NUMBER.
GRAIN AND PULSE—conold.								
(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
90,936	8,14,715	7,184	46,683	5,561	26,397	681,896	50,63,627	1
153,068	13,85,035	12,944	98,744	105,921	7,87,253	630,551	51,11,874	2
4,296	16,278	15,568	1,00,749	5,858	25,874	518,251	19,56,645	3
474,068	25,89,750	43,030	3,22,469	291,057	16,35,389	1,868,497	1,02,40,568	4
404,437	45,45,517	24,912	1,70,302	120,111	9,54,515	1,502,684	1,46,76,207	5
19,566	1,28,171	10,516	1,06,448	59,979	4,48,538	869,800	55,63,306	6
5,635	36,067	1,977	12,612	1,680	7,228	180,468	7,48,211	7
1,704,409	2,19,21,605	88,756	3,84,707	517,968	51,44,155	3,162,482	3,38,92,510	8
302,098	14,91,901	21,229	1,17,764	190,628	8,56,679	709,301	33,51,091	9
1,191	8,411	7,193	45,943	38,086	1,77,327	674,077	30,61,575	10
30	184	2,230	17,177	193	1,028	138,983	6,68,824	11
118,502	6,82,069	4,563	30,885	233,394	11,65,541	695,615	45,72,939	12
1	7	1,047	6,139	678	2,143	22,087	59,378	13
13,627	43,309	218	867	5,453	15,053	89,546	2,76,321	14
261,119	15,49,697	16,377	1,10,339	224,877	15,10,393	987,991	68,29,385	2
31,571	3,004	10,167	83,908	3,055	19,007	1,018,650	50,36,378	15
...	...	...	...	551	3,735	29,017	1,31,022	16
3,027	20,123	180	523	5,764	16,823	55,650	1,45,730	17
8,533	69,549	821	6,314	326	2,467	113,276	8,31,635	7
1,275	2,718	176	280	3,091	2,436	13,627	19,086	18
172,031	6,85,804	2,925	15,430	259,934	9,85,943	629,146	24,43,930	19
2,311	5,339	108	372	1,110	3,558	15,210	42,067	20
6,641	23,302	108	399	373	1,230	39,072	1,32,459	21
83,218	1,83,784	2,159	7,666	73,849	2,10,326	254,607	6,80,871	22
3,562	14,607	332	1,491	4,248	16,271	11,235	44,746	23
3,840,152	3,62,20,496	274,740	18,88,181	2,153,745	1,40,19,311	15,061,719	10,56,13,370	

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

IX—consolid.								NUMBER.
GRAIN AND PULSE—consolid.								
(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons. 3,840,152	Rs. 3,62,20,496	Tons. 274,740	Rs. 16,88,181	Tons. 2,163,745	Rs. 1,40,19,811	Tons. 15,061,719	Rs. 10,56,13,370	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
1,779	5,811	70	214	229	659	39,940	1,48,598	28
...	...	...	...	...	...	...	...	29
...
93	273	256	579	226	376	1,180	2,196	31
1,976	4,377	78	128	1,140	2,027	12,561	25,284	32
14	12	...	...	...	...	49	76	33
60	111	25	42	239	484	2,144	3,422	34
...	not furnished	...	...	...	...	...	...	35
...	2	36	105	2	3	1,939	3,202	1
...
28	24	9	9	149	141	1,921	2,120	1
1,390	2,220	...	...	3,842	6,115	6,230	3,452	23
44,047	91,695	209	429	1,385	2,581	49,945	1,04,896	40
...	...	89	98	5	8	2,260	2,408	41
...	...	...	...	...	...	458	1,955	42
...
146	2,531	1,620	25,183	210	2,877	15,246	1,81,451	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
9,841	6,887	177	187	9	8	10,649	7,508	46
...	...	...	...	...	...	...	...	47
549	923	22	60	193	322	1,180	1,828	48
3,900,065	3,63,34,862	277,326	17,15,165	2,161,374	1,40,34,892	15,207,421	10,61,07,864	
3,161,216	2,73,62,236	251,159	14,93,530	1,134,487	66,81,050	12,225,721	7,94,82,152	
718,849	89,72,626	26,167	2,21,635	1,026,887	74,03,842	2,981,700	2,66,25,712	
...	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.]

CLASSIFICATION No. of RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	X. HIDES AND SKINS.							
Main head.	Sub- head.		(1) HIDES OF CATTLE.				(2) SKINS OF SHEEP, ETC.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e), (e), (g) & (h).	Bengal-Nagpur ...	...	...	12,685	1,23,461	...	...	2,561	14,118
2	(a), (c) to (f) & (m) to (o).	Pombay, Baroda and Central India.	117	818	4,747	42,206	10	86	4,189	43,459
3	...	Eastern Bengal*	...	...	16,490	1,22,619	...	...	2,513	13,594
4	...	East Indian*	193	1,666	35,031	5,38,763	30	271	10,591	1,58,579
5	(a) to (h)	Great Indian Peninsula*	...	8	11,390	2,24,462	1	30	16,990	2,43,487
6	(a) to (l)	Madras and Southern Mahratta*	642	6,685	12,558	1,18,493	2,279	28,030	31,358	3,07,868
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	1,582	16,239	...	3	2,327	26,698
8	(a) to (m)	North-Western* ...	5	70	24,673	2,92,186	204	1,915	17,367	1,77,079
9	(a) & (b)	Oudh and Rohilkhand ...	...	...	7,655	45,248	...	...	5,258	21,810
10	...	South Indian* ...	1,296	11,428	3,433	27,553	1,769	26,202	10,557	75,695
		3' 3½" gauge.								
11	...	Assam-Bengal ...	...	...	1,594	15,592	...	...	23	212
12	...	Bengal and North-Western ...	...	...	8,328	55,638	...	1	2,433	15,553
13	...	Bengal Doonars ...	...	...	387	2,886	...	...	25	104
14	...	Bhavnagar ...	...	5	189	924	...	...	194	1,093
2	(b) & (g) to (l).	Pombay, Baroda and Central India.	54	761	5,479	73,889	10	100	4,992	50,577
15	...	Barma ...	43	408	5,796	53,925	1	6	72	601
16	...	Dibru-Sadiya ...	...	...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	4	11	339	1,009	1	6	289	1,179
7	(c) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley.	...	...	991	9,521	...	...	919	9,462
18	...	Jamnagar ...	...	...	171	557	18	98	50	207
19	...	Jodhpur-Bikaner ...	2	20	1,597	10,775	14	31	1,781	13,305
20	...	Junagad ...	...	...	259	858	...	1	77	294
21	...	Morvi ...	...	...	268	1,206	13	71	83	438
22	(a) & (b)	Rohilkund and Kumaon ...	...	...	1,215	5,626	...	...	401	1,704
23	...	Udaipur-Chitorgarh ...	...	...	11	85	...	...	204	1,286
		Carried over ...	2,353	21,880	156,863	17,78,797	4,350	56,851	115,770	11,48,401

*Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

TOTAL		XI.		XII.		XIII—(continued on following page.)		NUMBER.
		Horns.		Hemp (Indian) and other fibres excluding jute.		JUTE.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main heads.
102	103	104	105	106	107	108	109		110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
15,246	1,42,579	470	4,415	10,824	71,493	35,706	87,178	1
9,063	86,569	392	5,965	4,405	57,052	203	2,845	2
19,003	1,86,203	51	268	12,360	12,320	1,118,254	72,89,308	3
45,845	6,69,279	780	7,955	32,591	2,43,747	118,742	4,47,142	4
23,381	4,67,987	1,462	23,032	8,190	1,08,214	197	2,490	5
46,827	4,61,096	1,273	10,843	4,978	24,713	3,892	16,934	6
4,409	42,940	237	1,933	282	2,016	4	52	7
42,249	4,61,250	453	3,700	900	7,313	30	409	8
12,913	67,058	790	4,129	11,570	34,805	117	777	9
17,055	1,40,878	247	2,231	6,138	38,223	5	48	10
1,617	15,824	6	72	1,116	4,619	108,417	2,86,104	11
10,781	71,192	579	427	8,902	64,083	21,281	1,16,688	12
413	2,900	1	6	...	2	18,239	59,857	13
383	2,022	52	200	...	...	...	1	14
10,535	1,25,327	251	1,878	4,373	16,257	306	1,974	2
5,912	54,943	152	1,944	3	27	6	93	15
...	...	...	...	...	...	...	...	16
633	2,25	23	73	...	...	...	2	17
1,910	13,983	100	1,127	83	666	1	28	7
239	862	15	43	...	...	17	31	18
3,324	24,133	30	135	11	60	39	161	19
336	1,153	13	40	...	...	1	6	20
364	1,705	26	86	1	9	...	...	21
1,616	7,380	81	306	6,824	15,522	10	68	22
215	1,351	1	5	5	30	...	...	23
279,339	30,05,929	6,990	70,893	113,556	7,01,130	1,420,427	82,61,621	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	X. HIDES AND SKINS.							
Main head.	Sub- head.		(1) HIDES OF CATTLE.				(2) SKINS OF SHEEP, ETC.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	2,856	21,880	156,863	17,78,797	4,350	56,851	115,770	11,49,401
		2' 6" gauge.								
26	...	Asrah-Sazaran Light ...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
28	...	Barsi Light ...	...	...	74	458	...	...	218	928
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light ...	...	...	19	78	...	...	1	3
32	...	Cutch ...	9	22	...	...	...	...	...	...
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	...	...	6	14	...	...	8	20
36	...	Madaya Light ...	...	...	...	...	...	...	Information	...
1	(d)	Mourbharj ...	...	...	43	120	...	...	6	20
1	(f)	Parlakimedi Light ...	...	...	110	98	...	...	225	239
22	(e)	Powayan Light ...	...	...	...	...	...	...	...	...
40	..	Shabdara (Delhi)-Saharanpur Light.	...	...	224	1,269	...	...	24	142
41	...	Tarkessur-Magra Light ...	...	...	21	32	...	...	2	3
42	...	Tezporo-Balipara Light ...	...	...	...	...	...	...	...	...
		2' 0" gauge.								
43	...	Darjeeling-Himalayan ...	...	...	262	3,305	...	...	2	27
44	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
45	...	Howrah-Shakhala Light ...	...	...	...	...	...	...	...	...
46	...	Jagadhri Light ...	...	...	13	16	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	20	30	26	56	3	11	8	22
		TOTAL 1912 ...	2,855	21,932	157,661	17,84,243	4,353	56,862	116,264	11,49,805
		TOTAL 1911 ...	2,690	27,031	133,706	13,54,374	3,933	53,792	106,692	10,92,613
		INCREASE ...	...	...	23,955	4,29,869	420	3,070	9,572	57,192
		DECREASE ...	305	5,099	...	...	...	...	...	...

DIX-10—contd.

earnings therefrom during the calendar year 1912.

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

TOTAL.		XI. Horns.		XII. Hemp (Indian) and other fibres excluding jute.		XIII—(continued on following page.) Jute. (1) Raw.		NUMBER.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main- head.
102	103	104	105	106	107	108	109	110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
279,339	80,06,929	6,990	70,898	118,556	7,01,180	1,402,487	82,61,621	
...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	27
292	1,386	18	71	184	647	1	3	28
...	...	...	...	...	...	...	...	29
20	81	...	...	...	...	...	...	31
9	22	11	89	34	107	...	...	32
...	...	...	...	...	...	...	...	33
14	34	...	...	1	5	...	...	34
not furnished	...	...	...	...	...	...	...	36
49	140	...	12	3	6	25	55	1
335	387	35	86	...	...	1	1	1
...	...	...	...	...	...	...	...	22
248	1,411	8	7	62	210	24	94	40
23	35	...	...	...	...	861	1,826	41
...	...	...	...	...	...	...	...	42
264	3,382	12	202	...	...	2	55	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
13	16	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	47
57	119	...	...	14	11	2	4	48
280,683	80,12,842	7,069	71,245	118,794	7,02,166	1,421,853	82,68,159	
247,021	25,27,810	7,056	69,273	120,424	6,99,702	1,223,740	69,53,152	
33,642	4,85,032	13	1,972	...	2,464	197,643	13,10,007	
...	...	...	...	6,630	...	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XIII--concl'd.				XIV.	
Main head.	Sub- head.		JUTE--concl'd.		Lac.			
			(2) Gunny bags and cloth.		TOTAL.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h).	Bengal-Nagpur ...	27,379	2,72,986	68,085	3,60,114	19,876	2,17,372
2	(a), (e) to (f) & (m) to (o).	Bombay, Baroda and Central India.	12,941	1,07,537	13,144	1,10,382	135	1,177
3	...	Eastern Bengal*	36,426	1,09,278	1,154,680	73,98,841	1,491	11,014
4	...	East Indian*	101,027	14,13,527	219,769	18,60,669	24,649	3,51,553
5	(a) to (h)	Great Indian Peninsula*	36,839	3,76,397	37,036	3,78,887	1,630	15,821
6	(a) to (l)	Madras and Southern Mahratta*	28,413	2,05,940	32,304	2,22,274	96	1,097
7	(a) & (b)	Nizam's Guaranteed State ...	3,802	27,778	3,806	27,830	9	108
8	(a) to (m)	North Western*	61,543	4,78,792	61,572	4,79,201	662	5,551
9	(a) & (b)	Oudh and Rohilkhand ...	18,743	1,12,635	18,860	1,13,412	460	2,532
10	...	South Indian* ...	22,325	1,46,451	22,330	1,46,499	303	1,848
		3' 3½" gauge.						
11	...	Assam-Bengal ...	1,793	10,321	1,05,210	2,46,425	635	4,044
12	...	Bengal and North-Western ...	21,610	1,38,617	42,891	2,55,255	1,344	8,069
13	...	Bengal Doocars ...	361	1,910	18,600	61,767	...	...
14	...	Bhavnagar ...	1,410	4,777	1,410	4,778	6	27
2	(b) & (g) to (l).	Bombay, Baroda and Central India.	18,901	1,17,258	19,207	1,19,227	381	3,653
15	...	Burma ...	18,216	75,484	18,222	75,577	703	3,218
16	...	Dibrn-Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	278	819	278	821	3	11
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	3,327	29,005	3,328	29,083	27	232
18	...	Jamnagar ...	135	292	152	323	...	3
19	...	Jodhpur-Bikaner ...	5,720	21,111	5,759	21,292	527	2,410
20	...	Junagad ...	359	1,060	360	1,066	...	2
21	...	Morvi ...	378	1,327	378	1,327	4	16
22	(a) & (b)	Rohilkund and Kumaon ...	5,100	17,016	5,110	17,084	100	557
23	...	Udaipur-Chitorgarh ...	195	921	195	921	1	5
		Carried over ...	427,219	36,71,184	1,847,686	1,19,32,805	53,042	6,34,920

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912

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

XV.						XVI—(continued on following page).				NUMBER.
LEATHER.						LIQUORS.				
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,611	14,465	...	...	1,611	14,465	685	5,111	3,029	28,504	1
1,375	17,526	757	13,006	2,132	30,532	1,257	21,542	9,470	69,623	2
42	248	11	160	53	408	305	3,397	2,546	25,925	3
1,432	48,506	385	10,402	1,817	58,908	6,219	70,327	5,872	1,01,910	4
1,068	14,196	869	20,157	1,957	34,353	6,067	84,543	10,610	96,612	5
9,705	1,40,402	545	8,750	10,250	1,49,152	4,330	86,591	8,886	66,820	6
1,576	20,113	51	829	1,627	20,942	1,310	8,984	269	4,551	7
3,571	48,818	824	14,295	4,395	63,113	7,381	1,24,294	7,305	1,51,435	8
143	897	116	1,497	259	2,394	3,436	26,237	2,142	21,955	9
319	2,381	263	3,001	582	5,382	2,700	25,216	7,192	59,538	10
.....	.....	4	56	4	56	211	2,384	1,110	7,643	11
183	813	56	879	239	1,692	84	436	2,227	22,238	12
...	14	...	...	...	14	14	176	252	2,521	13
199	873	29	93	223	966	1	3	107	577	14
1,007	8,933	498	5,893	1,505	14,826	1,672	11,571	1,876	23,551	2
146	1,331	61	975	207	2,306	3,064	28,612	672	13,032	15
...	...	...	...	...	...	...	...	...	...	16
21	64	121	656	142	720	...	...	70	290	17
24	230	74	1,405	98	1,665	10	54	31	412	7
1	3	8	30	9	33	4	21	2	13	18
340	2,308	106	1,010	446	3,318	61	476	315	2,578	19
10	34	9	39	19	73	2	13	22	171	20
57	250	7	39	64	289	4	21	22	154	21
2	8	17	125	19	133	579	2,616	539	3,286	22
21	136	...	3	21	139	1	10	10	116	23
22,853	3,23,579	4,831	83,300	27,684	4,06,879	30,897	4,47,997	64,620	7,02,935	

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XV.						XVI—(continued on following page).				NUMBER.
LEATHER.						LIQUORS.				
(1) Unwrought		(2) Wrought excepting boots and shoes.		TOTAL		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
22,853	3,23,579	4,831	83,300	27,684	4,06,879	39,897	4,47,997	64,020	7,02,935	
...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	27
10	57	28	145	38	202	...	1	59	228	28
...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	34	100	31
104	217	...	...	104	217	...	...	2	4	32
...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	34
not furnished	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	1	5	1
...	...	...	...	...	...	...	1	44	61	1
...	...	...	...	...	...	...	...	...	...	22
7	33	2	10	9	43	6	15	7	27	40
...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	43
5	120	2	43	7	163	376	3,568	280	7,966	43
...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	45
1	1	...	...	1	1	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	47
1	2	4	15	5	17	7	33	...	1	48
22,981	3,24,009	4,867	83,513	27,843	4,07,522	40,286	4,51,615	65,047	7,11,827	
17,698	2,64,650	6,526	1,01,637	24,223	3,66,287	37,120	4,08,303	59,964	6,86,407	
5,283	59,359	...	...	3,625	41,235	3,166	48,312	5,083	24,920	
...	...	1,658	18,124	...	...	...	...	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway system.	XVI— <i>conold.</i>					
Main head.	Sub- head.		LIQUORS— <i>conold.</i>				(1)	
			(3) All other sorts including toddy and fermented liquor other than ale and beer.		TOTAL.		Brass unwrought.	
131	132	133	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			134	135	136	137	138	139
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	...	...	3,714	33,615	1,318	12,818
2	(a), (c) to (f) & (m) to (o)	Bombay, Baroda and Central India.	4,485	4,670	15,212	95,835	2,898	60,948
3	...	Eastern Bengal* ...	...	...	2,851	29,322	346	3,281
4	...	East Indian* ...	336	3,105	12,427	1,75,352	3,348	40,303
5	(a) to (k)	Great Indian Peninsula* ...	89	492	16,766	1,31,647	5,278	78,317
6	(a) to (f)	Madras and Southern Mahratta*	10,100	52,541	23,816	1,55,752	1,582	15,368
7	(a) & (b)	Nizam's Guaranteed State ...	3,737	22,449	5,310	35,984	200	1,905
8	(a) to (m)	North Western* ...	29	340	14,715	2,76,089	1,776	18,436
9	(a) & (b)	Oudh and Rohilkhand ...	3	58	5,581	48,250	1,298	7,215
10	...	South Indian* ...	1,291	4,997	11,183	89,751	1,740	16,303
		3' 3½" gauge.						
11	...	Assam-Bengal ...	...	...	1,321	10,032	8	45
12	...	Bengal and North-Western ...	...	...	2,311	22,751	909	7,330
13	...	Bengal Dooars ...	...	...	266	2,697	21	93
14	...	Bhavnager ...	...	...	108	580	57	191
2	(b) & (g) to (i).	Bombay, Baroda and Central India.	111	624	3,659	35,746	2,288	32,661
15	...	Burma ...	520	2,460	4,256	39,104	17	190
16	...	Dibru-Sadiya ...	348	2,578	348	2,578	...	...
17	(a) & (b)	Gondal-Forbandar ...	...	...	70	290	...	...
7	(a) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	519	3,003	560	3,469	29	397
18	...	Jamnagar ...	5	30	11	64	5	18
19	...	Jodhpur-Bikaner ...	9	47	385	3,101	133	840
20	...	Junagad ...	28	70	52	254	14	48
21	...	Morvi ...	4	26	30	201	25	106
22	(a) & (b)	Rohilkund and Kumaon ...	...	...	1,168	5,852	176	950
23	...	Udaipur-Chitorgarh ...	1	6	12	132	6	57
		Carried over ...	21,615	97,496	126,132	12,48,428	23,410	2,97,780

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XVII—(continued on following page).

METALS.								NUMBER.
(2) Brass manufactures.		(3) Copper unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Unwrought (cast, slag, pig and old for remanufacture).		
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,611	18,851	299	3,874	109	2,191	67,442	1,76,992	1
1,200	19,596	872	19,608	616	11,596	848	9,859	2
4,088	35,849	81	885	1,279	3,325	...	...	3
7,174	91,765	484	5,451	1,105	26,584	59,720	2,58,507	4
4,340	60,453	2,501	29,247	1,653	23,760	2,909	25,160	5
2,211	22,221	972	11,588	553	6,521	2,560	16,166	6
295	2,881	80	242	183	1,871	218	1,397	7
1,878	26,095	632	12,923	827	14,100	4,716	29,408	8
2,668	24,737	181	1,041	206	1,933	3,623	15,859	9
2,976	26,277	345	2,725	258	2,832	4,979	19,213	10
329	3,547	...	...	6	81	336	1,879	11
1,985	19,406	83	758	575	5,470	1,439	7,739	12
117	712	...	...	...	...	352	3,610	13
452	1,802	80	259	201	720	6	17	14
2,582	26,693	535	6,303	443	5,539	1,015	6,156	2
432	6,456	28	341	70	1,002	268	738	15
...	...	...	...	...	...	3,325	23,294	16
140	580	...	1	69	253	5	17	17
299	3,615	41	860	297	6,910	52	463	7
32	100	8	28	17	47	8	2	18
181	1,814	33	182	52	486	301	3,174	19
45	224	15	50	41	208	3	9	20
23	149	6	27	8	43	15	65	21
764	4,619	8	53	75	539	366	1,298	22
18	97	3	28	2	15	16	78	23
85,790	3,97,979	7,187	96,395	5,585	1,26,076	155,537	6,08,495	

Principal commodities carried by railways and the

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

CLASSIFICATION — NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XVI— <i>conold.</i>					
Main Head.	Sub head.		LIQUORS— <i>conold.</i>				(1) Brass unwrought.	
			(3) All other sorts including toddy and fermented liquor other than ale and beer.		TOTAL.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
131	132	133	134	135	136	137	138	139
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	21,615	97,496	126,132	12,48,428	23,410	2,97,780
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basrhat Light ...	...	...	...	...	...	...
28	...	Barri Light ...	58	160	117	889	2	8
29	...	Bukhtjarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaur-Shivrajpur Light ...	...	...	34	100	...	...
32	...	Cutch ...	...	...	2	4	4	9
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	...	...	...	...	...	...
38	...	Madaya Light ...	...	...	...	...	Information	...
1	(d)	Mourbhauj ...	...	...	1	5	...	1
1	(f)	Parlakimedi Light ...	...	...	44	62	...	...
22	(o)	Powayan Light ...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Sabarapur Light.	6	24	19	66	49	195
41	...	Tarakesur-Magra Light ...	...	...	...	...	...	...
42	...	Tezpora-Balipara Light ...	17	91	17	91	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	...	...	656	11,534	18	486
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light ...	...	...	...	...	10	9
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	7	34	...	...
		TOTAL 1912 ...	21,696	97,771	127,029	12,60,718	23,498	2,98,488
		TOTAL 1911 ...	20,642	1,16,524	117,726	12,06,234	24,281	3,28,108
		INCREASE ...	1,054	...	9,308	54,479	...	...
		DECREASE ...	...	18,758	...	...	788	29,670

DIX. 10—contd.

earnings therefrom during the calendar year 1912.

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

XVII—(continued on following page).

METALS.								NUMBER.
(2) Brass manufactures.		(3) Copper unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.		
Unwrought (dust, slag, pig and old for remanufacture).								
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
140	141	142	143	144	145	146	147		148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
85,790	8,97,979	7,187	96,895	8,585	1,26,078	155,587	6,08,495	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
196	949	1	5	71	811	15	61	28
...	...	...	...	...	...	...	...	29
...	
1	3	1	1	...	...	8	11	31
10	18	1	4	6	88	...	...	32
...	...	...	...	...	...	29	66	33
11	26	...	...	...	...	76	158	34
not furnished	...	...	...	...	...	...	...	38
10	80	...	...	...	...	25	58	1
...	
3	4	1	1	...	...	26	24	1
...	...	...	...	...	...	...	...	22
237	878	...	1	27	111	171	595	40
1	2	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	42
...	
29	740	15	404	1	44	45	857	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
1,146	1,017	1	1	...	...	...	...	46
...	...	...	...	...	...	...	...	47
2	6	2	6	1	4	17	42	48
37,436	4,01,648	7,209	96,818	8,691	1,26,892	155,979	6,05,867	
38,246	4,48,886	11,744	1,64,518	9,482	1,50,846	70,150	3,74,550	
...	...	...	...	...	...	85,829	2,30,417	
810	47,190	4,585	67,700	791	24,014	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	(5) IRON AND STEEL—(concl'd).					
Main head.	Sub- head.		WROUGHT.					
			(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures including hardware and cutlery.	
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
149	150	151	152	153	154	155	156	157
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e), (e),(g)&(h).	Bengal-Nagpur ...	20,069	2,02,091	5,856	49,444	6,738	98,508
2	(a),(c) to (f) & (m) to (o).	Bombay, Baroda and Central India.	43,194	5,68,259	9,034	1,24,931	7,387	1,04,095
3	...	Eastern Bengal*	73,677	4,76,150	4,902	33,325	18,852	1,77,916
4	...	East Indian*	69,836	7,77,433	10,430	1,25,744	23,865	3,16,400
5	(a) to (h)	Great Indian Peninsula*	87,198	11,32,701	12,751	1,90,895	20,971	3,45,455
6	(e) to (l)	Madras and Southern Mahratta*	32,309	2,93,242	3,266	89,414	22,022	2,40,034
7	(a) & (b)	Nizam's Guaranteed State ...	5,706	41,845	1,028	11,578	3,121	31,033
8	(a) to (m)	North Western*	66,031	9,60,062	6,033	1,06,153	22,646	3,70,916
9	(a) & (b)	Oudh and Rohilkhand ...	13,178	79,539	1,298	11,021	10,951	77,801
10	...	South Indian* ...	24,385	1,69,310	6,321	52,097	10,870	1,32,808
		3' 3½" gauge.						
11	...	Assam-Bengal ...	14,097	65,233	1,355	16,192	4,454	47,968
12	...	Bengal and North-Western ...	10,272	58,349	1,189	8,267	6,773	47,366
13	...	Bengal Doonars ...	2,595	28,460	808	17,877	1,413	17,093
14	...	Bhavnagar ...	1,374	4,413	408	1,509	994	3,572
2	(b) & (g) to (l).	Bombay, Baroda and Central India.	23,078	1,60,956	3,728	39,994	5,333	47,260
15	...	Burma ...	8,677	62,156	3,215	33,062	3,904	77,065
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	333	962	214	567	1,419	4,047
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	4,249	40,757	394	4,977	1,866	21,306
18	...	Jamnagar ...	69	106	27	72	191	558
19	...	Jodhpur-Bikaner ...	6,101	30,823	506	3,740	3,184	17,913
20	...	Junagad ...	479	1,539	110	392	314	1,301
21	...	Morvi ...	76	262	101	437	538	2,093
22	(a) & (b)	Rohilkhand and Kumaon ...	1,603	7,167	311	1,383	2,805	13,483
23	...	Udaipur-Chitorgarh ...	221	1,195	93	400	91	537
		Carried over ...	508,855	51,63,015	76,378	9,23,471	185,702	21,91,023

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XVII—concl'd.						XVIII—(continued on following page).		NUMBER.
METALS—concl'd.						MINERAL SUBSTANCES.		
(6) Metallic ore.		(7) Others.		TOTAL		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
809,402	12,74,692	2,912	41,948	915,758	18,81,804	96,750	1,35,049	1
69,028	2,87,268	5,573	81,123	140,640	12,86,778	85,031	1,64,725	2
...	...	24,822	78,084	128,047	8,13,795	19,025	17,042	3
2,307	3,747	8,743	153,823	187,012	17,99,757	305,936	7,04,802	4
469,321	34,77,544	4,067	72,003	610,987	54,40,535	151,873	5,48,558	5
61,274	3,15,549	5,259	58,499	136,958	10,68,602	135,985	3,35,112	6
...	...	483	5,373	11,214	98,125	37,367	94,482	7
3,065	27,451	3,816	63,205	111,420	16,28,794	348,693	3,40,145	8
...	...	2,616	16,422	36,022	2,35,568	144,758	1,61,938	9
73	398	2,999	34,447	54,946	4,56,460	240,553	2,19,055	10
...	...	1,072	11,310	21,657	1,46,205	12,935	28,031	11
3	33	3,567	26,965	26,795	1,82,163	23,201	40,754	12
...	...	632	8,895	5,938	76,240	5	39	13
...	...	208	342	3,780	12,825	16,653	15,237	14
580	3,022	4,428	46,284	44,005	3,74,758	101,444	2,01,110	2
6,060	21,036	7,896	1,19,163	35,567	3,21,209	205,976	2,70,612	15
...	...	3,199	22,133	7,024	48,427	3,888	2,119	16
2	6	48	111	2,230	6,544	78,200	59,639	17
...	...	135	1,677	7,352	80,922	2,802	11,098	7
1	11	11	—100	364	840	1,460	1,577	13
5	33	956	6,433	11,952	59,443	50,297	96,357	19
...	...	27	122	1,048	3,868	15,081	7,122	20
...	...	28	153	825	3,385	12,584	9,132	21
...	...	718	3,281	6,826	32,776	3,762	11,885	22
...	...	51	361	496	2,768	1,092	2,699	23
1,421,121	54,10,790	84,266	852,057	2,508,861	1,60,62,081	2,094,554	34,76,317	

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XVII—concl'd.						XVIII—(continued on following page).		NUMBER.
METALS—concl'd.						MINERAL SUBSTANCES.		
(6) Metallic ore.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,421,121	54,10,790	84,266	8,52,057	2,508,861	1,60,62,081	2,094,554	84,76,817	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
1	3	151	672	4,883	20,678	1,193	3,265	28
...	...	...	...	...	...	...	...	29
57,280	50,428	9	18	57,489	50,835	82	126	31
...	...	1	8	155	470	28	35	32
...	...	...	...	29	66	31,600	40,805	33
...	...	8	20	164	348	11,275	4,218	34
not furnished	...	...	...	...	...	...	...	35
...	...	4	14	165	441	9	24	1
...	...	20	45	361	518	141	163	1
...	...	...	...	...	...	...	...	22
...	...	42	146	1,817	5,385	681	1,737	40
...	...	17	21	145	215	154	204	41
...	...	495	2,757	495	2,757	...	...	42
...
11	159	220	4,148	1,567	35,097	10	385	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	11	10	1,494	1,506	161	185	46
...	...	...	...	...	...	...	...	47
...	...	...	...	70	128	26	72	48
1,478,413	54,61,380	85,244	8,59,916	2,577,695	1,61,81,123	2,139,864	35,35,986	
1,197,785	48,89,562	88,650	7,64,656	2,178,364	1,49,00,866	2,135,378	36,15,395	
280,678	6,21,818	...	95,260	404,331	12,80,457	4,486	...	
...	...	3,406	...	...	...	...	79,409	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XVIII— <i>conold.</i>					
Main head.	Sub- head.		MINERAL SUBSTANCES— <i>conold.</i>					
			(2) Chalk and lime.		(3) Others.		TOTAL.	
167	168	169	Quantity. 170	Earnings. 171	Quantity. 172	Earnings. 173	Quantity. 174	Earnings. 175
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur	104,751	1,95,666	232	2,265	301,733	3,32,980
2	(a), (c) to (f) & (m) to (o)	Bombay, Baroda and Central India.	22,248	32,899	1,839	3,205	109,113	2,00,829
3	...	Eastern Bengal*	31,107	70,729	...	...	50,132	87,771
4	...	East Indian*	136,932	7,97,807	3,838	62,094	446,826	15,64,703
5	(a) to (h)	Great Indian Peninsula* ...	73,494	1,45,258	24	457	224,896	6,92,273
6	(a) to (d)	Madras and Southern Mahratta*	25,241	49,475	3,849	13,732	165,075	3,98,319
7	(a) & (b)	Nizam's Guaranteed State ...	795	4,418	...	...	38,162	98,895
8	(a) to (m)	North Western*	95,131	2,24,616	11	239	444,035	5,65,000
9	(a) & (b)	Oudh and Rohilkhand	33,475	40,022	453	816	178,691	2,02,774
10	...	South Indian*	20,311	67,646	2,150	10,383	263,014	2,97,084
		3' 3½" gauge.						
11	...	Assam-Bengal	4,774	14,854	12	74	17,721	42,459
12	...	Bengal and North-Western ...	18,534	59,869	49	329	41,884	1,00,952
13	...	Bengal Doon	1,240	7,466	1	6	1,246	7,511
14	...	Bhavnagar	1,898	2,861	...	...	18,546	18,098
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	12,085	29,923	15,033	12,868	128,562	2,48,906
15	...	Burma	22,981	73,764	423	2,556	229,385	3,46,932
16	...	Dibru-Sadiya	5,924	7,382	100	497	9,410	9,998
17	(a) & (b)	Gondal-Portbandar	2,786	3,934	...	...	75,986	63,573
7	(c) & (d)	Hingoli Branch and Hydera- bad Godavari Valley.	180	1,254	...	...	2,982	12,852
18	...	Jamnagar	113	118	...	...	1,573	1,695
19	...	Jodhpur-Bikaner	24,991	37,637	123	130	75,416	1,34,124
20	...	Junagad	854	755	1,677	1,260	17,612	9,137
21	...	Morvi	45	84	...	...	12,629	9,216
22	(a) & (b)	Rohilkund and Kumaon	4,921	7,232	6	28	13,689	19,145
23	...	Udaipur-Chitorgarh	15	91	...	...	1,107	2,790
		Carried over	644,976	18,74,760	29,895	1,10,939	2,769,425	54,62,016

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XIX—(continued on following page.)								Number.
Oils.								
(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
43,651	5,02,960	1,917	19,593	1,188	8,937	3,137	20,136	1
27,438	3,48,259	1,686	11,262	888	13,470	544	4,096	2
227,385	5,66,490	198	1,419	1,788	14,831	17,658	90,148	3
125,180	11,89,054	1,772	15,513	2,047	18,578	7,601	53,540	4
80,974	11,30,416	1,821	27,351	3,552	46,676	163	2,096	5
81,637	6,11,587	4,624	38,111	5,562	56,031	3	22	6
8,393	68,116	1,069	5,981	122	1,091	2	26	7
47,843	9,34,636	362	4,455	2,054	27,562	3,570	29,980	8
23,154	1,39,177	963	5,484	90	543	1,374	6,820	9
59,255	3,86,683	3,545	26,459	5,948	47,977	24	163	10
36,593	1,24,659	45	596	196	1,806	1,943	9,021	11
39,875	1,75,966	1,037	6,061	208	1,397	2,628	20,532	12
3,471	14,625	16	134	54	278	816	3,830	13
1,712	5,374	180	401	81	203	159	304	14
12,068	60,309	1,361	6,783	291	2,323	1,838	11,448	2
21,339	1,79,230	352	3,987	990	10,915	13	149	15
...	...	...	...	...	...	...	...	16
1,823	5,749	40	96	57	151	32	71	17
4,691	44,946	713	4,715	164	1,725	1	31	7
554	360	42	100	15	20	...	...	18
7,112	47,912	247	1,365	222	691	56	322	19
1,311	4,646	15	81	40	149	...	...	20
521	1,773	52	129	11	82	18	40	21
3,856	14,920	80	348	13	73	157	631	22
301	1,397	11	50	6	31	4	23	23
859,637	65,19,244	22,098	1,80,374	25,580	2,55,485	41,741	2,53,429	

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XIX—(continued on following page).								NUMBER.
OILS.								
(1) Kerosine.		(2) Castor.		(3) Coconut.		(4) Mustard and rape.		Main-head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons. 859,637	Rs. 65,19,244	Tons. 22,098	Rs. 1,80,874	Tons. 25,680	Rs. 2,55,485	Tons. 41,741	Rs. 2,53,429	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
2,226	9,081	62	226	156	656	...	...	29
...	...	...	...	...	...	...	...	29
18	57	...	1	1	...	...	1	31
178	537	...	...	1	4	...	...	32
...	...	...	...	...	...	...	...	33
66	202	1	2	...	...	2	2	34
not furnished	...	...	...	...	...	...	...	35
103	273	1	3	1	2	3	9	1
182	213	...	2	2	5	...	...	1
...	...	...	...	...	...	...	...	22
318	1,069	4	21	...	1	28	62	40
84	130	11	15	18	26	50	65	41
...	...	...	...	...	...	...	...	42
987	12,519	3	65	5	82	491	6,986	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
58	43	16	13	...	...	...	...	46
...	...	...	...	...	...	...	...	47
10	28	8	15	...	1	...	...	48
868,987	65,43,346	22,204	1,80,737	25,764	2,58,202	42,315	2,60,504	
859,098	65,86,194	22,182	1,77,200	25,040	2,47,622	36,135	2,40,601	
4,869	...	22	3,557	724	3,640	6,180	19,203	
...	42,848	...	...	...	...	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XIX— <i>conold.</i>					
Main head.	Sub- head.		Oils— <i>conold.</i>				(1) Castor.	
			(5) Others.		TOTAL.			
185	186	187	Quantity. 188	Earnings. 189	Quantity. 190	Earnings. 191	Quantity. 192	Earnings. 193
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	4,557	42,420	54,450	5,94,046	2,374	7,581
2	(a), (c) to (f) & (m) to (o).	Bombay, Baroda and Central India.	7,784	85,960	38,340	4,63,047	9,613	65,195
3	...	Eastern Bengal*	2,959	10,110	249,993	6,82,998	124	532
4	...	East Indian*	5,335	70,398	141,935	12,97,083	37,033	2,30,917
5	(a) to (h)	Great Indian Peninsula*	14,709	1,94,297	101,219	14,00,836	76,276	5,56,206
6	(a) to (l)	Madras and Southern Mahratta*	19,690	1,68,927	111,516	8,74,678	44,871	1,76,171
7	(a) & (b)	Nizam's Guaranteed State ...	1,013	10,020	10,599	85,234	88,234	4,97,240
8	(a) to (m)	North Western*	7,689	91,542	61,018	10,88,125	84	461
9	(a) & (b)	Oudh and Rohilkhand ...	1,594	12,294	27,180	1,64,318	10,236	45,076
10	...	South Indian* ...	21,834	1,17,994	90,604	5,79,276	6,928	26,373
		3' 3½" gauge.						
11	...	Assam-Bengal ...	192	2,138	38,969	1,48,220	83	381
12	...	Bengal and North-Western ...	521	4,070	44,264	2,08,026	12,695	37,459
13	...	Bengal Doocars ...	69	941	4,426	19,803	...	...
14	...	Bhavnagar ...	488	1,505	2,570	7,787	360	1,350
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	3,254	28,022	18,812	1,03,885	5,443	17,381
15	...	Burma ...	13,610	1,06,582	38,304	3,00,813	27	303
16	...	Dibrn-Sadiya ...	10,530	37,751	10,530	37,751	...	...
17	(a) & (b)	Gondal-Forbandar ...	401	1,394	2,353	7,461	671	1,930
7	(a) & (d)	Hingoli Branch and Hyderabad Godavari Valley.	950	8,600	6,519	60,017	448	3,172
18	...	Jamnagar ...	34	84	645	564	250	258
19	...	Jodhpur-Bikaner ...	1,595	7,166	9,232	57,456	36	145
20	...	Junagad ...	215	741	1,581	5,567	648	1,447
21	...	Morvi ...	180	589	782	2,563	410	1,414
22	(a) & (b)	Rohilkund and Kumson ...	103	848	4,209	16,870	7,208	20,265
23	...	Udaipur-Chitorgarh ...	17	103	399	1,604	42	101
		Carried over ...	119,333	9,99,486	1,068,369	82,08,028	304,087	16,91,308

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XX—(continued on following page).

OIL-SEEDS.								NUMBRS.
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
15,131	1,14,495	33,900	2,54,265	645	3,117	18,427	1,38,093	1
2,980	32,356	30,014	3,05,224	8,399	67,857	12,202	81,718	2
...	...	29,489	88,708	...	...	23,400	1,12,288	3
747	5,258	168,283	10,20,939	8,111	49,531	230,630	19,24,864	4
57,849	4,52,382	174,474	20,70,390	10,171	1,18,086	64,532	6,72,530	5
107,198	6,69,454	2,868	28,398	687	6,782	2,769	19,903	6
439	3,041	5,543	12,315	105	751	14	94	7
999	15,170	7,965	1,02,287	788	6,122	212,974	22,27,333	8
209	2,251	32,523	1,57,524	8,828	37,079	50,443	2,58,231	9
193,870	8,24,911	2	30	108	906	1,847	9,717	10
...	...	426	1,336	4	30	3,612	15,505	11
93	735	81,140	3,75,252	2,657	13,031	43,875	2,19,583	12
...	...	...	...	...	...	1,826	5,904	13
483	2,127	6	7	7	25	30	87	14
1,605	10,124	21,371	88,096	8,196	45,446	51,438	2,63,663	2
5,436	59,766	2	17	...	2	4	23	15
...	...	...	...	...	...	...	...	16
140	434	...	1	...	...	29	96	17
91	1,118	18,060	1,35,856	70	584	27	223	7
118	174	1	1	1	2	...	...	18
100	553	882	3,240	14	55	37,230	1,36,770	19
67	271	...	...	1	3	...	...	20
24	84	...	...	1	4	4	14	21
75	451	14,907	36,005	4,712	8,519	11,233	32,568	22
9	69	33	48	29	74	8	13	23
887,663	21,95,224	621,889	46,79,609	58,584	3,57,956	781,794	61,19,166	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XIX--consolid.					
Main head.	Sub- head.		OILS--consolid.					
			(5) Others.		TOTAL.		(1) Castor.	
185	186	187	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			188	189	190	191	192	193
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	119,333	9,99,496	1,068,389	82,08,028	1,304,087	16,91,308
		2' 6" gauge:						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light ...	1,428	4,440	3,872	14,353	30	94
29	...	Bakhtiar-pore-Bihar Light ...	...	...	...	...	...	...
81	...	Champaner-Shivrajpur Light ...	8	13	27	72	6	8
32	...	Cutch ...	35	101	214	642	128	87
33	...	Debri-Rohtas Light ...	...	...	...	...	2	3
34	...	Dholpur-Bari ...	...	1	69	207	127	216
33	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	3	8	111	295	9	25
1	(f)	Parlakimrdi Light ...	15	20	299	240	3	1
22	(c)	Powayan Light ...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	50	59	400	1,212	100	187
41	...	Tarkessur-Magra Light ...	...	...	163	236	...	...
42	...	Tez-pore-Balipara Light ...	78	876	78	376	...	...
		2' 0" gauge.						
43	...	Darjeling-Himalayan ...	43	819	1,528	20,421	...	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light ...	6	6	80	62	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	34	57	52	101	1	1
		TOTAL 1912 ...	121,032	10,05,396	1,075,282	82,46,245	304,493	16,91,930
		TOTAL 1911 ...	117,849	9,34,434	1,059,804	81,86,051	370,045	19,80,170
		INCREASE ...	3,183	70,962	15,478	60,194	...	...
		DECREASE ...	...	...	...	...	655,552	2,88,240

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XX—(continued on following page)—

OIL SEEDS—								NUMBER.
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
387,663	21,95,224	621,889	46,79,869	53,584	3,57,956	781,794	61,19,568	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
11,939	34,496	6,074	23,198	27	118	51	246	28
...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	31
65	214	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	33
2	4	14	25	...	...	305	538	34
not furnished	...	...	...	...	...	...	...	35
...	...	2	8	...	...	27	88	1
...	...	...	...	...	...	10	15	1
197	142	...	...	...	...	...	...	22
4	20	2	4	7	33	2,911	5,038	40
...	...	...	...	...	...	101	128	41
...	...	...	...	...	...	76	434	42
...	...	...	...	...	...	2	58	43
48	1,058	...	10	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	32	259	40	34	...	...	46
...	...	...	...	...	...	...	...	47
...	...	...	...	3	7	3	4	48
399,918	22,31,158	628,013	47,08,368	53,611	3,58,143	785,280	61,26,100	
358,895	21,05,784	908,596	64,91,611	81,210	5,45,292	753,751	56,61,637	
41,023	1,25,974	...	...	...	...	31,529	4,64,463	
...	...	280,583	17,83,243	27,529	1,87,149	...	...

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.]

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 3).		Railway system.	XX—consolid.						XXI.	
Main head.	Sub- head.		OIL-SEEDS—consolid.						Opium.	
			(6) Til or jinjili.		(7) Others.		TOTAL.			
203	204	205	Quantity. 206	Earnings. 207	Quantity. 208	Earnings. 209	Quantity. 210	Earnings. 211	Quantity. 212	Earnings. 213
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.								
1	(a) to (c), (d), (g) & (h)	Bengal-Nagpur ...	28,515	1,82,114	22,917	1,36,019	121,909	8,85,634	180	8,225
2	(a), (c) to (f) & (m) to (e)	Bombay, Baroda and Central India.	18,194	1,27,836	69,114	3,89,724	144,606	10,69,910	1,027	37,560
3	...	Eastern Bengal*	218	1,008	2,259	8,891	61,490	2,11,420	92	3,613
4	...	East Indian* ...	9,764	57,315	51,354	3,31,946	508,922	38,20,770	2,037	47,892
5	(a) to (b)	Great Indian Peninsula*	70,769	7,70,021	204,887	20,55,643	658,958	66,95,253	158	5,897
6	(a) to (l)	Madras and Southern Mahratta*	42,597	2,99,303	88,913	8,26,590	283,903	20,26,481	78	2,392
7	(a) & (b)	Nizam's Guaranteed State ...	16,763	1,18,525	15,194	73,827	136,292	7,05,793	...	...
8	(a) to (m)	North Western*	18,626	1,42,670	10,430	45,805	251,866	25,40,148	110	3,147
9	(a) & (b)	Oudh and Rohilkhand ...	5,317	27,462	18,679	77,269	133,235	6,04,942	726	23,871
10	...	South Indian* ...	36,986	1,99,506	651	4,609	240,292	10,88,052	...	...
		3' 3½" gauge.								
11	...	Assam-Bengal ...	1,996	5,213	34	243	5,595	22,708	59	1,657
12	...	Bengal and North-Western ...	2,159	11,469	4,935	23,555	147,554	6,81,094	3,375	45,938
13	...	Bengal Doocar ...	...	...	144	2,175	1,870	8,079	...	...
14	...	Bhavnagar ...	2,992	8,826	11,880	33,305	15,758	45,727	...	—2
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	18,224	1,29,836	71,621	4,43,765	177,898	9,98,311	1,174	13,721
15	...	Burma ...	8,019	48,548	1,913	10,647	15,401	1,19,304	19	427
16	...	Dibra-Sadiya ...	...	...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Forbandar ...	2,117	4,833	14,466	40,379	17,423	47,723	1	2
7	(c) & (d)	Hingoli Branch and Hydera- bad-Godavari Valley.	3,242	25,571	38,710	319,431	60,646	4,85,945	...	1
18	...	Jamnagar ...	520	966	3,898	4,011	4,286	5,412	2	10
19	...	Jodhpur-Bikauer ...	7,642	30,938	15,260	48,619	64,224	2,20,320	6	81
20	...	Junagad ...	1,422	4,893	9,895	27,261	12,033	33,875	...	1
21	...	Morvi ...	611	1,978	6,338	20,064	7,388	23,558	22	223
22	(a) & (b)	Rohilkund and Kumaon ...	4,208	11,467	2,498	7,322	44,888	1,16,595	165	2,750
23	...	Udaipur-Chitorgarh ...	58	186	445	1,401	624	1,892	32	208
		Carried over ...	300,259	22,10,527	663,983	49,82,501	3,113,159	2,31,86,951	9,238	1,97,211

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XXII.		XXIII.								NUMBER
Paper and pasteboard.		PROVISIONS.								
Quantity.	Earnings.	(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		TOTAL.		Main head.
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,449	21,419	15,576	1,77,489	4,863	65,642	6,793	1,00,225	27,172	3,43,366	1
3,566	64,427	26,087	3,04,993	4,665	49,327	18,543	1,45,707	49,295	5,00,527	2
14,328	32,195	1,152	5,828	1,383	11,614	9,780	67,802	12,315	85,430	3
14,894	2,86,011	8,195	1,12,968	14,427	3,06,275	91,756	11,28,272	114,378	15,47,515	4
5,423	88,307	47,444	6,76,919	12,224	1,84,154	46,398	5,35,743	108,066	13,96,816	5
3,346	48,284	62,683	4,33,859	9,896	78,557	25,407	2,12,037	97,986	7,74,453	6
680	7,289	10,483	90,625	798	10,781	2,833	23,862	14,114	1,25,238	7
6,872	1,27,033	36,603	6,35,628	10,591	1,22,640	10,252	2,27,757	57,446	9,86,225	8
4,783	42,000	1,951	17,927	1,745	12,307	4,368	49,061	8,004	79,295	9
5,281	93,750	2,879	16,178	2,476	27,020	59,767	4,51,968	65,142	4,95,166	10
312	2,794	870	8,953	275	3,556	4,341	37,332	5,486	49,341	11
3,661	12,503	1,860	22,330	4,916	55,768	16,331	76,698	23,107	1,54,796	12
64	285	33	116	22	188	1,280	10,192	1,333	10,491	13
192	890	1,146	4,879	1,971	5,998	1,841	7,160	4,958	18,037	14
2,237	28,346	12,821	1,09,442	6,132	52,496	9,611	76,549	28,564	2,35,487	2
1,042	14,017	1,279	11,137	955	13,710	44,647	4,76,701	46,881	5,01,548	15
...	...	...	...	...	...	900	7,967	900	7,967	16
13	57	1,203	3,416	2,011	8,115	1,187	3,107	4,401	14,638	17
255	3,843	3,531	38,538	474	5,769	5,923	23,139	9,923	73,446	7
51	136	357	545	195	548	1,169	2,981	1,661	4,074	18
246	1,980	3,410	15,115	4,609	34,435	1,517	9,370	9,536	59,420	19
116	504	805	3,232	1,552	4,764	1,747	5,500	4,104	13,546	20
42	215	707	1,958	129	486	482	2,347	1,318	4,791	21
247	1,753	1,063	7,335	561	3,594	1,130	5,544	2,754	16,973	22
37	251	459	3,255	99	722	659	2,744	1,217	6,721	23
69,140	8,76,289	242,597	27,53,410	86,969	10,59,161	368,502	36,96,235	698,068	75,08,836	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XX—conold.						XXI.	
Main head.	Sub- head.		OIL SEEDS—conold.						Opium.	
			(6) Til or jinjili.		(7) Others.		TOTAL.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
203	204	205	206	207	208	209	210	211	212	213
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	300,259	22,10,527	668,988	49,82,501	8,118,159	8,21,86,951	9,268	197,211
		2' 6" gauge.								
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
28	...	Barsi Light ...	555	1,908	15,197	71,237	89,818	1,86,287	...	...
29	...	Bukhtiarapore-Bihar Light ...	...	...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light ...	10	12	167	295	188	255	...	...
32	...	Cutch ...	242	690	612	1,922	1,047	2,913	5	14
33	...	Dehri-Rohas Light ...	...	...	...	...	2	3	...	...
34	...	Dholpur-Bari ...	8	17	516	1,056	972	1,851	...	...
38	...	Madaya Light ...	...	...	...	...	...	...	Inf	ormation
1	(d)	Mourbhanj ...	716	1,200	835	1,615	1,599	2,926	...	...
1	(f)	Parlakimedi Light ...	196	232	128	131	534	521	...	...
22	(e)	Powayan Light ...	...	...	1,198	2,157	1,198	2,157	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	4	23	3,868	7,655	6,891	12,955	...	...
41	...	Tarkessur-Magra Light ...	...	...	1	6	102	134	...	...
42	...	Tezapore-Balipara Light ...	...	...	32	161	108	595	...	...
		2' 0" gauge.								
43	...	Darjeeling-Himalayan ...	...	2	...	...	50	1,123	...	8
44	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...
46	...	Jagadhri Light ...	103	78	103	72	288	443	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	67	76	73	175	147	268	...	...
		TOTAL 1912 ...	302,165	22,14,760	6,86,598	50,18,923	8,160,078	8,23,49,382	9,268	1,97,238
		TOTAL 1911 ...	406,811	30,25,751	793,689	59,48,366	8,672,997	8,57,58,611	10,786	2,18,091
		INCREASE ...	...	...	...	...	...	...	...	...
		DECREASE ...	1,4,646	8,10,991	1,07,091	9,29,443	512,919	84,09,229	1,518	20,858

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XXII.		XXIII.								NUMBER.
Paper and pasteboard.		PROVISIONS.								
		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons. 69,140	Rs. 8,76,289	Tons. 242,597	Rs. 27,53,410	Tons. 86,969	Rs. 10,69,161	Tons. 366,502	Rs. 36,96,265	Tons. 698,068	Rs. 75,08,836	
...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	27
91	390	1,750	7,615	163	698	258	1,838	2,166	9,651	28
...	...	...	...	...	...	...	...	...	...	29
...	2	46	111	6	22	62	127	114	260	31
6	18	1,618	5,291	44	190	20	59	1,682	5,420	32
...	...	...	...	15	25	...	...	15	25	33
...	1	12	26	220	553	14	46	246	625	34
not furnished	...	...	...	...	...	...	...	...	...	35
32	91	3	7	9	27	12	34	24	68	1
...	1	102	156	1	2	72	74	175	232	1
...	...	...	...	...	...	...	...	...	...	22
5	20	146	676	47	236	602	1,961	795	2,873	40
2	4	1	1	11	27	41	90	53	118	41
...	...	...	...	...	...	21	109	21	109	42
...	...	...	...	...	...	...	...	...	...	43
73	1,856	2	58	52	921	2,852	43,126	2,906	44,105	43
...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	45
...	...	6	5	7	6	...	...	13	11	46
...	...	...	...	...	...	...	...	...	...	47
...	2	27	54	7	23	12	42	46	119	48
69,349	8,78,674	246,310	27,67,350	87,551	10,61,631	372,463	37,43,271	706,324	75,72,452	
68,707	7,75,870	229,648	25,49,729	92,686	12,37,069	365,774	34,73,491	693,108	72,60,293	
642	1,02,795	16,662	2,17,621	...	...	6,689	2,69,780	18,216	3,12,163	
...	...	...	...	5,135	1,75,238	...	...	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN INDEX TO APPENDIX 9).		Railway system.	RAILWAY PLANT AND ROLLING-STOCK CAR*					
Main head.	Sub-head		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	201	2,311	614	9,440	1,749	16,022
2	(a), (c) to (f) & (m) to (o)	Bombay, Baroda and Central India.	47	251	216	3,700	7,439	35,836
3	...	Eastern Bengal*	161	540	8,046	8,047	5,840	12,954
4	...	East Indian*	2,025	14,587	6,385	97,995	15,112	79,823
5	(a) to (k)	Great Indian Peninsula*	67	323	110	716	10,286	36,832
6	(a) to (l)	Madras and Southern Mahratta*	2,212	7,074	708	8,964	1,895	9,138
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	...	...	1,812	7,825
8	(a) to (m)	North Western*	126	721	2,952	5,120	8,746	48,767
9	(a) & (b)	Oudh and Rohilkhand ...	...	...	...	...	5,518	21,304
10	...	South Indian* ...	238	467	76	187	136	501
		3' 3 1/2" gauge.						
11	...	Assam-Bengal ...	...	...	5	60	1,579	14,196
12	...	Bengal and North-Western ...	...	...	...	...	...	...
13	...	Bengal Doocar ...	...	...	...	...	67	1,419
14	...	Bhavnagar ...	44	159	23	84	970	1,141
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	47	184	...	...	517	1,879
15	...	Burma ...	7	65	...	...	689	3,741
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	...	...	9	14	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley	...	...	...	...	83	197
18	...	Jamnagar ...	...	...	...	...	...	...
19	...	Jodhpur-Bikaner ...	717	1,899	509	1,585	20,041	49,350
20	...	Junagad ...	...	...	77	29	1,135	880
21	...	Morvi ...	2	3	5	27	378	543
22	(a) & (b)	Rohilkhand and Kumaon ...	13	75	22	32	...	...
23	...	Udampur-Chitorgarh ...	...	...	...	...	...	...
Carried over ...			5,007	28,659	19,767	1,35,950	84,062	3,42,441

* Including 3' 3 1/2" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

and if therefore, not the same as the total production and imports.]

XXIV.						XXV.		NUMBER.
REVENUE FOR THE PUBLIC AND ROYAL RAILWAYS.						Salt.		
(8) Materials.				Total.				Main head.
(b) Sleepers and keys of steel and cast-iron.		(c) Others.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	242
234	235	236	237	238	239	240	241	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
228	1,894	57,24	2,81,137	60,616	3,10,804	136,913	8,99,559	1
18	220	16,198	68,463	23,913	1,08,470	186,887	6,86,748	2
10,889	28,706	47,897	89,576	71,833	1,37,823	100,223	5,12,174	3
5,629	30,424	225,972	5,34,712	253,123	7,57,544	809,307	13,75,858	4
20,734	1,06,284	13,127	45,278	44,724	1,89,433	259,026	23,64,723	5
33	357	419	2,119	5,267	27,652	150,509	10,23,208	6
276	344			2,088	8,169	96,779	1,93,193	7
10,400	1,6,603	78,437	4,11,213	100,671	5,72,414	154,787	9,71,547	8
5,961	21,389	1,497	5,220	12,976	48,363	59,892	3,39,528	9
325	1,715	824	1,507	1,599	4,467	185,781	5,52,373	10
		191	1,570	1,775	15,823	83,000	1,24,724	11
						127,396	5,60,890	12
				87	1,419	4,981	15,441	13
35	23	3,246	4,168	4,318	5,528	2,630	3,878	14
12	392	1,189	5,122	1,765	7,577	279,844	22,23,895	2
		158	540	854	4,850	25,342	2,84,159	15
						1,089	4,658	16
		1,655	1,803	1,664	1,817	3,139	7,222	17
66	405			99	602	15,850	1,22,420	7
		306	153	308	153	410	604	18
89	34	11,277	31,653	32,533	84,521	44,663	2,11,494	19
		919	734	2,131	1,643	1,515	2,091	20
25	4	956	1,084	1,466	1,661	1,116	1,564	21
		8,045	31,381	8,080	31,488	31,176	1,32,934	22
						2,014	8,236	23
54,170	2,97,251	470,082	15,12,423	633,938	23,16,724	2,110,849	1,26,09,106	

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XXIV.						XXV.		NUMBER.
BIED FOR THE PUBLIC AND FOREIGN RAILWAYS—concd.						Salt.		
(9) Materials.				TOTAL.				Main head.
(b) Sleepers and keys of steel and cast-iron.		(c) Others.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
54,170	2,97,251	470,032	15,12,423	638,938	23,16,724	2,110,849	1,26,09,106	
...	25
...	27
...	6,918	25,322	29
...	29
...	...	7	7	88	183	106	156	31
...	...	1,002	251	1,042	377	42	45	32
...	29	59	33
...	14	28	342	614	34
not furnished	33
...	...	1,668	2,224	1,678	2,251	1,293	2,485	1
...	1,231	569	1
...	1,456	1,726	22
...	...	1	3	1	3	1,371	3,184	40
...	...	270	202	271	203	187	214	41
...	...	49	271	49	271	50	256	42
...	1,517	22,701	43
...	44
...	45
...	36	32	46
...	47
...	...	51	91	51	92	273	369	48
54,170	2,97,252	473,080	15,15,472	637,132	23,20,127	2,125,700	1,26,66,847	
23,170	92,400	753,125	20,17,785	858,814	25,58,287	2,021,198	1,19,67,528	
31,000	2,04,852	...	...	...	...	104,502	6,99,321	
...	...	280,045	5,02,313	221,682	2,33,160	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XXVI.					
Main head.	Sub- head.		SALTPETRE AND OTHER SALINE SUBSTANCES.					
			(1) Saltpetre.		(2) Other saline substances.		TOTAL.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
213	214	215	246	247	248	249	250	251
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c); (e), (g) & (h)	Bengal-Nagpur ...	238	3,181	1,523	11,221	1,816	14,402
2	(a), (c) to (f) (m) to (o)	Bombay, Baroda and Central India.	2,557	18,962	1,840	24,192	4,397	43,154
3	...	Eastern Bengal*	127	535	4,437	14,872	4,564	15,457
4	...	East Indian*	17,519	1,73,423	17,939	1,13,545	35,458	2,88,968
5	(a) to (h)	Great Indian Peninsula*	2,123	17,445	3,016	38,521	5,145	55,966
6	(a) to (l)	Madras and Southern Mah- ratta*	1,107	9,419	283	2,432	1,390	11,851
7	(a) & (b)	Nizam's Guaranteed State ...	155	1,316	652	3,881	807	5,197
8	(a) to (m)	North Western*	8,064	38,273	8,441	65,423	16,505	1,08,699
9	(a) & (b)	Oudh and Rohilkhand ...	1,099	4,943	745	3,851	1,844	8,794
10	...	South Indian* ...	810	4,642	18	230	823	4,902
		3' 3 1/2" gauge.						
11	...	Assam-Bengal ...	...	...	90	653	90	653
12	...	Bengal and North-Western ...	10,737	40,374	6,127	23,316	16,864	63,690
13	...	Bengal Doon ...	...	...	58	232	58	232
14	...	Bhavnagar ...	65	232	...	1	65	233
2	(b) & (d) to (f)	Bombay, Baroda and Central India	5,989	45,551	2,293	19,435	8,232	64,983
15	...	Burma ...	...	...	81	336	81	336
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	144	511	...	...	144	511
7	(c) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley	112	1,096	90	683	202	1,779
18	...	Jamnagar ...	13	28	...	...	13	28
19	...	Jodhpur-Bikaner ...	401	1,675	1,293	5,078	1,694	6,753
20	...	Junagad ...	18	46	1	2	14	48
21	...	Morvi ...	18	37	21	77	34	116
22	(a) & (b)	Rohilkhand and Kumaon ...	183	493	1,939	4,009	2,182	4,502
23	...	Udaipur-Chitorgarh ...	49	232	52	237	101	489
		Carried over ...	51,579	3,62,496	50,949	3,32,353	102,523	6,94,849

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XXVII.										Number.
SILK.										
(1) RAW.				(2) PIECE-GOODS.				TOTAL.		Main head.
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	856	8,911	...	...	8	28	859	5,939	1
395	6,802	55	1,240	60	3,233	39	2,030	549	13,375	2
...	...	285	2,294	...	...	...	...	235	2,294	3
2	24	352	3,347	2	184	51	2,179	407	5,884	4
124	2,337	24	623	74	3,034	1	34	223	6,091	5
...
114	2,123	116	2,197	3	41	5	79	238	4,440	6
...	10	1	16	...	9	...	...	1	35	7
201	3,055	885	22,143	19	523	45	1,198	650	26,919	8
8	68	...	...	7	53	...	...	15	118	9
6	69	22	250	...	1	15	128	43	448	10
...
...	...	35	835	...	...	2	18	37	858	11
...	...	1	21	...	...	...	6	1	27	12
...	...	...	...	...	...	...	...	...	...	13
2	18	2	13	...	...	...	3	4	34	14
150	7,210	19	677	14	655	31	914	214	9,836	2
132	3,483	58	1,044	3	87	...	8	198	4,622	15
...	...	...	...	...	...	...	...	...	...	16
...
...	...	...	1	...	...	...	1	...	2	17
4	50	...	3	1	11	...	1	5	65	7
6	4	3	4	...	...	1	2	10	10	18
12	58	...	3	...	3	...	7	12	71	19
...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	23
1,156	25,371	1,714	40,123	183	7,751	193	6,586	3,246	79,783	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XXVI.					
Main head.	Sub- head.		SALTPETRE AND OTHER SALINE SUBSTANCES.					
			(1) Saltpetra.		(2) Other saline substances.		TOTAL	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	51,579	3,62,496	60,949	3,32,853	102,528	6,94,849
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barai Light ...	82	274	23	106	110	380
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
	
31	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...
32	...	Cutch ...	8	7	3	9	6	16
33	...	Dehri-Bohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	2	4	1	2	3	6
38	...	Madsya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	...	...	2	6	2	6
	
1	(f)	Parlakimedi Light ...	6	9	...	...	6	9
22	(e)	Powayan Light ...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light	72	219	114	257	186	476
41	...	Tarkesur-Magra Light ...	...	...	39	52	39	52
42	...	Tezpora-Belipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	...	...	...	...	...	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light ...	136	131	3	3	139	134
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	1	2	...	...	1	2
		TOTAL 1912 ...	51,881	3,63,142	51,189	3,32,788	103,020	6,95,930
		TOTAL 1911 ...	49,587	3,59,056	55,454	3,69,154	105,041	7,28,210
		INCREASE ...	2,294	4,086	...	...	...	...
		DECREASE ...	...	...	4,315	36,366	2,021	32,280

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XXVII.										NUMBER.
SILK.										
(1) Raw.				(2) PIECE-GOODS.				TOTAL.		Main heads.
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.		TOTAL.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,158	25,371	1,714	40,125	183	7,751	193	6,536	3,246	79,783	
...	25
...	27
2	8	...	...	...	...	2	14	4	22	28
...	29
...	31
...	32
...	33
...	34
...	35
not furnished	36
...	...	2	3	...	...	...	...	2	3	1
...	1
...	22
...	1	40
...	...	4	18	...	...	...	...	4	18	41
...	42
...	9	...	...	...	9	43
...	44
...	45
...	46
...	47
...	48
1,158	25,379	1,720	40,142	183	7,760	193	6,550	3,256	79,831	
994	22,962	1,739	38,217	169	6,184	240	6,225	3,142	73,588	
164	2,417	...	1,925	14	1,576	...	325	114	6,243	
...	...	19	...	...	...	45	...	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION No. OF RAILWAY (Detailed in "INDEX" TO APPENDIX 9).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264		266	267	268	269	270	271
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	10,597	1,45,805	27	629	11,097	1,21,614
2	(a), (c) to (f) & (m) to (o)	Bombay, Baroda and Central India	1,812	34,688	38	938	3,636	40,922
3	...	Eastern Bengal*	19,997	1,70,057	876	17,938	6,658	42,894
4	...	East Indian*	13,017	2,88,307	745	27,469	5,036	64,912
5	(c) to (k)	Great Indian Peninsula*	12,615	2,53,721	75	2,066	11,644	1,27,312
6	(a) to (l)	Madras and Southern Mahratta*	15,423	1,95,960	111	1,379	39,576	3,85,432
7	(a) & (b)	Nizam's Guaranteed State ...	1,048	11,829	3	40	5,249	34,560
8	(a) to (m)	North Western* ...	1,081	10,729	369	6,639	7,217	58,147
9	(a) & (b)	Oudh and Rohilkhand ...	2,555	35,239	117	1,339	1,315	10,885
10	...	South Indian* ...	22,141	1,85,082	314	2,743	22,767	1,55,520
		3' 3½" gauge.						
11	...	Assam-Bengal ...	3,363	25,130	...	...	1,087	8,533
12	...	Bengal and North-Western ...	4,636	5,754	320	2,478	4,755	23,398
13	...	Bengal Doonams ...	432	3,223	99	1,159	44	234
14	...	Bhavnagar ...	231	985	...	...	335	979
2	(b) & (g) to (l)	Bombay, Baroda and Central India	1,007	9,414	41	603	3,397	28,827
15	...	Burma ...	7,328	83,936	...	10	411	1,09,117
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	202	539	...	...	546	2,111
7	(c) & (d)	Hingoli, Branch and Hydera- bad-Godavari Valley	329	10,236	2	22	902	8,086
18	...	Jamnagar ...	42	52	...	...	35	133
19	...	Jodhpur-Bikaner ...	252	1,888	9	64	1,473	10,986
20	...	Junagad ...	251	999	1	2	435	1,846
21	...	Morvi ...	17	62	...	...	334	1,482
22	(a) & (b)	Rohilkund and Kumaon ...	404	2,390	14	104	2,080	15,451
23	...	Udaipur-Chitorgarh ...	6	42	...	1	54	280
		Carried over ...	119,231	15,04,800	3,181	65,621	185,927	12,09,661

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XXVIII.								NUMBER.
SPICES.								
(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
272	5,127	1,246	11,953	5,475	42,948	23,654	3,26,976	1
692	13,085	792	20,230	11,488	1,42,201	13,453	2,58,264	2
1,796	22,433	735	10,989	5,605	37,153	35,662	3,01,462	3
1,223	15,574	2,137	50,233	17,889	2,77,151	40,047	7,23,651	4
680	14,366	804	18,620	14,718	1,81,908	40,531	5,93,013	5
651	7,325	1,837	17,798	23,242	2,00,009	30,842	7,57,903	6
33	301	40	426	1,468	11,303	7,341	59,059	7
1,999	23,532	1,236	32,290	6,247	53,681	13,169	1,90,018	8
494	4,135	210	1,720	3,376	13,232	3,067	71,650	9
1,427	13,167	5,447	37,256	362	3,229	32,453	3,96,997	10
12	120	51	621	343	3,099	4,311	37,503	11
2,146	23,905	730	3,433	4,003	31,374	13,642	1,25,397	12
69	293	119	363	103	652	866	4,927	13
7	38	2	8	271	1,057	746	3,067	14
516	11,210	473	13,193	15,555	1,17,961	20,994	1,31,213	15
1,534	14,733	57	995	405	4,233	15,735	2,13,129	16
3	8	28	361	179	606	930	3,264	17
35	429	2	7	545	5,637	2,341	24,301	18
7	25	47	239	993	1,313	1,032	1,530	19
59	503	2	16	1,034	5,391	2,924	19,326	20
5	25	3	16	154	577	343	3,435	21
3	13	...	...	302	1,029	656	2,535	22
143	613	45	293	533	2,233	3,272	21,149	23
21	160	2	16	63	362	151	361	24
13,830	1,71,254	16,097	2,26,130	114,461	11,49,494	402,777	43,27,010	...

DIX 10—contd.

earnings therefrom during the calendar year 1913.

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

XXVIII.								NUMBER.
SPICES.								
(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272.	273.	274.	275.	276.	277.	278.	279.	280.
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
13,880	1,71,254	16,097	2,26,180	114,461	11,49,494	402,777	43,27,010	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
15	62	16	87	344	1,225	1,361	5,231	28
...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	31
2	5	3	10	44	131	176	437	32
...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	35
not furnished	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	40
17	132	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	46
234	258	...	...	...	...	...	...	47
...	...	...	...	...	...	...	...	48
2	2	...	...	...	...	...	...	49
14,150	1,71,714	16,132	2,26,845	115,504	11,52,466	405,920	43,43,883	
13,624	1,68,770	14,488	2,00,161	127,107	12,53,329	397,695	42,48,891	
526	2,944	1,694	26,484	...	...	8,225	94,992	
...	...	...	...	11,603	1,03,863	...	...

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system:	XXIX. SUGAR.							
Main head.	Sub- head.		(1) Refined or crystallized including sugarcandy.		(2) Unrefined.					
			Quantity.	Earnings.	(a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.			
281	282	283			284	285	286	287	288	289
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
		5' 6" gauge.								
1	(a) to (e), (e), (g) & (h)	Bengal-Nagpur ...	22,352	2,05,072	6,463	71,498	23,849	1,68,373		
2	(a), (c) to (f), & (m) to (o)	Bombay, Baroda and Central India.	44,766	5,99,581	4,063	43,390	43,071	4,32,527		
3	...	Eastern Bengal*	26,349	2,02,594	19,023	1,07,040	38,765	1,65,685		
4	...	East Indian*	83,923	10,73,219	94,262	7,45,968	169,662	6,90,770		
5	(a) to (h)	Great Indian Peninsula*	85,415	9,54,820	8,139	58,237	110,192	10,84,863		
6	(a) to (l)	Madras and Southern Mahratta*	26,755	1,79,448	9,934	81,779	101,613	7,37,025		
7	(a) & (b)	Nizam's Guaranteed State ...	4,343	33,602	705	5,125	5,468	39,727		
8	(a) to (m)	North Western*	131,028	26,31,738	82,262	5,66,290	165,133	12,06,898		
9	(a) & (b)	Ondh and Rohilkhand ...	28,544	1,89,012	56,637	3,13,282	99,860	5,87,035		
10	...	South Indian* ...	25,539	1,50,191	3,416	18,398	52,421	3,23,604		
		3' 3½" gauge.								
11	...	Assam-Bengal ...	1,727	11,299	3,330	15,862	4,392	22,416		
12	...	Bengal and North-Western ...	11,956	75,100	62,874	4,21,118	169,698	9,67,643		
13	...	Bengal Doon ...	1,545	7,860	553	2,300	1,281	4,929		
14	...	Bhavnagar ...	6,578	25,975	...	...	3,007	9,033		
2	(b) & (g) to (l).	Bombay, Baroda and Central India.	36,549	2,75,589	48,917	3,77,904	120,222	11,29,511		
15	...	Burma ...	709	4,053	8,265	85,352	31,107	2,40,097		
16	...	Dibru Sadhya ...	...	...	...	...	1,260	3,778		
17	(a) & (b)	Gondal-Porbandar ...	4,146	13,770	210	700	1,047	2,880		
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	3,910	36,350	203	1,672	2,423	20,798		
18	...	Jamnagar ...	1,246	3,051	79	118	392	841		
19	...	Jodhpur-Bikaner ...	11,694	59,557	2,836	16,671	16,702	64,832		
20	...	Junagad ...	2,567	8,051	...	...	751	2,273		
21	...	Morvi ...	422	1,071	37	117	1,764	5,859		
22	(a) & (b)	Rohilkund and Kumaon ...	6,743	20,845	9,894	34,093	24,475	96,873		
23	...	Udaipur-Chitorgarh ...	778	3,886	404	2,114	945	4,553		
		Carried over ...	569,642	67,657,34	422,511	29,69,678	1,183,502	80,17,823		

* Including 3' 3½" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

TOTAL.		XXX						NUMBER.
		TRA.						
		(1) Foreign.		(2) Indian.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
52,664	4,44,943	...	...	947	19,758	947	19,758	1
91,900	10,75,498	744	11,622	582	9,006	1,276	20,628	2
84,142	4,75,319	...	...	36,553	6,81,779	36,553	6,81,779	3
347,850	25,09,957	...	...	1,896	44,175	1,896	44,175	4
253,746	20,97,920	328	4,908	1,685	32,073	2,013	36,981	5
138,302	9,98,252	77	1,091	517	7,841	594	8,932	6
10,516	78,454	20	223	69	1,020	89	1,243	7
978,423	44,04,926	878	18,008	2,904	39,524	3,577	57,532	8
185,041	10,89,329	1	10	1,396	9,823	1,397	9,836	9
81,428	4,92,193	1	18	9,680	66,656	9,081	66,674	10
9,449	49,577	...	...	42,336	5,31,275	42,336	5,31,275	11
244,528	14,63,861	...	...	62	946	62	946	12
3,379	15,149	...	...	19,683	4,06,629	19,683	4,06,629	13
9,585	35,008	...	1	91	396	91	397	14
205,688	17,83,094	401	9,420	298	4,272	699	13,692	2
40,081	3,30,002	1,521	29,820	1,018	19,872	2,539	49,192	15
1,260	8,778	...	...	11,994	94,393	11,994	94,393	16
5,403	17,350	...	...	83	364	83	364	17
6,538	58,820	19	288	31	476	50	764	7
1,717	4,010	...	1	8	-16	8	-15	18
25,232	1,41,060	6	47	5	62	11	199	19
3,318	10,324	...	...	57	286	57	236	20
2,223	7,047	1	3	6	39	7	42	21
41,117	1,51,811	...	...	784	1,042	784	1,042	22
2,127	10,553	2	15	1	12	8	27	23
2,175,655	1,77,53,285	3,794	75,475	132,086	19,71,211	135,830	20,46,686	

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

XXX.								NUMBER.
TRA.								
TOTAL.		(1) Foreign.		(2) Indian.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
2,175,656	1,77,53,285	3,794	75,475	182,086	19,71,211	135,880	20,48,686	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
2,045	6,951	6	...	3	12	9	40	28
...	...	...	...	...	...	...	...	29
...
32	53	...	...	...	...	...	1	31
2,156	7,031	...	...	...	...	...	4	32
69	59	...	...	...	...	...	...	33
1,063	1,991	...	...	...	...	...	...	34
not furnished	...	...	...	...	...	...	...	35
26	71	...	...	...	...	...	...	1
...
284	380	...	...	...	1	...	1	1
722	857	...	...	...	...	...	...	22
26,990	68,442	...	...	...	...	...	...	40
...
121	145	...	...	...	...	...	...	41
21	117	...	...	...	5,158	24,718	5,158	24,718
...
1,186	20,228	...	...	4,678	67,718	4,678	67,718	48
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	46
508	489	...	...	17	14	17	14	47
...	...	...	...	...	...	...	...	48
482	459	...	...	...	...	...	...	...
2,211,355	1,78,60,458	3,800	75,504	141,835	20,63,678	145,688	21,39,182	
1,912,082	1,50,73,810	7,615	1,18,026	129,208	19,21,278	1,36,828	20,39,304	
299,273	27,86,648	...	...	12,680	1,42,400	8,862	99,878	
...	...	3,818	42,522	...	...	...	...

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.]

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XXXI. TOBACCO.					
Main head.	Sub- head.		(1) Unmanufactured.		(2) Manufactured.			
			Quantity.	Earnings.	(a) Cigars.		(b) Other sorts.	
					Quantity.	Earnings.	Quantity.	Earnings.
299	300	301	302	303	304	305	306	307
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	15,221	1,65,688	...	...	1,964	38,626
2	(a), (c) to (f) & (m) to (o).	Bombay, Baroda and Central India	14,978	1,47,049	83	1,391	833	8,169
3	...	Eastern Bengal*	34,816	3,20,988	...	...	3,288	41,457
4	...	East Indian*	31,632	3,58,998	30	539	8,156	1,90,405
5	(a) to (h)	Great Indian Peninsula*	13,007	1,47,852	586	25,637	1,229	27,487
6	(a) to (l)	Madras and Southern Mahratta*	38,525	2,52,968	542	11,582	1,974	26,464
7	(a) & (b)	Nizam's Guaranteed State ...	3,524	43,395	37	561	267	4,304
8	(a) to (m)	North Western*	23,063	2,40,285	60	994	4,292	98,925
9	(a) & (b)	Oudh and Rohilkhand ...	7,397	48,219	33	413	957	8,702
10	...	South Indian* ...	23,641	1,30,662	1,558	25,098	1,815	18,398
		3' 3 1/2" gauge.						
11	...	Assam-Bengal ...	3,134	26,665	...	...	214	4,004
12	...	Bengal and North-Western ...	38,499	3,05,459	4	30	751	28,182
13	...	Bengal Dockers ...	3,245	10,335	236	2,692	86	1,107
14	...	Bhavnagar ...	941	4,618	18	169	170	745
2	(b) & (g) to (l)	Bombay, Baroda and Central India	13,871	1,39,443	132	2,085	1,090	12,469
15	...	Burma ...	3,667	76,306	497	7,332	1,154	11,326
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal Porbandar ...	401	1,934	1	1	432	1,917
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley	1,630	26,810	6	114	93	1,721
18	...	Jamnagar ...	67	291	12	60	250	1,139
19	...	Jodhpur-Bikaner ...	2,622	18,506	6	73	303	2,644
20	...	Junagad ...	254	1,211	...	...	62	244
21	...	Morvi ...	641	2,726	3	18	30	197
22	(a) & (b)	Rohilkund and Kumaon ...	3,799	22,102	2	12	169	1,387
23	...	Udaipur-Chitorgarh ...	431	2,682	1	10	84	202
		Carried over ...	284,006	24,95,130	3,852	78,811	29,616	5,08,721

* Including 3' 3 1/2" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

TOTAL		XXXII. WOOD.						NUMBER.
		(1) Timber, unwrought.		(2) Manufactures.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308.	309.	310.	311.	312.	313.	314.	315.	316.
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
17,185	2,04,312	90,799	3,73,260	3,667	32,210	94,466	4,05,470	1
15,894	1,56,609	71,281	2,96,776	6,522	74,969	77,603	3,71,745	2
38,104	3,62,440	100,655	2,43,820	11,967	93,666	112,322	3,37,486	3
39,818	5,49,942	89,196	2,88,225	10,215	1,10,446	99,411	3,98,671	4
14,822	2,00,928	164,611	6,95,743	9,105	1,17,673	173,716	8,13,416	5
41,041	2,91,014	272,168	8,30,539	314,395	1,15,627	286,568	9,46,106	6
3,828	48,260	52,367	1,54,631	1,781	11,940	54,148	1,66,571	7
27,415	3,38,204	146,837	5,19,182	314,837	1,28,440	161,674	6,41,622	8
8,392	57,334	105,973	2,30,673	6,574	42,689	112,547	2,73,303	9
27,014	1,74,158	301,224	8,19,578	12,532	97,265	313,756	9,16,843	10
3,348	30,669	7,156	29,711	7,710	51,716	14,866	81,427	11
39,254	3,13,671	64,364	2,11,327	6,661	46,359	71,025	2,57,686	12
3,567	14,134	6,688	23,454	2,513	35,477	9,231	58,931	13
1,129	5,532	8,610	32,606	711	3,335	9,321	35,941	14
15,093	1,54,002	44,026	1,68,352	4,310	33,845	46,336	2,02,107	2
10,318	95,564	166,958	6,18,182	4,438	21,177	171,396	6,39,359	15
...	...	5,629	20,335	...	...	5,629	20,235	16
894	3,852	3,071	25,123	1,172	3,767	9,243	28,690	17
1,729	28,645	7,634	26,983	948	8,157	8,592	35,140	7
329	1,480	469	1,223	88	198	557	1,431	18
2,934	21,223	13,471	46,640	1,104	6,617	14,575	53,257	19
316	1,455	1,965	5,655	174	762	2,139	6,417	20
674	2,941	1,412	4,416	91	473	1,503	4,859	21
3,970	28,451	51,329	1,66,675	1,493	9,004	52,327	1,75,679	22
466	2,844	244	799	22	184	266	963	23
317,474	30,82,662	1,733,537	58,27,868	123,035	10,45,976	1,906,672	68,73,844	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.]

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XXXI TOBACCO.-					
Main head.	Sub- head.		(1) Unmanufactured.	(2) Manufactured.				
				(a) Cigars.		(b) Other sorts.		
				Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
299	300	301	302	303	304	305	306	307
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	284,006	24,95,130	3,852	78,811	29,616	5,08,721
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Barasat-Hasirhat Light ...	...	...	...	...	...	...
28	...	Bara Light ...	153	7,646	...	...	105	2,736
29	...	Buxtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light ...	16	38	...	...	...	...
32	...	Cutch ...	22	52	19	29	...	...
33	...	Dehri-Rohitas Light ...	...	...	...	...	...	...
34	...	Dhodpur-Bari ...	22	57	...	7	...	...
38	...	Madaya Light ...	...	...	...	Information	...	...
1	(d)	Mourbhānj ...	26	16	...	...	3	10
1	(f)	Parlakimedi Light ...	50	44	...	...	1	3
22	(c)	Powayan Light ...	...	...	...	...	...	...
40	...	Shabdara (Delhi)-Saharanpur Light ...	472	1,829	...	...	252	686
41	...	Tarakesur-Magra Light ...	27	57	...	...	10	18
42	...	Tespore-Balipara Light ...	2	10	...	...	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	66	1,114	371	7,900	68	1,235
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light ...	147	135	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	33	74	...	...	...	...
		TOTAL 1912 ...	285,022	24,99,202	4,233	86,750	30,050	5,11,419
		TOTAL 1911 ...	328,495	28,00,980	3,832	77,467	26,790	4,51,768
		INCREASE ...	...	...	401	9,283	3,260	59,651
		DECREASE ...	41,473	3,01,778	...	...	...	...

DIX 10.—contd.

earnings therefrom during the calendar year 1912.

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

TOTAL.		XXXII. WOOD.						NUMBER. Main head.
		(1) Timber, unwrought.		(2) Manufactures.		TOTAL.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
317,474	30,82,662	1,783,537	58,27,868	123,035	10,45,976	1,906,572	68,73,844	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
258	1,392	2,186	4,907	390	1,660	2,576	6,567	28
...	...	...	...	...	...	...	...	29
16	36	1,372	326	18	37	1,390	863	31
31	81	572	802	25	41	597	848	32
...	...	62	74	...	...	62	74	33
23	64	179	158	1	4	180	162	34
not furnished	...	...	...	...	...	...	...	38
9	26	1,382	2,919	8	7	1,385	2,926	1
51	47	342	362	33	89	375	451	1
...	...	1,090	1,365	...	...	1,090	1,365	22
724	2,518	1,314	4,167	332	756	1,646	4,923	40
37	75	1,346	934	65	141	1,411	1,075	41
2	10	...	...	...	...	...	...	42
500	10,249	250	2,891	404	6,533	654	9,424	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
147	135	...	...	193	166	188	166	46
...	...	...	...	...	...	...	...	47
33	74	22	47	15	42	37	89	48
319,305	30,97,871	1,793,654	58,47,320	124,509	10,55,452	1,918,163	69,02,772	
357,117	33,30,215	1,681,485	53,97,110	125,564	10,49,846	1,807,049	64,46,956	
...	...	112,169	4,50,210	...	5,606	114	4,55,816	
37,812	2,82,844	...	...	1,055	...	...	...

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.]

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XXXIII					
Main head.	Sub- head.		(1) Raw.		(2) Wool. Manufac.			
			Quantity.	Earnings.	(a) Carpets and rugs.		(b) Piece-goods, European.	
317	318	319	320	321	322	323	324	325
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e), (e), (g) & (h)	Bengal-Nagpur ...	50	1,207	...	...	...	...
2	(a), (e) to (f) & (m) to (o)	Bombay, Baroda and Central India ...	5,955	1,21,159	194	4,755	255	9,798
3	...	Eastern Bengal*	1,977	23,315	...	...	...	...
4	...	East Indian*	2,184	37,499	563	16,272	94	1,775
5	(a) to (h)	Great Indian Peninsula*	778	11,146	153	5,136	465	9,069
6	(a) to (l)	Madras and Southern Mahratta*	1,534	22,836	513	7,881	7	137
7	(a) & (b)	Nizam's Guaranteed State ...	65	513	136	1,632	7	86
8	(a) to (m)	North Western* ...	35,602	8,18,369	289	5,175	614	21,580
9	(a) & (b)	Oadh and Rohilkhand ...	654	5,296	49	258	...	133
10	...	South Indian* ...	75	1,047	269	4,687	1	18
		3' 3 1/2" gauge.						
11	...	Assam-Bengal ...	1	25	1	7	...	...
12	...	Bengal and North-Western ...	179	1,946	73	655	75	904
13	...	Bengal Dockers ...	1	21	...	...	1	10
14	...	Bhavnagar ...	346	2,313	...	...	...	...
2	(b) & (g) to (l)	Bombay, Baroda and Central India ...	9,837	1,60,210	195	4,185	111	1,692
15	...	Burma ...	7	79	90	1,242	12	248
16	...	Dibru Sadiya ...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Forbandar ...	558	1,338	...	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley ...	7	61	25	494	...	...
18	...	Jamnagar ...	174	617	17	61	...	...
19	...	Jodhpur-Bikaner ...	4,817	44,368	7	130	9	123
20	...	Junagad ...	111	647	1	2	1	4
21	...	Morvi ...	484	3,136	...	...	...	...
22	(a) & (b)	Rohilkund and Kumaon ...	244	1,634	3	14	28	121
23	...	Udaipur-Chitorgarh ...	119	868	...	8	...	2
		Carried over ...	65,159	12,59,700	2,578	52,594	1,693	45,915

* Including 3' 3 1/2" and 2' 6" gauge railways.

DIX 10—contd.

earnings therefrom during the calendar year 1912:

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

						XXXIV.		NUMBER.
				TOTAL.		All other articles of merchandise.		
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.						Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
326	327	328	329	330	331	332	333	334
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	282	5,490	332	6,697	241,872	11,10,094	1
196	4,558	56	980	6,656	1,41,245	548,582	32,64,131	2
...	...	345	5,518	1,722	28,833	117,780	6,29,646	3
497	14,314	1,224	24,595	4,562	94,455	464,766	32,47,362	4
194	7,658	1,519	32,594	3,109	65,623	464,913	32,84,529	5
...
234	2,884	1,791	26,636	4,079	60,424	162,814	12,67,268	6
229	2,662	...	...	437	4,893	13,676	94,558	7
634	13,398	2,203	36,107	39,342	3,94,629	673,565	53,15,690	8
103	1,024	668	7,786	1,492	14,497	504,964	19,33,058	9
226	4,131	194	1,922	765	11,805	339,384	15,36,343	10
...
...	2	71	1,187	73	1,221	25,110	1,55,119	11
272	3,100	23	292	622	6,897	96,523	3,62,144	12
...	...	39	573	41	604	4,854	37,357	13
...	1	1	7	347	2,321	9,699	31,743	14
379	8,350	66	1,039	10,588	1,75,676	215,801	16,12,131	2
3	32	2	35	114	1,636	132,092	9,15,988	15
...	...	...	...	...	...	65,253	88,311	16
...	...	3	20	561	1,353	9,457	30,747	17
...	...	...	...	182	2,464	7,531	68,833	7
150	1,909	...	...	197	692	916	7,806	18
...	...	6	14	...	...	...	...	...
21	255	310	2,979	5,164	47,855	40,432	1,67,258	19
...
...	8	...	...	113	656	3,593	13,862	20
...	...	8	52	492	3,188	2,241	10,794	21
...	...	...	...	384	2,370	126,230	2,71,160	22
4	36	105	565	120	859	1,443	6,786	23
...	5	1	6	...	...	...	...	...
...
3,142	64,322	8,917	1,48,397	81,494	15,70,928	4,324,041	2,56,65,283	...

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	XXXIII.					
Main head.	Sub- head.		(1) Raw.	(a) Carpets and rugs.		(b) Pieces-goods, European.		
				Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317.	318.	319.	320.	321.	322.	323.	324.	325.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	65,159	12,59,700	2,578	52,594	1,698	45,915
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barni Light ...	1	10	2	11	...	...
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...
32	...	Cutch ...	136	122	...	...	...	...
33	...	Dehri-Rohas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	4	14	...	...	...	...
38	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj. ...	...	...	...	...	...	...
1	(f)	Parlakimedi Light ...	...	...	...	...	...	...
22	(e)	Powayan Light ...	...	...	...	...	...	...
40	...	Shabdara (Delhi)-Saharanpur Light	11	49	...	...	...	...
41	...	Tarkessur-Magra Light ...	2	3	...	...	...	...
42	...	Tezporo-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	7	158	6	154	3	90
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhari Light ...	...	...	4	2	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	8	24	...	...	...	...
		TOTAL 1912 ...	65,328	12,80,080	2,590	52,761	1,701	46,005
		TOTAL 1911 ...	60,951	11,21,480	2,661	54,429	2,324	53,946
		INCREASE ...	4,377	1,58,600	...	...	...	...
		DECREASE ...	...	...	71	1,668	623	7,941

DIX 10—contd.

earnings therefrom during the calendar year 1912.

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

						XXXIV.		NUMBERS.
						All other articles of merchandise.		
(f) Piece-goods, Indian.		(d) Other sorts of manufactures.		TOTAL.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
326	327	328	329	330	331	332	333	334
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
3,142	64,322	8,917	1,48,897	81,494	15,70,928	4,324,041	2,56,65,288	
...	...	...	...	...	...	*18,000	*81,000	25
...	...	...	...	...	...	*27,000	*53,000	27
...	1	160	589	168	611	5,245	18,386	28
...	...	...	...	...	...	*33,000	*45,000	29
...	...	...	...	...	...	3,803	6,316	31
...	...	...	...	136	122	919	1,549	32
...	...	...	...	...	...	1,714	3,003	33
...	...	...	...	4	14	615	1,285	34
not furnished	...	...	...	...	...	...	...	38
...	...	2	5	2	5	5,971	7,291	1
...	...	...	...	...	...	2,007	2,721	1
...	...	...	...	...	...	18,629	19,012	22
...	...	9	35	20	84	7,864	26,697	40
...	...	...	...	2	3	41,171	28,921	41
...	...	...	...	...	...	2,050	7,169	42
7	201	3	83	26	683	6,197	62,153	43
...	...	...	...	...	...	*33,000	*58,000	44
...	...	...	...	...	...	*11,000	*13,000	45
...	...	...	...	4	2	189	186	46
...	...	...	...	...	...	*24,000	*33,000	47
...	...	1	8	9	32	165	354	48
3,149	64,524	9,092	1,49,117	81,860	15,72,487	4,566,030	2,61,20,276	
8,917	82,237	8,717	1,34,839	78,570	14,46,881	3,926,649	2,40,97,373	
...	...	375	14,278	3,290	1,25,606	639,390	20,22,903	
768	17,713	...	...	...	...	...	...

* Represents total articles of merchandise and earnings therefrom.

Principal commodities carried by railways and the

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

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
		5' 6" gauge.	Tons.	Rs.	Tons.†	Rs.	Tons.‡	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	5,936,044	2,32,36,852	172	4,399	15,616	76,214
2	(a), (e) to (f) & (m) to (o)	Bombay, Baroda and Central India.	2,796,673	2,14,69,985	612	10,547	15,286	1,64,869
3	...	Eastern Bengal*	4,020,964	1,67,62,701	271	3,584	11,120	96,121
4	...	East Indian* ...	14,518,742	6,77,47,596	3,351	88,451	8,456	1,79,960
5	(a) to (h)	Great Indian Peninsula*	6,128,746	5,69,24,534	1,845	80,105	10,418	1,13,990
6	(a) to (l)	Madras and Southern Mahratta*	3,324,751	2,24,95,155	794	17,715	4,635	49,111
7	(a) & (b)	Nizam's Guaranteed State ...	885,543	41,92,104	395	5,010	92	1,198
8	(a) to (m)	North Western*	6,731,941	6,19,46,005	6,558	1,12,161	17,102	2,30,026
9	(a) & (b)	Oudh and Rohilkhand ...	2,333,474	98,70,954	1,484	43,788	2,544	26,322
10	...	South Indian*	2,699,180	1,25,53,082	288	3,329	4,665	35,172
		3' 3½' gauge.						
11	...	Assam-Bengal ...	573,666	28,25,501	383	15,395	481	5,217
12	...	Bengal and North-Western ...	2,227,492	† 1,00,22,045	562	6,407	14,369	1,56,729
13	...	Bengal Doonars ...	141,396	9,95,688	...	...	...	67
14	...	Bhavnagar ...	221,114	6,36,900	125	820	3,149	14,733
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	2,617,149	1,87,23,300	893	19,712	13,745	1,32,741
15	...	Burma ...	1,983,911	1,03,41,733	853	31,776	6,177	1,66,762
16	...	Dibru-Sadiya ...	721,032	10,77,132	...	...	124	545
17	(a) & (b)	Gondal-Forbandar ...	222,424	4,64,110	234	546	3,164	3,255
7	(e) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley.	311,913	25,15,730	109	2,713	97	3,449
18	...	Jamnagar ...	32,194	59,000	9	64	8	64
19	...	Jodhpur-Bikaner ...	1,072,201	40,87,059	308	3,806	854	7,217
20	...	Junsgad ...	85,968	2,04,711	11	54	102	581
21	...	Morvi ...	88,408	2,57,649	62	529	156	1,021
22	(a) & (b)	Rohilkund and Kumaon ...	643,652	18,77,226	28	183	218	2,416
23	...	Udaipur-Chitorgarh ...	29,505	1,22,394	39	311	10	43
		Carried over ...	60,348,086	35,14,14,096	19,186	4,51,855	182,588	14,72,361

* Including 3' 3½" and 2' 6" gauge railways.

† Excluding Rs. 7,96,987 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Aunpore-Burhwal (3' 3½" gauge link) railway are included throughout with the Bengal and North-Western railway.

DIX 10—concl'd.

earnings therefrom during the calendar year 1912.

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

XXXV.						NUMBER.
ANIMALS.						
(3) Sheep, etc.		(4) Elephants, etc.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons. †	Rs.	Tons. †	Rs.	Tons. †	Rs.	
4,401	55,902	15	245	20,204	1,86,760	1
12,825	2,84,565	...	...	28,728	4,59,981	2
334	3,776	3	400	11,728	1,03,831	3
8,396	2,37,321	...	...	20,203	5,05,732	4
10,239	1,76,019	21	763	22,323	3,70,867	5
9,359	1,17,408	...	...	14,788	1,84,234	6
12	190	...	...	499	6,398	7
1,079	20,844	25	114	24,764	3,83,145	8
588	5,702	...	...	4,616	75,612	9
15,320	1,00,970	102	558	20,375	1,40,529	10
245	4,119	...	...	1,109	24,731	11
743	11,399	...	...	15,074	1,74,535	12
...	...	...	...	...	67	13
50	299	...	...	3,324	15,902	14
9,651	1,37,501	...	...	24,289	2,89,954	15
2,678	1,01,455	5	187	9,713	3,00,180	16
...	...	...	...	124	545	18
29	118	...	...	3,427	8,919	17
31	727	...	...	237	6,889	7
5	41	...	...	22	169	18
25	272	...	...	1,187	11,295	19
9	25	...	...	122	660	20
5	11	...	...	223	1,561	21
21	276	...	...	287	2,375	22
...	...	...	...	49	354	23
76,045	12,53,940	171	2,267	227,990	31,85,923	

† Live stock has been converted into tons at:—
 A head of cattle, or a pony or horse ... = 0.25 ton.
 A sheep, goat, etc. ... = 0.025 " "
 An elephant ... = 2.50 tons.

Principal commodities carried by railways and the

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

CLASSIFICATION No. of RAILWAY (Detailed in "INDEX" to APPENDIX 9).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336		337	338	339	340	341	342	343
			Tons.	Rs.	Tons.*	Rs.	Tons.*	Rs.
		Brought forward ...	60,849,086	35,14,14,096	19,188	4,51,855	132,588	14,72,861
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	18,000	31,000	...	...	...	...
27	...	Bacaset-Basirhat ...	27,000	50,000	...	...	...	...
28	...	Barai Light ...	128,292	5,00,739	34	807	1	21
29	...	Bukhtiar-pore-Bihar Light ...	33,000	45,000	...	...	...	...
31	...	Champaner-Shivrajpur Light ...	66,331	63,334	...	...	...	...
32	...	Cujoh ...	21,672	47,408	...	...	...	...
33	...	Dahri-Bohtas Light ...	43,866	68,302	...	...	...	...
34	...	Dholpur-Bari ...	18,535	17,491	...	...	...	...
38	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	15,328	24,432	...	...	...	...
1	(f)	Parlakimedi Light ...	9,190	9,816	...	...	...	...
22	(e)	Powayan Light ...	29,325	34,569	...	...	...	...
40	...	Shahdara (Delhi)-Sabaranpur Light.	106,719	2,60,266	...	...	...	...
41	...	Tarkessur-Magra Light ...	51,098	34,824	...	...	...	...
42	...	Tempore-Balipara Light ...	17,392	62,593	...	...	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	43,149	5,75,397	...	...	610	3,558
44	...	Howrah-Amta Light ...	33,000	58,000	...	...	...	...
45	...	Howrah-Sheakhala Light ...	11,000	13,000	...	...	...	...
46	...	Jagadhri Light ...	15,832	11,862	...	...	...	...
47	...	Jorhat (Provincial) ...	24,000	33,000	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	3,372	6,061	...	...	...	...
		TOTAL 1912 ...	61,064,187	35,34,11,190	19,220	4,52,162	133,199	14,76,440
		TOTAL 1911 ...	54,223,872	30,57,93,492	20,973	4,55,968	132,341	15,30,533
		INCREASE ...	6,841,315	4,76,17,698	...	...	858	...
		DECREASE ...	...	...	1,753	3,806	...	1,04,093

* Live stock has been converted into tons at :-

A head of cattle, or a pony or horse ... = 0.25 ton.
 A sheep, goat, etc. ... = 0.025 ton.
 An elephant ... = 2.50 tons.

DIX 10—concl'd.

earnings therefrom during the calendar year 1912.

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

XXXV.						NUMBER.
ANIMALS.						
(3) Sheep, etc.		(4) Elephants.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons.*	Rs.	Tons.*	Rs.	Tons.*	Rs.	
76,045	12,58,940	171	2,267	227,990	31,85,923	
...	...	...	...	...	...	25
...	...	...	...	...	...	27
...	3	...	...	35	331	28
...	...	...	...	...	...	29
...	...	...	...	...	...	31
...	...	...	...	...	...	32
...	...	...	...	...	...	33
...	...	...	...	...	...	34
...	...	...	...	...	...	35
not furnished.	...	...	...	...	...	1
...	...	...	...	...	...	1
...	...	...	...	...	...	22
...	...	...	...	...	...	40
...	...	...	...	...	...	41
...	...	...	...	...	...	42
...	...	...	...	...	...	43
1	16	...	...	611	3,674	43
...	...	...	...	...	...	44
...	...	...	...	...	...	45
...	...	...	...	...	...	46
...	21	...	...	...	2	46
...	...	...	...	...	...	47
...	...	...	...	...	...	48
...	...	...	...	...	...	48
76,043	12,58,961	171	2,267	228,636	31,89,930	
79,453	12,56,859	158	2,103	226,920	32,65,465	
2,593	32,105	13	182	1,716	...	
...	...	...	...	...	75,635	

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	1	2	3	4		
Main head.	Sub-head.	Railway system.	DESCRIPTION OF RAILWAY					
			Gauge of rail- way.	Mean mileage worked. Miles.	Number of sta- tions. No.	Total length of the under		
						(a) $\frac{1}{2}$ and less. Miles.	(b) $\frac{1}{2}$ to 5. Miles.	(c) $\frac{1}{2}$ to 100. Miles.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	5' 6"	1,855.47	295	...	0.15	119.84
2	(a) and (c) to (f)	Bombay, Baroda and Central India	5' 6"	1,173.84	192	...	1.32	0.31
3	(a)	Eastern Bengal	5' 6"	510.10	143	...	...	...
4	(a) to (d)	East Indian	5' 6"	2,651.79	465	6.05	13.63	49.83
5	(a) to (f)	Great Indian Peninsula	5' 6"	2,960.84	455	19.31	2.32	72.30
6	(a) and (b)	Madras and Southern Mahratta	5' 6"	1,041.61	209	...	13.60	34.42
7	(a) and (b)	Nizam's Guaranteed State	5' 6"	354.70	45	...	...	79.19
8	(a) to (f)	North Western	5' 6"	4,746.30	755	82.62	93.23	152.22
9	(a) and (b)	Oudh and Rohilkhand	5' 6"	1,548.47	277	...	9.90	6.41
10	(a)	South Indian	5' 6"	664.07	83	...	9.26	15.00
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	3' 3 1/2"	800.62	142	10.11	35.53	28.45
12	(a) and (b)	Bengal and North-Western	3' 3 1/2"	2,033.05	355	0.30	0.15	...
14	(a) and (b)	Bhavnagar	3' 3 1/2"	190.68	29	...	0.29	1.45
2	(b) and (g) to (i)	Bombay, Baroda and Central India	3' 3 1/2"	2,210.93	314	3.40	0.23	18.75
15	(a) to (c)	Burma	3' 3 1/2"	1,537.55	305	64.59	33.47	59.17
3	(b) to (d)	Eastern Bengal	3' 3 1/2"	1,116.71	204	0.34	0.52	3.84
17	(a) and (b)	Gondal-Forbandar	3' 3 1/2"	194.22	33	...	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	3' 3 1/2"	422.88	61	...	...	...
18	(a)	Jamnagar	3' 3 1/2"	54.22	7	...	...	0.17
19	(a) to (e)	Jodhpur-Bikaner	3' 3 1/2"	1,148.15	129	...	...	...
20	(a)	Junagad	3' 3 1/2"	95.06	15	...	0.17	1.35
6	(c) to (i)	Madras and Southern Mahratta	3' 3 1/2"	2,091.16	323	16.25	81.55	692.23
10	(c)	Nilgiri	3' 3 1/2"	28.96	12	22.95	1.61	0.27
22	(a) and (b)	Rohilkhand and Kumaon	3' 3 1/2"	542.80	80	...	6.41	3.89
10	(f)	Shoranur-Cochin	3' 3 1/2"	64.75	15	...	13.75	9.14
10	(b), (d), (e) and (g) to (i)	South Indian	3' 3 1/2"	1,111.12	264	0.04	14.64	130.82
23	(a)	Udaipur-Chitorgarh	3' 3 1/2"	68.72	11	...	...	1.10
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	2' 6"	509.77	167	...	34.24	37.33
8	(k)	Kalka-Simla	2' 6"	59.92	29	6.00	2.33	9.94
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	2' 6"	102.00	17	0.06	...	27.57
10	(g)	Morappur-Dharmapuri	2' 6"	18.53	3	...	5.33	2.73
1	(g)	Purulia-Banohi	2' 6"	72.68	12	...	9.57	23.74
1	(h)	Raipur-Dhamtari	2' 6"	56.94	14	0.51	...	...
10	(k)	Tirupattur-Krishnagiri	2' 6"	25.38	5	...	8.21	2.29

DIX 11.

during each half of the calendar year 1912.

prepare these statistics.]

5		6		7		8		9		10		NUM- BER.		
WORKED.		FINANCIAL RESULTS.				OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)								
noted gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, i.e., on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.		Main head.
(d) 100 to 100	(e) 100 to 100	(a) Length.	(b) In- clina- tion.	Per cent.		Per cent.		Rs.		Rs.		Rs.		
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
611-90 256-43 ...	149-77 93-12 7-69	0-15 ... 3-72	1/3 ... 3/30	3-36 4-73 2-25	3-21 2-79 3-06	3-36	3-21	1,65,123 1,91,333 2,66,779	1,66,823 1,94,948 2,69,708	397 638 631	385 503 871	172 293 877	160 294 524	1 2 3
214-07 809-62 184-96	168-41 279-52 113-28	15-23 5-99 0-80	1/3 3/37 3/35	5-16 4-27 3-17	4-85 2-63 2-67	... ... *3-20	... ... *2-45	2,48,877 1,91,958 1,68,199	2,45,128 1,98,991 1,66,769	769 606 431	745 511 385	262 291 212	285 312 209	4 5 6
110-99 143-63 19-15 86-75	18-22 115-46 22-56 39-19	2-52 5-60 2-25 1-42	1/3 1/3 1/3 1/3	13-89 3-36 4-03 2-75	12-87 2-67 2-97 2-54	13-26	12-50	1,38,148 1,68,921 1,22,458 1,46,044	1,89,342 1,64,857 1,28,260 1,47,891	854 481 527 323	315 375 274 818	147 211 180 165	155 203 129 171	7 8 9 10
108-07 3-54 42-36 864-86	309-13 7-09 18-03 226-88	4-84 0-30 0-96 ...	1/3 3/35 3/35 ...	0-46 4-48 4-61 5-59	0-78 3-66 2-67 3-34	... ... ... ...	... ... ... ...	1,70,869 80,104 56,867 78,612	1,71,646 88,803 55,491 79,080	148 218 180 317	162 185 181 262	117 76 76 162	110 57 72 142	11 12 14 2
156-16 44-27 67-90	142-80 41-62 32-31	9-81 0-82 1-69	1/3 1/3 1/3	3-04 2-37 4-41	1-63 2-95 2-30	... ... ...	... ... ...	1,18,984 1,01,810 48,975	1,20,377 1,08,896 48,984	815 225 184	232 249 108	167 133 59	153 181 60	15 3 17
250-00 9-54 216-47	15-31 6-38 114-22	26-47 0-19 2-31	1/3 1/3 1/3	4-69 2-51 6-73	2-23 1-71 5-58	4-68	2-25	78,592 46,150 25,215	74,286 46,173 25,152	250 98 122	157 78 115	119 51 54	98 48 56	7 18 19
24-52 335-96 0-18	12-79 117-53 ...	0-17 16-25 0-27	1/3 3/35 1/3	3-58 2-75 1-00	1-92 1-39 0-50	... *3-20 ...	... *2-45 ...	51,547 78,391 2,61,448	47,357 79,096 2,62,400	182 185 365	95 155 328	59 99 263	49 96 275	20 6 10
14-61 7-45 244-55 30-75	23-22 3-08 103-78 6-98	3-44 13-75 0-04 0-46	1/3 3/35 3/35 1/3	4-00 2-49 5-28 3-98	3-47 1-83 4-04 3-28	... ... ... ...	... ... ... ...	59,466 1,06,713 95,152 31,734	60,027 1,06,849 87,222 82,629	157 198 870 86	189 176 355 85	60 95 167 88	57 101 195 45	22 10 10 23
113-41 3-40 30-07	32-25 ... 22-77	0-08 1-33 3-63	1/3 1/3 1/3	1-17 0-43 -1-65	0-55 1-57 -0-17	1-16	0-55	59,084 3,29,702 68,483	59,998 3,29,776 68,512	72 345 68	63 459 69	46 290 112	51 262 73	1 8 8
3-38 18-24 17-83 4-15	... 3-94 2-55 0-21	4-53 9-57 0-51 7-18	1/3 1/3 3/35 1/3	0-12 3-42 3-46 0-71	0-18 2-26 2-15 1-03	... 3-42 3-46 ...	... 2-26 2-15 ...	44,983 67,749 24,991 42,459	44,982 67,838 25,982 42,515	48 139 64 51	53 110 54 45	46 50 31 39	50 51 33 27	10 1 1 10

* For both 5' 6" and 3' 3 1/2" gauges.
† For Nizam's Guaranteed State railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	11	12	13			
Main head.	Sub-head.	Railway system.	OUTLAY, EARNINGS AND EXPENSES					
			Total earnings per train- mile.		Total working expenses per train-mile.		Net earnings per train- mile.	
			Rs.		Rs.		Rs.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	4.57	4.22	1.96	1.85	2.59	2.37
2	(a) and (c) to (f)	Bombay, Baroda and Central India	5.70	4.92	2.33	2.85	3.17	2.07
3	(a)	Eastern Bengal	3.99	4.96	2.38	2.99	1.61	1.97
4	(a) to (d)	East Indian	4.70	4.47	1.73	1.71	2.97	2.76
5	(a) to (f)	Great Indian Peninsula	4.48	3.65	2.15	2.23	2.33	1.42
6	(a) and (b)	Madras and Southern Mahratta	4.94	4.58	2.48	2.48	2.46	2.10
7	(a) and (b)	Nizam's Guaranteed State	4.40	4.19	1.82	2.06	2.58	2.13
8	(a) to (f)	North Western	4.61	4.37	2.26	2.35	2.35	2.02
9	(a) and (b)	Oudh and Rohilkhand	4.50	3.85	1.79	1.81	2.71	2.04
10	(a)	South Indian	3.75	3.62	1.92	1.95	1.83	1.67
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	3.20	3.45	2.53	2.24	0.67	1.11
12	(a) and (b)	Bengal and North-Western	3.52	3.13	1.28	0.97	2.29	2.16
14	(a) and (b)	Bhavnagar	3.25	3.02	1.37	1.66	1.98	1.36
2	(b) and (g) to (l)	Bombay, Baroda and Central India	3.55	3.34	1.59	1.81	1.96	1.53
15	(a) to (c)	Burma	3.84	3.32	2.04	2.19	1.80	1.13
3	(b) to (d)	Eastern Bengal	3.08	3.28	1.32	1.74	1.26	1.54
17	(a) and (b)	Gondal-Forbandar	3.08	3.09	1.35	1.65	1.73	1.35
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	3.61	2.73	1.72	1.70	1.89	1.03
18	(a)	Jamnagar	3.42	2.89	1.89	1.81	1.53	1.08
19	(a) to (e)	Jodhpur-Bikaner	3.85	2.85	1.48	1.88	1.87	1.47
20	(a)	Junagad	3.67	3.10	1.65	1.78	2.02	1.32
6	(c) to (l)	Madras and Southern Mahratta	3.08	2.72	1.64	1.68	1.44	1.04
10	(c)	Nilgiri	5.61	5.16	4.04	4.34	1.57	0.82
22	(a) and (b)	Rohilkhand and Kumaon	4.06	3.62	1.56	1.47	2.50	2.14
10	(f)	Shoranur-Cochin	2.81	2.59	1.35	1.48	1.46	1.11
10	(b), (d), (e) and (g) to (i)	South Indian	3.50	3.36	1.58	1.85	1.92	1.52
23	(a)	Udaipur-Chitorgarh	2.97	2.86	1.31	1.51	1.65	1.35
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	2.32	2.21	1.79	1.77	1.03	0.44
8	(k)	Kalka-Simla	4.31	4.77	3.63	2.72	0.68	2.05
8	(b) and (m)	Kohat-Thal and Nowshera-Durgai	1.15	1.35	1.88	1.43	-0.73	-0.03
10	(f)	Norappur-Dharmapuri	1.13	1.17	1.08	1.10	0.05	0.07
1	(g)	Purulia-Ranchi	3.57	2.45	1.28	1.18	2.29	1.82
1	(h)	Raipur-Dhamtari	2.73	2.59	1.82	1.56	1.41	1.08
10	(k)	Tirupattur-Krishnagiri	1.61	1.55	1.24	0.96	0.37	0.59

DIX 11—continued.
 during each half of the calendar year 1912.
 prepare these statistics.]

14		15		16		17		18		19		20		Num- ber.
(Exclusive of Steam-boat Service)—concl'd.								Division of expenditure between coaching and goods traffic.						
Cost per 1,000 gross ton-miles moved (freight and dead weight).		Percentage of total working expenses on total earnings.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores.		Inclusive of steam-boat service.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts.		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)—				Main head.
Rs.		Per cent.		Per cent.		Per cent.		Rs.		Coaching (in thousands of rupees). Rs.		Goods (in thousands of rupees). Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
8.93	8.96	43.28	43.94	41.64	41.92	44.24	44.37	78.28	77.44	19.80	22.19	53.98	55.25	1
5.33	6.26	44.31	57.86	43.10	56.67	44.31	57.86	33.33	35.01	29.55	35.80	54.28	53.21	2
6.16	7.03	59.68	60.19	59.94	60.33	59.68	60.19	46.21	66.06	20.53	25.54	25.98	40.54	3
2.95	2.97	36.74	38.30	35.27	36.86	36.87	38.39	1.88,78	1.92,72	45.97	43.12	1,42,81	1,44,60	4
5.18	5.50	47.93	61.11	46.62	59.77	47.93	61.11	2,20,18	2,35,58	70.02	76.99	1,50,11	1,58,59	5
5.87	5.88	50.28	54.17	49.21	53.85	50.28	54.17	55.17	54.23	20.78	21.72	34.89	32.66	6
4.65	5.37	41.44	49.28	41.17	49.12	41.44	49.28	12.30	18.11	3.35	3.33	8.95	9.93	7
4.82	5.11	49.04	53.75	47.27	51.90	49.04	53.77	2,52,44	2,46,36	74.44	82.60	1,78,00	1,63,76	8
4.00	4.80	39.74	47.08	38.10	45.44	39.74	47.08	45.36	47.85	20.52	21.75	24.84	26.10	9
5.44	5.60	51.22	53.81	50.78	53.18	51.22	53.81	15.76	16.54	7.05	7.69	8.71	8.85	10
10.42	8.27	79.16	67.81	78.36	67.04	79.16	67.81	23.30	20.77	9.00	7.38	18.80	18.44	11
4.42	3.93	39.98	30.98	33.62	29.39	36.24	33.43	37.86	30.00	15.29	14.34	22.57	15.76	12
7.64	9.91	42.25	54.93	41.93	54.71	42.25	54.93	3.58	3.52	1.52	1.99	2.08	1.53	14
5.99	7.12	44.73	54.05	43.97	52.84	44.72	54.05	79.12	79.29	26.16	30.96	52.96	48.33	2
7.69	8.75	53.16	65.99	52.38	64.94	54.16	66.59	64.91	59.28	22.37	25.88	42.54	33.90	15
7.07	6.94	59.06	52.93	56.19	47.78	60.99	55.69	37.61	38.12	15.21	16.86	22.40	21.26	3
7.81	10.08	43.71	54.99	43.26	52.19	43.71	54.99	2.79	2.89	1.40	1.75	1.39	1.14	17
8.21	8.43	47.67	63.28	46.47	60.43	47.67	63.28	11.99	10.55	4.72	4.92	7.27	5.63	7
12.30	12.05	55.20	62.81	55.18	62.81	55.20	62.81	70	64	48	43	92	16	18
6.16	5.95	44.29	43.41	43.13	47.47	44.29	43.41	15.49	16.26	5.30	5.33	10.19	10.98	19
7.98	9.17	44.96	57.48	43.69	57.45	44.96	57.48	1.28	1.20	57	59	71	61	20
7.71	8.10	53.35	61.71	52.31	60.71	53.35	61.71	52.45	50.67	17.39	19.12	35.06	31.75	6
49.98	51.88	71.98	84.02	71.55	83.89	71.98	84.02	1.96	2.06	1.25	1.81	71	75	10
5.98	6.31	38.47	40.73	37.95	40.23	38.10	40.23	8.05	7.92	3.12	3.55	4.93	4.36	23
7.78	8.88	49.21	57.13	47.91	56.91	48.21	57.13	1.50	1.68	79	78	81	90	10
7.06	8.32	45.13	54.97	44.81	54.47	45.13	54.97	46.15	54.76	22.85	28.02	23.80	26.74	10
7.95	9.10	44.27	52.75	44.23	52.69	44.27	52.75	63	77	40	54	22	23	23
8.14	8.28	63.44	79.93	62.50	78.93	63.44	79.93	6.05	6.75	2.24	2.72	3.81	4.03	1
42.62	27.56	84.27	57.01	84.08	56.84	84.27	57.01	4.46	4.04	1.71	1.41	2.75	2.63	3
30.29	21.11	163.61	106.36	164.64	106.33	163.61	106.36	2.35	1.94	1.58	1.15	1.37	79	3
11.41	12.36	95.61	93.33	95.60	93.69	95.61	93.93	22	24	15	17	7	7	10
6.03	6.10	35.84	46.22	35.52	44.30	35.86	46.22	26	25	50	61	43	34	1
10.59	14.71	48.49	60.31	48.19	59.65	48.49	60.31	46	48	11	16	35	32	1
12.97	9.89	76.96	61.67	76.87	61.67	76.96	61.67	26	18	15	12	11	7	10

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	21	22	23			
Main head.	Sub-head.	Railway system.	COACHING					
			GROSS RECEIPTS AND TRAIN-MILEAGE					
			Receipts from coaching traffic (in thousands of rupees).		Coaching train- miles run (in thousands).		Average coach- ing receipts per train-mile.	
			Rs.		No.		Rs.	
				1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	55.48	67.50	1,568	1,864	3.54	3.62
2	(a) and (c) to (f)	Bombay, Baroda and Central India	61.27	56.80	1,778	1,819	3.45	3.12
3	(a)	Eastern Bengal	88.39	38.92	1,273	1,358	3.02	2.87
4	(a) to (d)	East Indian	1,59.77	1,59.81	4,516	4,597	3.54	3.48
5	(a) to (f)	Great Indian Peninsula	1,23.98	1,19.99	4,800	4,924	3.58	2.44
6	(a) and (b)	Madras and Southern Mahratta	44.36	42.59	1,262	1,299	3.52	3.28
7	(a) and (b)	Nizam's Guaranteed State	7.63	7.44	318	307	2.44	2.43
8	(a) to (f)	North Western	1,52.67	1,55.54	5,344	5,432	2.86	2.84
9	(a) and (b)	Ondh and Rohilkhand	57.85	54.93	1,708	1,743	3.39	3.15
10	(a)	South Indian	14.87	14.32	554	560	2.68	2.56
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	15.50	13.83	437	383	3.55	3.61
12	(a) and (b)	Bengal and North-Western	43.87	47.80	1,611	1,695	3.03	2.92
14	(a) and (b)	Bhavnagar	4.33	3.95	142	143	3.05	2.75
2	(b) and (g) to (l)	Bombay, Baroda and Central India	65.56	61.32	3,144	2,189	3.06	2.80
15	(a) to (c)	Burma	54.45	46.48	1,243	1,298	4.38	3.58
3	(b) to (d)	Eastern Bengal	33.35	32.38	1,191	1,360	2.72	2.83
17	(a) and (b)	Gondal-Forbandar	3.82	3.51	118	116	3.06	3.06
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	2.70	7.46	361	364	2.41	3.05
18	(a)	Jamnagar	32	31	27	29	3.44	2.80
19	(a) to (e)	Jodhpur-Bikaner	13.97	12.87	434	463	3.22	2.78
20	(a)	Junagad	1.58	1.41	37	37	4.18	3.78
6	(c) to (l)	Madras and Southern Mahratta	37.13	34.30	1,203	1,237	3.09	2.67
10	(c)	Nilgiri	1.59	1.20	81	82	5.09	3.78
22	(a) and (b)	Rohilkund and Kumson	3.37	9.26	259	292	3.42	3.17
10	(f)	Shoranur-Cochin	2.09	1.68	73	68	3.88	2.66
10	(b), (d), (e) and (g) to (i)	South Indian	58.19	58.18	1,670	1,708	3.48	3.41
23	(a)	Udaipur-Chitorgarh	79	01	32	36	2.48	2.51
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Obhindwara Extensions.	4.25	3.97	138	174	3.09	2.28
8	(k)	Kalka-Simla	3.00	3.88	53	67	5.65	5.73
8	(l) and (m)	Kohat-Thal and Nowshera-Dargai	1.29	1.27	88	87	1.46	1.46
10	(j)	Morappur-Dharmapuri	17	17	13	15	1.26	1.15
1	(g)	Purulia-Banchi	1.49	1.27	40	55	3.69	2.32
1	(h)	Raipur-Dhantari	44	42	12	14	3.65	2.98
10	(k)	Tirupattur-Krishnagiri	22	20	12	12	1.76	1.62

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics.]

TRAFFIC.														Num- ber.
UNITS AND UNIT-MILEAGE.														
Number of units carried one mile (in thousands).												Average sum received for carrying a unit one mile.		Main head.
1st class.		2nd class.		3rd or inter- mediate class.		4th or lowest class.		Total passenger unit-mileage.		Other coaching traffic.		1st class.		
Unit-miles.		Unit-miles.		Unit-miles.		Unit-miles.		Unit-miles.		Ton-miles.		Pcs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2,866	2,928	5,987	5,872	9,536	13,239	852,898	447,494	370,635	468,988	3,006	2,884	12'06	12'73	1
2,680	2,576	4,041	12,094	26,144	26,311	408,181	359,654	446,046	400,635	5,026	5,664	18'21	18'31	2
1,917	1,615	4,469	4,518	27,565	30,881	210,281	209,286	244,182	240,250	2,802	2,338	13'45	18'38	3
6,847	6,406	19,395	17,748	89,078	75,789	1,004,588	1,019,754	1,094,198	1,119,707	19,385	11,384	14'70	18'42	4
8,442	8,486	20,171	22,375	2,341	6,479	784,621	696,598	785,575	784,873	11,489	11,114	18'28	12'54	5
2,107	1,971	5,644	5,615	1,574	1,584	278,678	272,090	288,008	281,260	8,486	8,078	15'14	15'09	6
442	414	1,854	1,812	12,919	12,812	80,257	30,717	45,472	45,753	895	604	13'88	12'91	7
5,639	5,528	16,752	16,384	52,264	54,430	1,024,785	1,003,489	1,009,440	1,079,825	8,244	11,745	18'44	12'95	8
2,048	1,741	5,948	6,582	27,161	27,837	350,071	332,046	384,923	369,268	2,558	2,320	15'60	15'40	9
921	852	3,801	3,784	...	...	110,778	110,758	115,495	115,344	958	914	11'78	11'36	10
551	547	827	846	1,862	2,378	90,418	75,710	93,658	79,476	690	740	15'34	15'24	11
432	450	3,112	3,171	6,405	6,054	426,403	418,814	436,892	423,035	1,202	1,436	12'28	12'78	12
54	74	516	505	...	...	24,262	22,232	24,832	22,811	129	104	12'00	12'00	13
1,682	1,666	5,048	4,539	14,565	13,738	546,285	515,088	567,539	532,581	3,668	3,882	15'47	15'14	14
2,031	1,853	4,183	4,257	...	...	809,332	258,434	315,566	264,544	1,476	1,688	15'64	15'08	15
519	567	1,725	2,474	16,508	18,806	198,357	193,134	212,009	214,981	1,045	1,442	14'07	14'36	16
78	81	595	580	...	...	19,986	19,440	20,659	20,101	99	90	12'00	12'00	17
575	277	1,972	1,454	...	...	55,455	52,971	58,002	54,702	607	417	11'42	10'13	7
15	9	156	142	...	...	4,899	4,568	5,070	4,717	41	19	13'00	12'00	18
226	257	1,033	1,153	3,520	4,189	108,937	95,062	118,716	100,661	582	733	13'72	14'79	19
29	23	288	288	...	...	8,562	7,912	8,374	8,171	44	84	12'00	12'00	20
1,098	1,029	4,331	4,502	55	7	284,188	259,589	289,822	265,107	1,745	1,808	15'07	15'07	6
324	253	...	...	...	...	1,969	1,996	2,293	2,249	46	28	10'46	19'47	10
191	190	798	1,004	701	712	64,139	66,896	65,824	68,793	259	245	22'03	22'91	22
91	80	405	412	...	...	14,327	11,358	14,823	11,843	87	40	11'34	11'35	10
1,752	1,597	7,962	9,115	...	...	499,408	508,994	509,122	519,706	1,742	1,786	11'42	11'08	10
47	41	68	90	24	66	6,164	6,999	6,303	7,196	36	40	17'36	16'00	23
63	67	161	197	246	306	36,518	33,300	36,968	33,672	130	142	16'31	16'29	1
177	264	310	405	...	...	2,296	2,645	2,783	3,314	86	117	49'30	48'34	8
39	29	79	79	197	203	9,761	8,597	10,076	8,907	22	27	13'70	13'19	8
...	...	11	40	...	...	1,216	1,294	1,227	1,334	2	2	11'60	12'00	10
56	76	126	177	250	379	7,789	5,998	8,171	6,630	62	68	15'68	15'25	1
6	6	20	27	87	35	2,543	2,442	2,603	2,510	10	9	16'37	16'03	1
1	1	17	54	...	...	1,543	1,455	1,561	1,510	5	4	12'00	11'39	10

*Third class by mail.

APPEN

Analysis of working of each railway system.

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	31	32	33	COACHING					
Main head.	Sub-head.	Railway system.	Average sum received for carrying								
			2nd class.		3rd or inter- mediate class.		4th or lowest class.				
			Pies.		Pies.		Pies.				
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
5' 6" GAUGE.											
1	(a)	Bengal-Nagpur	6'57	6'56	3'24	3'25	2'39	2'40			
2	(a) and (c) to (f)	Bombay, Baroda and Central India	5'59	5'89	2'79	2'79	2'09	2'10			
3	(a)	Eastern Bengal	6'75	6'62	2'91	2'85	2'47	2'48			
4	(a) to (d)	East Indian	7'06	6'02	3'22	3'12	2'24	2'24			
5	(a) to (f)	Great Indian Peninsula	6'27	5'95	4'11	4'50	5'27	2'36			
6	(a) and (b)	Madras and Southern Mahratta	7'24	7'01	4'50	4'50	2'31	2'31			
7	(a) and (b)	Nizam's Guaranteed State	5'34	5'28	2'69	2'74	2'31	2'31			
8	(a) to (j)	North Western	5'67	5'61	3'32	3'26	2'26	2'26			
9	(a) and (b)	Oudh and Rohilkhand	6'67	6'17	3'04	3'04	2'44	2'44			
10	(a)	South Indian	5'66	4'76	...	...	1'97	1'94		
3' 3 1/2" GAUGE.											
11	(a)	Assam-Bengal	7'60	7'04	3'76	3'36	2'72	2'80			
12	(a) and (b)	Bengal and North-Western	5'99	5'97	3'02	3'11	1'99	2'00			
14	(a) and (b)	Bhavnagar	6'00	5'99	...	...	3'00	3'00		
2	(b) and (g) to (i)	Bombay, Baroda and Central India	6'95	6'98	2'79	2'79	1'91	1'91			
15	(a) to (c)	Burma	8'24	7'69	...	...	2'99	2'98		
3	(b) to (d)	Eastern Bengal	7'13	6'42	2'57	2'85	2'51	2'51			
17	(a) and (b)	Gondal-Porbandar	6'00	6'00	...	...	3'00	3'00		
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	5'62	5'37	...	...	2'20	2'21		
18	(a)	Jamnagar	6'00	6'00	...	...	3'00	3'00		
19	(a) to (e)	Jodhpur-Bikaner	6'85	6'85	2'90	2'85	2'08	2'08			
20	(a)	Junagad	6'00	6'00	...	...	2'99	3'00		
6	(c) to (i)	Madras and Southern Mahratta	7'11	6'85	4'50	4'50	2'07	2'08			
10	(c)	Nilgiri	...	...	...	...	5'51	4'92		
22	(a) and (b)	Rohilkhand and Kumaon	11'66	10'13	4'45	4'44	2'16	2'14			
10	(f)	Shoranur-Cochin	5'39	4'97	...	...	2'48	2'41		
10	(b), (d), (e) and (g) to (s)	South Indian	5'71	4'90	...	...	1'97	1'94		
23	(a)	Udaipur-Chitorgarh	8'99	8'98	3'00	3'00	1'99	1'99			
2' 6" GAUGE.											
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	7'17	7'21	4'05	3'68	2'00	2'00			
8	(k)	Kalka-Simla	23'86	23'47	...	...	10'50	10'50		
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	6'74	6'74	3'28	3'22	2'25	2'50			
10	(j)	Morappur-Dharmapuri	6'00	2'17	...	...	2'50	2'40		
1	(g)	Purnia-Ranchi	7'57	7'44	4'22	3'61	3'00	2'94			
1	(h)	Raipur-Dhamtari	8'00	7'80	4'50	4'50	3'00	3'00			
10	(k)	Tirupattur-Krishnagiri	6'09	2'11	..	...	2'49	2'37		

*Third class by mail.

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics.]

34		35		36		37		38		39		40		Num-ber.	
TRAFFIC—contd.															
MILEAGE—contd.															
a unit one mile—contd.				Average number of units in a train.											Main head.
Average for all classes.		Other coaching traffic per ton-mile.		1st class.		2nd class.		3rd or intermediate class.		4th or lowest class.		Total passenger units.			
Pies.	Pies.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
2.56	2.52	38.95	39.16	1.83	1.25	3.41	3.15	6.09	7.10	225.33	240.08	236.66	251.58	1	
2.30	2.33	29.56	27.86	1.51	1.42	7.89	6.65	14.70	*14.47	236.72	197.75	250.32	220.29	2	
2.69	2.67	45.02	46.81	1.51	1.19	3.51	3.33	21.66	22.69	163.18	149.66	191.86	176.87	3	
2.44	2.42	30.47	31.48	1.47	1.39	3.08	3.86	15.29	16.49	223.45	221.85	242.29	243.59	4	
2.60	2.62	34.00	34.07	1.76	1.38	4.20	4.54	0.49	1.32	153.08	141.45	159.48	149.24	5	
2.51	2.51	37.18	36.72	1.67	1.52	4.47	4.32	1.25	1.22	220.88	209.48	228.27	216.54	6	
2.65	2.64	37.09	36.20	1.42	1.35	5.93	5.91	...	...	188.15	141.85	145.50	149.11	7
2.42	2.41	33.22	32.85	1.06	1.01	3.13	2.99	9.78	9.92	191.78	183.04	205.75	196.96	8	
2.61	2.61	41.17	40.45	1.19	1.00	3.31	3.78	15.91	16.00	205.02	190.49	225.43	211.27	9	
2.17	2.10	36.79	35.83	1.66	1.52	6.86	6.66	...	...	199.88	197.68	206.40	205.66	10
2.86	2.94	42.76	42.77	1.26	1.43	1.89	2.21	4.26	6.19	207.05	197.60	214.46	207.48	11	
2.03	2.04	41.49	38.82	0.27	0.27	1.00	1.01	3.97	3.57	265.97	244.10	271.21	248.95	12	
3.08	3.09	50.81	50.74	0.38	0.52	3.64	3.52	...	...	171.25	155.06	175.27	159.10	14
2.02	2.01	30.55	28.11	0.79	0.53	2.35	2.03	6.79	6.30	254.82	234.40	264.75	243.81	2	
3.14	3.15	37.24	35.47	1.63	1.43	3.37	3.28	...	...	248.69	199.15	253.89	203.86	15
2.61	2.62	40.95	40.11	0.43	0.42	1.45	1.82	13.87	13.88	162.30	142.06	178.05	158.13	8	
3.12	3.12	51.18	51.18	0.66	0.70	5.02	5.01	...	...	168.66	167.65	174.34	178.35	17
2.40	2.34	45.53	36.88	1.59	0.76	5.46	4.00	...	...	158.47	145.64	160.52	150.40	7
3.12	3.11	47.09	47.55	0.54	0.30	5.82	4.22	...	...	182.17	157.98	188.52	163.15	18
2.15	2.17	40.41	39.17	0.52	0.56	2.38	2.49	8.11	9.04	251.07	205.24	262.08	217.33	19	
3.12	3.11	51.55	51.48	0.76	0.62	7.59	6.30	...	...	229.76	211.60	238.11	218.52	20
2.19	2.21	44.87	44.64	0.91	0.80	3.60	3.50	0.05	0.01	238.16	201.87	240.71	205.98	6	
7.48	6.56	289.37	297.04	10.36	8.02	...	...	...	...	63.01	63.10	78.87	71.12	10
2.36	2.20	56.90	64.48	0.73	0.65	3.06	3.44	2.71	2.44	247.46	229.20	253.96	235.78	22	
2.58	2.56	50.11	49.43	1.26	1.26	5.57	6.51	...	...	197.41	179.24	204.24	187.01	10
2.08	2.02	38.54	39.27	1.05	0.94	4.77	5.34	...	...	239.02	238.04	304.84	304.32	10
2.19	2.18	37.26	34.21	1.43	1.13	2.13	2.50	0.76	1.63	194.12	194.26	198.49	199.72	23	
2.06	2.07	41.88	41.45	0.46	0.39	1.17	1.13	1.79	1.77	265.48	191.76	268.90	195.05	1	
14.46	15.10	201.25	201.90	3.34	3.96	5.85	6.06	...	...	48.28	39.56	52.45	49.58	3
2.35	2.59	48.78	50.22	0.45	0.33	0.89	0.91	2.23	2.33	110.37	98.52	112.94	102.08	3	
2.53	2.39	59.26	56.70	0.05	0.02	0.83	2.65	...	...	91.11	85.86	91.99	88.53	10
3.19	3.24	41.94	41.52	1.33	1.40	3.10	3.23	6.18	6.95	191.28	110.00	201.92	121.58	1	
3.09	3.10	43.50	43.31	0.54	0.40	1.64	1.91	3.07	2.47	209.98	171.21	215.21	175.99	1	
2.54	2.37	44.23	45.15	0.10	0.08	1.35	4.45	...	...	124.97	120.41	126.42	124.34	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix-9).		Serial num- ber.	41	42	43	COACHING					
Main head.	Sub-head.	Railway system.	UNITS AND UNIT MILEAGE— concl.		VEHICLES AND VEHICLE						
			Average number of units in a train—concl.		Number of coaching vehicles						
			Other coaching traffic.		1st class.		2nd class.				
			Tons.		Vehicle miles.		Vehicle miles.				
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
5' 6" GAUGE.											
1	(a)	Bengal-Nagpur	1.92	1.55	2,023	2,144	1,862	1,947			
2	(a) and (c) to (f)	Bombay, Baroda and Central India	2.88	3.11	2,022	1,880	3,692	3,786			
3	(a)	Eastern Bengal	1.42	1.65	1,376	1,440	1,282	1,350			
4	(a) to (d)	East Indian	2.93	2.47	5,579	5,746	7,603	7,843			
5	(a) to (f)	Great Indian Peninsula	2.39	2.26	7,783	8,591	6,744	6,962			
6	(a) and (b)	Madras and Southern Mahratta	2.72	2.37	1,337	1,823	1,541	1,563			
7	(a) and (b)	Nizam's Guaranteed State	2.23	1.97	374	381	495	476			
8	(a) to (f)	North Western	1.54	2.14	7,463	7,938	6,395	6,943			
9	(a) and (b)	Oudh and Rohilkhand	1.50	1.33	2,149	1,865	1,905	1,483			
10	(a)	South Indian	1.73	1.63	414	508	619	650			
3' 3 3/4" GAUGE.											
11	(a)	Assam-Bengal	1.58	1.93	650	730	636	704			
12	(a) and (b)	Bengal and North-Western	0.75	0.83	3,066	3,336	2,766	2,898			
14	(a) and (b)	Bhavnagar	0.91	0.72	186	194	244	243			
2	(b) and (g) to (l)	Bombay, Baroda and Central India	1.71	1.76	2,629	2,536	2,606	2,540			
15	(a) to (c)	Burma	1.19	1.30	1,679	1,859	1,978	1,831			
3	(b) to (d)	Eastern Bengal	1.38	1.06	1,372	1,573	1,035	1,104			
17	(a) and (b)	Gondal-Forbandar	0.84	0.78	160	150	231	217			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	1.68	1.15	511	436	614	537			
18	(a)	Jamnagar	1.53	0.88	41	31	54	41			
19	(a) to (e)	Jodhpur-Bikaner	1.34	1.58	535	551	565	551			
20	(a)	Junagad	1.17	0.91	67	50	81	63			
6	(c) to (l)	Madras and Southern Mahratta	1.45	1.25	1,714	1,742	1,676	1,786			
10	(c)	Nilgiri	1.48	0.87	46	39	...	...	
22	(a) and (b)	Rohilkhand and Kumaon	1.00	0.85	327	305	311	353			
10	(f)	Soranur-Cochin	0.50	0.63	87	86	86	83			
10	(b), (d), (e) and (g) to (i)	South Indian	1.64	1.02	1,765	1,797	1,948	2,006			
23	(a)	Udaipur-Chitorgarh	1.12	1.37	39	40	33	35			
2' 6" GAUGE.											
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	0.95	0.82	207	233	207	232			
8	(k)	Kalka-Simla	1.62	1.74	82	116	78	103			
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	0.25	0.31	40	41	37	39			
10	(j)	Morappur-Dharmapuri	0.15	0.14	21	21	21	21			
1	(g)	Purulia-Ranchi	1.54	1.25	60	79	90	120			
1	(h)	Raipur-Dhamtari	0.80	0.60	12	14	12	18			
10	(k)	Tirupattur-Krishnagiri	0.40	0.35	19	19	19	19			

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

44		45		46		47		48		49		50		Number.
TRAFFIC—contd.														
MILBACH.														
hailed one mile (in thousands).										Average number of vehicles in a coaching train.				Main head.
3rd or intermediate class.		4th or lowest class.		Other vehicles.		Brake-vans.		Total.		1st Class.		2nd Class.		
Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.		No.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2,152	2,126	15,607	18,625	1,500	1,778	2,255	2,271	25,399	28,991	1:29	1:15	1:19	1:05	1
...	...	17,308	16,966	2,596	2,605	3,181	3,542	28,794	28,779	1:18	1:03	2:08	2:08	2
2,716	2,712	8,432	10,284	2,008	2,110	1,867	1,811	17,181	19,157	1:08	1:06	1:01	0:59	3
...
3,032	9,189	39,768	41,420	8,754	9,929	4,915	5,279	74,646	78,806	1:24	1:25	1:68	1:70	4
317	711	85,335	96,258	6,169	5,920	8,023	8,200	64,371	66,642	1:62	1:75	1:40	1:41	5
298	299	9,947	10,811	1,805	1,556	2,392	2,079	17,320	17,631	1:06	1:02	1:22	1:20	6
...	...	1,848	1,626	266	261	618	611	3,596	3,555	1:20	1:24	1:59	1:55	7
7,790	8,103	46,236	45,858	5,249	6,361	9,917	12,055	83,050	87,323	1:40	1:46	1:20	1:27	8
2,972	2,962	13,674	11,519	2,234	1,925	2,707	2,093	25,641	21,647	1:26	0:56	1:12	0:35	9
...	...	3,762	3,959	412	266	891	939	6,098	6,322	0:74	0:31	1:12	1:16	10
...
363	494	5,327	5,690	412	376	414	386	7,803	8,580	1:49	1:31	1:46	1:34	11
3,038	3,109	31,147	32,953	507	489	4,189	4,422	44,713	47,098	1:30	1:31	1:72	1:71	12
...	...	1,443	1,453	53	60	315	320	2,241	2,274	1:32	1:35	1:72	1:73	14
638	...	30,154	30,536	2,496	2,578	5,955	5,770	44,478	43,960	1:23	1:16	1:22	1:16	2
...
...	...	20,422	21,133	1,315	1,360	1,717	1,846	27,111	27,849	1:35	1:28	1:59	1:41	15
2,366	2,693	10,870	18,862	2,564	2,366	1,092	1,159	18,799	23,258	1:15	1:16	0:57	0:51	3
...	...	1,416	1,883	70	87	277	237	2,154	2,109	1:35	1:30	1:35	1:37	17
...
...	...	3,041	3,049	254	289	575	565	4,995	4,896	1:41	1:20	1:70	1:53	7
...	...	276	281	14	11	73	74	458	488	1:52	1:08	2:02	1:43	18
551	576	6,020	6,155	443	476	548	605	8,663	8,924	1:23	1:21	1:30	1:21	19
...
...	...	577	515	19	15	128	108	867	756	1:79	1:34	2:17	1:31	20
18	9	15,262	16,891	1,947	1,558	2,611	1,774	28,228	23,754	1:42	1:36	1:39	1:39	6
...	...	101	105	41	50	2	2	190	195	1:47	1:23	...	...	10
...
...	...	3,543	3,810	165	190	605	688	5,248	5,677	1:26	1:25	1:20	1:21	22
293	291	627	517	56	50	146	127	1,002	868	1:20	1:36	1:19	1:39	10
...	...	23,674	24,760	2,829	2,839	628	573	30,839	32,025	1:06	1:05	1:17	1:17	10
25	26	400	419	8	14	83	85	538	619	1:22	1:11	1:08	0:57	23
...
...	...	2,539	3,040	165	203	124	218	3,457	4,124	1:31	1:34	1:50	1:34	1
215	198	198	241	27	43	59	75	444	577	1:55	1:74	1:48	1:54	3
...	...	612	678	58	68	51	74	848	950	0:45	0:47	0:42	0:46	3
...
...	...	130	132	27	26	9	9	208	209	1:56	1:39	1:56	1:40	10
...	...	677	692	125	130	23	49	1,020	1,175	1:48	1:44	2:23	2:21	1
...	...	178	168	12	11	10	14	224	220	1:02	0:55	1:02	0:54	1
...	...	134	122	15	22	5	7	192	189	1:54	1:59	1:54	1:59	10

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	51	52	53			
Main head.	Sub-head.	Railway system.	COACHING					
			VEHICLES AND VEHICLE					
			Average number of vehicles in a coaching					
			3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	1.37	1.14	9.97	9.99	0.96	0.95
2	(a) and (c) to (f)	Bombay, Baroda and Central India	...	...	9.73	9.83	1.46	1.43
3	(a)	Eastern Bengal	2.13	2.00	6.62	7.58	1.58	1.55
4	(a) to (d)	East Indian	1.78	2.00	8.80	9.01	1.94	2.03
5	(a) to (f)	Great Indian Peninsula	0.07	0.14	7.86	7.88	1.29	1.20
6	(a) and (b)	Madras and Southern Mahratta	0.24	0.23	7.88	8.32	1.43	1.20
7	(a) and (b)	Nizam's Guaranteed State	...	...	5.91	5.95	0.85	0.85
8	(a) to (j)	North Western	1.46	1.48	8.65	8.36	0.98	1.16
9	(a) and (b)	Oudh and Rohilkhand	1.74	1.70	8.01	8.61	1.31	1.10
10	(a)	South Indian	...	...	6.79	7.06	0.74	0.47
3' 3 3/4" GAUGE.								
11	(a)	Assam-Bengal	0.83	1.29	12.20	14.85	0.94	1.50
12	(a) and (b)	Bengal and North-Western	1.89	1.83	19.34	19.44	0.31	0.28
14	(a) and (b)	Bhavnagar	...	...	10.19	10.18	0.37	0.41
2	(b) and (g) to (l)	Bombay, Baroda and Central India	0.30	...	14.08	13.95	1.16	1.18
15	(a) to (c)	Burma	...	...	16.43	16.29	1.06	1.06
3	(b) to (d)	Eastern Bengal	1.99	1.98	8.71	9.83	2.16	1.74
17	(a) and (b)	Gondal-Porbandar	...	...	11.95	11.97	0.59	0.58
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	...	...	8.42	8.88	0.70	0.80
18	(a)	Jamnagar	...	...	10.28	9.73	0.51	0.37
19	(a) to (e)	Jodhpur-Bikaner	1.27	1.24	13.88	13.29	1.03	1.03
20	(a)	Junagad	...	...	15.50	13.77	0.50	0.42
6	(c) to (l)	Madras and Southern Mahratta	0.02	...	12.68	13.12	1.03	1.21
10	(c)	Nilgiri	...	...	8.22	8.81	1.32	1.57
22	(a) and (b)	Rohilkhand and Kumaon	1.13	1.00	13.66	13.05	0.64	0.65
10	(f)	Shoranur-Cochin	...	...	8.64	8.16	0.77	0.79
10	(b), (d), (e) and (g) to (i)	South Indian	...	...	14.18	14.50	1.69	1.69
23	(a)	Udaipur-Chitorgarh	0.80	0.72	12.59	11.62	0.26	0.40
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	1.56	1.14	18.46	17.50	1.20	1.17
8	(b)	Kalka-Simla	...	...	3.72	3.61	0.51	0.62
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	0.56	0.57	6.92	7.77	0.66	0.78
10	(j)	Morappur-Dharmapuri	...	...	9.76	8.79	2.07	1.70
1	(g)	Purulia-Banohi	1.11	1.00	16.74	12.70	3.08	3.30
1	(h)	Raipur-Dhamtari	...	...	14.71	11.78	0.97	0.75
10	(k)	Tirupattur-Krishnagiri	...	...	10.82	10.09	1.27	1.81

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

54		55		56		57		58		59		60		Num- ber.
TRAFFIC—contd.														
MILEAGE—contd.														Main head.
train—concld.														
Average earnings per coaching vehicle per mile.														Main head.
Brake-vans.		Total.		1st class.		2nd class.		3rd or intermediate class.		4th or lowest class.		Other vehicles.		
No.	No.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1.44	1.27	16.22	15.55	18.35	18.81	18.84	19.79	14.36	20.26	54.14	57.55	78.05	69.50	1
1.79	1.95	16.19	15.82	17.52	18.24	21.24	18.82	...	...	52.38	48.76	57.23	60.57	2
1.08	0.97	13.50	14.10	18.73	15.01	23.53	23.15	29.56	32.40	61.64	49.17	45.89	49.65	3
1.09	1.15	16.53	17.14	17.27	14.96	12.89	13.62	27.67	25.77	56.53	55.10	46.06	53.24	4
1.67	1.67	13.41	13.53	14.39	18.84	18.76	19.13	30.36	41.01	95.34	45.34	63.32	63.98	5
1.90	1.60	13.73	13.57	23.86	23.47	26.54	25.17	23.74	23.81	64.76	58.13	70.78	72.64	6
1.96	1.99	11.51	11.53	16.34	14.02	20.00	20.13	...	...	56.67	53.05	96.91	89.72	7
1.85	2.20	15.54	15.93	10.15	8.95	14.85	13.22	22.25	21.68	50.04	49.41	52.18	59.78	8
1.58	1.20	15.02	12.42	14.83	16.10	19.77	27.37	27.74	28.62	62.41	70.30	47.13	48.75	9
1.61	1.68	11.00	11.28	26.14	19.05	34.75	27.85	...	...	57.91	51.33	85.59	121.23	10
0.95	1.00	17.87	22.39	13.01	11.42	9.88	8.47	19.29	16.13	46.22	37.20	71.57	54.98	11
2.00	2.61	27.76	27.78	1.73	1.77	3.49	3.54	6.36	6.06	27.42	25.07	98.45	118.55	12
2.22	2.23	15.82	15.86	8.45	4.58	12.68	12.20	...	...	50.48	45.98	124.29	88.09	13
2.78	2.63	20.75	20.08	9.90	6.86	13.45	12.47	63.63	...	34.66	33.40	44.83	42.00	14
1.38	1.42	21.81	21.46	18.92	16.83	17.43	18.34	...	...	45.27	36.49	41.80	43.37	15
0.91	0.85	15.79	16.37	5.66	5.19	11.87	14.40	20.03	19.90	46.69	36.39	26.23	24.45	16
2.34	2.47	18.13	18.19	5.83	6.43	15.44	16.07	...	...	42.84	42.01	72.25	68.95	17
1.59	1.55	18.32	13.46	12.86	6.42	18.05	14.04	...	...	40.04	38.45	108.73	53.20	18
2.72	2.55	17.05	15.16	4.27	3.41	17.27	20.54	...	...	53.17	48.69	141.71	84.25	19
1.26	1.31	19.96	19.29	5.79	6.77	12.51	14.06	18.50	20.76	37.26	31.64	53.05	60.26	20
3.29	2.89	23.25	20.28	5.13	5.58	20.95	20.90	...	...	44.37	46.04	120.87	112.94	21
2.17	1.38	19.30	18.46	9.65	8.90	18.38	17.27	13.93	10.60	33.49	32.01	40.04	45.94	22
0.08	0.07	6.09	6.17	137.66	127.50	...	...	...	...	107.67	93.58	325.04	165.42	23
2.34	2.29	20.33	19.45	15.19	14.02	29.69	28.87	10.64	10.84	39.03	37.68	89.53	83.99	24
2.01	2.00	13.81	13.70	12.51	11.06	27.67	23.32	...	...	55.47	52.88	32.59	39.50	25
0.37	0.34	18.47	18.75	11.34	9.85	23.33	22.25	...	...	41.69	39.84	23.73	23.61	26
2.61	2.35	18.51	17.17	21.67	18.40	18.55	23.17	2.33	7.58	30.76	33.34	158.13	116.46	27
0.90	1.26	25.13	23.75	4.25	4.69	5.60	6.12	4.63	5.73	23.72	21.91	33.05	29.03	28
1.11	1.12	8.37	8.63	106.26	109.65	94.24	92.59	...	...	121.93	115.13	640.06	564.77	29
0.53	0.34	9.59	10.39	13.71	9.19	14.25	13.43	13.01	12.99	35.57	31.72	18.89	19.57	30
0.66	0.61	15.61	13.99	0.33	0.14	3.20	4.11	...	...	23.30	23.45	4.33	4.32	31
0.56	0.90	25.20	21.55	14.63	14.74	10.55	10.90	23.59	25.05	34.23	25.48	20.99	15.75	32
0.80	0.98	18.52	15.40	8.60	6.72	12.90	15.30	...	...	43.75	44.54	36.01	34.33	33
0.40	0.57	15.57	15.65	0.74	0.59	5.35	5.89	...	...	23.76	23.29	13.89	8.91	34

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	61	62	63.			
			COACHING					
			VEHICLES AND VEHICLE					
			Carrying capacity hauled one mile.					
Main head.	Sub-head.	Railway system.	1st class.		2nd class.		3rd or intermediate class.	
			Seats.		Seats.		Seats.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	27,470	29,326	37,431	39,596	73,337	72,392
2	(a) and (c) to (f)	Bombay, Baroda and Central India	43,165	41,427	118,135	121,166	---	---
3	(a)	Eastern Bengal	30,540	33,118	32,136	34,247	118,051	122,474
4	(a) to (d)	East Indian	90,601	93,234	147,423	151,750	349,300	334,249
5	(a) to (f)	Great Indian Peninsula	117,015	131,459	197,254	204,786	11,395	26,391
6	(a) and (b)	Madras and Southern Mahratta	12,706	14,086	26,783	26,298	8,352	8,559
7	(a) and (b)	Nizam's Guaranteed State	5,017	5,019	11,808	11,405	---	---
8	(a) to (j)	North Western	171,028	142,457	162,819	138,473	316,414	339,944
9	(a) and (b)	Oudh and Rohilkhand.	49,309	36,632	47,987	36,195	80,620	50,304
10	(a)	South Indian	4,407	4,804	11,506	10,639	---	---
3' 3½" GAUGE.								
11	(a)	Assam-Bengal	7,452	8,319	7,340	8,107	8,058	11,523
12	(a) and (b)	Bengal and North-Western	27,045	26,430	34,041	35,592	62,727	64,286
14	(a) and (b)	Bhavnagar	899	991	1,919	2,018	---	---
2	(b) and (g) to (i).	Bombay, Baroda and Central India	25,317	26,349	31,278	30,479	16,446	---
15	(a) to (c)	Burma	15,273	15,181	34,232	31,513	---	---
3	(b) to (d)	Eastern Bengal	15,493	18,011	12,397	18,393	48,228	55,618
17	(a) and (b)	Gondal-Forbandar	893	849	1,934	1,871	---	---
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	4,761	5,010	11,027	10,450	---	---
18	(a)	Jamnagar	285	218	380	391	---	---
19	(a) to (e)	Jodhpur-Bikaner	7,809	7,909	8,424	8,198	14,163	14,765
20	(a)	Junagad	835	317	576	457	---	---
6	(c) to (i)	Madras and Southern Mahratta	14,058	14,276	20,545	21,957	321	55
10	(c)	Nilgiri	807	667	---	---	---	---
22	(a) and (b)	Rohilkund and Kumaon	1,713	1,972	2,176	2,532	2,418	2,470
10	(f)	Shoranur-Cochin	692	707	689	704	---	---
10	(b), (d), (e) and (g) to (i)	South Indian	13,625	18,961	21,990	22,638	---	---
23	(a)	Udaipur-Chitorgarh	400	427	894	419	600	703
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	1,864	2,093	1,864	2,092	3,483	3,216
8	(k)	Kalka-Simla	831	1,149	829	1,081	---	---
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	530	571	523	559	1,189	1,303
10	(j)	Morappur-Dharmapuri	167	168	250	253	---	---
1	(g)	Purulia-Ranchi	539	652	955	1,308	926	1,187
1	(h)	Raipur-Dhamtari	148	162	148	162	---	---
10	(k)	Tirupattur-Krishnagiri	152	154	228	281	---	---

DIX 11—continued.
 during each half of the calendar year 1912.
 [prepare these statistics.]

64		65		66		67		68		69		70		Num- ber.
TRAFFIC—contd.														
MILEAGE—concld.														
(excluding brakes)—(in thousands).				Percentage of freight upon capacity hauled—										Main head.
4th or lowest class.		Other vehicles.		1st class.		2nd class.		3rd or intermediate class.		4th or lowest class.		Other vehicles.		
Seats.		Tons.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
795,205	955,316	7,509	9,197	10.43	7.81	14.26	14.63	12.17	16.69	44.83	46.84	40.04	31.95	1
918,437	903,621	12,204	14,326	6.21	6.21	11.89	9.98	...	...	47.00	49.71	41.19	39.83	2
456,079	562,761	22,129	21,100	6.28	4.88	13.91	13.19	23.95	25.17	46.09	36.12	8.14	10.61	3
2,186,614	2,204,163	70,260	72,327	7.34	6.87	9.42	11.70	19.77	19.73	45.94	44.45	18.84	15.67	4
1,910,237	1,973,569	30,416	28,644	7.21	7.22	10.23	10.93	20.55	24.55	67.45	35.20	37.77	38.80	5
549,820	587,839	11,320	8,500	16.58	13.99	21.07	21.35	18.84	18.51	59.69	49.39	30.86	36.21	6
104,773	104,094	3,674	3,698	8.80	8.19	15.70	15.89	...	...	41.21	41.82	18.93	16.33	7
2,581,297	2,583,652	59,087	41,497	8.30	8.83	10.29	11.83	16.52	16.08	39.70	38.84	13.06	28.30	8
629,786	505,670	37,287	30,253	4.14	4.75	11.77	18.18	33.69	34.74	55.59	65.03	6.88	7.67	9
206,751	216,311	1,796	1,436	20.90	17.74	33.03	34.93	...	...	53.58	51.20	53.82	63.04	10
183,294	196,104	1,213	2,104	7.40	6.58	11.26	10.44	26.11	20.58	49.33	38.61	56.90	35.16	11
881,673	936,898	1,397	1,307	1.60	1.58	4.73	4.63	19.21	9.43	48.59	44.17	86.02	113.69	12
39,259	38,919	135	147	5.97	7.49	26.89	25.03	...	...	61.60	57.12	95.46	70.46	13
1,026,326	1,039,404	13,209	13,404	6.64	4.43	16.14	14.89	38.56	...	53.28	50.69	37.78	28.74	14
643,854	666,636	6,985	7,427	13.30	12.20	12.22	13.51	...	...	48.05	28.77	21.13	22.73	15
318,284	412,555	17,325	18,399	3.35	3.15	13.91	13.49	34.23	33.61	60.71	46.81	9.50	7.84	8
28,753	37,167	280	249	6.77	9.51	30.78	31.03	...	...	51.57	52.30	38.13	36.21	17
119,766	121,991	1,333	1,690	12.09	5.52	17.83	13.91	...	...	46.69	48.43	45.55	24.89	7
8,569	8,721	34	27	5.08	4.06	41.12	43.90	...	...	57.17	52.85	120.37	70.86	18
207,100	219,279	7,416	7,421	2.89	3.25	12.26	14.07	24.85	23.87	52.60	43.35	7.85	9.88	19
15,934	14,754	80	67	8.52	10.78	49.08	51.55	...	...	53.74	53.03	54.78	51.31	20
522,867	535,657	5,306	6,001	7.81	7.21	21.08	20.50	17.20	13.45	51.34	48.43	32.89	26.71	6
2,549	2,657	200	243	40.11	38.00	...	...	...	...	77.24	75.10	23.16	11.37	10
105,737	112,510	329	360	11.15	9.62	36.42	39.67	29.00	28.61	60.66	59.46	78.71	69.60	22
21,324	17,581	171	139	13.16	11.28	53.72	53.62	...	...	67.19	64.59	21.34	23.64	10
767,362	802,971	7,203	7,376	12.88	11.44	36.20	40.16	...	...	65.03	63.39	24.13	23.34	10
11,711	12,237	34	38	11.75	9.53	17.19	21.48	3.49	9.36	52.63	56.96	103.09	85.10	23
61,499	73,874	288	375	3.37	3.21	8.68	9.43	7.05	9.58	59.39	45.08	45.24	37.81	1
4,536	5,419	124	316	21.33	23.02	37.44	37.50	...	...	50.61	48.80	69.59	36.85	8
16,633	17,823	172	473	7.46	5.01	15.10	14.20	16.55	16.82	18.69	48.23	13.04	5.65	8
2,189	2,204	50	46	0.93	0.15	4.44	15.82	...	...	56.03	53.69	4.10	4.57	10
15,099	15,120	236	349	10.84	11.68	13.16	13.49	27.01	33.31	51.28	39.87	26.45	19.56	1
5,869	5,523	18	12	4.33	3.49	13.44	16.88	...	...	43.36	44.80	74.50	71.33	1
2,217	2,027	28	39	0.77	0.62	7.32	23.30	...	...	69.59	71.79	17.44	10.97	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	71	72					
Main head.	Sub-head.	Railway system.	COACHING						
			WEIGHT OF TRAIN						
			Gross ton-mileage of (in						
			Freight. Ton-miles.		Dead-weight. Ton-miles.				
		1st half.	2nd half.	1st half.	2nd half.				
		5' 6" GAUGE.							
1	(c)	Bengal-Nagpur	25,466	31,230	465,308	528,934			
2	(a) and (c) to (f)	Bombay, Baroda and Central India	32,177	30,047	522,153	541,714			
3	(a)	Eastern Bengal	16,619	16,808	316,746	346,197			
4	(a) to (d)	East Indian	79,430	79,127	1,430,157	1,543,558			
5	(a) to (f)	Great Indian Peninsula	58,165	56,033	1,293,616	1,344,188			
6	(a) and (b)	Madras and Southern Mahratta	20,914	20,144	332,358	349,175			
7	(a) and (b)	Nizam's Guaranteed State	3,478	3,402	68,432	67,839			
8	(a) to (f)	North Western	74,771	77,084	1,470,082	1,538,830			
9	(a) and (b)	Oudh and Rohilkhand	25,848	24,617	436,851	428,461			
10	(a)	South Indian	8,778	8,721	120,748	123,592			
		3' 3 1/2" GAUGE.							
11	(a)	Assam-Bengal	6,348	5,548	79,949	83,181			
12	(a) and (b)	Bengal and North-Western	27,462	26,860	318,290	336,785			
14	(a) and (b)	Bhavnagar	1,831	1,485	18,247	18,590			
2	(b) and (g) to (i)	Bombay, Baroda and Central India	37,888	35,944	398,614	399,100			
15	(a) to (c)	Burma	20,574	17,720	262,904	272,261			
3	(b) to (d)	Eastern Bengal	14,421	14,418	200,723	228,526			
17	(a) and (b)	Gondal-Porbandar	1,354	1,311	16,569	16,007			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	4,150	3,739	53,295	54,678			
18	(a)	Jamnagar	849	805	3,518	3,422			
19	(a) to (e)	Jodhpur-Bikaner	7,435	6,806	78,658	82,846			
20	(a)	Junagad	533	530	6,603	5,949			
6	(c) to (i)	Madras and Southern Mahratta	19,253	17,840	206,216	218,325			
10	(c)	Nilgiri	197	172	2,296	2,346			
22	(a) and (b)	Rohilkhand and Kumaon	4,232	4,404	47,911	51,995			
10	(f)	Shoranur-Cochin	938	763	9,243	8,039			
10	(b), (d), (e) and (g) to (i)	South Indian	32,519	33,165	291,131	303,463			
23	(a)	Udaipur-Chitorgarh	417	435	5,051	5,436			
		2' 6" GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	2,355	2,181	25,182	30,590			
8	(k)	Kalka-Simla	266	334	3,740	4,794			
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	630	563	4,598	4,913			
10	(j)	Morappur-Dharmapuri	76	83	1,246	1,308			
1	(g)	Purnia Ranchi	557	472	7,839	9,492			
1	(h)	Raipur-Dhamtari	167	160	838	838			
10	(k)	Tirupattur-Krishnagiri	99	96	1,091	1,075			

DIX 11—continued.

during each half of the calendar year 1912.

these statistics.]

73		74		75		76		77		78		79		Num- ber.	
TRAFFIC—contd.															
AND TON-MILEAGE.								COST OF WORKING AND PROFITS—							Main- head.
all coaching trains (thousands).		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coach- ing unit one mile			
Total. Ton-miles.		Freight. Tons.		Dead-weight. Tons.		Total. Tons.		Rs.		Pics.		Per passenger unit. Pics.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
490,774	560,214	16.26	16.75	297.12	283.80	313.38	300.55	1.33	1.19	16.01	16.00	0.83	0.85	1	
554,330	571,761	18.09	16.32	238.62	297.86	311.71	314.38	1.66	1.97	22.15	27.24	1.16	1.57	2	
333,365	363,005	13.06	12.37	249.87	254.37	261.93	267.24	1.61	1.83	24.93	27.48	1.36	1.73	3	
1,559,597	1,622,683	17.59	17.31	327.76	335.80	345.35	353.01	1.03	1.05	12.66	12.37	0.70	0.72	4	
1,351,781	1,400,221	12.12	11.33	269.48	272.98	281.80	284.36	1.46	1.56	23.86	25.29	1.58	1.83	5	
353,772	369,319	16.57	15.51	263.83	268.83	280.40	284.34	1.65	1.67	26.73	26.81	1.24	1.33	6	
71,910	71,291	11.13	11.09	218.96	221.24	230.09	232.33	1.07	1.25	21.56	25.00	1.30	1.48	7	
1,544,553	1,615,914	13.89	14.06	273.11	280.69	289.10	294.75	1.89	1.51	19.54	21.07	1.22	1.36	8	
512,699	453,078	15.14	14.12	235.13	245.81	300.26	259.93	1.20	1.25	17.18	21.86	0.84	1.04	9	
129,526	137,313	15.81	15.57	217.68	219.50	233.72	245.07	1.27	1.37	25.98	27.42	1.09	1.21	10	
86,306	83,729	14.54	14.48	193.09	217.10	197.63	231.58	2.06	1.91	23.37	17.18	1.74	1.65	11	
345,752	363,645	17.05	15.84	197.61	193.67	214.66	214.51	0.95	0.84	7.23	6.41	0.66	0.64	12	
19,878	20,975	11.51	10.36	128.79	129.66	140.30	140.02	1.07	1.39	15.14	19.55	1.14	1.60	14	
436,500	435,044	17.67	16.42	185.94	182.38	203.61	196.75	1.22	1.41	18.04	15.57	0.81	1.03	2	
283,473	289,931	16.55	18.65	311.32	200.81	228.07	223.46	1.90	1.36	16.32	16.74	1.29	1.74	15	
215,144	242,939	13.11	10.60	168.57	163.09	180.68	173.69	1.22	1.24	16.49	15.34	1.17	1.32	3	
17,923	17,318	11.42	11.31	139.83	138.05	151.25	149.36	1.18	1.51	14.32	15.90	1.24	1.59	17	
57,445	58,412	11.48	10.28	147.50	150.32	158.98	160.60	1.31	1.35	20.51	21.33	1.45	1.61	7	
3,867	3,727	12.98	10.56	130.88	118.95	143.81	128.91	1.77	1.68	23.72	25.61	1.70	1.90	18	
86,056	89,652	17.14	14.70	181.27	178.86	198.41	193.56	1.22	1.15	12.55	12.29	0.84	0.93	19	
7,186	6,479	15.84	14.18	177.17	159.11	192.81	173.29	1.54	1.59	14.79	17.60	1.21	1.36	20	
225,449	235,965	16.00	13.71	171.39	169.63	187.39	183.34	1.45	1.49	16.19	16.70	1.04	1.28	6	
2,493	2,519	6.30	5.46	78.48	74.18	79.76	79.84	3.93	4.13	127.45	129.89	6.20	8.47	10	
52,143	56,399	16.33	15.09	184.85	173.15	201.18	193.24	1.20	1.23	12.91	13.65	0.87	0.95	22	
10,181	8,302	12.92	12.04	127.36	126.89	140.28	138.98	1.09	1.23	17.77	20.24	0.88	1.18	10	
323,640	336,628	19.47	19.42	174.31	177.69	193.78	197.11	1.37	1.34	14.53	17.11	0.78	0.91	10	
5,468	5,921	13.18	13.44	159.07	150.37	172.20	164.31	1.26	1.49	15.31	19.37	1.19	1.36	23	
27,537	32,771	17.12	12.56	163.07	176.16	200.19	188.72	1.63	1.56	12.91	13.34	1.11	1.46	1	
4,006	5,128	5.02	5.00	70.47	71.73	75.49	76.73	3.23	2.11	35.04	54.05	10.59	7.21	8	
5,228	5,476	7.12	6.46	52.00	56.30	59.12	62.76	1.79	1.33	38.17	25.31	2.79	2.29	8	
1,322	1,391	5.69	5.50	63.38	66.84	99.07	92.34	1.13	1.14	14.51	16.49	2.05	2.18	10	
8,396	9,964	13.77	8.67	193.73	174.05	207.50	182.72	1.25	1.11	2.74	10.33	1.05	1.49	1	
1,005	1,098	13.77	11.21	69.18	65.74	82.95	76.95	0.88	1.13	9.52	15.07	0.74	1.17	1	
1,190	1,171	6.02	7.94	88.35	88.96	96.37	96.30	1.25	0.96	15.81	12.20	1.74	1.31	10	

Analysis of working of each railway system

[Note—Railways not shown, do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	80	81	82			
Main head.	Sub-head.	Railway system.	COACHING					
			Cost of					
			Average cost of hauling a coach- ing unit one mile.		Average profit on working a coaching train one mile.		Average profit	
			Other traffic per ton.		Rs.		1st class.	
		Pies.		Rs.		Pies.		
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	8'01	10'10	2'31	2'43	2'34	-2'19
2	(a) and (c) to (f)	Bombay, Baroda and Central India	9'75	10'57	1'79	1'15	-4'63	-9'00
3	(a)	Eastern Bengal	33'76	32'96	1'41	0'89	-6'20	-12'47
4	(a) to (d)	East Indian	8'56	10'33	2'52	2'43	4'61	2'39
5	(a) to (f)	Great Indian Peninsula	11'53	12'56	1'12	0'86	-9'48	-11'45
6	(a) and (b)	Madras and Southern Mahratta	12'02	13'54	1'87	1'61	-2'87	-4'34
7	(a) and (b)	Nizam's Guaranteed State	7'79	9'90	1'37	1'17	-5'22	-10'98
8	(a) to (f)	North Western	10'44	9'74	1'47	1'38	-9'39	-12'13
9	(a) and (b)	Oudh and Rohilkhand	12'56	15'19	2'19	1'90	-2'35	5'28
10	(a)	South Indian	9'51	8'63	1'41	1'19	0'16	-6'57
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	14'27	12'90	1'49	1'70	-10'36	-5'76
12	(a) and (b)	Bengal and North-Western	8'70	2'78	2'08	1'98	-5'52	-4'64
14	(a) and (b)	Bhavnagar	7'49	16'99	1'98	1'86	-11'69	-14'97
2	(b) and (g) to (i)	Bombay, Baroda and Central India	10'19	11'28	1'84	1'89	-3'14	-8'61
15	(a) to (c)	Burma	14'75	15'40	2'48	1'62	2'00	-1'91
3	(b) to (d)	Eastern Bengal	26'79	27'90	1'44	1'14	-10'33	-10'15
17	(a) and (b)	Gondal-Porbandar	12'10	16'29	1'88	1'52	-8'44	-9'47
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	10'28	15'40	1'10	0'70	-7'65	-15'41
18	(a)	Jamnagar	11'94	19'73	1'67	1'12	-19'45	-23'20
19	(a) to (e)	Jodhpur-Bikaner	9'87	8'86	2'00	1'63	-6'76	-5'52
20	(a)	Junagad	6'84	8'40	2'64	2'19	-9'66	-12'02
6	(c) to (i)	Madras and Southern Mahratta	18'23	17'80	1'64	1'18	-6'54	-7'80
10	(c)	Nilgiri	110'53	218'69	1'11	-0'35	10'21	-2'38
22	(a) and (b)	Rohilkhand and Kumaon	10'22	12'66	2'22	1'95	2'28	0'37
10	(f)	Shoranur-Cochin	26'59	24'64	1'79	1'43	-5'26	-9'13
10	(b), (d), (e) and (g) to (i)	South Indian	22'44	27'14	2'11	1'77	-3'18	-7'26
23	(a)	Udaipur-Chitorgarh	5'24	7'53	1'22	1'02	6'56	-0'97
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	16'88	19'22	1'46	0'72	-7'96	-8'65
3	(k)	Kalka-Simla	38'42	27'79	2'43	3'62	21'22	55'60
3	(b) and (m)	Kohat-Thal and Nowshera-Durgai	103'41	67'98	-0'33	0'18	-24'46	-16'12
10	(j)	Morappur-Dharmapuri	184'84	187'99	0'13	0'01	-14'18	-16'35
1	(g)	Purulia-Banchi	18'76	26'27	2'44	1'21	4'89	4'88
1	(h)	Raipur-Dhamtari	12'63	20'62	2'77	1'85	-0'92	-8'35
10	(k)	Tirupattur-Krishnagiri	49'12	58'15	0'51	0'66	-15'07	-11'61

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

83		84		85		86		87		88		89		Num- BER.	
TRAFFIC—concl'd.															Main head.
WORKING AND PROFITS.														Receipts from goods traffic (in thousands).	
on working a coaching vehicle one mile.								Average profit on working a coaching unit one mile.							GROSS RECEIPTS AND TRAIN MILEAGE.
2nd class.		3rd or inter- mediate class.		4th or lowest class.		Other vehicles.		Per passenger unit.		Other traffic per ton.		Receipts from goods traffic (in thousands).		Main head.	
Pies.		Pies.		Pies.		Pies.		Pies.		Pies.		Rs.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
2.88	3.79	1.65	4.26	38.18	41.55	62.04	47.50	1.63	1.67	30.34	29.06	1,39.63	1,07.94	1	
0.91	3.42	...	...	30.68	21.52	25.07	33.33	1.14	0.76	19.81	17.29	1,30.65	96.34	2
1.40	5.33	4.63	4.92	36.71	21.69	20.45	23.17	1.38	0.94	11.26	18.85	41.40	73.39	3	
0.23	1.05	15.01	13.20	43.87	42.58	33.40	25.67	1.74	1.70	21.91	21.15	3,65.90	3,50.87	4	
5.10	6.16	6.50	15.72	47.62	20.05	39.46	38.67	1.08	0.90	22.47	21.51	3,39.33	2,63.22	5	
0.19	1.64	2.39	3.00	38.03	31.33	44.05	45.23	1.27	1.18	25.16	23.18	66.96	59.18	6	
1.56	4.87	...	...	35.11	33.05	75.35	53.72	1.35	1.16	29.30	26.30	33.31	20.30	7
4.69	7.85	2.71	0.81	30.50	28.24	32.64	38.66	1.20	1.05	23.75	22.61	3,70.08	3,07.77	8	
2.59	6.01	10.56	7.26	45.23	48.84	29.95	27.39	1.67	1.57	28.61	25.28	61.86	48.90	9	
8.77	0.07	...	...	31.93	26.94	59.61	98.81	1.03	0.89	27.28	26.70	19.11	19.33	10
13.49	5.71	4.03	1.05	22.35	20.02	43.20	37.78	1.12	1.29	28.49	29.67	18.48	17.93	11	
3.76	2.87	0.69	0.36	20.17	16.66	91.20	112.14	1.37	1.40	37.79	35.54	68.71	45.60	12	
2.46	7.35	28.29	28.23	35.29	28.23	109.15	63.54	1.24	1.49	43.33	33.75	4.23	2.49	14	
0.41	3.10	50.59	...	21.62	17.63	31.79	26.43	1.20	0.98	20.36	16.63	1,11.86	85.94	2	
0.51	0.40	...	...	23.35	17.75	24.88	24.63	1.85	1.41	32.40	20.07	69.06	44.48	15
4.62	0.94	3.54	4.56	30.40	21.05	9.79	9.11	1.44	1.30	24.16	12.21	31.64	40.04	3	
1.12	0.17	...	...	23.02	26.11	57.93	53.05	1.63	1.53	39.03	34.69	2.99	1.85	17
2.46	7.79	...	...	19.53	16.62	88.27	31.37	0.95	0.78	35.25	21.46	16.98	9.68	7
6.45	5.07	...	...	29.45	23.03	117.99	53.64	1.42	1.21	35.15	27.62	36	28	18
0.04	1.77	5.95	8.47	24.71	19.35	40.50	48.07	1.31	1.21	30.54	30.81	21.55	21.17	19	
6.16	3.30	...	...	29.58	28.44	106.08	95.34	1.91	1.75	44.71	43.03	1.43	74	20
2.19	0.57	2.26	5.80	22.30	15.81	23.85	29.24	1.15	0.98	26.44	27.34	62.02	48.74	6	
...	...	...	...	19.58	36.32	197.59	35.54	0.72	1.01	178.84	78.35	1.14	1.25	10
16.78	15.22	112.27	2.81	26.12	23.93	76.67	70.34	1.49	1.25	46.68	51.82	10.73	8.59	22	
9.90	3.03	...	...	37.70	32.63	14.82	19.26	1.62	1.33	23.32	24.79	1.24	1.27	10
8.81	5.14	...	...	27.07	22.73	9.21	6.50	1.23	1.03	16.10	12.13	16.13	42.25	10
3.24	3.89	12.43	11.79	15.45	13.97	142.82	97.09	1.00	0.80	32.02	26.63	69	58	23	
7.31	7.22	3.28	7.61	15.81	3.57	20.14	15.69	0.95	0.61	25.50	22.23	5.13	4.20	1	
9.20	33.54	...	...	36.89	61.13	555.02	510.72	3.37	7.89	162.83	174.11	2.31	3.22	8
23.62	11.83	25.16	12.32	2.30	6.41	19.23	5.74	0.44	0.80	54.63	17.76	51	56	8	
11.31	12.33	...	...	3.79	6.93	10.13	11.67	0.43	0.21	125.53	129.29	6	8	10
0.81	0.54	13.85	13.69	24.49	15.12	11.25	5.39	2.14	1.75	23.18	15.25	1.12	79	1	
3.33	0.73	...	...	34.23	23.47	28.49	19.26	2.35	1.93	30.37	22.69	51	37	1
10.46	6.31	...	...	12.95	10.09	1.92	3.29	0.50	1.03	4.69	13.00	12	10	10

APPEN

Analysis of working of each railway system.

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	90		91		92	
Main head.	Sub-head.		GOODS		GOODS		GOODS	
			GROSS RECEIPTS AND TRAIN-MILE- AGE—concl.				UNITS AND	
			Goods train-miles run (in thousands).		Average goods re- ceipts per train-mile.		Tons of goods carried one mile (in thousands).	
			No.		Rs.		Ton-miles.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	2,621	2,530	4.24	4.27	633,354	586,509
2	(a) and (c) to (f)	Bombay, Baroda and Central India	1,628	1,321	8.02	7.29	416,677	343,239
3	(a)	Eastern Bengal	813	976	5.09	7.51	192,158	198,673
4	(a) to (d)	East Indian	6,826	6,974	5.36	5.04	2,239,696	2,227,140
5	(a) to (f)	Great Indian Peninsula	5,633	5,822	6.62	4.61	1,181,564	1,133,781
6	(a) and (b)	Madras and Southern Mahratta	1,047	977	6.40	6.06	217,350	203,610
7	(a) and (b)	Nizam's Guaranteed State	429	385	5.44	5.29	78,369	65,669
8	(a) to (f)	North Western	6,184	5,270	6.01	5.84	1,445,092	1,300,856
9	(a) and (b)	Oudh and Rohilkhand	1,237	1,239	4.81	3.94	250,360	197,369
10	(a)	South Indian	441	457	4.34	4.21	57,254	57,412
3' 3½" GAUGE.								
11	(a)	Assam-Bengal	518	600	2.59	2.99	55,639	65,317
12	(a) and (b)	Bengal and North-Western	1,658	1,432	3.81	3.18	237,181	162,052
14	(a) and (b)	Bhavnagar	129	75	3.29	3.35	8,705	5,645
2	(b) and (g) to (i)	Bombay, Baroda and Central India	2,971	2,318	3.77	3.70	375,052	299,688
15	(a) to (c)	Burma	2,018	1,511	3.43	2.94	206,958	137,944
3	(b) to (d)	Eastern Bengal	901	867	3.51	4.62	110,264	104,776
17	(a) and (b)	Gondal-Forbandar	102	67	2.94	2.76	5,696	4,117
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	367	290	4.63	3.34	37,418	24,965
18	(a)	Jamnagar	11	8	3.21	2.81	514	348
19	(a) to (e)	Jodhpur-Bikaner	639	746	3.37	2.84	68,589	64,005
20	(a)	Junagad	47	34	3.02	2.14	2,553	2,247
6	(c) to (i)	Madras and Southern Mahratta	2,063	1,906	3.11	2.70	173,406	142,939
10	(c)	Nilgiri	18	16	6.42	7.73	381	439
22	(a) and (b)	Rohilkund and Kumaon	275	280	3.91	3.30	37,742	27,254
10	(f)	Shoranur-Cochin	46	51	2.69	2.49	3,941	3,726
10	(b), (d), (e) and (g) to (i)	South Indian	1,366	1,350	3.33	3.14	124,024	117,643
23	(a)	Udaipur-Chitorgarh	20	17	3.48	3.36	847	693
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	2,03	207	2.56	2.08	15,177	17,649
8	(b)	Kalka-Simla	72	85	3.22	3.91	1,444	2,131
8	(b) and (m)	Kohat-Thal and Nowshera-Durgai	69	50	0.73	1.12	1,392	1,314
10	(f)	Morappur-Dharmapuri	7	7	0.87	1.20	119	113
1	(g)	Purulia-Ranchi	38	30	3.40	2.63	2,600	1,948
1	(h)	Raipur-Dhamtari	28	17	2.23	2.25	1,529	956
10	(k)	Tirupattur-Krishnagiri	9	7	1.33	1.41	230	183

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics.]

93		94		95		96		97		98		99		Num- ber.	
TRAFFIC—contd.															
UNIT MILEAGE.				VEHICLES AND VEHICLE MILEAGE.											Main head.
Average sum received for carrying a ton one mile.		Average number of tons in a train.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.			
Pies.		Tons.		Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
8-03	8-53	241-60	231-82	54,010	47,604	27,231	27,368	3,944	3,608	85,185	78,565	30-99	29-59	1	
6-10	5-59	255-91	259-88	42,584	33,295	15,768	12,680	1,945	1,600	60,297	47,576	35-84	34-81	2	
6-02	7-08	162-52	208-70	21,460	25,889	4,765	9,065	814	954	27,089	35,908	32-25	35-30	3	
3-14	3-02	328-11	319-31	167,627	164,853	90,758	97,428	7,357	7,506	265,742	269,787	37-85	37-60	4	
5-51	4-54	209-75	194-78	105,366	101,778	35,965	41,153	9,930	9,994	151,261	153,920	25-09	24-55	5	
5-92	5-58	207-59	206-43	23,110	21,980	3,768	3,345	2,039	1,968	33,937	32,288	30-43	31-04	6	
5-86	5-96	178-18	170-54	6,431	5,976	3,528	3,374	895	741	10,794	10,091	23-23	24-23	7	
4-22	4-51	234-83	246-84	146,145	130,509	68,781	50,118	6,309	5,058	221,235	185,665	34-92	34-26	8	
4-74	4-75	194-53	159-33	23,626	21,158	8,341	7,202	1,146	1,037	83,113	29,397	24-84	27-89	9	
6-41	6-43	129-88	126-61	6,823	6,466	2,034	2,013	631	621	9,538	9,100	20-21	18-55	10	
4-04	5-27	107-43	108-91	6,636	9,963	2,319	3,546	444	551	9,899	14,059	17-29	22-52	11	
5-38	5-40	187-09	118-16	38,074	30,788	13,592	12,283	2,604	2,356	54,270	45,457	31-16	30-07	12	
9-33	8-48	67-62	75-71	2,350	1,157	1,495	719	102	41	3,847	1,917	29-09	25-15	14	
5-73	5-50	126-23	129-30	65,503	49,287	31,031	21,200	3,140	2,203	99,724	71,690	32-51	29-98	2	
6-40	6-19	102-83	91-31	33,549	25,158	13,049	8,830	2,764	2,269	49,362	36,257	23-15	22-50	15	
5-51	7-34	122-42	120-87	24,465	23,204	4,902	5,570	941	841	80,308	29,615	32-60	33-19	3	
10-07	8-61	56-02	61-47	1,519	917	1,012	478	48	15	2,579	1,410	24-89	20-82	17	
8-71	7-60	101-97	84-34	5,610	4,403	1,727	1,323	705	560	8,042	6,783	20-00	21-03	7	
13-52	12-93	45-53	41-80	143	90	77	35	...	...	220	125	19-49	15-06	18
6-51	6-35	99-57	85-81	12,426	13,564	5,938	8,037	1,088	1,169	19,507	22,768	28-84	28-96	19	
10-78	6-29	54-06	65-35	639	463	486	329	17	18	1,192	819	24-83	23-09	20	
6-87	6-55	84-07	79-14	34,854	29,804	10,040	9,740	2,922	2,625	47,816	42,169	21-78	21-90	6	
57-43	54-39	21-46	27-07	81	89	29	17	...	...	110	106	6-18	6-51	10
5-49	6-05	137-03	104-79	4,819	4,068	2,198	2,214	367	360	7,379	6,642	25-46	24-15	22	
6-03	6-55	85-52	73-04	776	739	360	234	64	75	1,700	1,038	22-47	18-87	10	
7-14	6-91	89-46	87-15	22,829	22,283	8,460	8,283	1,750	1,835	33,039	32,401	22-57	22-64	10	
15-53	16-04	43-10	40-30	238	178	144	117	...	...	377	295	19-17	17-14	23
6-56	4-66	74-37	85-41	3,416	3,143	1,775	1,910	303	198	5,494	5,281	25-61	24-60	1	
30-66	29-39	20-17	25-12	374	537	186	149	63	85	623	771	7-82	8-09	3	
6-97	8-14	20-05	26-30	514	474	156	123	113	65	783	662	9-66	11-94	3	
10-36	13-83	16-09	16-67	52	43	23	14	5	4	80	61	10-06	9-49	19	
8-30	7-77	73-68	85-04	562	421	217	155	18	13	797	589	23-59	19-23	1	
6-42	7-51	66-77	87-62	260	192	124	71	17	13	401	281	16-77	15-86	1	
10-06	10-49	26-36	25-29	79	61	9	14	3	4	91	79	10-07	10-57	20	

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	100		101		102	
Main head.	Sub-head.		RAILWAYS					
Railway system.			Average number of vehicles in a goods train—concl'd.				Average earn- ings per goods vehicle per mile (excluding brakes).	
			Brake-vans.		Total.		Pica.	
			No.		No.		Pica.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	1.51	1.46	32.50	31.05	30.64	27.69
2	(a) and (c) to (f)	Bombay, Baroda and Central India	1.19	1.21	37.03	36.02	42.99	40.23
3	(a)	Eastern Bengal	1.00	0.98	33.25	36.78	30.31	40.26
4	(a) to (d)	East Indian	1.08	1.08	38.83	38.68	27.19	25.68
5	(a) to (f)	Great Indian Peninsula	1.76	1.71	26.85	26.26	46.10	36.04
6	(a) and (b)	Madras and Southern Mahratta	1.95	2.01	32.41	33.05	40.31	37.47
7	(a) and (b)	Nizam's Guaranteed State	1.95	1.92	25.18	26.20	44.95	41.87
8	(a) to (f)	North Western	1.03	0.98	35.95	35.24	38.08	32.72
9	(a) and (b)	Oudh and Rohilkhand	0.89	0.84	25.73	23.73	37.16	38.04
10	(a)	South Indian	1.48	1.36	21.64	19.91	41.19	48.54
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	0.86	0.93	18.15	23.44	23.80	25.45
12	(a) and (b)	Bengal and North-Western	1.57	1.67	32.73	31.74	23.68	20.33
14	(a) and (b)	Bhavnagar	0.79	0.56	29.88	25.71	21.70	25.58
15	(b) and (g) to (l)	Bombay, Baroda and Central India	1.05	0.95	33.56	30.93	22.24	28.72
16	(a) to (c)	Burma	1.38	1.50	24.33	24.00	23.45	25.13
17	(b) to (d)	Eastern Bengal	1.05	0.97	33.65	34.16	20.63	26.72
18	(a) and (b)	Gondal-Portbandar	0.47	0.28	25.86	21.05	22.66	25.41
19	(e) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	1.92	1.89	21.92	22.92	44.44	30.47
20	(a)	Jamnagar	...	...	19.49	15.06	31.59	35.86
21	(a) to (e)	Jodhpur-Bikaner	1.71	1.56	30.55	30.53	22.46	18.82
22	(a)	Jubagad	0.37	0.51	25.20	23.60	23.37	17.81
23	(c) to (l)	Madras and Southern Mahratta	1.42	1.45	23.18	23.35	26.53	23.66
24	(c)	Nilgiri	0.03	0.03	6.21	6.54	199.44	228.27
25	(a) and (b)	Rohilkhand and Kumaon	1.33	1.39	26.79	25.54	29.52	26.26
26	(f)	Sheranur-Cochin	1.40	1.47	23.87	20.84	22.95	25.35
27	(b), (d), (e) and (g) to (i)	South Indian	1.26	1.36	23.83	24.00	23.31	26.60
28	(a)	Udaipur-Chitorgarh	...	...	19.17	17.14	34.92	37.73
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	1.49	0.96	27.10	25.56	19.18	16.20
2	(b)	Kalka-Simla	0.88	1.00	8.70	9.09	19.02	22.76
3	(b) and (m)	Kohat-Thal and Nowshera-Durgai	1.62	1.31	11.28	18.25	14.47	17.32
4	(g)	Morappur-Dharmapuri	0.67	0.54	10.73	9.03	16.37	27.16
5	(h)	Purulia-Ranchi	0.54	0.48	24.18	19.65	27.68	28.27
6	(i)	Raipur-Dhamtari	0.75	1.08	17.52	16.94	25.57	27.29
7	(k)	Tirupattur-Krishnagiri	0.33	0.57	10.40	11.14	26.33	25.71

DIX 11—continued.
 during each half of the calendar year 1912.
 [prepare these statistics.]

103		104		105		106		107		108		109		Main head.	Num-ber.		
TRAFFIC—continued.																	
VEHICLE MILEAGE—continued.								WEIGHT OF TRAIN AND TON-MILEAGE.									
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehicle (including both loaded and empty). Tons.		Average load of a loaded goods vehicle. Tons.		Gross ton-mileage of all goods trains (in thousands).									
								Freight. Ton-Miles.		Dead-weight. Ton-Miles.		Total. Ton-Miles.					
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
1,334,210	1,236,345	47.47	47.44	7.80	7.83	11.73	12.32	633,354	566,510	868,401	803,070	1,492,755	1,895,180		1		
971,385	771,855	42.90	44.47	7.14	7.47	9.78	10.31	416,677	343,239	601,656	490,615	1,018,333	833,854		2		
405,433	548,234	32.60	36.28	5.04	5.69	6.16	7.68	132,158	198,873	284,683	377,422	416,841	578,295		3		
4,242,923	4,808,776	52.79	51.60	8.67	8.49	13.36	13.51	2,239,696	2,227,140	2,605,369	2,642,415	4,845,085	4,875,555		4		
2,282,129	2,303,932	51.77	49.21	8.36	7.93	11.21	11.14	1,181,564	1,133,781	1,716,586	1,750,691	2,898,100	2,884,472		5		
505,948	477,709	43.04	42.62	6.81	6.71	9.41	9.26	217,349	203,610	368,088	350,198	585,435	558,808		6		
169,368	156,332	44.96	41.68	7.67	7.02	11.38	10.99	76,369	65,689	115,820	106,968	192,189	173,672		7		
3,868,562	3,337,565	37.36	38.98	6.72	7.20	9.89	9.97	1,445,092	1,800,856	2,249,032	1,902,759	3,694,114	2,203,615		8		
502,122	446,282	49.86	44.28	7.63	6.96	10.60	9.33	250,360	197,369	370,103	346,897	620,463	543,766		9		
136,586	130,757	41.32	43.91	6.43	6.77	8.39	8.88	57,254	67,412	102,943	100,701	160,197	158,113		10		
84,187	134,461	66.18	46.58	6.21	4.84	6.88	6.06	55,639	65,317	72,004	97,221	127,848	162,538		11		
527,447	439,676	43.07	36.86	4.40	3.76	5.97	5.26	227,181	162,052	283,001	240,177	510,182	403,229		12		
28,911	15,621	30.11	37.58	2.32	3.01	3.87	4.88	8,705	5,646	18,223	9,756	26,333	15,402		14		
359,337	637,347	49.64	47.02	3.88	4.31	5.73	6.21	375,052	299,688	508,663	379,311	882,715	678,999		2		
420,621	311,191	49.20	44.33	4.34	4.06	6.17	5.48	204,958	137,944	331,950	219,382	588,908	387,326		15		
305,939	3,093,938	38.04	32.65	3.75	3.64	4.51	4.52	116,264	104,776	208,519	201,563	316,783	306,339		8		
18,331	10,566	31.07	39.00	2.25	2.95	3.75	4.49	5,696	4,118	12,098	7,226	17,769	11,844		17		
89,242	67,921	46.63	37.25	5.10	4.01	6.67	5.67	37,418	24,965	51,142	41,820	88,560	66,785		7		
1,710	896	30.06	38.81	2.34	2.78	3.60	3.85	514	343	1,315	856	1,929	1,204		18		
160,782	188,141	39.55	34.02	3.45	2.96	5.12	4.72	63,589	64,005	101,775	119,869	165,364	183,873		19		
9,518	6,527	26.99	34.43	2.18	2.83	3.71	4.84	2,558	3,248	6,337	4,402	8,805	6,650		20		
348,995	307,545	49.69	46.48	3.66	3.61	4.98	4.80	173,405	142,989	281,326	248,995	454,781	391,937		6		
1,103	1,081	34.52	41.33	3.47	4.16	4.69	4.93	381	439	1,050	1,003	1,431	1,442		10		
76,258	69,674	48.49	39.12	5.38	4.84	7.83	6.70	37,742	27,234	44,641	41,820	82,388	69,074		22		
9,695	9,044	40.65	41.20	3.81	3.87	5.08	5.11	3,941	3,726	6,398	6,422	10,334	10,148		10		
252,567	250,420	49.11	46.98	3.96	3.85	5.43	5.28	124,024	117,648	208,080	203,625	380,054	331,268		10		
3,101	2,595	27.30	26.70	2.24	2.35	3.63	3.90	848	694	2,137	1,635	2,985	2,529		23		
42,458	41,370	35.74	42.66	2.92	3.47	4.44	5.62	15,177	17,649	31,679	31,033	46,856	48,622		1		
5,172	8,706	27.92	24.48	2.53	3.10	3.86	3.96	1,444	2,131	5,013	7,409	6,457	9,540		3		
2,995	2,667	46.47	49.26	2.03	2.20	2.71	2.78	1,392	1,314	3,115	2,423	4,507	3,787		3		
363	280	32.31	40.27	1.60	1.96	2.29	2.60	119	113	507	427	626	540		10		
6,781	4,975	39.62	39.17	3.34	3.38	4.62	4.63	2,600	1,943	4,519	3,641	7,119	5,589		1		
3,033	1,760	50.42	54.32	3.98	3.63	5.88	4.97	1,529	956	1,815	1,217	3,544	2,173		1		
428	363	53.68	59.25	2.62	2.45	2.90	2.99	230	183	585	490	815	673		10		

Analysis of working of each railway system.

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial num- ber.	110	111	112			
Main head.	Sub-head.	Railway system.	GOODS					
			WEIGHT OF TRAIN AND TON-MILEAGE— <i>consid.</i>					
			Average weight of a goods train.					
			Freight.		Dead-weight.		Total.	
Tons.		Tons.		Tons.				
1st half.		2nd half.		1st half.		2nd half.		
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	241.61	231.82	330.50	319.62	572.11	551.44
2	(a) and (c) to (f)	Bombay, Baroda and Central India	255.91	259.88	369.53	371.46	625.44	631.34
3	(a)	Eastern Bengal	162.52	203.69	350.09	386.58	512.61	590.27
4	(a) to (d)	East Indian	328.11	319.31	381.67	379.72	709.78	699.03
5	(a) to (f)	Great Indian Peninsula	209.75	194.73	304.71	300.69	514.46	495.42
6	(a) and (b)	Madras and Southern Mahratta	207.59	208.43	351.57	358.49	559.16	566.92
7	(a) and (b)	Nizam's Guaranteed State	178.18	170.54	270.22	277.74	448.40	448.28
8	(a) to (j)	North Western	234.83	246.84	365.47	361.06	600.30	607.90
9	(a) and (b)	Oudh and Rohilkhand	194.53	159.33	287.57	279.63	482.10	438.96
10	(a)	South Indian	129.88	125.61	233.54	230.33	263.42	345.94
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	107.43	108.91	139.02	162.10	246.45	271.01
12	(a) and (b)	Bengal and North-Western	137.00	113.16	170.67	167.71	307.67	280.87
14	(a) and (b)	Bhavnagar	67.62	75.71	141.60	130.84	209.22	206.55
2	(b) and (g) to (l)	Bombay, Baroda and Central India	126.23	129.30	171.21	168.65	297.44	292.85
15	(a) to (c)	Burma	103.83	91.31	164.94	165.07	267.77	256.33
3	(b) to (d)	Eastern Bengal	122.42	120.88	229.28	232.58	351.70	353.41
17	(a) and (b)	Gondal-Porbandar	56.02	61.47	118.95	107.88	174.97	169.85
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	101.97	84.30	139.37	141.21	241.24	225.51
18	(a)	Jamnagar	45.53	41.80	116.42	102.96	161.95	144.76
19	(a) to (e)	Jodhpur-Bikaner	99.57	85.80	159.37	160.70	258.94	246.50
20	(a)	Junagad	54.06	65.35	133.92	128.09	187.93	193.44
6	(c) to (l)	Madras and Southern Mahratta.	84.07	79.14	136.38	137.87	220.45	217.01
10	(c)	Nilgiri	21.46	27.07	59.17	61.92	60.68	89.99
22	(a) and (b)	Rohilkhand and Kumaon	137.08	104.79	162.08	160.80	299.11	265.59
10	(f)	Sherapur-Cochin.	85.52	73.04	138.71	125.89	224.23	198.92
10	(b), (d), (e) and (g) to (i)	South Indian	89.46	87.15	148.62	150.85	238.08	238.00
23	(a)	Udaipur-Chitorgarh	43.18	40.38	108.75	106.66	151.93	147.04
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Ohhindwara Extensions	74.87	85.41	156.28	150.18	231.15	235.59
8	(k)	Kalka-Simla	20.17	25.12	70.00	87.35	90.17	112.47
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	20.05	26.80	44.90	43.50	64.95	74.80
10	(f)	Morappur-Dharmapuri	16.09	16.67	68.46	63.08	84.55	79.75
1	(g)	Purnia-Banohi	78.68	65.04	136.77	121.52	215.45	186.56
1	(h)	Baipur-Dhamtari.	68.77	57.82	79.24	78.88	148.01	131.00
10	(k)	Tirupattur-Krishnagiri	26.36	25.89	67.11	69.51	93.47	95.40

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

TRAFFIC—concluded.														Num- ber.
COST OF WORKING AND PROFITS.														
113		114		115		115 A		116		117		118		Main head.
Average cost of hauling a goods train one mile.		Average cost of hauling a goods vehicle with its load one mile.		Average cost of hauling a goods unit (vis., one ton) one mile.		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.		Average profit on working a goods train one mile.		Average profit on working a goods vehicle with its load one mile.		Average profit on working a goods unit (vis., one ton) one mile.		
Rs.	Pies.	Rs.	Pies.	Rs.	Pies.	Rs.	Pies.	Rs.	Pies.	Rs.	Pies.	Rs.	Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2-25	2-18	13-94	14-17	1-79	1-81	3-58	3-61	2-69	2-09	16-70	18-51	2-14	1-72	1
3-33	3-95	17-66	21-80	2-50	2-92	4-20	4-85	4-09	3-34	25-18	18-43	3-52	2-47	2
3-16	4-15	18-80	22-27	3-73	3-91	6-74	6-11	1-98	3-36	11-51	17-99	2-29	3-17	3
2-09	2-07	10-61	10-53	1-22	1-25	2-23	2-30	3-27	2-97	16-58	15-10	1-92	1-77	4
2-66	2-72	20-39	21-30	2-44	2-69	4-02	4-34	3-86	1-89	25-71	14-74	3-07	1-85	5
3-28	3-33	20-70	20-63	3-04	3-07	5-50	5-61	3-12	2-73	19-61	16-85	2-83	2-51	6
2-09	2-41	17-26	19-06	2-25	2-71	4-48	5-29	3-35	2-88	27-69	22-61	3-61	3-25	7
2-89	3-11	15-20	17-41	2-37	2-42	4-24	4-40	3-12	2-73	17-16	15-31	2-55	2-12	8
1-98	2-11	14-92	17-67	1-90	2-54	4-02	5-28	2-88	1-83	22-24	15-37	3-64	2-31	9
1-98	1-94	18-78	20-05	2-92	2-96	5-99	5-95	2-86	2-27	22-41	23-49	3-49	3-47	10
2-57	2-24	28-52	19-10	4-59	3-95	3-89	7-93	0-02	0-75	0-26	6-38	0-05	1-32	11
1-36	1-10	8-39	7-02	1-91	1-87	3-90	4-49	2-48	2-08	15-29	13-31	3-47	3-53	12
1-60	2-05	10-55	15-63	4-54	5-19	7-95	9-27	1-69	1-30	11-15	9-90	4-79	3-29	13
1-78	2-09	10-52	13-35	2-71	3-10	4-25	4-86	1-99	1-61	11-72	10-37	3-02	2-40	14
2-11	2-24	17-53	19-15	3-95	4-86	6-79	8-50	1-32	0-70	10-92	5-98	2-45	1-88	15
2-50	2-45	14-64	14-19	3-90	3-90	6-93	6-86	1-01	2-17	6-04	12-53	1-61	3-44	16
1-87	1-71	10-55	15-75	4-99	5-33	8-20	9-22	1-57	1-05	12-11	9-66	5-88	3-28	17
1-98	1-90	19-02	17-37	3-73	4-83	6-21	7-67	2-65	1-44	25-42	18-10	4-98	3-27	18
1-99	1-89	19-62	24-09	3-40	3-68	15-40	16-55	1-22	0-98	11-97	11-77	5-12	4-24	19
1-59	1-47	10-62	9-72	3-08	3-23	4-55	4-89	1-78	1-37	11-84	9-10	3-43	3-07	20
1-50	1-77	11-59	14-74	3-83	5-21	10-24	10-46	1-52	0-37	11-78	8-07	5-40	1-08	21
1-70	1-76	15-00	15-42	3-68	4-27	6-92	7-71	1-31	0-94	11-53	8-24	2-99	2-28	22
4-03	4-62	125-16	136-19	36-04	32-75	71-52	63-96	2-39	3-11	74-28	92-08	21-39	22-14	23
1-79	1-68	13-50	13-83	3-51	3-07	5-12	6-41	2-12	1-62	16-02	12-98	2-98	2-98	24
1-75	1-77	14-91	17-97	3-92	4-64	8-19	9-45	0-94	0-73	8-04	7-33	2-11	1-91	25
1-68	1-98	14-30	16-80	3-61	4-88	5-78	6-65	1-65	1-16	14-01	9-90	3-53	2-55	26
1-11	1-33	11-21	14-99	4-98	6-37	17-09	21-58	2-37	2-08	23-71	22-74	10-55	9-67	27
1-88	1-95	14-11	15-23	4-32	4-39	10-81	9-35	0-68	0-13	5-07	0-97	1-74	0-27	1
3-84	3-10	94-31	78-52	36-59	23-69	76-99	52-64	-0-62	0-31	-75-29	19-24	-5-93	6-20	2
1-97	1-58	39-12	25-38	18-84	11-53	29-99	21-88	-1-24	0-46	-24-65	-7-46	-11-87	-3-39	3
0-96	0-99	18-40	22-28	11-51	11-35	22-43	21-38	-0-09	0-21	-1-83	4-88	-1-15	2-48	10
1-30	1-14	10-56	11-33	3-17	3-36	7-84	7-72	2-10	1-49	17-12	14-91	5-13	4-41	1
1-55	1-33	17-71	22-32	4-45	6-42	7-88	11-36	0-68	0-32	7-86	3-97	1-97	1-09	1
1-21	0-94	23-10	17-13	3-83	6-99	18-14	17-53	0-17	0-47	3-23	8-58	1-23	3-50	10

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	-119	-120	-121	DETAILED		
Main head.	Sub-head.	Railway system.	Percentage to total					
			Coaching traffic.		Goods traffic.		Sundries in- cluding tele- graph.	
			Per cent.		Per cent.		Per cent.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	28.91	36.24	67.54	57.95	3.27	5.46
2	(a) and (c) to (f)	Bombay, Baroda and Central India	31.57	36.75	67.32	63.33	1.11	0.92
3	(a)	Eastern Bengal	46.08	33.59	49.70	63.25	4.22	3.16
4	(a) to (d)	East Indian	29.95	30.84	66.56	67.72	1.30	1.27
5	(a) to (f)	Great Indian Peninsula	26.54	30.55	73.65	68.32	0.81	1.18
6	(a) and (b)	Madras and Southern Mahratta	38.90	40.80	58.71	56.70	2.39	2.50
7	(a) and (b)	Nizam's Guaranteed State	23.41	25.63	71.51	70.29	5.08	4.08
8	(a) to (f)	North Western	29.78	33.14	69.77	65.58	1.45	1.28
9	(a) and (b)	Oudh and Rohilkhand	42.91	47.85	45.69	42.51	11.20	9.64
10	(a)	South Indian	89.80	98.90	51.17	52.22	9.03	8.68
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	50.73	40.74	43.97	52.80	5.30	6.46
12	(a) and (b)	Bengal and North-Western	41.31	46.69	50.57	43.03	2.25	4.73
14	(a) and (b)	Bhavnagar	42.29	59.97	48.22	37.69	2.49	2.14
2	(b) and (g) to (l)	Bombay, Baroda and Central India	36.07	40.70	61.55	56.98	2.38	2.32
15	(a) to (c)	Burma	43.37	49.71	55.00	47.57	1.27	2.34
3	(b) to (d)	Eastern Bengal	45.50	40.61	44.49	50.22	0.61	0.67
17	(a) and (b)	Gondal-Forbandar	53.39	64.09	44.04	33.70	2.57	2.21
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	33.18	41.45	64.68	54.92	2.19	3.63
18	(a)	Jamnapur	70.63	75.22	27.69	21.72	1.63	3.06
19	(a) to (e)	Jodhpur-Bikaner	83.84	37.35	59.93	61.43	1.23	1.23
20	(a)	Junagad	50.22	63.48	46.16	33.05	3.62	3.47
6	(c) to (l)	Madras and Southern Mahratta	36.91	40.75	61.66	57.90	1.43	1.35
10	(c)	Nilgiri	57.89	48.42	41.45	50.81	0.66	0.77
22	(a) and (b)	Rohilkhand and Kumaon	40.77	46.37	49.67	43.02	9.46	10.61
10	(f)	Shoranur-Cochin	62.54	56.75	37.09	42.86	0.37	0.39
10	(b), (d), (e) and (g) to (i)	South Indian	54.33	56.68	43.12	41.26	2.50	2.06
23	(a)	Udaipur-Chitorgarh	51.66	59.42	44.61	37.97	3.52	2.61
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	44.25	47.15	54.02	50.98	1.73	1.87
8	(k)	Kalka-Simla	55.82	53.03	42.96	45.90	1.23	1.07
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	71.17	63.85	27.85	30.19	0.98	0.96
10	(j)	Morappur-Dharmapuri	71.77	67.59	27.46	31.83	0.77	0.59
1	(g)	Purnia-Banchi	56.93	61.18	43.32	38.06	0.25	0.73
1	(h)	Raipur-Dhamtari	46.20	53.07	53.48	46.73	0.32	0.20
10	(k)	Tirupattur-Krishnagiri	64.19	66.15	35.55	33.63	0.26	0.23

DIX 11—continued.
 during each half of the calendar year 1912.
 [prepare these statistics.]

122		123		124		125		126		127		Num- ber.	Main head.	
PERCENTAGES OF EARNINGS AND EXPENDITURE.														
Earnings.				Percentage of working expenses on total earnings.										
Steam-boat earnings.		Total.		Maintenance.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.		General charges.		
Per cent.				Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.28	0.35	100.00	100.00	8.35	8.38	18.31	18.81	6.64	5.88	7.64	8.06	4.99	4.53	1
...	...	100.00	100.00	8.97	12.63	18.98	23.98	3.49	5.67	7.86	8.19	5.97	4.20	2
...	...	100.00	100.00	12.72	16.31	14.29	18.56	6.71	4.13	15.44	11.96	5.08	3.63	3
0.17	0.17	100.00	100.00	8.53	8.39	11.02	11.03	3.05	4.51	8.27	8.68	3.15	3.22	4
...	...	100.00	100.00	9.07	15.05	20.99	25.20	3.50	4.23	7.76	8.68	3.18	3.94	5
...	...	100.00	100.00	10.14	12.63	20.36	22.14	6.24	4.62	6.23	7.15	4.92	4.79	6
...	...	100.00	100.00	9.71	16.86	15.36	13.41	3.21	3.97	5.88	6.82	4.61	5.28	7
...	...	100.00	100.00	11.85	11.54	16.20	22.06	6.06	5.04	9.28	9.40	3.05	3.24	8
...	...	100.00	100.00	9.73	10.45	11.79	15.52	3.52	4.93	8.72	9.83	4.02	3.77	9
...	...	100.00	100.00	8.53	9.14	21.11	25.25	9.17	6.05	6.61	6.80	4.35	4.53	10
...	...	100.00	100.00	26.07	20.36	18.99	16.49	5.18	4.40	15.16	15.33	9.56	8.73	11
5.67	5.55	100.00	100.00	11.52	5.00	9.45	10.87	2.58	3.35	5.83	6.30	8.55	8.97	12
...	...	100.00	100.00	9.47	13.65	14.89	17.87	2.65	3.49	7.56	10.76	6.16	8.04	14
...	...	100.00	100.00	7.28	10.36	20.47	22.64	4.10	5.87	7.68	8.99	8.86	4.85	2
0.36	0.33	100.00	100.00	17.54	16.39	15.75	20.75	4.66	3.77	7.75	10.39	5.43	7.31	15
9.40	8.50	100.00	100.00	16.10	9.14	14.15	16.87	5.13	5.21	10.78	10.03	5.00	3.79	3
...	...	100.00	100.00	6.17	8.35	19.39	21.35	1.47	2.15	8.40	8.82	5.93	8.75	17
...	...	100.00	100.00	17.66	20.29	13.89	15.56	2.24	3.17	6.86	11.15	6.11	10.03	7
...	...	100.00	100.00	11.78	15.18	18.69	21.55	1.77	2.30	9.47	9.71	10.92	11.11	18
...	...	100.00	100.00	11.73	10.34	15.73	18.43	3.22	2.69	6.01	6.23	8.44	8.60	19
...	...	100.00	100.00	10.82	14.94	17.10	14.34	2.09	3.53	7.36	10.68	6.65	12.08	20
...	...	100.00	100.00	13.01	13.98	22.17	25.55	4.63	7.13	7.12	8.53	5.38	6.48	6
...	...	100.00	100.00	11.83	12.57	42.95	52.07	3.08	3.55	9.14	8.69	4.63	4.85	10
...	...	100.00	100.00	9.06	10.38	11.71	11.58	3.93	3.62	6.86	7.78	5.41	6.07	22
...	...	100.00	100.00	10.13	15.79	18.63	20.41	4.03	4.60	7.32	7.62	5.17	5.34	10
...	...	100.00	100.00	8.70	13.94	17.03	18.84	4.10	6.01	7.45	7.67	5.32	5.51	10
...	...	100.00	100.00	9.86	16.51	16.14	16.72	2.55	4.49	7.08	7.61	5.21	5.22	23
...	...	100.00	100.00	16.53	22.83	19.95	25.51	5.26	3.54	10.77	11.81	9.79	10.77	1
...	...	100.00	100.00	19.98	10.77	23.90	18.86	13.21	9.79	13.88	11.70	4.73	3.55	8
...	...	100.00	100.00	36.77	37.73	34.09	30.25	6.07	3.04	18.19	18.07	15.11	13.23	8
...	...	100.00	100.00	36.24	30.32	35.91	42.69	7.65	5.63	8.72	7.16	4.94	5.13	10
...	...	100.00	100.00	7.92	12.87	10.33	14.46	6.00	4.17	5.77	7.39	5.32	6.44	1
...	...	100.00	100.00	10.85	23.09	15.51	15.10	5.84	4.29	7.73	7.75	7.67	8.53	1
...	...	100.00	100.00	27.95	12.72	34.99	33.54	1.92	2.06	6.85	6.62	4.44	4.55	10

* Includes 3.91 per cent in the 1st half and 4.77 per cent in the 2nd half on account of Jetty expenses.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	128	129	130				
Main head.	Sub-head.	Railway system.	[DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE—concl.						
			Percentage of working expenses on total earnings—concl.						
			Miscellaneous expenses.		Steam-boat expenses.		Total working expenses.		
			Per cent.		Per cent.		Per cent.		
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.									
1	(a)	Bengal-Nagpur	2.84	3.07	1.08	1.09	44.24	44.97	
2	(a) and (c) to (f)	Bombay, Baroda and Central India	2.15	4.19	...	...	44.31	57.86	
3	(a)	Eastern Bengal	5.44	10.60	...	...	59.68	60.19	
4	(a) to (d)	East-Indian	2.66	2.40	0.19	0.16	36.87	38.39	
5	(a) to (f)	Great Indian Peninsula	3.43	4.01	...	...	47.93	61.11	
6	(a) and (b)	Madras and Southern Mahratta	2.49	2.64	...	...	50.28	54.17	
7	(a) and (b)	Nizam's Guaranteed State	2.07	3.04	...	...	41.44	49.23	
8	(a) to (j)	North Western	2.02	2.48	...	0.01	49.04	53.77	
9	(a) and (b)	Oudh and Rohilkhand	1.96	2.58	...	...	39.74	47.03	
10	(a)	South Indian	1.45	2.05	...	...	51.22	53.51	
3' 3 1/2" GAUGE.									
11	(a)	Assam-Bengal	4.25	1.95	...	...	79.16	67.81	
12	(a) and (b)	Bengal and North-Western	1.15	0.42	2.16	2.51	36.24	32.48	
14	(a) and (b)	Bhavnagar	1.53	1.62	...	...	42.25	54.93	
2	(b) and (g) to (i)	Bombay, Baroda and Central India	1.33	1.84	...	...	44.72	54.05	
15	(a) to (c)	Burma	1.33	2.18	1.20	0.85	54.16	66.59	
3	(b) to (d)	Eastern Bengal	2.35	3.44	7.48	7.21	60.99	55.69	
17	(a) and (b)	Gondal-Forbandar	2.35	3.57	...	...	43.71	54.99	
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.83	2.08	...	...	47.67	62.23	
18	(a)	Jamnagar	2.57	2.98	...	...	55.20	62.81	
19	(a) to (e)	Jodhpur-Bikaner	4.16	7.07	...	...	44.29	48.41	
20	(a)	Junagad	0.95	1.88	...	...	44.96	57.43	
6	(c) to (i)	Madras and Southern Mahratta	2.04	1.98	...	...	53.35	61.71	
10	(c)	Nilgiri	1.35	2.49	...	...	71.98	84.03	
22	(a) and (b)	Rohilkhand and Kumaon	1.13	0.86	...	...	38.10	40.29	
10	(f)	Shoranur-Cochin	2.88	3.37	...	...	48.21	57.13	
10	(b), (d), (e) and (g) to (i)	South Indian	2.53	3.00	...	...	45.13	54.97	
23	(a)	Udaipur-Chitorgarh	3.43	2.19	...	...	44.27	52.75	
2' 6" GAUGE.									
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur- Chhindwara Extensions.	1.09	0.47	...	...	63.44	79.33	
3	(k)	Kalka-Simla	3.57	2.84	...	...	84.27	57.01	
3	(b) and (m)	Kohat-Thal and Nowshera-Durgai	3.88	4.04	...	...	163.61	106.36	
10	(j)	Morappur-Dharmapuri	2.15	2.95	...	...	95.61	93.23	
1	(g)	Purulia-Ranohi	0.52	0.59	...	...	35.86	43.23	
1	(h)	Raipur-Dhamtari	0.69	2.53	...	...	48.49	60.31	
10	(k)	Tirupattur-Krishnagiri	1.81	2.13	...	...	76.96	61.67	

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

181a		182a		183a		184a		185a		185Aa		186a		187a		NUM- BER.	Main head.
TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.																	
PER MILE OF LINE MAINTAINED.																	
General Superin- tendence (in- cluding office expenses).		Maintenance and renewal of perma- nent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.			
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
196.11	194.62	302.88	325.72	154.80	84.16	...	...	163.29	160.41	...	...	49.40	78.54	885.48	848.45	1
204.85	225.15	623.15	989.74	484.98	478.72	...	...	174.85	138.95	0.53	0.62	48.55	158.79	1,488.91	1,669.48	2
297.46	412.36	485.06	1,055.55	410.81	1,081.75	...	0.43	557.02	911.60	...	...	337.48	261.51	2,087.63	3,693.25	3
240.85	230.13	867.45	772.70	224.99	169.94	...	...	265.11	317.36	...	...	164.95	167.73	1,763.35	1,657.66	4
213.64	220.64	683.72	1,056.38	239.75	274.32	...	...	247.94	383.17	...	...	106.17	105.83	1,461.22	2,040.34	5
209.78	210.59	493.66	619.39	143.68	159.84	...	...	201.32	214.66	...	...	56.66	61.21	1,110.10	1,285.09	6
209.54	211.63	496.78	1,007.68	72.95	28.76	...	...	44.46	53.24	...	...	79.20	92.63	902.93	1,394.14	7
187.53	180.20	509.43	570.44	269.92	116.51	29.22	5.24	195.11	186.45	...	...	179.40	117.23	1,370.61	1,776.06	8
155.75	165.57	447.69	358.05	41.71	47.98	9.13	0.33	84.32	87.87	...	...	69.50	84.60	828.10	744.85	9
146.27	136.65	465.39	340.57	89.06	177.21	...	...	44.05	78.55	...	...	19.16	26.90	718.91	754.38	10
165.02	151.17	511.74	483.02	125.04	88.66	...	...	140.63	93.45	...	...	57.61	57.79	1,000.04	880.09	11
94.53	96.97	282.36	166.17	139.40	16.93	0.09	1.75	46.30	84.98	...	...	116.97	37.65	679.65	251.24	12
83.54	44.61	331.94	858.89	7.85	11.22	...	...	17.29	23.09	...	...	53.44	26.00	444.06	463.81	13
102.89	104.59	344.75	504.06	25.89	44.38	...	...	79.46	78.38	...	...	46.98	63.82	599.47	706.52	14
187.60	173.82	544.92	501.71	262.65	94.90	...	...	359.49	188.68	...	...	35.73	63.39	1,440.89	992.45	15
154.01	117.22	350.72	244.98	250.32	54.60	10.70	7.77	141.81	140.32	...	...	130.03	79.93	1,087.59	644.82	16
35.66	49.99	151.32	156.36	3.84	2.93	...	...	10.35	13.26	...	...	13.85	12.92	215.52	235.51	17
155.85	155.26	769.20	513.03	62.45	25.94	...	...	45.61	52.91	...	...	98.01	89.17	1,148.12	837.34	18
53.54	38.16	190.49	332.95	4.06	6.44	...	...	27.09	11.78	...	...	8.84	12.32	234.02	301.65	19
22.33	23.42	297.07	246.11	6.41	3.72	...	...	13.64	15.13	...	...	32.39	20.87	371.34	399.25	20
48.31	54.26	289.64	211.52	4.55	12.56	...	...	14.91	13.35	...	...	16.56	41.83	378.97	833.51	21
85.90	82.04	339.23	352.38	55.73	57.47	...	...	54.38	39.03	...	...	42.29	31.98	577.53	562.90	22
247.89	227.57	593.02	429.62	116.75	152.76	...	...	114.61	214.87	...	...	55.39	46.78	1,127.66	1,071.60	23
82.16	92.85	189.64	188.85	52.62	34.78	...	0.25	32.28	37.47	...	...	21.41	23.48	378.11	382.68	24
Included 188.99 35.10	with 173.70 36.89	the South 319.53 159.36	Indian 713.15 398.76	Railway, 154.51 1.67	8' 3" 207.93 18.02	gauge.	...	90.19	96.76	...	...	67.69	68.13	520.91	1,256.69	25
178.70	173.70	319.53	713.15	154.51	207.93	...	...	17.09	18.41	...	...	10.79	12.37	224.01	374.35	26
35.10	36.89	159.36	398.76	1.67	18.02	27
101.07	117.44	162.89	156.76	15.05	47.52	...	...	26.85	24.93	...	...	6.91	30.91	312.73	377.55	1
864.07	808.55	505.90	526.09	478.18	213.23	0.35	...	184.50	168.03	...	...	257.89	83.09	1,790.99	1,998.04	8
154.59	129.81	1,113.69	386.56	44.69	12.55	0.35	...	63.26	9.91	...	...	165.92	143.63	1,542.60	682.46	8
85.97	83.66	360.82	279.86	0.05	9.75	...	...	2.37	27.73	...	...	9.07	17.71	453.23	418.21	10
103.83	80.23	122.03	174.11	15.09	2.35	...	...	24.90	39.10	...	...	20.20	71.05	268.05	368.87	1
21.16	18.62	78.59	235.14	41.97	14.84	...	...	24.83	14.24	...	...	15.88	27.68	182.33	310.52	1
63.14	87.77	225.89	160.31	40.62	131.52	...	...	5.12	23.90	...	...	8.55	8.22	373.32	148.68	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	1916	1926-27	1935			
Main head.	Sub-head.	Railway system.	TABLE A.—					
			PER MILE					
			General Superin- tendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.	
Rs.		Rs.		Rs.				
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	154.67	152.89	238.87	255.89	192.09	66.12
2	(a) and (c) to (f)	Bombay, Baroda and Central India	145.51	157.97	438.35	694.46	305.98	335.89
3	(a)	Eastern Bengal	167.14	228.24	272.55	584.24	230.83	571.06
4	(a) to (d)	East Indian	147.63	141.29	531.70	474.37	137.90	104.83
5	(a) to (f)	Great Indian Peninsula	145.92	150.32	453.34	719.75	156.93	186.91
6	(a) and (b)	Madras and Southern Mahratta	168.02	168.67	395.39	496.01	119.03	127.62
7	(a) and (b)	Nizam's Guaranteed State	185.86	187.53	440.66	892.95	64.71	25.48
8	(a) to (j)	North Western	138.09	126.93	861.52	401.80	191.55	82.07
9	(a) and (b)	Oudh and Rohilkhand	130.01	137.28	373.70	236.68	34.81	39.74
10	(a)	South Indian	126.77	118.23	403.34	294.67	33.86	153.38
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	142.32	129.80	441.37	441.69	107.85	76.12
12	(a) and (b)	Bengal and North-Western	80.26	81.97	239.74	140.48	118.36	14.31
14	(a) and (b)	Bhavnagar	29.15	39.86	283.50	312.68	6.82	9.77
2	(b) and (g) to (l)	Bombay, Baroda and Central India	86.09	87.95	289.84	423.90	21.77	37.28
15	(a) to (c)	Burma	144.71	154.14	420.35	337.20	202.61	73.24
8	(b) to (d)	Eastern Bengal	126.33	96.52	239.06	201.72	206.31	44.96
17	(a) and (b)	Gondal-Forbandar	32.21	41.97	136.67	140.66	3.47	2.68
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	138.80	138.32	707.00	457.03	55.62	28.11
18	(a)	Jamnagar	55.08	55.69	173.17	217.88	3.79	6.03
19	(a) to (e)	Jodhpur-Bikaner	21.09	22.03	280.45	222.03	6.05	3.61
20	(a)	Junagad	43.91	49.38	268.26	192.48	4.14	11.43
6	(c) to (l)	Madras and Southern Mahratta	77.17	73.69	304.73	316.52	50.07	51.63
10	(c)	Nilgiri	216.95	199.16	519.01	376.00	102.18	133.69
22	(a) and (b)	Rohilkhand and Kumaon	72.22	81.75	166.69	166.27	46.25	30.62
10	(f)	Shoranur-Cochin	163.04	149.71	275.65	614.67	183.30	179.21
10	(b), (d), (e) and (g) to (i)	South Indian	32.73	34.41	143.65	278.68	1.57	12.14
23	(a)	Udaipur-Chitorgarh						
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Ohhindwara Extensions.	91.18	105.85	143.95	141.29	13.57	49.83
8	(k)	Kalka-Simla	319.94	269.91	444.57	460.21	420.22	186.57
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	142.38	119.36	1,024.53	355.42	41.14	11.54
10	(f)	Morappur-Dharmapuri	76.59	74.53	321.44	243.87	0.05	8.69
1	(g)	Purnia-Banchi	93.65	72.37	110.06	157.06	13.61	2.12
1	(h)	Raipur-Dhamtari	19.94	17.54	74.04	221.53	39.44	13.98
10	(k)	Tirupattur-Krishnagiri	75.63	79.84	214.59	145.84	38.95	119.64

DIX 11—continued.
 during each half of the calendar year 1912.
 [prepare these statistics.]

1911		1912		1913		1914		1915		1916		1917		1918		Number.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
MAINTENANCE OF WAY, WORKS AND STATIONS—contd.																Main head.
OF TRACK, INCLUDING SIDINGS.														PER TOTAL TRAIN-MILES.		
Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Main head.		
Rs.		Rs.		Rs.		Rs.		Rs.		As.		As.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
	0-27	127-99	126-08	31-10	31-10	38-96	61-70	682-58	682-62	1-39	1-31	2-14	2-20		1	
		123-00	93-99	24-0-37	0-48	34-15	111-41	1,047-86	1,171-38	1-12	1-32	3-37	3-80		2	
		312-98	504-56			189-63	155-81	1,178-18	2,044-18	1-16	1-45	1-69	3-71		3	
		162-50	194-83			101-10	102-96	1,030-83	1,017-78	0-88	0-88	3-16	2-80		4	
		169-35	261-07			72-52	72-10	998-08	1,890-15	0-95	0-95	2-95	4-56		5	
		161-24	171-93			45-88	49-08	899-11	1,018-26	1-52	1-54	3-58	4-58		6	
		39-44	47-18			70-24	82-27	800-91	1,335-41	1-59	1-73	3-78	3-17		7	
20-74	3-69	138-46	181-83			127-30	82-57	972-66	828-89	1-20	1-23	3-25	3-91		8	
7-62	0-27	70-38	72-66			74-73	70-15	691-24	617-18	1-32	1-43	3-79	3-10		9	
		38-17	63-64			16-59	23-28	618-73	653-15	1-04	0-96	3-84	2-39		10	
		121-29	85-38			49-70	49-60	862-58	755-89	2-21	1-98	6-83	6-38		11	
0-08		39-30	29-53			99-33	26-76	577-07	312-89	0-94	1-01	3-80	1-74		12	
	1-48	15-03	20-12			46-45	22-66	385-95	404-09	0-87	0-68	3-67	5-11		14	
		66-20	65-91			39-49	53-63	508-29	594-16	0-70	0-82	2-38	3-95		2	
		277-31	308-99			66-13	64-36	1,111-11	705-93	1-41	1-38	4-10	4-41		15	
8-82		116-87	115-54			107-17	65-81	855-16	330-95	1-29	0-96	2-00	2-00		3	
		9-80	11-93			12-51	11-62	194-66	211-86	0-50	0-85	2-14	2-66		17	
		40-63	47-16			82-83	71-41	1,024-83	737-03	1-58	1-66	7-01	5-49		7	
	6-40	25-34	11-02			8-27	11-52	265-65	262-14	1-22	0-99	4-33	5-43		18	
		12-87	14-27			30-57	19-67	351-03	291-56	0-38	0-36	5-02	3-75		19	
		19-56	12-14			15-05	38-05	389-82	343-48	0-83	1-21	4-96	4-72		20	
		49-86	35-05			37-93	28-73	518-81	505-62	0-88	0-89	3-48	3-81		6	
		100-30	188-05			48-48	40-95	936-92	937-85	2-35	2-20	5-61	4-16		10	
		28-39	33-00			18-84	25-03	332-88	336-94	1-28	1-46	2-96	2-96		22	
	0-22	77-80	80-33			58-40	58-72	708-19	1,068-14	1-12	1-03	1-89	4-23		10	
South Indian		15-94	12-51			10-06	11-45	208-95	349-19	0-73	0-75	3-34	6-04		23	
		24-23	22-48			6-33	27-86	282-16	340-29	2-42	2-51	3-60	3-36		1	
		162-18	146-99			226-63	72-68	1,573-80	1,126-36	2-80	1-95	3-89	3-23		8	
0-31		58-34	9-11			152-76	132-06	1,419-42	627-49	1-60	1-54	11-52	4-60		8	
		2-11	24-70			8-08	15-78	408-27	372-57	1-23	1-14	5-15	3-79		10	
		22-46	35-27			18-22	64-12	258-00	260-94	1-64	1-10	1-93	2-10		1	
		23-39	18-42			14-98	26-07	171-77	292-54	0-55	0-55	2-04	6-94		1	
		4-66	21-74			7-77	7-47	339-60	185-25	1-60	1-86	4-54	3-40		10	

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	193c	184c	195c				
Main head.	Sub-head.	Railway system.	TABLE A.—MAINTENANCE OF						
			PRE TOTAL						
			Repairs of bridges, etc.		Conservancy of rivers.		Repairs of sta- tions and buildings.		
			As.		As.		As.		
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.									
1	(a)	Bengal-Nagpur	1.09	0.57	...	...	1.15	1.08	
2	(a) and (c) to (f)	Bombay, Baroda and Central India	2.35	2.80	...	...	0.95	0.78	
3	(a)	Eastern Bengal	1.60	3.62	...	...	2.17	3.19	
4	(a) to (d)	East Indian	0.82	0.62	...	...	0.96	1.15	
5	(a) to (f)	Great Indian Peninsula	1.02	1.18	...	...	1.11	1.65	
6	(a) and (b)	Madras and Southern Mahratta	1.07	1.17	...	...	1.45	1.57	
7	(a) and (b)	Nizam's Guaranteed State	0.55	0.23	...	...	0.34	0.43	
8	(a) to (f)	North Western	1.72	0.80	0.19	0.04	1.25	1.23	
9	(a) and (b)	Oudh and Rohilkhand	0.35	0.42	0.08	...	0.71	0.76	
10	(a)	South Indian	0.28	1.24	...	...	0.32	0.51	
3' 3 3/4" GAUGE.									
11	(a)	Assam-Bengal	1.67	1.16	...	...	1.87	1.31	
12	(a) and (b)	Bengal and North-Western	1.39	—0.13	...	0.02	0.48	0.37	
14	(a) and (b)	Bhavnagar	0.09	0.16	...	...	0.19	0.33	
2	(b) and (g) to (i)	Bombay, Baroda and Central India	0.18	—0.35	...	...	0.55	0.62	
15	(a) to (c)	Burma	1.97	0.84	...	...	2.70	1.22	
3	(b) to (d)	Eastern Bengal	2.11	0.44	0.09	0.06	1.20	1.14	
17	(a) and (b)	Gondal-Forbandar	0.05	0.05	...	...	0.15	0.22	
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.55	0.23	...	...	0.41	0.57	
13	(a)	Jamnagar	0.09	0.15	...	...	0.62	0.27	
19	(a) to (e)	Jodhpur-Bikaner	0.11	0.06	...	...	0.23	0.23	
20	(a)	Junagad	0.08	0.28	...	...	0.26	0.30	
6	(c) to (f)	Madras and Southern Mahratta	0.57	0.62	...	...	0.56	0.43	
10	(c)	Nilgiri	1.10	1.48	...	...	1.08	2.08	
22	(a) and (b)	Rohilkhand and Kumaon	0.32	0.55	...	...	0.50	0.59	
10	(f)	Shoranur-Cochin	...	...	...	Included	with the	South	
10	(b), (d), (e) and (g) to (i)	South Indian	0.32	1.23	...	...	0.53	0.56	
23	(a)	Udaipur-Chitorgarh	0.04	0.26	...	...	0.36	0.27	
2' 6" GAUGE.									
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	0.36	1.02	...	...	0.64	0.53	
8	(z)	Kalka-Simla	3.68	1.35	...	...	1.42	1.06	
8	(b) and (m)	Kohat-Thal and Nowshera-Durgai	0.46	0.15	...	...	0.65	0.12	
10	(f)	Morappur-Dharmapuri	...	0.13	...	...	0.04	0.33	
1	(g)	Purnia-Ranchi	0.24	0.03	...	...	0.40	0.54	
1	(h)	Raipur-Dhamtari	1.09	0.44	...	...	0.65	0.42	
19	(k)	Tirupattur-Krishnagiri	0.79	—0.79	...	...	0.10	0.51	

DIX 11—continued.
during each half of the calendar year 1912.
 [prepare these statistics.]

135 A c		136 c		137 c		131 d		132 d		133 d		134 d		NUM- BER.
WAY, WORKS AND STATIONS—contd.														
TRAIN-MILE.—conclg.														
PER 1,000 GROSS TON-MILES.														
Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General superintendence (including office expenses).		Maintenance and renewal of permanent way.		Repairs of bridges, etc.		Conservancy of rivers.		Main head.
As.		As.		As.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.01	...	0.35	0.53	6.12	5.89	0.19	0.18	0.28	0.31	0.15	0.08	...	...	1
...	...	0.26	0.33	8.06	9.77	0.15	0.19	0.47	0.62	0.32	0.40	...	...	2
...	...	1.31	0.98	8.13	12.95	0.20	0.22	0.33	0.58	0.28	0.56	...	...	3
...	4
...	...	0.60	0.61	6.42	6.01	0.10	0.09	0.35	0.31	0.09	0.07	...	...	5
...	...	0.47	0.45	6.50	8.30	0.15	0.15	0.45	0.71	0.16	0.19	...	...	6
...	...	0.41	0.45	8.01	9.26	0.23	0.24	0.55	0.70	0.16	0.18	...	...	6
...	7
...	...	0.60	0.75	6.84	11.30	0.28	0.30	0.66	1.45	0.10	0.04	...	...	8
...	...	1.14	0.80	8.75	8.06	0.16	0.17	0.44	0.54	0.24	0.11	0.03	0.01	8
...	...	0.76	0.73	7.01	6.44	0.22	0.27	0.63	0.58	0.06	0.07	0.01	...	9
...	...	0.14	0.19	5.12	5.29	0.22	0.21	0.72	0.51	0.06	0.27	...	...	10
...	11
...	...	0.76	0.75	13.34	11.53	0.61	0.48	1.90	1.55	0.46	0.29	...	...	11
...	...	1.16	0.93	6.77	2.68	0.22	0.26	0.66	0.43	0.33	0.04	...	...	12
...	...	0.59	0.37	4.91	6.60	0.13	0.24	1.33	1.96	0.03	0.06	...	...	14
...	...	0.33	0.50	4.14	5.54	0.17	0.21	0.58	1.00	0.04	0.09	...	...	2
...	15
...	...	0.64	0.73	10.82	8.73	0.35	0.40	1.01	1.14	0.49	0.22	0.02	0.02	3
...	...	1.11	0.64	8.76	5.24	0.32	0.24	0.73	0.50	0.52	0.11	0.02	...	8
...	...	0.20	0.22	3.04	4.00	0.19	0.34	0.83	1.06	0.02	0.02	...	...	17
...	7
...	...	0.83	0.88	10.18	8.88	0.43	0.55	2.18	1.31	0.17	0.09	...	...	18
...	...	0.19	0.29	6.45	7.03	0.51	0.42	1.81	2.56	0.04	0.07	...	...	19
...	...	0.55	0.31	6.29	4.71	0.10	0.10	1.34	1.04	0.03	0.01	...	...	19
...	20
...	...	0.28	0.04	6.41	7.45	0.27	0.41	1.63	1.62	0.03	0.10	...	...	6
...	...	0.43	0.34	5.92	6.09	0.26	0.27	1.04	1.16	0.17	0.19	...	...	10
...	...	0.52	0.46	10.66	10.83	1.83	1.66	4.88	3.14	0.86	1.12	...	...	10
...	22
...	...	0.83	0.45	5.89	6.01	0.32	0.40	0.73	0.82	0.20	0.15	...	...	10
Indian Railway.	3' 3 1/2' gauge.	0.40	0.40	4.86	7.45	0.38	0.30	0.56	1.24	0.27	0.36	...	...	10
...	...	0.28	0.25	4.70	7.57	0.28	0.29	1.27	2.38	0.02	0.10	...	...	23
...	1
...	...	0.16	0.66	7.46	8.08	0.69	0.73	1.12	0.98	0.10	0.20	...	...	8
...	...	1.98	0.52	13.77	8.21	2.09	1.26	2.90	3.15	2.74	0.57	...	...	8
...	...	1.72	1.71	15.95	8.12	1.62	1.44	11.67	4.28	0.47	0.14	...	...	8
...	10
...	...	0.13	0.24	6.55	5.68	0.82	0.80	3.43	2.68	0.07	0.09	...	...	1
...	...	0.32	0.38	4.53	5.05	0.48	0.38	0.57	0.81	0.55	0.01	...	...	1
...	...	0.41	0.32	4.74	9.17	0.28	0.33	1.08	4.09	0.55	0.26	...	...	10
...	...	0.18	0.17	7.19	8.15	1.05	1.21	2.99	2.21	0.51	1.81	...	...	10

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	185 d	185A d	186 d			
Main head.	Sub-head.	Railway system.	TABLE A.— MAINTENANCE OF WAY, WORKS					
			PER 1,000 GROSS TON					
			Repairs of sta- tions and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).	
		Rs.		Rs.		Rs.		
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0.15	0.15	...	...	0.05	0.08
2	(a) and (c) to (f)	Bombay, Baroda and Central India	0.13	0.11	...	...	0.04	0.13
3	(a)	Eastern Bengal	0.38	0.50	...	...	0.22	0.15
4	(a) to (d)	East Indian	0.11	0.13	...	...	0.07	0.07
5	(a) to (f)	Great Indian Peninsula	0.17	0.26	...	...	0.07	0.07
6	(a) and (b)	Madras and Southern Mahratta	0.22	0.24	...	...	0.07	0.07
7	(a) and (b)	Nizam's Guaranteed State	0.08	0.08	...	...	0.10	0.13
8	(a) to (j)	North Western	0.17	0.18	...	...	0.16	0.11
9	(a) and (b)	Oudh and Rohilkhand	0.12	0.14	...	...	0.12	0.14
10	(a)	South Indian	0.07	0.11	...	...	0.03	0.04
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	0.53	0.33	...	...	0.22	0.17
12	(a) and (b)	Bengal and North-Western	0.11	0.09	...	...	0.27	0.03
14	(a) and (b)	Bhavnagar	0.07	0.13	...	...	0.21	0.14
2	(b) and (g) to (i)	Bombay, Baroda and Central India	0.13	0.15	...	...	0.08	0.13
15	(a) to (c)	Burma	0.67	0.31	...	...	0.16	0.19
8	(b) to (d)	Eastern Bengal	0.29	0.29	...	...	0.27	0.17
17	(a) and (b)	Gondal-Forbandar	0.08	0.09	...	...	0.07	0.09
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.13	0.19	...	...	0.26	0.23
18	(a)	Jamnagar	0.26	0.13	...	...	0.08	0.14
19	(a) to (e)	Jodhpur-Bikaner	0.07	0.06	...	...	0.14	0.09
20	(a)	Junagad	0.09	0.10	...	...	0.09	0.32
6	(c) to (i)	Madras and Southern Mahratta	0.17	0.13	...	...	0.14	0.10
10	(c)	Nilgiri	0.84	0.57	...	...	0.41	0.35
22	(a) and (b)	Rohilkund and Kumaon	0.12	0.16	...	...	0.09	0.12
10	(f)	Shoranur-Cochin	...	...	...	Included with the	South	0.12
10	(b), (d), (e) and (g) to (i)	South Indian	0.15	0.16	...	...	0.12	0.12
23	(a)	Udaipur-Chitorgarh	0.13	0.10	...	...	0.08	0.10
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	0.18	0.15	...	...	0.05	0.19
8	(k)	Kalka-Simla	1.05	0.69	...	...	1.48	0.34
8	(b) and (m)	Kohat-Thal and Nowshera-Durgai	0.66	0.11	...	...	1.74	1.59
10	(j)	Morappur-Dharmapuri	0.02	0.27	...	...	0.09	0.17
1	(g)	Purulia-Ranchi	0.12	0.18	...	...	0.09	0.33
1	(h)	Raipur-Dhamtari	0.32	0.25	...	...	0.21	0.48
10	(k)	Tirupattur-Krishnagiri	0.06	0.33	...	...	0.11	0.11

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

137 d		138 a		139 a		139 A a		140 a		141 a		142 a		Number.
TABLE B.—LOCOMOTIVE EXPENSES.														
PER TOTAL TRAIN-MILE.														Main head.
AND STATIONS—concl'd.														
MILES—concl'd.														
Total Maintenance, etc.		General superintendence (including office expenses).		Running expenses.		All charges connected with working of Rail Motors.		Fuel (average cost).		Water.		Oil, tallow and other stores.		
Rs.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.81	0.80	0.82	0.78	2.59	2.45	...	...	1.82	1.75	0.18	0.17	0.80	0.83	1
1.11	1.39	0.81	0.68	2.85	2.98	...	1.01	8.84	8.31	0.58	0.53	0.70	0.64	2
1.41	2.01	0.53	0.43	2.20	2.05	...	...	8.45	8.63	0.22	0.20	0.82	0.82	3
0.72	0.67	0.75	0.73	2.09	2.07	2.20	1.82	1.19	1.25	0.15	0.14	0.44	0.48	4
1.00	1.38	0.68	0.67	2.81	2.75	4.50	4.07	6.22	6.24	0.27	0.24	0.27	0.28	5
1.28	1.43	0.88	0.88	2.24	2.28	9.82	10.50	6.55	6.81	0.26	0.23	0.29	0.22	6
1.20	2.00	0.71	0.69	1.89	1.90	...	...	2.47	2.48	0.38	0.30	0.24	0.24	7
1.20	1.12	0.63	0.67	2.04	2.10	...	...	6.42	6.78	0.29	0.30	0.33	0.33	8
1.16	1.20	0.68	0.71	1.43	1.48	...	...	2.83	3.06	0.16	0.17	0.30	0.20	9
1.10	1.14	0.66	0.65	2.17	2.16	4.37	5.12	5.78	5.93	0.16	0.19	0.33	0.38	10
3.72	2.82	1.15	1.08	1.62	1.59	...	...	3.07	3.21	0.21	0.21	0.30	0.22	11
1.59	0.66	0.39	0.43	0.74	0.73	...	...	2.20	2.03	0.14	0.16	0.17	0.19	12
1.77	2.53	0.74	0.90	1.01	1.10	...	...	8.88	4.68	0.14	0.21	0.24	0.23	13
1.00	1.40	0.67	0.75	1.89	2.00	...	...	4.72	4.52	0.28	0.26	0.34	0.33	14
2.68	2.26	0.88	1.02	2.57	2.56	4.48	5.09	3.42	3.55	0.23	0.24	0.26	0.25	15
2.15	1.83	0.59	0.53	1.50	1.44	...	...	2.40	2.54	0.17	0.18	0.27	0.19	16
1.17	1.60	0.31	0.46	1.14	1.10	...	...	6.18	5.15	0.16	0.09	0.23	0.38	17
3.17	2.92	0.85	0.94	1.54	1.57	...	...	1.66	1.70	0.18	0.22	0.17	0.18	18
2.70	3.32	0.81	0.84	0.88	0.70	...	...	6.89	6.06	0.07	0.09	0.32	0.27	19
1.68	1.30	0.36	0.28	0.69	0.67	...	...	4.39	4.61	0.47	0.45	0.41	0.39	20
2.11	2.55	0.56	0.70	1.28	1.58	...	...	8.62	4.99	0.08	0.31	0.39	0.27	21
1.78	1.87	0.66	0.68	2.10	2.14	...	...	4.14	4.06	0.29	0.26	0.18	0.18	22
8.32	7.84	1.32	1.34	6.38	7.60	...	...	20.89	22.07	0.31	0.28	1.05	0.99	23
1.46	1.65	0.63	0.65	0.79	0.77	...	...	3.73	3.17	0.23	0.21	0.19	0.18	24
Indian railway	3.33 gauge	0.60	0.56	...	...	...	...	...	...	...	...	...	...	25
1.43	2.18	0.60	0.56	1.98	1.93	...	...	4.20	4.59	0.19	0.21	0.29	0.27	26
1.78	2.97	0.98	0.91	0.44	0.50	...	...	3.44	3.50	0.23	0.23	0.35	0.33	27
2.14	2.35	0.98	0.87	1.18	1.16	...	...	2.54	2.72	0.29	0.28	0.18	0.13	1
10.26	5.31	1.30	1.06	4.01	3.33	...	...	5.28	5.89	0.43	0.12	0.41	0.27	2
16.16	7.56	0.48	0.36	1.17	1.23	...	...	2.01	1.90	0.46	0.62	0.21	0.20	3
4.36	4.00	0.09	0.10	1.04	1.20	...	...	3.79	3.58	0.75	0.71	0.17	0.16	10
1.34	1.71	1.04	0.88	1.51	1.37	...	...	1.16	1.62	0.26	0.40	0.31	0.22	1
2.89	5.41	0.80	0.63	1.32	1.24	...	...	1.08	1.17	0.87	0.34	0.26	0.31	1
4.72	2.05	0.13	0.13	0.35	0.36	...	...	4.36	4.16	0.82	1.07	0.17	0.17	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial num- ber.	143 a.	143Aa.	143Ba.			
Main head.	Sub-head.	Railway system.	TABLE B.—					
			PER TOTAL					
			Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.	
Annas.		Annas.		Annas.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	2'61	1'91	...	...	0'19	0'23
2	(a) and (c) to (f)	Bombay, Baroda and Central India	2'00	2'33	...	...	0'23	0'25
3	(a)	Eastern Bengal	1'65	3'14	...	...	0'32	0'41
4	(a) to (d)	East Indian	2'27	1'90	2'49	0'62	0'23	0'24
5	(a) to (f)	Great Indian Peninsula	3'12	2'71	2'14	0'76	0'20	0'20
6	(a) and (b)	Madras and Southern Mahratta	4'38	4'15	1'57	5'79	0'54	0'50
7	(a) and (b)	Nizam's Guaranteed State	5'01	2'84	...	...	0'03	0'03
8	(a) to (j)	North Western	0'65	2'93	...	...	0'30	0'26
9	(a) and (b)	Oudh and Rohilkhand	1'48	2'21	...	...	0'21	0'26
10	(a)	South Indian	3'23	4'71	0'53	0'41	0'12	0'17
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	1'93	1'86	...	...	0'03	0'01
12	(a) and (b)	Bengal and North-Western	1'09	1'16	...	...	0'04	0'05
14	(a) and (b)	Bhavnagar	0'19	0'20	...	...	0'14	0'19
2	(b) and (g) to (i)	Bombay, Baroda and Central India	2'80	2'92	...	...	0'31	0'33
15	(a) to (c)	Burma	1'46	2'31	0'26	0'43	0'17	0'15
16	(b) to (d)	Eastern Bengal	1'26	1'52	...	...	0'05	0'23
17	(a) and (b)	Gondal-Forbandar	0'33	0'34	...	...	...	0'02
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	2'73	1'13	...	...	0'02	0'03
18	(a)	Jamnagar	1'13	1'95	...	...	0'23	0'15
19	(a) to (e)	Jodhpur-Bikaner	1'31	1'17	...	...	0'16	0'15
20	(a)	Junagad	1'54	0'69	...	...	2'06	1'45
6	(c) to (i)	Madras and Southern Mahratta	2'49	1'69	...	...	0'26	0'23
10	(c)	Nilgiri	7'44	3'53	...	...	0'09	0'18
22	(a) and (b)	Rohilkhand and Kumaon	1'47	1'83	...	...	0'20	0'20
10	(f)	Shoranur-Cochin	In- cluded	...	with	the	South	0'20
10	(b), (d), (e) and (g) to (i)	South Indian	1'61	1'99	...	...	0'14	0'16
23	(a)	Udaipur-Chitorgarh	1'36	1'84	...	...	0'20	0'23
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	2'16	2'00	...	...	0'13	0'04
8	(f)	Kalka-Simla	3'76	2'33	...	...	0'23	0'21
8	(d) and (m)	Kohat-Thal and Nowshera-Durgai	0'33	1'09	...	...	0'13	0'11
10	(f)	Morappur-Dharmapuri	0'61	2'21	...	...	0'03	0'04
1	(g)	Purulia-Ranchi	1'39	0'72	...	...	0'01	...
1	(h)	Raipur-Dhamtari	1'18	1'81	...	...	0'03	...
10	(i)	Tirupattur-Krishnagiri	2'65	1'90	...	...	0'03	0'03

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics.]

148 Co.		144 a.		145 a.		138 b.		139 b.		139A b.		140 b.		Num- BER.	
LOCOMOTIVE EXPENSES—contd.															
TRAIN-MILE—concl'd.						PER ENGINE MILE.									Main head.
Electricity and repairs and renewals of electric plant.		Other charges (net).		Total locomotive expenses.		General Superintendence (including office expenses).		Running expenses.		All charges con- nected with the working of Rail Motors.		Fuel (average cost).			
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
...	...	1.75	1.84	9.76	9.36	0.66	0.64	2.10	2.01	...	...	1.08	1.44	1
...	...	1.78	1.77	17.02	*17.74	0.50	0.55	2.35	2.50	...	0.01	6.85	7.01	2	
...	...	0.40	0.55	9.09	10.78	0.36	0.29	1.50	1.88	...	...	2.36	2.45	3
...	...	1.17	1.13	*8.29	*7.92	0.56	0.55	1.57	1.56	1.93	1.74	0.90	0.94	4	
...	...	1.54	1.72	*15.11	*14.81	0.58	0.57	2.37	2.35	4.48	4.07	5.24	5.32	5	
...	...	1.87	0.97	*16.46	*16.24	0.68	0.73	1.85	1.89	9.82	10.50	5.41	5.65	6	
...	...	0.49	0.51	11.16	8.99	0.63	0.60	1.66	1.65	...	...	2.17	2.15	7
...	...	1.78	2.03	12.39	15.40	0.51	0.54	1.65	1.68	3.71	11.29	5.19	5.48	8	
...	...	1.37	1.39	8.46	9.58	0.58	0.61	1.24	1.26	...	...	2.44	2.65	9
...	...	0.35	0.54	*12.75	*14.68	0.59	0.57	1.94	1.92	4.37	5.12	5.11	5.27	10	
...	...	1.41	0.83	9.72	9.11	0.92	0.97	1.83	1.28	...	...	2.51	2.59	11
...	...	0.89	0.99	5.66	5.74	0.32	0.36	0.81	0.61	...	...	1.83	1.68	12
...	...	1.39	0.88	7.78	8.39	0.82	0.79	0.85	0.96	...	...	3.29	4.11	14
...	...	0.65	1.00	11.64	12.11	0.58	0.65	1.65	1.75	...	...	4.11	3.95	2
...	...	0.86	0.91	*9.75	11.09	0.71	0.84	2.05	2.11	4.46	5.09	2.73	2.92	15	
...	...	1.46	2.98	7.70	9.66	0.46	0.42	1.17	1.13	...	...	1.88	1.93	3
...	...	0.82	1.35	8.70	9.34	0.28	0.42	1.03	1.00	...	...	5.54	4.73	17
...	...	0.81	1.02	8.01	6.79	0.74	0.83	1.34	1.38	...	...	1.45	1.50	7
...	...	0.65	0.92	10.23	9.24	0.52	0.75	0.74	0.62	...	...	5.02	5.40	18
...	0.72	8.44	8.43	0.32	0.27	0.63	0.61	...	...	4.01	4.22	19	
...	...	0.45	...	9.98	7.09	0.47	0.60	1.07	1.35	...	...	8.04	4.27	20
...	...	0.50	0.86	10.92	10.25	0.57	0.59	1.81	1.85	...	...	8.56	8.51	6
...	...	1.02	1.98	38.55	43.00	1.16	1.18	6.06	6.65	...	...	17.90	19.32	10
...	...	0.83	0.15	7.61	6.71	0.50	0.20	0.58	0.59	...	...	2.73	2.44	22
...	...	Indian railway	8.31	...	...	...	...	...	...	...	...	...	...	10
...	0.27	9.48	10.05	0.54	0.50	1.75	1.72	...	...	3.72	4.07	10	
...	0.01	7.58	7.64	0.89	0.85	0.41	0.47	...	...	3.21	3.23	23	
...	...	1.53	1.82	8.99	9.02	0.77	0.70	0.98	0.93	...	...	1.99	2.18	1
...	...	0.87	0.43	16.27	13.79	1.06	0.85	3.23	2.68	3.43	6.68	4.30	4.33	8	
...	...	0.98	1.00	6.27	6.51	0.39	0.23	1.06	1.07	...	...	1.82	1.66	8
...	6.48	8.00	0.09	0.10	1.04	1.19	...	...	3.79	3.57	10	
...	...	0.12	0.46	5.90	5.67	0.83	0.71	1.21	1.09	...	...	0.93	1.30	1
...	...	1.94	0.77	6.73	6.27	0.43	0.56	1.05	1.10	...	...	0.83	1.04	1
...	9.01	8.32	0.13	0.13	0.85	0.86	...	...	4.36	4.15	10	

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial num- ber.	141 b.	142 b.	143 b.	TABLE B.— PER ENGINE		
Main head.	Sub-head.	Railway system.	Water.		Oil, tallow and other stores.		Maintenance and renewal of locomotives.	
			Annas.		Annas.		Annas.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0.14	0.14	0.24	0.18	2.11	1.56
2	(a) and (c) to (f)	Bombay, Baroda and Central India	0.41	0.44	0.57	0.54	1.64	2.22
3	(a)	Eastern Bengal	0.15	0.16	0.22	0.21	1.12	2.11
4	(a) to (d)	East Indian	0.11	0.10	0.33	0.34	1.72	1.43
5	(a) to (f)	Great Indian Peninsula	0.23	0.20	0.22	0.24	2.63	2.31
6	(a) and (b)	Madras and Southern Mahratta	0.22	0.27	0.24	0.25	3.63	3.44
7	(a) and (b)	Nizam's Guaranteed State	0.28	0.26	0.21	0.21	4.40	2.47
8	(a) to (f)	North Western	0.23	0.24	0.27	0.26	0.32	2.35
9	(a) and (b)	Ondh and Rohilkhand	0.13	0.14	0.26	0.26	1.27	1.91
10	(a)	South Indian	0.14	0.17	0.29	0.30	2.88	4.18
3' 3½" GAUGE.								
11	(a)	Assam-Bengal	0.18	0.17	0.25	0.26	1.58	1.50
12	(a) and (b)	Bengal and North-Western	0.12	0.13	0.14	0.15	0.91	0.97
14	(a) and (b)	Bhavnagar	0.12	0.13	0.20	0.20	0.16	0.17
2	(b) and (g) to (i)	Bombay, Baroda and Central India	0.23	0.22	0.29	0.29	2.44	2.55
15	(a) to (c)	Burma	0.26	0.23	0.21	0.20	1.16	1.30
8	(b) to (d)	Eastern Bengal	0.13	0.14	0.21	0.15	0.98	1.18
17	(a) and (b)	Gondal-Porbandar	0.15	0.09	0.24	0.30	0.84	0.77
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.16	0.19	0.15	0.16	2.43	0.99
18	(a)	Jamnagar	0.06	0.08	0.27	0.23	0.96	1.74
19	(a) to (e)	Jodhpur-Bikaner	0.43	0.41	0.37	0.35	1.20	1.07
20	(a)	Junagad	0.07	0.26	0.33	0.23	1.29	0.59
6	(c) to (i)	Madras and Southern Mahratta	0.25	0.31	0.16	0.16	2.14	1.46
10	(c)	Nilgiri	0.27	0.25	0.32	0.37	6.84	7.51
22	(a) and (b)	Rohilkhand and Kumaon	0.16	0.16	0.14	0.14	1.10	1.06
10	(f)	Shoranur-Cochin	---	---	Included	with the South		
10	(b), (d), (e) and (g) to (i)	South Indian	0.17	0.19	0.25	0.23	1.60	1.77
23	(a)	Udaipur-Chitorgarh	0.21	0.26	0.33	0.30	1.84	1.73
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Ohhindwara Extensions	0.23	0.22	0.14	0.11	1.70	1.60
8	(k)	Kalka-Simla	0.35	0.10	0.33	0.22	3.07	2.39
8	(l) and (m)	Kohat-Thal and Nowshera-Dargai	0.41	0.54	0.19	0.18	3.79	0.95
10	(f)	Morappur-Dharmapuri	0.75	0.71	0.17	0.16	0.61	2.21
1	(g)	Purulia-Banchi	0.29	0.33	0.25	0.18	1.12	0.53
1	(h)	Raipur-Dhamtari	0.29	0.31	0.21	0.27	0.94	1.60
10	(k)	Tirupattur-Krishnagiri	0.82	1.06	0.17	0.17	2.65	1.90

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics.]

143-A b.		143-B b.		143-C b.		144 b.		145 b.		138 c.		139 c.		NUM- BER.
LOCOMOTIVE EXPENSES—contd.														
MILE—contd.														Main head.
PER 1,000 GROSS TON-MILES.														
Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		General Superintendence (including office expenses).		Running expenses.		
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0.16	0.19	...	...	1.42	1.51	7.89	7.67	0.11	0.11	0.34	0.34	1
...	...	0.19	0.21	...	...	1.44	1.49	13.98	*14.96	0.08	0.09	0.39	0.48	2
...	...	0.22	0.28	...	...	0.27	0.37	6.20	7.23	0.09	0.07	0.38	0.32	3
2.19	0.59	0.17	0.19	...	...	0.89	0.84	*6.25	5.95	0.08	0.08	0.28	0.28	4
2.18	0.76	0.17	0.17	...	...	1.30	1.47	*12.74	*12.63	0.11	0.11	0.43	0.43	5
1.57	5.79	0.45	0.42	...	...	1.18	0.81	*13.61	*13.46	0.13	0.14	0.34	0.35	6
...	...	0.03	0.03	...	...	0.43	0.44	9.80	7.81	0.12	0.12	0.33	0.34	7
4.23	2.39	0.25	0.21	...	...	1.40	1.62	*10.02	*12.33	0.09	0.10	0.28	0.29	8
...	...	0.18	0.23	...	...	1.19	1.21	7.29	8.27	0.11	0.13	0.24	0.27	9
0.53	0.41	0.11	0.15	...	...	0.31	0.48	*11.37	*13.04	0.14	0.14	0.46	0.46	10
...	...	0.03	...	...	...	1.15	0.67	7.95	7.34	0.09	0.26	0.47	0.39	11
...	...	0.04	0.04	...	...	0.74	0.83	4.71	4.77	0.10	0.11	0.18	0.19	12
...	...	0.12	0.17	...	...	1.18	0.77	6.54	7.35	0.27	0.35	0.38	0.42	14
...	...	0.27	0.29	...	...	0.56	0.88	10.13	10.58	0.16	0.19	0.46	0.50	2
0.26	0.43	0.14	0.13	...	...	0.52	0.75	7.78	9.18	0.22	0.26	0.68	0.68	15
...	...	0.04	0.22	...	...	1.14	2.32	6.01	7.54	0.14	0.14	0.37	0.37	3
...	...	...	0.03	...	...	0.29	1.24	7.87	8.56	0.18	0.20	0.48	0.48	17
...	...	0.02	0.03	...	...	0.70	0.30	6.99	5.98	0.26	0.31	0.48	0.52	7
...	...	0.19	0.01	...	...	...	0.02	8.66	8.35	0.26	0.40	0.37	0.32	13
...	...	0.15	0.13	...	...	0.59	0.66	7.70	7.72	0.09	0.07	0.19	0.19	19
...	...	1.73	1.24	...	...	0.88	...	8.88	6.08	0.19	0.24	0.42	0.54	20
...	...	0.28	0.25	...	...	0.69	0.74	9.41	8.87	0.20	0.21	0.63	0.66	6
...	...	0.08	0.15	...	...	0.90	1.72	33.85	37.65	1.03	1.03	5.40	5.73	10
...	...	0.16	0.16	...	...	0.26	0.12	5.68	5.17	0.16	0.17	0.20	0.21	22
Indian railway	3 3/4 gauge.	0.12	0.14	...	...	0.24	0.30	8.39	8.32	0.18	0.16	0.58	0.57	10
...	...	0.19	0.26	...	...	0.01	...	7.09	7.15	0.37	0.36	0.17	0.19	10
...	...	0.10	0.03	...	...	1.20	1.45	7.06	7.22	0.23	0.25	0.34	0.34	1
10.99	7.78	0.19	0.17	...	...	0.71	0.35	*13.29	*11.09	0.27	0.68	2.39	2.15	8
...	...	0.12	0.10	...	...	0.89	0.87	5.67	5.69	0.44	0.34	1.18	1.15	8
...	...	0.03	0.04	...	...	0.09	0.36	6.48	7.38	0.06	0.07	0.69	0.35	10
...	...	0.01	...	...	...	...	0.68	4.73	4.54	0.31	0.30	0.45	0.46	1
...	...	0.02	...	...	...	1.54	0.68	5.39	5.56	0.30	0.37	0.67	0.73	1
...	...	0.03	0.03	...	...	...	...	9.01	8.30	0.09	0.08	0.56	0.56	10

* Excludes expenditure attributable to motors.

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Serial num- ber.	139-Ac.		140c.		141c.	
Main head.	Sub-head.		TABLE B— PER 1,000 GROSS					
Railway system.			All charges connected with the working of Rail Motors.		Fuel. (average cost).		Water.	
			Rs.		Rs.		Rs.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	...	...	...	0.17	0.25	0.02	0.02
2	(a) and (c) to (f)	...	...	...	1.15	1.19	0.08	0.07
3	(a)	...	...	...	0.60	0.56	0.04	0.03
4	(a) to (d)	...	2.98	2.52	0.13	0.14	0.02	0.02
5	(a) to (f)	...	3.71	3.39	0.95	0.98	0.04	0.04
6	(a) and (b)	...	6.43	6.89	1.00	1.05	0.04	0.05
7	(a) and (b)	...	...	...	0.43	0.44	0.06	0.05
8	(a) to (f)	...	...	...	0.58	0.54	0.04	0.04
9	(a) and (b)	...	...	...	0.47	0.57	0.02	0.03
10	(a)	...	4.00	4.56	1.23	1.27	0.03	0.04
3' 3 1/2" GAUGE.								
11	(a)	...	...	...	0.81	0.79	0.06	0.05
12	(a) and (b)	...	...	...	0.52	0.52	0.03	0.04
14	(a) and (b)	...	...	...	1.40	1.79	0.05	0.03
2	(b) and (g) to (i)	...	...	...	1.14	1.14	0.06	0.07
15	(a) to (c)	...	6.65	7.33	0.84	0.91	0.08	0.09
3	(b) to (d)	...	...	...	0.60	0.65	0.04	0.04
17	(a) and (b)	...	...	...	2.59	2.25	0.07	0.04
7	(c) and (d)	...	...	...	0.52	0.56	0.06	0.07
18	(a)	...	...	...	2.93	2.86	0.03	0.04
19	(a) to (e)	...	...	...	1.17	1.27	0.13	0.12
20	(a)	...	...	...	1.19	1.71	0.03	0.10
6	(c) to (i)	...	...	...	1.24	1.25	0.09	0.11
10	(c)	...	...	...	15.91	16.66	0.24	0.21
22	(a) and (b)	...	...	...	0.93	0.87	0.03	0.06
10	(f)	...	...	...	...	Included with the		
10	(b), (d), (e) and (g) to (i)	...	...	...	1.24	1.34	0.06	0.06
23	(a)	...	...	...	1.31	1.38	0.09	0.11
2' 6" GAUGE.								
1	(b), (c) and (e)	...	...	...	0.72	0.79	0.03	0.03
8	(k)	...	...	...	3.92	3.48	0.32	0.08
8	(l) and (m)	...	...	...	2.03	1.76	0.46	0.57
10	(j)	...	...	...	2.52	2.53	0.50	0.50
1	(g)	...	...	...	0.84	0.55	0.11	0.13
1	(h)	...	...	...	0.54	0.69	0.19	0.20
10	(k)	...	...	...	2.88	2.70	0.54	0.69

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics.]

143 c.		143 c.		143 A c.		143 B c.		143 C c.		144 c.		145 c.		Num- BER.
LOCOMOTIVE EXPENSES—concl.														
TON-MILES—concl.														
Oil, tallow and other stores.		Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.04	0.03	0.34	0.27	...	...	0.08	0.08	...	...	0.23	0.26	1.38	1.31	1
0.10	0.09	0.27	0.37	...	...	0.03	0.04	...	...	0.24	0.25	2.34	2.52	2
0.06	0.05	0.28	0.49	...	...	0.06	0.06	...	...	0.07	0.09	1.58	1.07	3
0.05	0.06	0.25	0.21	3.38	0.85	0.08	0.08	...	...	0.13	0.12	* 0.92	* 0.88	4
0.04	0.04	0.48	0.42	1.77	0.68	0.08	0.08	...	...	0.24	0.27	* 2.82	* 2.82	5
0.04	0.04	0.37	0.64	1.03	3.80	0.09	0.08	...	...	0.21	0.15	* 2.52	* 2.50	6
0.04	0.04	0.38	0.50	...	...	0.01	0.01	...	...	0.09	0.09	1.98	1.59	7
0.04	0.05	0.09	0.41	...	...	0.04	0.04	...	...	0.24	0.23	1.70	2.15	8
0.05	0.06	0.24	0.41	...	...	0.04	0.05	...	...	0.23	0.27	1.40	1.79	9
0.07	0.07	0.39	1.01	0.48	0.36	0.03	0.04	...	...	0.08	0.11	* 2.72	* 3.14	10
0.08	0.08	0.54	0.45	...	...	0.02	...	...	...	0.40	0.20	2.71	2.23	11
0.04	0.05	0.26	0.30	...	...	0.01	0.01	...	...	0.21	0.25	1.85	1.47	12
0.09	0.09	0.07	0.08	...	...	0.05	0.07	...	...	0.50	0.24	3.79	3.23	14
0.03	...	0.08	0.74	...	...	0.03	0.09	...	...	0.16	0.25	2.82	3.08	2
0.07	0.06	0.36	0.59	0.39	0.62	0.04	0.04	...	...	0.16	0.24	* 3.40	2.85	15
0.06	0.05	0.31	0.38	...	...	0.01	0.07	...	...	0.38	0.75	1.89	3.48	3
0.11	0.14	0.16	0.37	...	...	0.01	0.01	...	...	0.18	0.59	3.65	4.08	17
0.05	0.06	0.37	0.37	...	...	0.01	0.01	...	...	0.25	0.34	2.50	2.24	7
0.13	0.12	0.47	0.32	...	...	0.10	...	...	...	0.17	0.01	4.29	4.68	18
0.11	0.11	0.35	0.33	...	...	0.04	0.04	...	...	...	0.20	2.25	2.33	19
0.13	0.09	0.50	0.23	...	...	0.03	0.50	...	...	0.15	...	3.29	2.41	20
0.05	0.06	0.75	0.52	...	...	0.03	0.09	...	...	0.24	0.26	3.23	3.18	6
0.32	0.75	5.81	6.47	...	...	0.07	0.13	...	...	0.30	1.43	30.08	32.45	10
0.05	0.05	0.33	0.33	...	...	0.05	0.06	...	...	0.09	0.04	1.89	1.84	22
South	Indian	8' 3 3/4" gauge.	...	...	...	0.04	0.05	...	...	0.08	0.10	2.79	2.04	10
0.08	0.08	0.53	0.58	...	...	0.03	0.05	...	...	0.01	0.01	2.91	3.01	10
0.13	0.13	0.75	0.72	...	...	0.03	0.11	...	...	0.01	0.01	2.91	3.01	23
0.05	0.04	0.32	0.59	...	...	0.04	0.01	...	...	0.44	0.53	2.57	2.33	1
0.31	0.18	2.79	1.92	...	...	0.17	0.14	...	...	0.34	0.29	12.11	8.91	3
0.22	0.19	0.39	1.02	...	...	0.14	0.10	...	...	0.29	0.23	6.35	6.06	3
0.12	0.11	0.41	1.56	...	...	0.02	0.03	...	...	0.04	0.16	4.32	5.65	10
0.09	0.08	0.41	0.25	...	...	0.02	...	...	...	0.07	0.43	1.75	1.38	1
0.13	0.13	0.59	0.17	...	...	0.02	0.02	...	...	...	...	3.41	3.70	1
10.11	0.11	1.74	1.24	...	...	0.02	0.02	...	...	...	...	5.92	5.40	10

* Excludes expenditure attributable to motors.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial num- ber.	146 a.	147 a.	148 a.			
Main head.	Sub-head.	Railway system.	TABLE C.—CARRIAGE AND					
			PER TOTAL					
			General Superintendence (including office expenses). Annas.		Repairs and renewals of coaching vehicles. Annas.		Repairs and renewals of goods vehi- cles. Annas.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0.21	0.21	1.44	1.65	2.59	1.55
2	(a) and (c) to (f)	Bombay, Baroda and Central India	0.26	0.27	1.20	1.72	1.18	1.81
3	(a)	Eastern Bengal	0.29	0.25	1.81	1.56	1.74	1.07
4	(a) to (d)	East Indian	0.19	0.18	0.52	0.67	1.24	2.11
5	(a) to (f)	Great Indian Peninsula	0.26	0.25	1.01	0.94	0.80	0.87
6	(a) and (b)	Madras and Southern Mahratta	0.37	0.33	1.93	1.59	2.14	1.17
7	(a) and (b)	Nizam's Guaranteed State	0.15	0.20	0.69	0.64	1.17	1.46
8	(a) to (f)	North Western	0.23	0.29	1.75	1.53	1.33	1.07
9	(a) and (b)	Oudh and Rohilkhand	0.31	0.33	1.31	1.39	0.42	0.79
10	(a)	South Indian	0.21	0.21	2.61	1.86	2.29	0.98
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	0.39	0.37	0.91	0.81	0.98	0.85
12	(a) and (b)	Bengal and North-Western	0.14	0.16	0.48	0.56	0.58	0.68
14	(a) and (b)	Bhavnagar	0.22	0.30	0.30	0.45	0.54	0.55
2	(b) and (g) to (l)	Bombay, Baroda and Central India	0.25	0.29	0.88	1.13	0.76	0.79
15	(a) to (c)	Burma	0.34	0.41	0.73	0.85	1.42	3.05
3	(b) to (d)	Eastern Bengal	0.29	0.29	1.49	0.93	0.55	1.44
17	(a) and (b)	Gondal-Porbandar	0.11	0.17	0.07	0.39	0.27	0.20
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.14	0.19	0.55	0.64	0.46	0.40
18	(a)	Jamnapur	0.20	0.28	0.29	0.37	0.10	0.05
19	(a) to (e)	Jodhpur-Bikaner	0.13	0.11	0.49	0.32	0.34	0.52
20	(a)	Junagadh	0.19	0.23	0.15	1.03	0.07	0.23
6	(c) to (l)	Madras and Southern Mahratta	0.24	0.22	0.93	1.43	0.88	1.16
10	(c)	Nilgiri	0.44	0.45	0.54	0.28	0.33	0.58
22	(a) and (b)	Rohilkhand and Kumaon	0.31	0.30	0.65	0.85	1.22	2.03
10	(f)	Shoranur-Cochin				Included with the		
10	(b), (d), (e) and (g) to (i)	South Indian	0.20	0.19	0.92	0.86	0.75	1.71
23	(a)	Udaipur-Chitorgarh	0.22	0.20	0.59	1.35	0.06	0.21
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	0.22	0.22	0.96	0.87	0.78	1.51
8	(k)	Kalka-Simla	0.50	0.23	3.86	4.98	2.27	1.61
3	(b) and (m)	Kohat-Thal and Nowshera-Durgai	0.10	0.13	0.42	0.23	0.26	0.14
10	(j)	Morappur-Dharmapuri	0.03	0.03	0.69	0.54	0.01	...
1	(g)	Purnia-Banohi	0.27	0.26	2.03	0.52	0.50	0.25
1	(h)	Raipur-Dhamtari	0.09	0.10	0.99	0.29	0.75	0.63
10	(k)	Tirupattur-Krishnagiri	0.04	0.04	0.14	0.16	...	...

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

148 A a.		149 a.		149 A a.		150 a.		151 a.		146 b.		147 b.		Main head.
WAGON EXPENSES.										PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES.					Numb- ers.
TRAIN—MILE.														
Repairs and renewals of machinery, tools and plant. Annas.		Cleaning and oiling. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Carriage and Wagon expenses. Annas.		General Superintendence (including office expenses). Rs.		Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.05	0.04	0.57	0.52	0.01	0.02	4.87	3.99	0.42	0.48	19.58	15.50		1
0.10	0.13	0.35	0.37	...	...	0.03	0.07	3.12	4.37	0.63	0.65	8.61	11.41	2
0.02	0.01	0.40	0.36	...	...	0.02	0.02	4.28	3.27	0.81	0.70	13.07	11.90	3
0.09	0.06	0.20	0.19	...	...	0.03	0.03	3.39	3.24	0.43	0.39	4.90	6.14	4
0.06	0.05	0.37	0.35	...	...	0.02	0.03	2.53	2.49	0.90	0.90	10.43	9.55	5
0.15	0.10	0.34	0.34	...	...	0.01	0.01	4.34	3.54	1.09	0.99	15.19	13.09	6
0.01	0.02	0.25	0.28	...	...	0.01	...	2.26	2.60	0.45	0.61	8.47	7.36	7
0.11	0.09	0.48	0.41	...	...	0.02	0.13	4.47	3.52	0.64	0.70	12.61	10.85	8
0.03	0.14	0.36	0.38	...	...	0.03	0.01	3.54	3.04	0.72	0.85	10.08	12.45	9
0.08	0.05	0.39	0.39	...	...	0.02	0.03	5.55	3.52	0.93	0.90	21.33	10.30	10
0.09	...	0.35	0.38	...	...	0.03	0.02	2.63	2.43	1.14	1.07	6.42	5.17	11
0.03	0.04	0.28	0.28	...	...	0.02	0.02	1.53	1.74	0.28	0.32	2.43	2.53	12
0.03	0.09	0.24	0.29	...	...	...	...	1.38	1.68	0.73	1.11	1.75	2.50	14
0.17	0.26	0.27	0.32	...	...	0.05	0.06	2.33	2.37	0.50	0.64	5.95	7.14	2
0.04	0.05	0.32	0.33	...	...	0.05	0.03	2.90	4.72	0.69	1.09	1.88	2.26	15
0.07	0.08	0.35	0.21	...	...	0.03	0.03	2.73	2.98	0.79	0.82	10.41	2.70	8
0.01	0.01	0.25	0.25	...	...	0.01	0.01	0.72	1.08	0.69	0.59	0.44	2.11	17
0.01	0.01	0.13	0.14	...	...	...	...	1.29	1.38	0.49	0.66	4.99	5.28	7
0.01	...	0.37	0.36	...	...	...	...	0.97	1.06	1.47	1.65	3.46	2.92	13
0.06	0.05	0.29	0.20	...	...	0.01	0.03	1.73	1.23	0.46	0.41	3.75	2.63	19
0.01	0.02	0.56	0.26	...	...	0.24	...	1.22	1.77	0.55	0.67	0.45	2.91	20
0.04	0.05	0.18	0.20	...	...	0.01	0.01	2.28	3.12	0.65	0.85	8.07	11.88	6
0.03	0.06	1.37	1.39	...	...	...	...	2.71	2.76	4.52	4.46	8.75	4.37	10
0.04	0.06	0.30	0.33	...	...	0.03	0.01	2.55	2.10	0.74	0.66	4.30	1.00	22
South Indian railway 3' 3 1/2" gauge.	0.05	0.34	0.35	...	...	0.02	0.02	2.28	3.18	0.62	0.58	5.65	5.14	10
0.01	0.01	0.33	0.29	...	...	...	...	1.21	2.06	0.91	0.39	3.36	7.42	23
0.01	0.02	0.39	0.40	...	...	0.01	0.01	2.37	3.03	0.52	0.54	5.66	5.05	1
0.02	0.02	0.39	0.33	...	...	0.01	0.04	13.55	7.46	3.63	1.52	121.40	63.63	8
...	...	0.34	0.41	...	...	...	0.02	1.12	0.65	0.59	0.71	4.23	1.90	3
0.01	0.01	0.64	0.43	...	...	...	...	1.38	1.06	0.15	0.18	4.90	3.91	10
...	...	0.62	0.48	...	...	0.01	0.03	3.43	1.64	0.68	0.76	8.93	2.73	1
...	...	0.71	0.70	...	...	0.01	0.01	2.55	1.73	0.33	0.37	10.10	2.75	1
0.01	0.01	0.30	0.30	...	...	...	...	0.49	0.51	0.20	0.19	1.06	1.18	10

Analysis of working of each railway system.

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial Num ber.	148.	148-A.B.	149 b.	TABLE C—CARRIAGE AND					
Main head.	Sub-head.	Railway system.	PER 1,000								
			Repairs and renewals of goods vehicles calcu- lated on goods vehicle mile- age.		Repairs and re- newals of machinery, tools and plant.		Cleaning and oiling.				
			Rs.		Rs.		Rs.				
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
5' 6" GAUGE.											
1	(a)	Bengal-Nagpur	6.48	4.85	0.09	0.10	1.14	1.17			
2	(a) and (c) to (f)	Bombay, Baroda and Central India	4.21	6.64	0.24	0.32	0.84	0.88			
3	(a)	Eastern Bengal	7.59	4.59	0.08	0.04	1.12	0.86			
4	(a) to (d)	East Indian	8.63	5.88	0.21	0.12	0.45	0.40			
5	(a) to (f)	Great Indian Peninsula	4.09	4.62	0.20	0.16	1.28	1.21			
6	(a) and (b)	Madras and Southern Mahratta	9.98	5.69	0.48	0.30	0.99	1.04			
7	(a) and (b)	Nizam's Guaranteed State	4.58	6.30	0.08	0.05	0.76	0.89			
8	(a) to (f)	North Western	6.28	3.88	0.25	0.21	1.11	0.88			
9	(a) and (b)	Oudh and Rohilkhand	1.48	2.91	0.18	0.38	0.84	0.98			
10	(a)	South Indian	20.18	8.22	0.14	0.21	1.76	1.70			
3' 3 1/2" GAUGE.											
11	(a)	Assam-Bengal	7.16	4.54	0.03	0.02	1.31	1.07			
12	(a) and (b)	Bengal and North-Western	1.67	2.41	0.06	0.08	0.55	0.57			
14	(a) and (b)	Bhavnagar	3.96	6.01	0.26	0.34	0.77	1.08			
2	(b) and (g) to (l)	Bombay, Baroda and Central India	2.26	2.69	0.36	0.57	0.57	0.71			
15	(a) to (c)	Burma	3.69	8.11	0.12	0.15	0.92	0.87			
3	(b) to (d)	Eastern Bengal	2.50	4.00	0.19	0.21	0.98	0.70			
17	(a) and (b)	Gondal-Porbandar	2.06	1.95	0.04	0.04	0.88	0.90			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	2.58	2.87	0.08	0.05	0.44	0.50			
18	(a)	Jamnagar	1.91	1.27	0.05	0.01	2.63	2.14			
19	(a) to (e)	Jodhpur-Bikaner	5.59	4.14	0.22	0.24	0.71	0.83			
20	(a)	Junagad	0.21	0.64	0.04	0.06	1.64	0.74			
6	(c) to (l)	Madras and Southern Mahratta	3.30	5.16	0.12	0.14	0.50	0.58			
10	(c)	Nilgiri	9.14	16.24	0.27	0.58	13.94	13.76			
22	(a) and (b)	Rohilkhand and Kumaon	4.58	2.16	0.09	0.12	0.78	0.72			
10	(f)	Shoranur-Cochin					Included with the				
10	(b), (d), (e) and (g) to (s)	South Indian	4.65	10.43	0.14	0.16	1.08	1.08			
23	(a)	Udaipur-Chitorgarh	1.06	4.61	0.05	0.05	1.88	1.29			
2' 6" GAUGE.											
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	3.01	6.62	0.02	0.04	0.92	1.00			
8	(k)	Kalka-Simla	31.58	22.27	0.15	0.11	6.45	4.35			
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	3.79	1.98	0.01	...	2.06	2.18			
10	(g)	Morappur-Dharmapuri	0.04	0.05	0.04	0.06	2.89	2.41			
1	(h)	Purulia-Ranchi	2.95	2.29	0.01	...	1.56	1.44			
1	(i)	Raipur-Dhantari	3.98	4.45	...	...	2.49	2.70		
10	(k)	Tirupattur-Krishnagiri	0.01	...	0.05	0.04	1.88	1.88			

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics.]

149-A. b.		150 b.		151 b.		152 a.		153 a.		154 a.		155 a.		Num- ber.													
WAGON EXPENSES—concl'd.															TABLE D.—TRAFFIC EXPENSES.												
VEHICLE-MILES RUN BY HOME VEHICLES—concl'd.														PER TOTAL TRAIN-MILE.													
Electricity and repairs and renewals of electric plant.		Other charges (net)		Total Carriage and Wagon expenses.		General Superintendence (including office expenses).		Station staff.		Train staff.		Fuel, lighting, water and general stores.		Main head.													
Rs.		Rs.		Rs.		Annas.		Annas.		Annas.		Annas.															
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.														
...	...	0.01	0.04	9.63	9.08	0.86	0.81	2.69	2.85	0.89	0.80	0.85	0.55	1													
...	...	0.07	0.16	7.43	10.35	0.64	0.70	3.28	3.52	0.70	0.76	1.48	0.79	2													
...	...	0.06	0.05	11.87	8.98	1.25	1.09	5.81	5.75	1.33	1.23	0.85	0.96	3													
...	...	0.11	0.06	5.13	6.92	0.87	0.86	2.74	2.89	1.23	1.20	0.84	0.78	4													
...	...	0.07	0.09	8.64	8.67	0.55	0.53	2.36	2.24	1.26	1.23	0.96	0.65	5													
...	...	0.03	0.02	14.38	10.68	0.69	0.71	3.35	2.43	0.81	0.83	0.61	0.66	6													
...	...	0.04	0.01	6.71	8.15	0.78	0.79	1.51	1.74	0.87	0.90	0.43	0.44	7													
...	...	0.13	0.31	10.28	8.46	0.74	0.77	3.38	3.27	1.03	1.13	0.61	0.87	8													
...	...	0.14	0.03	5.95	7.91	0.96	0.93	3.77	2.76	1.09	1.05	0.63	0.68	9													
...	...	0.10	0.14	25.19	15.30	0.66	0.79	3.04	1.90	0.61	0.58	0.40	0.48	10													
...	...	0.08	0.06	9.63	7.05	1.19	1.12	2.85	3.11	0.64	0.65	0.59	0.63	11													
...	...	0.03	0.08	3.02	3.48	0.51	0.55	1.59	1.59	0.45	0.45	0.40	0.37	12													
...	...	0.08	0.17	4.51	6.21	0.24	0.48	1.85	2.33	0.29	0.39	0.73	0.67	14													
...	...	0.08	0.17	4.86	6.35	0.56	0.57	1.96	2.12	0.65	0.69	0.71	0.81	2													
...	...	0.13	0.08	7.53	12.56	0.82	0.95	2.33	2.64	0.73	0.85	0.48	0.60	15													
...	...	0.09	0.08	7.66	8.60	1.00	0.84	2.95	2.92	0.75	0.70	0.64	0.83	3													
...	...	0.04	0.03	2.51	3.61	0.46	0.55	1.90	1.37	0.38	0.45	0.78	0.62	17													
...	...	0.01	0.01	4.48	4.81	0.74	0.85	1.44	1.81	0.86	0.95	0.44	0.46	7													
...	...	0.01	0.10	7.02	6.30	1.31	1.04	1.56	1.51	0.41	0.43	0.34	0.30	18													
...	...	0.04	0.10	6.16	5.02	0.52	0.48	1.18	0.95	0.28	0.23	0.68	0.47	19													
...	...	0.69	0.02	3.58	5.02	0.52	0.83	1.37	2.09	0.33	0.49	1.02	0.35	20													
...	...	0.02	0.02	6.32	8.95	0.59	0.60	1.55	1.63	0.51	0.53	0.35	0.42	6													
...	...	0.04	0.03	27.66	27.42	1.30	1.30	4.23	4.11	1.34	1.30	0.38	0.41	10													
...	...	0.04	0.02	6.10	4.65	0.68	0.82	1.96	2.00	0.48	0.48	0.56	0.55	22													
...	...	0.07	0.06	7.04	9.37	0.72	0.72	1.93	1.78	0.56	0.55	0.51	0.63	10													
...	...	0.01	...	6.78	14.26	0.89	0.83	1.30	1.23	0.27	0.29	0.34	0.43	10													
...	...	0.02	0.03	5.59	7.56	0.95	0.83	2.25	1.87	0.70	0.73	0.65	0.53	1													
...	...	0.11	0.31	91.09	51.80	1.79	1.33	3.39	3.43	1.21	0.96	0.60	0.58	3													
...	...	0.01	0.01	6.74	3.48	0.44	0.55	1.68	1.89	0.48	0.50	0.42	0.54	3													
...	...	0.01	0.01	6.23	5.37	0.26	0.27	0.91	0.67	0.33	0.31	0.07	0.06	10													
...	...	0.02	0.09	8.64	4.87	1.03	1.00	1.62	1.35	0.32	0.31	0.23	0.22	1													
...	...	0.03	0.04	8.92	6.36	0.25	0.28	2.22	1.86	0.85	1.02	0.10	0.11	1													
...	2.30	2.27	0.56	0.34	0.98	0.97	0.13	0.21	...	...	10											

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Serial number.	156 a	157 a	158 a	TABLE D— PER-TOTAL-TRAIN-MILE					
Main head.	Sub-head.	Railway system.	Clothing.		Printing, stationery and tickets.		Charges for delivery and collection of goods, etc.				
			Annas.		Annas.		Annas.				
			1st. half.	2nd. half.	1st. half.	2nd. half.	1st. half.	2nd. half.			
5' 6" GAUGE.											
1	(a)	Bengal-Nagpur	0.08	0.07	0.15	0.18	0.01	0.01			
2	(a) and (c) to (f)	Bombay, Baroda and Central India.	0.13	0.09	0.39	0.44	0.02	0.02			
3	(a)	Eastern Bengal	0.18	0.11	0.37	0.32	0.02	0.02			
4	(a) to (d)	East Indian	0.08	0.08	0.25	0.31	0.07	0.06			
5	(a) to (f)	Great Indian Peninsula	0.08	0.07	0.21	0.23	0.01	0.01			
6	(a) and (b)	Madras and Southern Mahratta	0.08	0.07	0.34	0.44	0.03	0.03			
7	(a) and (b)	Nizam's Guaranteed State	0.06	0.07	0.22	0.25	0.01	0.01			
8	(a) to (f)	North Western	0.15	0.20	0.38	0.23	0.01	0.01			
9	(a) and (b)	Oudh and Rohilkhand	0.11	0.11	0.19	0.25	0.01	0.01			
10	(a)	South Indian	0.08	0.04	0.03	0.03	...	...	
3' 3 1/2" GAUGE.											
11	(a)	Assam-Bengal	0.07	...	0.40	0.34	...	...	
12	(a) and (b)	Bengal and North-Western	0.03	0.05	0.20	0.19	...	...	
14	(a) and (b)	Bhavnagar	0.01	0.16	0.37	0.62	...	...	
2	(b) and (a) to (f)	Bombay, Baroda and Central India	0.03	0.09	0.29	0.36	...	...	
15	(a) to (c)	Burma	0.08	0.18	0.22	0.27	...	...	
3	(b) to (d)	Eastern Bengal	0.10	0.11	0.29	0.22	...	...	
17	(a) and (b)	Gondal-Porbandar	0.01	0.08	0.58	0.54	...	0.06			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley.	0.10	0.09	0.23	0.29	...	...	
18	(a)	Jamnagar	0.01	0.10	0.71	0.68	...	...	
19	(a) to (e)	Jodhpur-Bikaner	0.06	0.01	0.24	0.28	...	...	
20	(a)	Junagad.	0.01	0.22	0.98	1.30	...	...	
6	(c) to (b)	Madras and Southern Mahratta	0.06	0.06	0.31	0.37	...	...	
10	(c)	Nilgiri	...	0.01	0.04	0.04	...	...	
23	(a) and (b)	Rohilkand and Kumaon	0.10	0.07	0.43	0.30	...	...	
10	(f)	Shoranur-Cochin	...	...	...	...	Included with the	...			
10	(b), (d), (e) and (g) to (i)	South Indian	0.05	0.03	0.34	0.34	...	...	
23	(a)	Udaipur-Ohtorgach	0.06	0.02	0.26	0.38	...	...	
2' 6" GAUGE.											
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Ohhindwara Extensions.	0.12	0.01	0.08	0.08	...	...	
8	(k)	Kalka-Simla	0.24	0.35	0.22	0.41	0.03	0.03			
8	(b) and (m)	Kohat-Thal and Nowshera-Durgai	0.09	0.12	0.19	0.28	...	...	
10	(j)	Morappur-Dharmapuri	...	...	0.01	0.01	...	...	
1	(g)	Purulia-Ranchi	...	...	0.02	0.01	...	...	
1	(h)	Baipur-Dhamteri	...	...	0.03	0.05	...	...	
10	(k)	Tirupattur-Krishnagiri	...	...	0.01	0.01	...	...	

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

159 a.		160 a.		161 a.		162 a.		153 b.		153 b.		154 b.		Num- BER.
TRAFFIC EXPENSES—contd.														
—contd.—														Main head.
PER CENT OF TRAFFIC EARNINGS. (Abstracts H. and I. of Revenue Accounts).														
Miscellaneous expenses.		Payments to other lines.		Other charges (net)		Total traffic expenses.		General superintendence (including office expenses).		Station staff.		Train staff.		
Annas.		Annas.		Annas.		Annas.		Per cent.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0-01	0-01	0-35	0-58	0-01	0-01	5-60	5-47	1-22	1-37	3-80	3-68	1-25	1-40	1
0-01	0-01	0-08	0-08	0-05	0-01	6-61	6-84	0-72	0-93	3-69	4-59	0-79	0-99	2
0-01	0-02	0-05	0-05	0-05	0-01	9-37	9-50	2-05	1-41	9-49	7-48	2-17	1-59	3
0-02	0-03	0-11	0-10	0-02	0-01	6-23	6-22	1-18	1-22	3-70	4-09	1-66	1-70	4
0-01	0-01	0-11	0-09	0-01	0-01	5-56	5-07	0-77	0-91	3-33	3-88	1-78	2-18	5
0-01	0-05	0-01	0-01	0-02	0-02	4-33	5-25	0-90	0-99	3-04	3-40	1-05	1-15	6
0-01	0-02	0-31	0-35	0-01	0-01	4-21	4-57	1-17	1-24	2-26	2-70	1-29	1-39	7
0-01	0-01	0-21	0-33	0-08	0-06	6-88	6-56	1-03	1-12	4-64	4-74	1-49	1-64	8
0-01	0-01	0-59	0-36	0-08	0-01	6-23	6-06	1-51	1-63	4-32	4-95	1-70	1-89	9
0-01	0-01	0-08	0-11	0-01	0-01	3-97	3-94	1-53	1-51	3-73	3-61	1-12	1-09	10
0-02	0-04	0-11	0-08	0-01	0-07	5-78	5-84	2-45	2-15	5-67	6-02	1-32	1-25	11
0-01	0-01	0-41	0-33	0-01	0-01	3-37	3-23	1-01	1-15	3-12	3-32	0-89	0-94	12
0-03	0-02	0-13	0-14	0-01	0-01	3-37	5-20	0-43	1-91	3-64	4-23	0-57	0-82	14
0-03	0-02	0-13	0-14	0-01	0-01	4-36	4-81	1-01	1-10	3-53	4-06	1-17	1-33	2
0-02	0-01	0-09	0-08	0-04	0-03	4-78	5-53	1-35	1-34	3-84	3-09	1-30	1-66	15
0-01	0-01	0-09	0-08	0-08	0-03	5-86	5-74	2-05	1-60	6-03	5-61	1-53	1-35	3
0-02	0-07	0-05	0-53	0-01	0-01	4-14	4-23	0-95	1-16	3-95	2-95	0-80	0-96	17
0-01	0-02	0-20	0-38	0-01	0-01	4-02	4-86	1-31	2-03	2-55	4-32	1-32	2-28	7
0-01	0-01	0-24	0-43	0-05	0-05	5-19	4-50	2-44	2-32	2-89	3-37	0-75	0-95	13
0-01	0-01	0-34	0-37	0-05	0-05	3-23	2-84	0-99	1-06	2-23	2-12	0-49	0-50	19
0-01	0-02	0-10	0-13	0-07	0-01	4-31	5-31	0-93	1-73	2-42	4-34	0-57	1-03	20
0-02	0-02	0-10	0-13	0-02	0-02	3-51	3-74	1-20	1-40	3-20	3-30	1-05	1-24	6
0-01	0-01	0-10	0-13	0-02	0-02	7-30	7-13	1-46	1-58	4-74	5-01	1-50	1-59	10
0-03	0-03	0-20	0-25	0-01	0-01	4-46	4-50	1-06	1-58	3-04	3-37	0-74	0-94	23
0-01	0-01	0-02	0-03	0-01	0-01	4-14	4-09	1-32	1-38	3-56	3-41	1-08	1-05	10
0-02	0-02	0-22	0-20	0-01	0-01	3-36	3-49	1-24	1-34	2-34	2-73	0-59	0-65	23
0-02	0-03	0-12	0-09	0-01	0-01	4-35	4-18	2-15	2-33	5-07	5-28	1-59	2-11	11
0-03	0-02	1-33	1-76	0-02	0-01	9-57	8-92	2-50	1-76	5-85	4-62	1-78	1-23	8
0-03	0-02	1-33	1-76	0-04	0-03	3-34	3-39	2-41	2-56	2-25	3-57	2-64	2-33	8
0-02	0-01	0-01	0-01	0-01	0-01	1-58	1-34	1-44	1-47	5-09	3-59	1-33	1-64	16
0-02	0-01	0-01	0-01	0-01	0-01	3-30	2-90	1-22	2-56	2-85	3-45	0-55	0-30	1
0-03	0-03	0-01	0-01	0-01	0-01	3-38	3-22	0-58	10-54	5-10	4-43	1-96	2-46	1
0-03	0-03	0-01	0-01	0-01	0-01	1-63	1-64	1-42	1-38	3-31	3-92	0-71	0-34	10

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 2.)		Serial num- ber.	155 b.	156 b.	157 b.	TABLE D—		
Main head.	Sub-head.	Railway system.	PER CENT OF TRAFFIC					
			Fuel, lighting, water and general stores.		Clothing.		Printing, stationery and tickets.	
			Per cent.		Per cent.		Per cent.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0.78	0.87	0.12	0.10	0.22	0.29
2	(a) and (c) to (f)	Bombay, Baroda and Central India	1.60	1.08	0.15	0.11	0.44	0.59
3	(a)	Eastern Bengal	1.38	1.25	0.30	0.14	0.60	0.42
4	(a) to (d)	East Indian	1.18	1.10	0.11	0.11	0.33	0.30
5	(a) to (f)	Great Indian Peninsula	1.35	1.12	0.12	0.12	0.29	0.40
6	(a) and (b)	Madras and Southern Mahratta	0.78	0.92	0.11	0.10	0.44	0.61
7	(a) and (b)	Nizam's Guaranteed State	0.63	0.68	0.09	0.12	0.33	0.38
8	(a) to (f)	North Western	1.12	1.25	0.21	0.29	0.52	0.34
9	(a) and (b)	Oudh and Rohilkhand	0.84	1.05	0.17	0.19	0.29	0.44
10	(a)	South Indian	0.74	0.90	0.15	0.08	0.05	0.06
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	1.22	1.20	0.16	...	0.34	0.66
12	(a) and (b)	Bengal and North-Western	0.78	0.78	0.06	0.10	0.39	0.41
14	(a) and (b)	Bhavnagar	1.44	1.34	0.04	0.35	0.74	1.31
2	(b) and (g) to (l)	Bombay, Baroda and Central India	1.29	1.55	0.05	0.17	0.51	0.68
15	(a) to (c)	Burma	0.79	1.15	0.14	0.35	0.36	0.52
3	(b) to (d)	Eastern Bengal	1.31	1.60	0.21	0.22	0.59	0.42
17	(a) and (b)	Gondal-Porbandar	1.63	1.31	0.02	0.06	1.21	1.15
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.78	1.11	0.18	0.21	0.40	0.68
18	(a)	Jamnagar	0.63	0.66	0.02	0.23	1.32	1.51
19	(a) to (e)	Jodhpur-Bikaner	1.09	1.05	0.11	0.02	0.46	0.62
20	(a)	Junagad	1.81	0.78	0.02	0.46	1.74	2.73
6	(c) to (l)	Madras and Southern Mahratta	0.78	0.97	0.18	0.14	0.65	0.85
10	(c)	Nilgiri	0.48	0.50	...	0.01	0.05	0.06
22	(a) and (b)	Rohilkhand and Kumaon	0.86	1.07	0.16	0.14	0.66	0.58
10	(f)	Shoranur-Cochin	...	...	...	Included with the		
10	(b), (d), (e) and (g) to (i)	South Indian	0.94	1.20	0.09	0.05	0.63	0.66
23	(a)	Udaipur-Chitorgarh	0.74	1.07	0.14	0.05	0.57	0.85
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	1.47	1.52	0.27	0.04	0.06	0.08
8	(k)	Kalka-Simla	0.88	0.77	0.35	0.46	0.88	0.54
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	2.32	2.53	0.48	0.58	1.02	1.09
10	(j)	Morappur-Dharmapuri	0.87	0.48	...	0.01	0.05	0.05
1	(g)	Purulia-Banchi	0.40	0.56	...	...	0.04	0.02
1	(h)	Raipur-Dhamtari	...	...	...	...	0.06	0.11
10	(k)	Tirupattur-Krishnagiri	0.86	0.43	...	0.01	0.05	0.05

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics.]

TRAFFIC EXPENSES—concl.														TABLE E.—GENERAL CHARGES.		NUM-BER.
EARNINGS (Abstracts H. and I. of Revenue Accounts)—concl.														PER TOTAL TRAIN-MILE.		
158 b.		159 b.		160 b.		151 b.		162 b.				163 a.		Main head.		
Charges for delivery and collection of goods, etc.		Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total Traffic expenses.		General superintendence per cent on traffic earnings (including steam-boat).		Home expenditure.				
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Annas.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
0.01	0.01	0.01	0.02	0.50	0.91	0.01	0.01	7.22	8.56	1.22	1.27	0.51	0.51	1		
0.03	0.03	0.01	0.01	0.04	0.03	0.09	0.01	7.44	8.27	0.73	0.92	0.38	0.42	2		
		0.02	0.02					16.15	13.35	2.05	1.41	0.10		3		
0.10	0.09	0.03	0.04	0.14	0.14	0.02	0.01	8.40	8.80	1.18	1.22	0.32	0.33	4		
0.01	0.02	0.02	0.02	0.15	0.16	0.01	0.02	7.82	8.78	0.77	0.91	0.27	0.27	5		
0.04	0.04		0.08		0.01	0.02	0.03	6.38	7.33	0.90	0.99	0.54	0.54	6		
0.01	0.01	0.02	0.02	0.47	0.55	0.02	0.02	6.29	7.11	1.17	1.24	0.35	0.49	7		
0.02	0.02			0.29	0.05	0.11	0.09	9.40	9.52	1.02	1.12	0.18		8		
		0.01		0.32	0.34	0.04	0.02	9.82	10.88	1.51	1.68	0.12		9		
		0.01	0.01	0.11	0.21			7.27	7.47	1.58	1.51	0.54	0.58	10		
		0.01	0.01			0.01		11.88	11.29	2.45	2.15	1.14	1.09	11		
		0.05	0.09	0.22	0.16	0.07	0.14	6.59	6.77	0.95	1.08	0.43	0.40	12		
		0.02	0.02	0.31	0.69	0.01	0.02	7.75	10.99	0.48	1.01	0.08	0.08	13		
		0.06	0.04	0.24	0.26		0.01	7.36	9.20	1.01	1.10	0.38	0.44	14		
		0.03	0.01			0.07	0.06	7.88	10.68	1.35	1.31	0.66	0.83	15		
		0.03	0.02	0.17	0.15	0.05	0.07	11.97	11.04	1.35	1.46	Included with the gauge	0.05	3		
	0.14	0.05	0.14		1.12	0.01	0.03	8.62	9.02	0.95	1.16	0.03	0.05	17		
		0.02	0.04	0.35	0.90	0.01	0.02	7.12	11.57	1.31	2.03	0.40	0.65	7		
		0.02	0.02	1.55	0.86			9.62	10.02	2.44	2.32	0.08	0.05	18		
				0.64	0.82	0.09	0.12	6.09	8.31	0.99	1.08			19		
		0.01	0.04			0.13	0.01	7.63	11.07	0.93	1.73	0.04	0.05	20		
		0.03	0.05	0.21	0.30	0.03	0.05	7.23	8.70	1.20	1.40	0.31	0.58	6		
		0.01	0.01					8.19	8.78	1.46	1.53	0.30	0.30	10		
		0.04	0.05	0.90	0.47			6.86	8.70	1.06	1.53	0.72	0.74	22		
														10]		
		0.01	0.02	0.04	0.05	0.01	0.01	7.63	7.83	1.32	1.38	0.57	0.59	10		
		0.04	0.06	0.43	0.46			7.34	7.81	1.24	1.34			23]		
		0.05	0.09	0.23	0.24	0.02	0.04	10.96	12.03	2.15	2.53	1.74	1.60	1		
0.05	0.03	0.04	0.02	2.24	2.34	0.03	0.01	14.06	11.83	2.50	1.76	0.16		8		
			0.01			0.24	0.23	18.36	18.25	2.41	2.56	0.20		8		
		0.01	0.01					8.79	7.20	1.44	1.47	0.17	0.21	10		
		0.03	0.04					5.79	7.44	1.92	2.56	1.15	1.04	1		
		0.08	0.07					7.76	7.76	0.53	0.64	1.39	2.22	1		
		0.01	0.01					6.86	6.64	1.42	1.38	0.23	0.23	10		

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial num ber.	164 a.		165 a.		166 a.	
Main head.	Sub-head.		TABLE E.— PER TOTAL					
Railway system.			Agent's Office- salaries and expenses.		Audit, accounts and pay office.		Stores Department.	
			Annas.		Annas.		Annas.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0.22	0.20	0.68	0.68	0.20	0.18
2	(a) and (c) to (f)	Bombay, Baroda and Central India	0.22	0.22	0.71	0.77	0.32	0.35
3	(a)	Eastern Bengal	0.26	0.21	0.80	0.77	0.29	0.21
4	(a) to (d)	East Indian	0.13	0.12	0.41	0.42	0.17	0.17
5	(a) to (f)	Great Indian Peninsula	0.14	0.14	0.57	0.56	0.17	0.16
6	(a) and (b)	Madras and Southern Mahratta	0.25	0.24	0.69	0.76	0.28	0.32
7	(a) and (b)	Nizam's Guaranteed State	0.28	0.25	1.00	1.03	0.18	0.19
8	(a) to (f)	North Western	0.15	0.15	0.44	0.52	0.18	0.26
9	(a) and (b)	Oudh and Rohilkhand	0.29	0.31	0.70	0.73	0.21	0.23
10	(a)	South Indian	0.15	0.15	0.53	0.52	0.16	0.17
3' 3½" GAUGE.								
11	(a)	Assam-Bengal	0.55	0.51	1.03	0.92	0.32	0.31
12	(a) and (b)	Bengal and North-Western	0.14	0.14	0.49	0.51	0.08	0.08
14	(a) and (b)	Bhavnagar	0.76	0.46	0.77	1.10	0.14	0.17
2	(b) and (g) to (l)	Bombay, Baroda and Central India	0.14	0.15	0.45	0.53	0.15	0.16
15	(a) to (c)	Burma	0.32	0.32	0.61	0.70	0.22	0.24
3	(b) to (d)	Eastern Bengal	Included	ed with	the 5'	6" gauge.		
17	(a) and (b)	Gondal-Porbandar	0.23	0.45	0.61	1.04	0.12	0.16
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.25	0.32	1.13	1.30	0.21	0.25
18	(a)	Jamnagar	1.87	1.23	1.71	1.66	0.24	0.31
19	(a) to (e)	Jodhpur-Bikaner	0.16	0.15	0.54	0.51	0.18	0.12
20	(a)	Junagad	0.96	1.28	0.86	1.14	0.44	0.53
6	(c) to (l)	Madras and Southern Mahratta	0.18	0.17	0.48	0.48	0.18	0.18
10	(e)	Nilgiri	0.22	0.21	0.80	0.76	0.23	0.23
22	(a) and (b)	Rohilkund and Kumaon	0.30	0.35	0.95	0.94	0.17	0.18
10	(f)	Shoranur-Cochin	Included	with	the	South		
10	(b), (d), (e) and (g) to (i)	South Indian	0.15	0.15	0.74	0.70	0.20	0.20
22	(a)	Udaipur-Chitorgarh	0.23	0.76	0.77	0.78	0.08	0.08
2' 6" GAUGE								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	0.12	0.11	0.47	0.42	0.11	0.10
8	(h)	Kalka-Simla	0.37	0.73	0.19	0.15	0.27	0.26
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	0.16	0.15	0.43	0.52	0.18	0.26
10	(f)	Morrapur-Dharmapuri	0.05	0.05	0.16	0.20	0.05	0.07
1	(g)	Purulia-Banohi	0.17	0.12	0.55	0.40	0.16	0.11
1	(h)	Raipur-Dhamtari	0.18	0.13	0.52	0.55	0.12	0.11
10	(k)	Tirupattur-Krishnagiri	0.06	0.06	0.23	0.23	0.07	0.07

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics].

167 a.		168 a.		168 A a.		169 a.		170 a.		171 a.		172 a.		Num- ber.
GENERAL CHARGES—contd.														
TRAIN-MILE—contd.														
Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).		Main head.
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.22	0.21	0.24	0.29	...	...	0.25	0.25	0.03	0.03	0.34	0.79	0.02	0.01	1
0.13	0.15	0.21	0.20	...	...	0.35	0.29	0.02	0.01	0.68	0.83	0.01	0.01	2
0.22	0.18	0.43	0.34	...	...	0.14	0.14	0.03	0.02	0.70	0.65	0.01	0.01	3
0.16	0.15	0.23	0.20	...	...	0.28	0.25	0.01	0.10	0.63	0.83	0.03	0.02	4
0.11	0.11	0.13	0.14	...	...	0.21	0.21	0.01	0.01	0.66	0.67	0.01	0.02	5
0.19	0.19	0.25	0.27	...	...	0.50	0.46	...	0.01	0.70	0.68	0.02	0.04	6
0.18	0.16	0.26	0.27	...	...	0.33	0.37	0.01	...	0.51	0.53	...	...	7
0.14	0.14	0.23	0.26	...	...	0.18	0.16	0.02	0.02	0.72	0.70	0.02	0.05	8
0.13	0.14	0.23	0.22	...	...	0.14	0.13	0.03	0.01	0.96	0.45	...	0.02	9
0.17	0.18	0.08	0.02	...	...	0.39	0.36	...	...	0.59	0.31	...	0.03	10
0.33	0.33	0.19	0.18	...	...	0.27	0.37	...	...	1.00	0.86	0.01	0.01	11
0.09	0.10	0.08	0.09	...	...	0.22	0.21	...	0.01	0.50	0.52	0.02	0.02	12
0.15	0.17	0.27	0.34	...	...	0.44	0.31	0.02	0.02	0.53	0.74	0.01	...	14
0.15	0.18	0.12	0.13	...	...	0.22	0.23	0.01	0.01	0.58	0.66	...	...	2
0.26	0.32	0.22	0.29	...	...	0.35	0.39	0.02	0.01	0.68	0.78	0.01	0.01	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
0.09	0.10	0.61	0.50	...	...	0.28	0.26	0.05	0.03	0.69	0.57	0.02	0.03	17
0.23	0.31	0.23	0.31	...	...	0.44	0.53	0.03	0.01	0.52	0.65	...	...	7
...	0.01	0.63	0.39	...	...	0.21	0.21	...	0.01	0.47	0.46	0.02	0.06	16
0.06	0.05	0.16	0.16	...	...	0.10	0.10	...	...	0.67	0.53	0.02	0.02	18
0.09	0.14	0.72	0.80	...	...	0.37	1.06	0.02	0.13	0.16	0.78	0.04	0.03	20
0.15	0.16	0.15	0.15	...	...	0.27	0.36	0.01	0.01	0.69	0.76	0.03	0.01	6
0.44	0.47	0.13	0.13	...	...	0.65	0.52	0.01	...	0.87	0.87	0.01	0.01	10
0.11	0.11	0.23	0.29	...	...	0.33	0.31	0.01	0.01	0.60	0.57	0.02	0.01	22
Indian Railway	0.14	3' 3 1/2" gauge	0.18	...	...	0.37	0.32	0.02	0.02	0.55	0.56	0.04	0.07	10
0.14	0.14	0.17	0.18	...	...	...	...	...	...	0.46	0.45	0.06	0.05	10
0.13	0.12	0.15	0.16	...	...	...	...	...	...	...	...	...	...	23
0.26	0.21	0.07	0.09	...	...	0.34	0.21	...	...	1.31	1.07	...	...	1
0.20	0.22	0.46	0.39	...	...	0.34	0.26	0.06	0.04	0.64	0.59	0.07	0.06	3
0.25	0.20	0.23	0.24	...	...	0.37	0.65	0.02	0.02	0.67	0.75	0.02	0.06	3
0.03	0.03	...	...	...	...	0.20	0.19	...	...	0.23	0.21	...	...	10
0.20	0.14	...	0.02	...	...	0.07	0.05	...	...	0.74	0.65	...	...	1
0.06	0.06	0.02	0.02	...	...	0.27	0.02	...	...	0.43	0.47	...	...	1
0.04	0.04	...	...	...	...	0.23	0.23	...	...	0.28	0.26	...	...	10

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial number.	178 a.	183 b.	164 b.			
Main head.	Sub-head.	Railway system.	TABLE E.—					
			PER TOTAL TRAIN-MILE— concl.		PER CENT ON			
			Total General charges.		Home expenditure.		Agent's office— salaries and expenses.	
			Annas.		Per cent.		Per cent.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	8.21	8.10	0.70	0.75	0.30	0.29
2	(a) and (c) to (f)	Bombay, Baroda and Central India	3.03	3.35	0.43	0.54	0.25	0.23
3	(a)	Eastern Bengal	2.98	2.53	0.21	...	0.44	0.30
4	(a) to (d)	East Indian	2.37	2.31	0.43	0.46	0.17	0.17
5	(a) to (f)	Great Indian Peninsula	2.23	2.31	0.38	0.47	0.19	0.24
6	(a) and (b)	Madras and Southern Mahratta	3.42	3.51	0.67	0.74	0.31	1.33
7	(a) and (b)	Nizam's Guaranteed State	3.25	3.54	0.51	0.73	0.32	0.37
8	(a) to (f)	North-Western	2.25	2.26	0.24	...	0.21	0.23
9	(a) and (b)	Oudh and Rohilkhand	2.89	2.82	0.17	...	0.40	0.50
10	(a)	South Indian	2.61	2.62	0.30	0.37	0.24	0.25
3' 3½" GAUGE.								
11	(a)	Assam-Bengal	4.89	4.83	2.23	2.02	1.07	0.92
12	(a) and (b)	Bengal and North-Western	2.05	2.04	0.77	0.80	0.26	0.29
14	(a) and (b)	Bhavnagar	3.20	3.89	0.12	0.17	1.47	0.95
2	(b) and (g) to (l)	Bombay, Baroda and Central India	2.20	2.59	0.67	0.82	0.25	0.28
15	(a) to (c)	Burma	3.35	3.89	1.07	1.56	0.52	0.59
8	(b) to (d)	Eastern Bengal	Included with the 5' 6" gauge.					
17	(a) and (b)	Gondal-Forbandar	2.52	4.19	0.05	0.10	0.44	0.34
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	3.52	4.38	0.70	1.48	0.44	0.74
18	(a)	Jamnagar	5.28	5.14	0.10	0.12	3.42	2.76
19	(a) to (e)	Jodhpur-Bikaner	1.84	1.64	...	...	0.30	0.33
20	(a)	Junagad	3.90	5.89	0.07	0.09	1.63	2.59
6	(c) to (l)	Madras and Southern Mahratta	2.65	2.81	1.03	1.20	0.88	1.23
10	(c)	Nilgiri	4.16	4.00	0.90	0.98	0.25	0.25
22	(a) and (b)	Rohilkund and Kumaon	3.49	3.51	1.12	1.28	0.46	0.61
10	(f)	Shoranur-Cochin	...	...	Included with the	South		
10	(b), (d), (e) and (g) to (i)	South Indian	2.95	2.93	1.02	1.10	0.28	0.28
23	(a)	Udaipur-Chitorgarh	2.48	2.40	...	...	1.74	1.65
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabalpur-Gondia and Nagpur- Chhindwara Extensions.	4.42	2.53	3.84	4.53	0.28	0.31
8	(k)	Kalka-Simla	3.26	2.70	0.23	...	1.27	0.96
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	2.73	2.85	1.07	...	0.85	0.71
10	(j)	Morappur-Dhamapuri	0.89	0.96	0.93	1.11	0.25	0.29
1	(g)	Parulsi-Banchi	3.04	2.53	2.02	2.64	0.30	0.30
1	(h)	Raipur-Dhamtari	3.44	3.54	4.32	5.34	0.29	0.30
10	(k)	Tirupattur-Krishnagiri	1.14	1.18	0.89	0.95	0.24	0.25

DIX 11—continued.

during each half of the calendar year 1912.

prepare these statistics].

165 b.		166 b.		167 b.		168 b.		169 A b.		169 b.		170 b.		Num- BER.
GENERAL CHARGES—contd.														
TOTAL EARNINGS.														
Audit, accounts and pay office.		Stores Department.		Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of elec- tric plant.		Police.		Advertising.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.92	0.93	0.28	0.27	0.31	0.32	0.33	0.42	...	...	0.34	0.38	0.04	0.05	1
0.79	1.00	0.35	0.45	0.15	0.19	0.23	0.25	...	...	0.39	0.38	0.02	0.01	2
1.35	1.12	0.48	0.31	0.37	0.28	0.72	0.49	...	...	0.25	0.20	0.06	0.04	3
0.55	0.59	0.22	0.24	0.22	0.22	0.31	0.28	...	...	0.37	0.36	0.01	0.01	4
0.79	0.95	0.24	0.31	0.16	0.20	0.17	0.24	...	...	0.30	0.35	0.01	0.02	5
0.87	1.03	0.36	0.43	0.24	0.26	0.32	0.38	...	...	0.63	0.62	...	0.03	6
1.42	1.53	0.28	0.28	0.25	0.24	0.37	0.40	...	...	0.75	0.85	0.01	0.01	7
0.59	0.75	0.25	0.37	0.18	0.19	0.31	0.37	...	...	0.24	0.23	0.05	0.03	8
0.88	1.18	0.30	0.37	0.19	0.23	0.40	0.51	...	...	0.20	0.21	0.08	0.02	9
0.88	0.90	0.27	0.29	0.29	0.32	0.13	0.04	...	...	0.65	0.57	...	...	10
2.01	1.66	0.63	0.55	0.74	0.69	0.37	0.33	...	...	0.54	1.02	...	...	11
0.83	1.02	0.15	0.17	0.16	0.19	0.14	0.18	...	...	0.40	0.44	0.01	0.02	12
1.49	2.27	0.26	0.35	0.28	0.36	0.51	0.71	...	...	0.34	1.66	0.08	0.04	13
0.79	1.00	0.26	0.31	0.27	0.33	0.20	0.25	...	...	0.33	0.62	0.02	0.01	14
0.38	1.32	0.35	0.45	0.43	0.60	0.36	0.54	...	...	0.57	0.74	0.03	0.02	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
1.64	2.18	0.25	0.33	0.18	0.22	1.24	1.04	...	...	0.57	2.01	0.11	0.06	17
1.96	2.38	0.36	0.57	0.47	0.72	0.45	0.71	...	...	0.77	1.33	0.05	0.01	18
3.18	3.58	0.44	0.67	...	0.02	1.15	0.85	...	...	1.66	1.97	0.01	0.03	19
1.00	1.10	0.25	0.26	0.10	0.11	0.31	0.36	...	...	0.20	0.22	...	...	20
1.47	2.29	0.74	1.17	0.16	0.27	1.22	1.62	...	...	0.58	2.17	0.08	0.26	21
0.97	1.11	0.37	0.43	0.30	0.36	0.31	0.35	...	...	0.54	0.83	0.01	0.02	22
0.89	0.92	0.26	0.29	0.49	0.56	0.14	0.16	...	...	0.72	0.68	...	...	23
1.46	1.64	0.26	0.30	0.17	0.20	0.44	0.49	...	...	0.51	0.53	0.02	0.02	24
Indian	Railway	3' 3 1/4" gauge.	...	...	...	...	...	...	...	...	...	...	...	25
1.34	1.32	0.36	0.37	0.25	0.27	0.30	0.34	...	...	0.67	0.59	0.03	0.02	26
1.62	1.68	0.16	0.17	0.28	0.26	0.32	0.36	...	...	...	...	...	...	27
1.03	1.20	0.25	0.28	0.53	0.58	0.15	0.25	...	...	0.76	0.60	...	...	28
0.26	0.19	0.33	0.35	0.29	0.30	0.67	0.51	...	...	0.50	0.34	0.09	0.05	29
2.36	2.43	0.36	1.21	1.36	0.92	1.32	1.10	...	...	3.09	3.02	0.11	0.09	30
0.92	1.04	0.30	0.35	0.16	0.19	...	...	...	...	1.11	1.00	...	...	31
0.96	1.03	0.27	0.27	0.35	0.37	0.01	0.04	...	...	0.12	0.14	...	...	32
1.19	1.32	0.27	0.27	0.15	0.15	0.04	0.06	...	...	0.62	0.04	...	...	33
0.87	0.90	0.23	0.29	0.15	0.17	...	...	...	...	0.90	0.91	...	...	34

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial number.	171 b.		172 b.		173 b.	
Main head.	Sub-head.		TABLE E.—GENERAL CHARGES—concl'd.					
Railway system.			PER CENT ON TOTAL EARNINGS—concl'd.					
			Electric telegraph.		Other charges (net).		Total General charges.	
			Per cent.		Per cent.		Per cent.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	1.14	1.17	0.02	0.02	4.38	4.58
2	(a) and (c) to (f)	Bombay, Baroda and Central India	0.75	1.08	0.01	0.02	3.87	4.20
3	(a)	Eastern Bengal	1.16	0.94	0.01	0.01	5.05	3.69
4	(a) to (d)	East Indian	0.84	0.88	0.03	0.02	3.15	3.23
5	(a) to (f)	Great Indian Peninsula	0.92	1.14	0.02	0.02	3.18	3.94
6	(a) and (b)	Madras and Southern Mahratta	0.89	0.98	0.03	0.05	4.32	4.79
7	(a) and (b)	Nizam's Guaranteed State	0.72	0.87	...	...	4.61	5.28
8	(a) to (j)	North Western	0.97	1.09	0.03	0.03	3.05	3.24
9	(a) and (b)	Ondh and Rohilkhand	1.33	0.74	0.02	0.01	4.02	3.77
10	(a)	South Indian	0.98	1.04	0.01	0.14	4.35	4.52
3' 3 1/2" GAUGE.								
11	(a)	Assam-Bengal	1.95	1.58	0.02	0.03	9.56	8.78
12	(a) and (b)	Bengal and North-Western	0.91	1.03	0.02	0.05	3.70	4.09
14	(a) and (b)	Bhavnagar	1.12	1.54	0.03	...	6.15	8.05
2	(b) and (g) to (l)	Bombay, Baroda and Central India	1.02	1.22	...	0.01	3.88	4.85
15	(a) to (c)	Burma	1.10	1.48	0.02	0.01	5.43	7.31
3	(b) to (d)	Eastern Bengal	Included	with	the 5' 6" gauge.	0.05	5.93	8.75
17	(a) and (b)	Gondal-Forbandar	1.40	1.62	0.05	0.05	5.93	8.75
7	(c) and (d)	Hingoli-Branch and Hyderabad-Godavari Valley	0.90	1.48	0.01	0.01	6.11	10.03
18	(a)	Jamnagar	0.85	0.98	0.16	0.18	10.92	11.11
19	(a) to (e)	Jodhpur-Bikaner	1.24	1.17	0.04	0.05	3.44	3.80
20	(a)	Junagad	0.28	1.56	0.07	0.06	6.65	12.08
6	(c) to (l)	Madras and Southern Mahratta	1.41	1.76	0.06	0.03	5.88	6.46
10	(c)	Nilgiri	0.97	1.05	0.01	0.01	4.63	4.85
22	(a) and (b)	Rohilkhand and Kumaon	0.94	0.97	0.03	0.02	5.41	8.06
10	(f)	Shoranur-Cochin	...	...	...	...	Included with the	...
10	(b), (d), (e) and (g) to (i)	South Indian	0.98	1.06	0.03	0.14	5.31	5.59
23	(a)	Udaipur-Chitorgarh	0.96	0.99	0.12	0.12	5.20	5.28
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	2.90	3.02	...	...	9.79	10.77
8	(k)	Kalka-Simla	0.93	0.77	...	...	4.78	3.35
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	3.65	3.50	0.09	0.08	15.10	13.23
10	(f)	Morappur-Dharmapuri	1.27	1.13	...	0.02	4.94	5.18
1	(g)	Purnia-Ranchi	1.29	1.66	...	...	5.32	6.44
1	(h)	Esipur-Dhantazi	0.99	1.13	...	...	7.87	8.53
10	(k)	Tirupattur-Krishnagiri	1.10	1.08	0.01	0.02	4.44	4.55

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics].

TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.														FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.	Num-ber.
PER CENT ON GROSS EARNINGS.															
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.		Main head.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
0.02	0.03	0.09	0.15	0.14	0.20	1.22	1.00	1.37	1.69	2.84	3.07	393	393	1	
0.03	0.05	0.29	0.69	0.36	0.45	0.51	1.84	0.94	1.16	3.15	4.19	315	328	2	
0.03	0.01	0.78	...	0.35	0.29	1.70	5.72	1.15	1.09	4.01	7.63	241	245	3	
0.02	0.03	0.39	0.55	0.19	0.19	0.30	0.30	1.26	1.33	2.66	2.40	1,080	1,085	4	
0.01	0.01	0.27	0.43	0.18	0.23	0.39	1.61	1.98	1.63	3.43	4.01	1,032	1,033	5	
0.01	0.02	0.08	0.14	0.20	0.23	0.39	0.63	1.75	1.51	2.45	2.58	252	252	6	
0.01	0.01	0.07	0.04	0.01	0.01	0.65	1.50	1.32	1.43	2.06	2.04	57	60	7	
0.01	...	0.35	0.02	0.14	0.14	0.46	0.09	1.06	1.23	2.03	2.45	1,105	1,150	8	
...	0.03	0.13	0.29	0.05	0.05	0.57	0.96	1.21	1.25	1.96	2.58	264	260	9	
...	...	0.01	0.01	0.04	0.17	0.44	0.74	0.96	1.13	1.45	2.05	113	131	10	
0.07	0.07	0.17	0.13	0.09	0.06	0.13	0.09	4.05	1.60	4.25	1.95	109	109	11	
0.02	0.02	0.14	0.26	0.05	0.04	0.49	0.35	0.35	0.75	1.05	0.22	323	322	12	
...	0.01	0.06	0.09	...	...	0.75	0.54	0.72	0.96	1.53	1.62	17	16	14
...	...	0.22	0.66	0.03	0.02	0.11	0.04	0.98	1.12	1.33	1.84	432	475	2	
0.03	0.06	0.04	0.09	0.47	0.51	...	...	1.29	1.46	1.83	2.22	311	316	15
...	...	...	0.03	...	...	1.39	4.43	0.50	1.17	2.49	5.57	220	226	16
...	...	...	...	...	...	...	...	...	...	...	...	14	18	17
0.02	0.02	0.05	0.09	0.02	0.02	0.12	0.26	0.62	1.69	0.83	2.08	60	61	7	
...	0.01	0.01	0.02	...	...	1.33	2.08	0.73	0.85	2.57	2.96	3	3	18
...	...	0.12	0.16	...	...	3.43	6.63	0.56	0.28	4.16	7.07	70	81	19
10.01	0.50	0.01	0.33	...	...	0.02	...	0.91	1.11	0.95	1.80	8	8	20
...	...	0.15	0.22	0.01	0.07	...	0.08	1.74	1.59	1.89	1.80	238	200	6	
...	...	...	0.01	0.36	1.10	...	...	0.99	1.63	1.35	2.49	13	13	10
0.02	0.04	0.14	0.08	0.01	0.01	0.53	0.02	0.42	0.71	1.13	0.66	56	56	22	
...	...	0.07	0.13	0.35	0.40	0.28	0.11	1.84	2.06	2.54	2.71	11	11	10	
...	...	0.01	0.03	...	...	1.39	1.32	2.03	0.65	3.43	2.20	272	272	10
...	...	...	...	...	...	...	...	...	...	...	...	4	4	23
0.05	0.02	0.03	0.15	0.94	0.08	0.59	1.24	1.53	1.68	1.09	0.46	60	50	1	
...	...	0.40	0.70	...	...	1.15	1.12	1.09	0.94	3.58	2.34	27	28	3
0.02	...	0.21	0.39	...	...	...	...	3.15	3.65	3.38	4.04	29	26	8
...	...	...	...	...	0.35	...	...	2.15	2.60	2.15	2.95	3	3	10
0.02	0.04	0.03	0.09	0.10	0.23	...	...	0.37	0.51	0.52	0.99	9	8	1
...	...	0.13	0.14	...	0.22	...	1.30	0.56	0.61	0.69	2.55	4	5	1	
...	...	...	...	...	...	...	...	1.31	1.96	1.31	2.18	3	2	10

South Indian railway 3' 6" gauge.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial number.	171 £.	172 £.	173 £.			
Main head.	Sub-head.	Railway system.	TABLE E.—GENERAL CHARGES—concl'd.					
			PER CENT ON TOTAL EARNINGS—concl'd.					
			Electric telegraph.		Other charges (net).		Total General charges.	
			Per cent.		Per cent.		Per cent.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	1.14	1.17	0.02	0.02	4.36	4.58
2	(a) and (c) to (f)	Bombay, Baroda and Central India	0.75	1.08	0.01	0.02	3.37	4.20
3	(a)	Eastern Bengal	1.16	0.94	0.01	0.01	5.05	3.69
4	(a) to (d)	East Indian	0.84	0.88	0.03	0.02	3.15	3.22
5	(a) to (f)	Great Indian Peninsula	0.92	1.14	0.02	0.02	3.18	3.94
6	(a) and (b)	Madras and Southern Mahratta	0.89	0.93	0.03	0.05	4.32	4.79
7	(a) and (b)	Nizam's Guaranteed State	0.72	0.87	...	...	4.61	5.28
8	(a) to (j)	North Western	0.97	1.09	0.03	0.03	3.05	3.24
9	(a) and (b)	Oudh and Rohilkhand	1.83	0.74	0.02	0.01	4.02	3.77
10	(a)	South Indian	0.98	1.04	0.01	0.14	4.35	4.52
3' 3 3/4" GAUGE.								
11	(a)	Assam-Bengal	1.95	1.56	0.02	0.03	3.58	3.78
12	(a) and (b)	Bengal and North-Western	0.91	1.03	0.02	0.05	3.70	4.09
14	(a) and (b)	Bhavnagar	1.12	1.54	0.03	...	3.15	3.05
2	(b) and (g) to (l)	Bombay, Baroda and Central India	1.02	1.22	...	0.01	3.86	4.85
15	(a) to (c)	Burma	1.10	1.48	0.02	0.01	5.43	7.31
3	(b) to (d)	Eastern Bengal	Included	with	the 5' 6" gauge.	0.05	5.98	8.75
17	(a) and (b)	Gondal-Porbandar	1.40	1.62	0.05	0.05	5.98	8.75
7	(c) and (d)	Hingoli-Branch and Hyderabad-Godavari Valley	0.90	1.48	0.01	0.01	6.11	10.03
18	(a)	Jamnagar	0.85	0.98	0.16	0.13	10.92	11.11
19	(a) to (e)	Jodhpur-Bikaner	1.24	1.17	0.04	0.05	3.44	3.60
20	(a)	Junagad	0.28	1.56	0.07	0.06	6.65	12.08
6	(c) to (l)	Madras and Southern Mahratta	1.41	1.76	0.06	0.03	5.33	6.46
16	(c)	Nilgiri	0.97	1.05	0.01	0.01	4.83	4.85
22	(a) and (b)	Rohilkhand and Kumaon	0.94	0.97	0.03	0.02	5.41	6.06
10	(f)	Shoranur-Cochin	...	...	...	...	Included with the	5.50
10	(b), (d), (e) and (g) to (i)	South Indian	0.98	1.06	0.03	0.14	5.31	5.50
23	(a)	Udaipur-Chitorgarh	0.96	0.99	0.12	0.12	5.20	5.23
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	2.90	3.02	...	...	9.79	10.77
8	(k)	Kalka-Simla	0.93	0.77	0.09	0.08	4.78	3.55
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	3.65	3.50	0.13	0.25	15.70	13.23
10	(j)	Morappur-Dharmapuri	1.27	1.13	...	0.02	4.94	5.13
1	(g)	Purulia-Banchi	1.29	1.66	...	...	5.32	6.44
1	(h)	Baipur-Dhamtari	0.99	1.13	...	...	7.87	8.53
10	(k)	Tirupattur-Krishnagiri	1.10	1.06	0.01	0.02	4.44	4.55

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics].

TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.												FROM APPENDIX I OF THE ANALYSIS OF THE WORKING OF EACH RAILWAY.		Number.
PER CENT ON GROSS EARNINGS.														
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.02	0.03	0.09	0.15	0.14	0.20	1.23	1.00	1.37	1.69	2.84	3.07	383	393	1
0.03	0.05	0.29	0.69	0.38	0.45	0.51	1.84	0.94	1.16	2.15	4.19	316	328	2
0.03	0.01	0.78	...	0.35	0.29	1.70	5.72	1.15	1.09	4.01	7.68	241	245	3
0.03	0.03	0.39	0.55	0.19	0.19	0.80	0.30	1.26	1.33	2.66	2.40	1,080	1,085	4
0.01	0.01	0.27	0.43	0.18	0.28	0.99	1.61	1.98	1.68	3.43	4.01	1,032	1,033	5
0.01	0.02	0.08	0.14	0.20	0.28	0.89	0.63	1.75	1.51	2.43	2.68	362	253	6
0.01	0.01	0.07	0.04	0.01	0.01	0.65	1.50	1.32	1.48	2.06	3.04	57	60	7
0.01	...	0.35	0.02	0.14	0.14	0.46	0.09	1.06	1.23	2.02	2.48	1,105	1,150	8
...	0.03	0.13	0.29	0.05	0.05	0.57	0.96	1.21	1.25	1.96	2.58	264	209	9
...	...	0.01	0.01	0.04	0.17	0.44	0.74	0.96	1.13	1.45	2.05	113	121	10
0.07	0.07	0.17	0.13	0.09	0.06	0.13	0.09	4.05	1.60	4.25	1.95	102	109	11
0.02	0.02	0.14	0.26	0.05	0.04	0.49	0.25	0.35	0.75	1.05	0.22	323	322	12
...	0.01	0.06	0.09	...	...	0.75	0.54	0.72	0.98	1.53	1.62	17	16	14
...	...	0.22	0.66	0.02	0.02	0.11	0.04	0.93	1.12	1.33	1.84	462	475	2
0.03	0.06	0.04	0.09	0.47	0.51	...	...	1.29	1.46	1.63	2.82	311	310	15
...	...	...	0.03	...	...	1.99	4.43	0.50	1.17	2.49	5.57	220	228	3
...	...	...	...	...	...	...	...	...	...	...	...	14	13	17
0.02	0.02	0.05	0.09	0.02	0.02	0.12	0.26	0.62	1.69	0.83	2.08	60	61	7
...	0.01	0.01	0.02	...	...	1.33	2.08	0.73	0.65	2.67	2.96	3	3	18
...	...	0.12	0.16	...	...	3.48	6.63	0.56	0.28	4.16	7.07	70	81	19
10.01	0.50	0.01	0.28	...	...	0.02	...	0.91	1.11	0.95	1.89	8	8	20
...	...	0.15	0.22	0.01	0.07	...	0.08	1.74	1.59	1.69	1.80	283	290	6
...	...	...	0.01	0.36	1.10	...	...	0.99	1.38	1.35	2.46	13	13	10
0.02	0.04	0.14	0.08	0.61	0.01	0.53	0.02	0.42	0.71	1.13	0.86	56	56	22
...	...	0.07	0.18	0.35	0.40	0.23	0.11	1.84	2.66	2.54	2.71	11	11	10
...	...	0.01	0.08	...	...	1.59	1.52	2.03	0.65	3.43	2.20	272	272	10
...	...	...	...	...	...	...	...	...	...	...	...	4	4	23
0.05	0.02	0.03	0.15	0.94	0.08	0.59	1.34	1.55	1.63	1.09	0.46	60	59	1
...	...	0.40	0.70	...	...	1.15	1.12	1.09	0.94	3.58	2.84	27	28	8
0.02	...	0.21	0.39	...	...	...	...	3.15	3.65	3.38	4.04	29	26	8
...	...	...	...	...	0.25	...	...	2.15	2.60	2.15	2.95	3	3	10
...	0.04	0.03	0.09	0.10	0.25	...	...	0.37	0.51	0.52	0.89	9	8	1
...	...	0.13	0.14	...	...	...	1.30	0.56	0.61	0.69	2.55	4	5	1
...	...	...	...	...	0.22	...	...	1.31	1.96	1.31	2.13	3	2	10

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Serial number.	181	182	183			
Main head.	Sub-head.	Railway system.	FROM APPENDIX I					
			Average miles run per locomotive per diem.		Actual weight of fuel (in terms)			
			Miles.		Coaching. lbs.		Goods. lbs.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	72.39	74.34	53.90	51.50	67.76	71.20
2	(a) and (c) to (f)	Bombay, Baroda and Central India	73.17	62.77	63.43	64.37	74.12	79.86
3	(a)	Eastern Bengal	69.58	76.93	57.50	58.62	89.96	84.97
4	(a) to (d)	East Indian	76.32	76.82	...	...	55.68	55.81
5	(a) to (f)	Great Indian Peninsula	65.53	66.21	58.67	59.51	84.71	82.64
6	(a) and (b)	Madras and Southern Mahratta	61.05	59.58	...	...	69.95	69.63
7	(a) and (b)	Nizam's Guaranteed State	79.67	75.62	48.52	47.79	63.69	62.04
8	(a) to (j)	North Western	70.67	63.48	...	...	65.66	64.45
9	(a) and (b)	Oudh and Rohilkhand	72.24	69.53	...	...	61.57	62.88
10	(a)	South Indian	53.77	51.08	46.52	49.24	66.48	64.05
3' 3½" GAUGE.								
11	(a)	Assam-Bengal	63.15	64.94	...	...	46.10	44.94
12	(a) and (b)	Bengal and North-Western	66.86	63.51	...	...	44.23	40.40
14	(a) and (b)	Bhavnagar	100.73	83.01	...	...	32.40	32.21
2	(b) and (g) to (l)	Bombay, Baroda and Central India	63.79	59.00	...	...	44.22	43.57
15	(a) to (c)	Furra	74.37	59.66	38.25	42.03	45.12	53.83
3	(b) to (d)	Eastern Bengal	66.89	69.66	42.20	36.81	65.49	58.93
17	(a) and (b)	Gondal-Porbandar	107.53	92.47	...	...	45.08	38.41
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	75.90	65.79	39.17	37.77	44.86	42.16
18	(a)	Jamnagar	82.52	75.72	...	...	40.85	36.22
19	(a) to (e)	Jodhpur-Bikaner	92.22	88.57	...	...	46.52	50.27
20	(a)	Junagad	69.13	57.02	...	...	30.58	42.07
6	(c) to (l)	Madras and Southern Mahratta	74.34	67.68	...	...	44.18	43.33
10	(c)	Nilgiri	23.58	22.84	119.40	121.04	113.68	119.05
22	(a) and (b)	Rohilkhand and Kumaon	70.18	69.20	...	...	43.51	39.39
10	(f)	Shoranur-Cochin	65.85	62.09	36.02	37.44	36.19	42.26
10	(b), (d), (e) and (g) to (i)	South Indian	69.27	68.86	38.16	39.43	38.11	38.87
23	(a)	Udaipur-Chitorgarh	75.69	77.20	...	...	...	...
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	39.70	43.78	...	...	72.90	77.68
8	(k)	Kalka-Simla	31.40	36.99	...	...	53.05	53.46
8	(l) and (m)	Kohat-Thal and Nowahera-Durgai	33.05	32.78	...	...	23.38	22.75
10	(j)	Morappur-Dharmapuri	38.07	39.64	...	...	...	25.92
1	(g)	Purulia-Ranchi	55.93	71.65	...	...	55.41	58.62
1	(h)	Raipur-Dhamtari	60.52	37.82	...	...	37.01	42.62
10	(k)	Tirupattur-Krishnagiri	38.59	52.14	...	...	21.58	...

DIX 11—continued.

during each half of the calendar year 1912.

[prepare these statistics.]

184		185		186		187		188		189		190		Number.
OF THE ANALYSIS OF WORKING OF EACH RAILWAY—concl'd.														
of coal per engine-mile.		Average gross weight of trains—						Average through speed of trains—						Main head.
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.		
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	237.28	221.19	505.18	524.98	476.53	399.38	30.00	30.00	10.00	10.00	20.00	20.00	1
77.29	75.62	212.87	207.17	568.08	584.87	223.27	267.78	23.73	23.91	10.11	9.94	19.04	14.17	2
50.62	68.92	235.21	241.83	574.57	634.18	222.51	252.55	17.85	25.00	14.10	14.00	14.15	15.00	3
...	...	270.00	272.44	642.56	631.63	283.53	287.27	26.20	25.08	15.40	15.00	17.50	17.00	4
74.73	72.43	194.72	198.04	429.38	410.02	...	...	24.34	24.28	10.69	10.61	15.79	15.23	5
...	...	191.06	192.30	512.01	529.78	407.34	381.32	23.14	21.83	9.46	9.64	12.17	12.58	6
54.55	71.42	140.91	143.61	394.76	389.30	395.84	373.62	20.03	19.79	10.52	10.28	14.05	13.00	7
...	...	299.14	305.68	444.15	450.48	307.74	174.89	20.97	20.91	10.58	10.28	14.79	14.99	8
...	...	239.76	251.96	371.23	344.40	290.63	235.87	31.50	31.50	10.16	10.16	17.25	17.25	9
49.69	51.99	122.11	130.54	381.83	370.48	247.27	246.15	21.03	21.03	10.80	10.80	11.50	11.50	10
...	...	155.88	124.85	191.41	228.07	175.23	210.80	...	...	...	...	13.12	13.12	11
...	...	176.78	178.31	253.81	223.46	215.04	199.28	17.00	17.00	9.50	9.50	12.20	12.20	12
...	...	76.04	74.79	167.93	187.77	119.00	127.61	18.33	18.52	10.63	10.63	14.44	14.78	14
...	...	130.93	118.31	273.43	270.15	161.72	162.07	18.05	18.01	8.67	8.41	18.91	18.93	2
38.82	37.78	169.48	173.83	228.44	230.44	212.71	191.02	16.76	17.37	10.68	10.86	13.05	13.57	15
50.44	49.34	173.55	170.83	379.93	386.55	200.18	215.64	17.85	17.00	12.34	13.00	12.34	15.00	3
...	...	76.22	62.52	148.01	174.47	121.50	116.28	19.61	19.52	11.50	11.50	13.93	14.34	17
49.06	38.27	104.71	103.38	205.48	193.48	161.70	137.57	17.73	17.73	11.03	11.03	12.87	12.66	7
...	...	85.41	83.01	111.66	135.33	114.69	94.01	20.07	19.03	15.78	15.78	16.19	16.65	13
...	...	339.13	294.43	129.20	143.68	126.80	126.27	20.26	19.70	9.30	10.63	15.20	14.03	19
...	...	76.12	69.25	121.82	135.79	145.05	127.56	17.80	13.94	11.62	11.50	14.30	13.94	20
...	...	112.33	114.20	206.11	200.94	179.66	176.62	16.59	18.20	8.66	7.60	11.40	11.10	6
126.86	132.65	47.49	46.76	31.95	35.86	44.69	47.93	6.11	6.11	5.90	5.90	6.11	6.11	10
...	...	...	...	...	...	...	...	16.10	16.31	9.09	9.32	12.22	11.43	23
...	...	106.80	83.40	184.56	173.54	142.61	127.97	18.57	18.57	10.00	10.00	...	16.98	10
32.87	40.52	118.75	119.29	224.13	231.04	155.45	154.95	18.00	18.00	9.50	9.50	12.00	12.00	10
34.85	32.45	...	...	...	...	125.08	119.36	...	...	...	...	17.00	17.00	23
...	...	150.77	152.19	165.74	169.20	157.56	142.25	15.00	15.00	10.60	10.00	12.00	12.00	1
...	...	61.24	65.44	33.57	57.74	39.55	74.40	9.63	9.63	8.64	8.64	7.41	7.41	3
...	...	25.59	23.79	32.59	41.70	52.71	57.95	...	...	9.05	9.51	13.42	12.50	3
...	...	...	...	...	...	59.28	53.86	...	...	...	...	12.38	12.38	10
31.33	32.17	...	...	...	...	...	...	18.00	18.00	11.00	11.00	13.00	12.00	1
...	...	126.34	123.26	148.87	132.10	204.20	83.46	...	...	...	...	11.00	11.00	1
...	...	45.19	...	128.59	110.37	100.95	...	...	...	...	...	11.86	11.86	10
86.60	35.96	...	...	...	...	60.69	61.65	...	...	...	...	...	...	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial number.	191		192		
		FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.					
		AVERAGE MILEAGE per <i>diem</i> of—					
Main head.	Sub-head.	Railway system.	Coaching vehicles, including brakes.		Goods vehicles, includ- ing brakes.		
			Miles.		Miles.		
			1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.							
1	(a)	Bengal-Nagpur	148,789	156,754	463,298	431,505	
2	(a) and (c) to (f)	Bombay, Baroda and Central India	163,749	161,383	327,721	254,664	
3	(a)	Eastern Bengal	94,558	104,281	148,870	195,384	
4	(a) to (d)	East Indian	417,811	435,219	1,460,180	1,466,241	
5	(a) to (f)	Great Indian Peninsula	356,255	365,468	831,113	831,092	
6	(a) and (b)	Madras and Southern Mahratta	98,670	98,027	186,465	175,479	
7	(a) and (b)	Nizam's Guaranteed State	20,122	19,532	59,561	55,172	
8	(a) to (j)	North Western	494,840	505,308	1,180,931	981,957	
9	(a) and (b)	Oudh and Rohilkhand	141,428	116,786	184,588	163,159	
10	(a)	South Indian	83,891	84,769	52,698	49,818	
3' 3 1/2" GAUGE.							
11	(a)	Assam-Bengal	46,722	51,666	50,323	74,698	
12	(a) and (b)	Bengal and North-Western	223,047	231,704	522,011	272,202	
14	(a) and (b)	Bhavnagar	12,310	12,360	21,137	10,419	
2	(b) and (g) to (l)	Bombay, Baroda and Central India	246,281	240,418	548,770	390,002	
15	(a) to (c)	Burma	150,631	152,666	276,288	202,408	
3	(b) to (d)	Eastern Bengal	102,765	120,443	167,659	161,946	
17	(a) and (b)	Gondal-Forbandar	11,886	11,460	14,170	7,661	
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	27,727	26,948	44,788	37,592	
18	(a)	Jamnagar	2,135	2,382	1,101	681	
19	(a) to (e)	Jodhpur-Bikaner	48,016	48,933	107,368	193,970	
20	(a)	Junagad	4,782	4,110	6,552	4,412	
6	(c) to (l)	Madras and Southern Mahratta	129,649	131,116	263,679	230,227	
10	(c)	Nilgiri	1,039	1,055	614	588	
22	(a) and (b)	Rohilkhand and Kumaon	29,216	31,015	40,568	36,972	
10	(f)	Shoranur-Cochin	5,532	4,735	6,445	5,640	
10	(b), (d), (e) and (g) to (i)	South Indian	171,632	175,818	180,712	175,411	
23	(a)	Udaipur-Chitorgarh	3,068	3,378	2,069	1,603	
2' 6" GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	19,117	22,177	30,479	29,517	
8	(k)	Kalka-Simla	2,821	3,686	3,079	3,788	
8	(l) and (m)	Kohat-Thal and Nowabera-Durgaj	5,395	5,538	3,681	3,243	
10	(j)	Morappur-Dharmapuri	1,008	1,038	573	433	
1	(p)	Purulia-Banchi	5,732	6,477	4,283	3,164	
1	(h)	Raipur-Dhamtari	1,179	1,118	2,258	1,603	
10	(b)	Tirupattur-Krishnagiri	978	920	578	536	

DIX 11—concluded.

during each half of the calendar year 1912.

prepare these statistics.]

193		194		195		196		Number.
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.								
AVERAGE AGE OF SLEEPERS—				PERCENTAGE OF REMOVALS.				Main head.
Wood.		Iron.		Wood.		Iron.		
Years.	Years.	Years.	Years.	Per cent.	Per cent.	Per cent.	Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
8'05 11'59 7'0	8'28 8'45 7'00	13'67 13'17 15'50	14'09 11'39 15'00	1'00 3'99 2'57	1'35 5'68 2'88	1'04 0'55 17'39	1'09 0'78 1'15	1 2 3
10'46 11'33	10'25 11'49	...	...	2'98 1'59 3'01	3'38 1'74 2'70	2'33	2'35	4 5 6
1'16 1'55 8'55	1'58 1'36 8'36	8'36 12'84 31'08	8'38 11'30 31'36	3'12 4'19 4'97	1'59 3'78 2'17	3'31 10'96 0'10	2'32 3'97 0'54	7 8 9 10
10'43 11'78 11'00	10'59 11'38 10'50	24'50	23'00	3'20 2'94 1'78 2'23	3'06 2'37 2'50 4'36	0'52	0'77	11 12 14 2
10'61 10'00 12'85	10'75 10'00 13'15	9'00 21'45	9'00 21'34	3'38 2'69 0'42	3'03 1'74 0'89	0'30 0'21	0'02	15 3 17
10'35	10'33	16'50	17'00	3'23	5'43	0'02	0'22	7 18 19
11'30 11'00 6'39	11'67 11'00 6'33	19'50	19'50	0'20 3'93 1'53	0'84 2'93 0'93	0'25	1'45	20 6 10
13'31 7'30 7'32	14'19 7'31 7'51	19'44	19'21	1'11 5'55 2'59	1'23 6'50 2'62	0'33	2'44	22 10 10 23
5'99 4'03 7'01	6'43 4'48 7'33	0'76 7'19	1'26 7'52	0'59 1'70 0'01	0'51 0'67 2'15	0'01	1'93	1 3 3
5'72 4'92 11'06 6'56	6'07 5'41 10'83 7'05	...	...	2'74 0'16 0'39 0'34	2'43 0'11 5'97 0'16	...	...	10 1 1 10

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index to Appendix 2")		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
Main head.	Sub-head.				Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
1	2	3	4	5		6	7		8	9	10	11
		5' 6" GAUGE.				Rs.	Rs.		Rs.	Rs.
1	(a)	Bengal-Nagpur ...	Bengal, Berar and the Central Provinces.	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	177,960 199,707 229,332 230,250 215,643 230,722 283,083 305,342	5'31 5'34 6'65 7'39 7'76 7'52 6'41 5'62	2'49 2'87 3'84 4'58 4'89 4'79 3'53 2'70
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	Australia, England, Bengal and Singareni.	1905 1906 1907 1908 1909 1910 1911 1912	12,621 26,692 34,899 17,874 16,311 17,682 18,833 17,504	17'13 21'67 22'05 23'75 21'64 20'42 21'18 22'16	a a a a a a a a	75,769 64,635 78,436 108,709 131,133 152,890 192,317 230,586	15'06 14'67 15'79 15'81 17'63 17'66 15'59 15'76	a a a a a a a a
3	(a)	Eastern Bengal ...	Bengal	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	90,396 119,032 142,012 157,812 156,489 156,140 169,711 192,223	a 5'68 6'20 6'91 7'92 5'70 5'42 5'56	2'39 2'48 3'44 4'35 5'17 2'94 2'62 2'78
4	(a) to (d)	East Indian ...	Bengal	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	505,915 532,758 600,045 690,572 607,671 610,754 685,787 754,718	4'00 3'67 4'47 5'05 4'90 4'73 5'21 4'35	1'92 1'85 2'58 2'74 2'78 2'78 2'84 2'81
5	(a) to (f)	Great Indian Peninsula.	Africa, Australia, England, Holland, Japan, Bengal, Central India, Central Provinces and Singareni.	1905 1906 1907 1908 1909 1910 1911 1912	329 641 103 8,277 18,285 18,110 8,177 68,498	18'61 19'43 22'28 24'18 20'98 19'86 16'20 20'00	a a a a a a a a	453,400 477,263 587,758 588,155 615,968 678,390 748,253 763,084	11'22 11'75 12'04 12'77 13'04 12'61 11'66 11'22	a a a a a a a a
...	...	Madras ...	Bengal and Singareni.	1905 1906 1907	... ... ...	... ... ...	... ... ...	156,312 157,081 165,262	10'23 10'52 10'38	a a a
6	(a) & (b)	Madras and Southern Mahratta.	Africa, Australia, Bengal and Singareni.	1908 1909 1910 1911 1912	3,971 10,095 1,858 ... 717	15'18 16'64 18'80 ... 15'71	a a a ... 4'50	156,464 151,439 163,583 160,362 170,088	12'02 12'06 12'48 11'87 12'69	5'22 5'15 4'76 4'82 4'27
7	(a) & (b)	Nizam's Guaranteed State.	Singareni	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	24,900 26,319 29,345 39,632 36,041 40,156 41,140 41,441	5'34 5'59 5'58 5'79 5'88 6'22 6'30 6'32	4'59 4'50 4'50 4'72 4'75 5'21 5'25 5'25

DIX 12.

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

Wood.			Average cost per ton of all fuel consumed by locomotives excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).				REMARKS.		
Actual quantity in tons.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.			
	Including all freight, both rail and sea, from the station of supply to the engine shed where issued to the locomotives.	At station of supply.	12					13	14	15	16	17	18	19	20
237	Rs. 4.83	Rs. 4.83	Rs. 2.49	74.83	63.71	648.19	198.34			
163	4.56	4.56	2.37	73.48	61.09	624.02	192.53			
45	4.58	4.58	3.34	81.29	65.65	631.70	204.69			
...	...	...	4.58	83.07	66.27	681.42	198.25	
...	...	...	4.89	76.30	61.17	594.61	179.55	
...	...	...	4.79	74.25	59.95	519.70	167.78	
166	8.76	8.76	3.58	76.08	62.34	504.90	163.62			
...	...	...	2.70	79.70	64.90	535.79	173.83	
2,494	4.16	3.98	a	57.81	48.43	514.00	149.83	a Information not available.		
2,491	4.77	3.27	a	57.18	47.42	478.62	142.15			
2,664	6.20	4.79	a	57.43	47.54	447.59	138.81			
2,330	5.16	3.95	a	63.35	52.29	636.20	167.18			
2,941	5.15	3.98	a	69.05	56.74	657.71	174.98			
3,409	6.82	5.43	a	71.97	59.77	651.81	175.08			
3,700	7.18	5.55	a	75.61	63.67	715.19	178.44			
3,703	6.37	4.85	a	84.05	69.91	679.98	187.71			
...	...	...	2.39	78.38	53.59	975.41	282.23	
...	...	...	2.43	80.26	54.73	993.93	249.48	
...	...	...	3.44	84.57	58.90	1,097.67	283.91	
...	...	...	4.35	91.41	64.29	1,216.45	253.65	
...	...	...	5.17	89.94	61.62	1,127.17	281.16	
...	...	...	2.94	89.90	61.29	1,175.35	240.39	
...	...	...	2.62	89.79	63.19	1,044.13	282.93	
...	...	...	2.78	97.40	66.03	1,181.42	234.65	
...	...	...	1.92	69.75	52.07	431.67	145.77	
...	...	...	1.85	68.79	51.07	426.80	141.43	
...	...	...	2.58	69.89	51.80	453.95	145.93	
...	...	...	2.74	73.98	55.15	479.94	151.77	
...	...	...	2.78	70.11	53.25	426.77	139.81	
...	...	...	2.78	70.06	53.93	394.90	129.85	
...	...	...	2.84	72.48	54.89	390.94	132.80	
...	...	...	2.31	74.94	55.72	365.50	131.02	
4,892	5.48	3.51	a	67.43	59.09	755.74	200.52			
4,485	6.21	4.01	a	68.43	59.73	754.29	195.91			
4,686	6.61	4.37	a	71.83	62.71	770.91	203.61			
4,470	6.64	4.57	a	78.31	67.95	925.51	221.25			
2,089	6.19	4.22	a	80.23	69.72	866.27	216.35			
1,548	7.06	4.75	a	83.07	71.59	792.22	218.17			
2,415	6.87	4.60	a	85.30	72.97	815.41	219.00			
2,343	6.55	4.45	a	88.57	75.07	771.42	219.66			
42,059	4.48	3.98	a	75.00	63.35	874.32	221.69			
31,115	4.34	4.09	a	75.06	63.74	895.19	223.97			
16,074	5.17	4.21	a	71.51	60.84	934.55	227.11			
6,597	5.53	4.50	a	79.52	65.25	1,190.17	261.72			
7,597	6.40	4.81	a	85.48	73.06	1,030.32	281.11			
7,375	6.91	4.96	a	85.23	71.43	1,001.83	258.90			
4,761	6.95	5.30	4.42	83.44	68.61	904.15	223.10			
4,145	7.02	5.47	4.37	84.27	69.79	836.20	207.45			
...	...	...	4.50	57.30	49.19	516.05	154.53	
...	...	...	4.50	56.24	47.98	504.29	153.51	
...	...	...	4.50	57.33	49.20	500.25	156.90	
...	...	...	4.73	63.64	54.21	591.43	176.03	
...	...	...	4.75	66.37	56.37	603.53	191.53	
...	...	...	5.21	61.73	52.70	611.63	173.73	
...	...	...	5.25	63.91	55.39	576.79	175.95	
...	...	...	5.25	64.77	56.57	623.27	182.71	

Coal and wood fuel consumed by locomotives on each railway system

NOTE—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
Main head.	Sub-head.				Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
			Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.			Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.		At pit's mouth.	
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
		5'6" GAUGE—concl'd.								
8	(a) to (f)	North Western ...	Africa, England, Bengal, Baluchistan and the Panjab.	1905 1906 1907 1908 1909 1910 1911 1912	2,374 2,372 6,327 1,699 11,540 131 346 16,220	26'10 26'12 25'34 24'44 22'37 25'07 24'55 22'79	a a a a a a a a	431,519 476,377 591,586 623,189 707,148 674,186 732,106 783,577	16'48 16'30 16'21 17'27 17'64 15'56 13'42 13'92	3'37 3'08 4'46 5'19 5'18 3'33 351 3'29
9	(a) & (b)	Oudh & Rohilkhand	Bengal	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	131,424 142,729 152,831 150,670 151,545 155,147 177,571 191,589	10'32 14'53 10'31 11'77 10'61 9'07 8'38 8'45	2'18 2'48 3'78 4'99 4'77 2'58 2'39 2'58
10	(a)	South Indian	Africa, Bengal and Singareni.	1908 1909 1910 1911 1912	... 20 20 ... ...	... 23'97 23'88	a a a	45,899 52,756 48,227 46,895 55,060	18'59 16'25 16'54 15'57 15'52	4'60 3'02 2'98 3'15 3'17
		3'3½" GAUGE.								
11	(a)	Assam-Bengal	Scotland, Assam and Bengal.	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... 200 ... ... ...	... ... ... ... 12'89	a a a a a a a a	31,778 37,135 43,273 44,134 43,882 42,756 46,836 47,839	10'35 10'30 11'58 11'98 11'56 11'23 10'74 10'84	a a a a a a a a
12	(a) & (b)	Bengal and North-Western.	Bengal	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	85,854 98,124 111,280 112,664 117,323 123,475 133,898 145,476	7'29 7'97 8'82 8'92 9'98 8'65 7'61 7'92	2'42 2'83 3'73 4'21 5'18 4'07 2'96 2'96
13	(a) & (b)	Bengal Doocars	Assam, Bengal, Behar, and Orissa.	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	3,652 3,376 3,852 3,629 4,068 4,201 4,479 5,414	11'41 10'98 11'88 10'85 10'28 11'09 9'70 9'59	2'69 2'75 4'25 4'50 4'50 3'50 2'79 2'62
14	(a) & (b)	Bhavnagar	England and Bengal.	1911 1912	142 ...	b 23'92 ...	a ...	7,049 8,175	b 14'46 b 15'87	a a
...	...	Bhavnagar-Gondal-Junagad Porbandar.	Australia, England, and Bengal.	1905 1906 1907 1908 1909 1910	5 1,984 10,937 11,851	b 23'23 b 20'48 b 22'84 b 24'10	a a a a	8,010 9,050 10,065 12,388 995 2,593	b 14'07 b 13'54 b 15'28 b 16'00 b 15'92 b 14'20	a a a a a a

DIX 12.

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2 1/2 tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2 1/2 tons of wood to 1 ton of coal.)				REMARKS.
Wood.		At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton.							
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
76,499	6.35	5.25	a	58.82	52.16	541.06	172.09	a Information not available.
77,196	6.51	5.45	a	63.82	53.67	551.86	176.04	
19,914	7.75	5.58	a	68.23	57.57	567.83	182.69	
5,114	8.14	6.47	a	71.11	58.91	544.92	212.08	
3,833	9.34	7.39	a	80.33	65.85	775.02	217.85	
6,792	9.15	7.44	a	76.87	62.10	694.92	196.10	
7,963	6.25	4.88	a	77.70	68.88	690.47	189.74	
3,175	6.80	4.01	a	80.85	65.88	620.77	173.84	
...	...	...	2.13	59.16	50.26	919.25	192.32
...	...	...	2.48	61.69	52.24	929.53	204.73
...	...	...	3.78	64.58	54.16	906.81	206.36
...	...	...	4.39	68.82	57.60	1,007.73	212.26
...	...	...	4.77	68.81	58.94	1,029.27	205.81
...	...	...	2.58	66.86	57.48	963.07	189.04
...	...	...	2.39	69.48	55.71	1,035.34	232.41
...	...	...	2.58	71.61	61.97	851.43	201.46
2,664	4.08	3.91	4.71	74.09	68.17	1,225.22	280.23	
4,241	4.23	4.19	a	70.03	61.92	1,151.66	294.15	
4,616	4.28	4.24	a	69.82	55.87	1,067.66	236.43	
4,975	4.36	4.54	3.46	59.20	53.08	876.17	207.98	
5,233	4.51	4.50	3.46	64.04	57.02	967.67	215.56	
...	...	...	a	47.04	38.93	1,063.16	265.00
...	...	...	a	52.12	39.81	833.08	251.19
...	...	...	a	54.72	41.87	894.98	258.45
...	...	...	a	52.04	39.93	902.66	250.84
...	...	...	a	55.21	42.88	853.78	246.31
...	...	...	a	58.61	42.23	794.73	245.85
...	...	...	a	56.82	45.95	853.41	259.34
...	...	...	a	55.21	44.90	806.61	230.34
303	5.06	4.65	2.44	42.18	34.60	749.47	199.52	
1,408	4.59	4.16	2.87	44.82	36.33	716.55	197.14	
6,696	5.24	4.83	3.92	46.40	37.77	766.84	196.16	
11,936	4.61	4.20	4.46	46.10	37.42	804.64	206.22	
3,433	4.69	4.19	5.24	47.80	38.81	827.45	207.98	
2,697	4.49	4.08	4.12	48.09	39.89	823.25	205.23	
669	4.69	4.06	2.97	50.14	41.87	792.62	205.57	
...	...	...	2.96	50.95	42.86	731.67	202.17
...	...	...	2.69	39.22	38.78	a	a
...	...	...	2.75	35.56	33.26	a	a
...	...	...	4.25	35.09	32.56	a	a
...	...	...	4.50	39.59	37.01	953.55	a
...	...	...	4.50	48.79	30.49	1,164.71	a
...	...	...	3.50	41.55	35.92	1,072.95	a
...	...	...	2.79	41.46	33.74	1,020.13	a
...	...	...	2.62	49.83	42.47	612.14	a
56	11.71	11.71	a	37.75	33.89	1,073.37	226.73	
62	12.09	12.00	a	37.61	32.82	1,051.56	223.21	
88	7.30	7.30	a	32.09	29.03	816.07	179.85	
91	8.03	8.03	a	33.45	30.25	840.53	186.02	
103	9.00	9.00	a	34.30	27.97	815.63	178.43	
132	9.03	9.03	a	34.70	32.21	1,040.31	215.75	
140	10.18	10.18	a	37.02	25.05	822.74	182.33	
154	11.00	11.00	a	31.48	29.03	1,050.23	207.12	

b Excludes freight over home line.

c Old sleepers used for lighting purposes.

Coal and wood fuel consumed by locomotives on each railway system.

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9).		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
Main head.	Sub-head.				Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.			Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.
						Rs.	Rs.		Rs.	Rs.
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	Africa, Bengal and Singareni.	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... 10,612	... ... ... ... ... ... ... 24'35	... ... ... ... ... ... ... c	134,200 145,037 156,612 155,809 158,849 161,195 160,018 205,368	16'87 17'70 14'53 14'80 14'75 13'72 14'00 14'16	4'03 4'77 4'94 6'39 5'14 5'06 5'43 4'30
15	(a) to (c)	Burma ...	England and Bengal	1905 1906 1907 1908 1909 1910 1911 1912	848 83 2,183 1,721 1,158	23'16 23'32 22'95 22'74 22'60	a a a a a	95,711 94,734 96,576 104,359 105,791 110,597 113,100 118,695	12'28 12'81 13'05 14'29 14'84 13'50 12'48 12'16	a a a a a a a a
		Deoghar	Bengal	1905 1906 1907 1908 1909 1910 1911	... ... ... ... ... ... ...	... ... ... ... ... ... ...	... ... ... ... ... ... ...	a 390 314 395 a c	a 6'79 8'97 6'50 a c	a 4'61 7'00 4'50 a c
16	(a) & (b)	Dibru-Sadiya	Assam...	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	5,568 6,663 7,455 7,663 8,672 9,631 9,981 10,508	8'50 8'50 8'50 8'50 8'50 8'50 8'50 8'50	a a a a a a a a
8	(b) to (d)	Eastern Bengal	Assam and Bengal ...	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	43,662 57,527 60,909 78,914 89,611 106,448 114,411 127,121	a 7'86 8'29 8'30 8'89 7'90 8'28 8'62	8'19 8'92 4'61 4'27 4'68 3'26 2'78 2'75
17	(a) & (b)	Gondal-Porbandar	England, and Bengal.	1911 1912	198 ...	23'87 ...	a ...	8,517 9,977	13'62 17'19	a a
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	Singareni	1905 1906 1907 1908 1909 1910 1911 1912	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	... ... ... ... ... ... ... ...	16,686 15,688 15,101 18,311 18,990 22,410 23,904 26,825	7'86 7'83 7'80 7'98 7'98 8'49 8'49 8'54	4'50 4'50 4'50 4'78 4'75 5'23 5'25 5'25
18	(a)	Jamnagar	England and Bengal	1911 1912	24 ...	24'50 ...	a ...	1,534 1,492	13'89 20'53	a a

DIX 12—contd.

and price paid per ton during the calendar years 1905 to 1913.

where they differ from the corresponding figures in the earlier Reports.

Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Average cost per ton.		At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to the locomotives.	Rs.							
12	13	14	15	16	17	18	19	20
2,056	5 00	5 00	4 02	40 27	34 74	495 11	171 85	
1,128	5 00	5 00	4 79	40 33	34 84	337 84	174 25	
1,232	5 00	5 00	4 98	40 82	35 29	532 16	175 01	
1,088	5 00	5 00	6 41	43 07	37 04	693 23	195 75	
1,139	5 00	5 00	5 16	46 41	39 63	680 71	199 50	
935	5 00	5 00	5 08	46 39	39 72	651 04	195 85	
1,596	5 00	5 00	5 44	48 24	41 92	698 66	200 14	
751	4 99	4 99	a	50 35	43 91	647 19	199 02	
28,803	5 06	4 14	a	50 88	41 49	959 94	287 11	a Information not available.
22,912	4 74	3 94	a	45 51	37 63	846 51	211 50	
18,564	4 40	3 55	a	44 02	36 21	795 92	197 79	
19,336	4 26	3 64	a	43 07	35 39	808 90	190 96	
21,739	5 22	4 51	a	42 22	34 69	800 83	184 74	b Old sleepers used for lighting purposes.
21,922	5 74	5 07	a	42 64	34 71	756 74	184 21	
21,183	5 39	4 12	a	42 15	33 87	798 53	182 37	
13,813	5 39	4 83	a	45 92	37 15	720 05	184 05	
...	...	...	a	a	a	a	a	
...	...	...	a	4 61	46 38	a	a	
...	...	...	a	7 00	46 00	a	a	
...	...	...	a	4 50	54 00	a	a	
...	...	...	a	a	a	a	a	
...	...	...	a	a	a	a	a	c Included with the East Indian railway, vide No. 4 (a) to (d).
...	...	...	a	51 41	38 71	a	a	
...	...	...	a	55 06	36 33	a	a	
...	...	...	a	59 80	36 25	a	a	
...	...	...	a	63 17	37 16	a	a	
...	...	...	a	72 18	38 83	a	a	
...	...	...	a	72 80	40 90	a	a	
...	...	...	a	70 31	40 01	a	a	
...	...	...	a	70 51	39 39	a	a	
...	...	...	a	8 19	46 83	86 52	805 30	227 78
...	...	...	a	3 92	48 90	36 04	857 53	246 93
...	...	...	a	4 61	46 31	35 76	801 13	219 23
...	...	...	a	4 27	58 57	44 84	970 68	262 28
...	...	...	a	4 63	63 15	48 27	1,109 05	273 25
...	...	...	a	3 26	63 40	49 01	1,133 32	286 61
...	...	...	a	2 73	65 48	50 55	1,147 71	279 46
...	...	...	a	2 75	65 95	51 47	1,167 61	263 36
...	...	...	a	a	45 26	41 69	1,452 11	276 19
72	11 67	a	a	46 18	43 01	2,073 91	316 91	
75	12 07	a	a	a	a	a	a	
...	...	...	a	4 50	39 50	35 70	825 68	201 96
...	...	...	a	4 50	37 59	36 63	753 64	194 76
...	...	...	a	4 50	35 06	31 36	697 34	179 20
...	...	...	a	4 73	37 12	33 38	816 24	201 49
...	...	...	a	4 75	39 34	35 48	875 84	218 81
...	...	...	a	5 23	41 08	37 12	873 80	222 79
...	...	...	a	5 23	44 66	39 71	969 30	240 71
...	...	...	a	5 25	43 29	37 94	855 07	221 56
...	...	...	a	a	45 61	39 69	2,188 35	317 81
9	12 00	12 00	a	44 48	38 62	2,212 48	315 63	
14	11 52	11 52	a	a	a	a	a	

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 2.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by									
Main head.	Sub-head.				Foreign coal.			Indian coal.						
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.					
		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's month.			Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's month.							
1	2	3	4	5	6	7	8	9	10	11				
						Rs.	Rs.		Rs.	Rs.				
19	(a) to (s)	S' 3½ GAUGE—concl'd. Jodhpur-Bikaner ...	Africa, Australia, Bengal and Rajasthan.	1905	...	...	...	24,689	12-22	5-30	
				1906	...	...	...	28,869	13-16	5-02	
				1907	...	...	...	27,668	15-03	6-91	
				1908	...	...	...	28,848	14-92	6-50	
				1909	3,551	13-39	a	24,776	14-01	6-15				
				1910	...	...	...	32,322	14-69	5-02	
				1911	...	...	...	42,095	14-36	2-03	
				1912	...	...	...	53,908	11-86	5-00	
				20	(a)	Junagad ...	England and Bengal	1911	90	a	a	2,461	13-45	a
								1912	2,938	13-75	a
				6	(c) to (f)	Madras and Southern Mahratta.	Africa, Australia, Bengal and Singapore.	1908	36,177	22-50	a	51,748	14-95	5-89
								1909	12,245	20-00	a	89,539	14-55	5-55
								1910	1,399	20-32	a	106,553	14-71	4-08
1911	...	...	...					119,305	13-63	4-31	
1912	...	...	...					120,741	13-73	4-93	
21	(a)	Morvi ...	Bengal	1905	...	...	...	1,796	13-34	a	
				1906	...	...	...	1,102	17-25	a	
				1907	...	...	...	1,264	17-54	a	
				1908	...	...	...	2,523	17-40	5-25	
				1909	...	...	...	2,462	17-15	5-00	
...	...	Nilgiri and Shoranur Cochin.	England, Bengal and Singapore.	1905	2,547	24-38	a	284	12-48	4-25				
				1906	2,580	25-13	a	121	13-65	4-75				
				1907	2,435	25-71	a	337	17-01	3-57				
				1908	c	c	c	c	c	c				
				1909	...	...	...	...	...	...
22	(a) & (b)	Bhilikund and Kumaon.	Bengal	1905	...	...	...	9,943	11-11	2-35	
				1906	...	...	...	8,749	11-85	2-75	
				1907	...	...	...	6,691	12-31	4-25	
				1908	...	...	...	6,575	12-55	4-25	
				1909	...	...	...	12,686	11-23	4-07	
10	(b) to (s)	South Indian	Africa, Australia, and Bengal.	1905	...	...	...	73,314	12-42	3-19	
				1906	...	...	...	73,541	12-53	3-33	
				1907	...	...	...	81,162	13-66	4-44	
				1908	3,404	31-52	a	81,450	15-33	6-20				
				1909	5,267	24-53	a	89,775	15-13	6-16				
...	...	Southern Mahratta...	England, Bengal and Singapore.	1905	...	...	...	48,125	13-63	a	
				1906	2,413	18-08	a	53,037	13-00	4-29				
				1907	4,112	20-72	a	61,234	13-91	5-03				
				1908	d	d	d	d	d	d				
				1909	...	...	...	...	...	...
23	(a)	Udaipur-Chitorgarh...	Bengal	1905	...	...	...	761	16-28	3-75	
				1906	...	...	...	907	16-69	5-75	
				1907	...	...	...	932	16-11	5-00	
				1908	...	...	...	890	16-78	5-00	
				1909	...	...	...	873	16-00	5-00	
1910	...	...	...	954	15-87	5-00					
1911	...	...	...	1,114	12-75	2-75					
1912	...	...	...	1,670	13-52	3-75					

DIX 12—contd.

and price paid per ton during the calendar years 1905 to 1919.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Wood.				Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton:							
		Including all freight, both rail and sea, from the station of supply to the engine shed where issued to the locomotives.	At station of supply.					
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
155	3.90	3.90	5.31	51.51	48.89	876.54	248.73	
163	3.71	3.71	5.02	49.96	45.57	806.95	237.56	
171	5.18	5.18	6.92	49.83	46.08	900.25	244.07	
178	5.32	5.32	6.51	45.79	43.52	1,029.75	248.50	
187	5.72	5.72	a	41.59	38.58	941.73	215.54	
194	4.91	4.90	5.03	42.38	39.24	837.80	204.58	
226	6.26	6.26	2.65	47.25	43.55	809.47	210.00	
286	10.11	10.11	5.05	53.04	48.50	653.18	280.50	
5 50	10.00	10.00	a	40.04	36.08	1,228.90	239.24	
32	10.60	10.00	a	42.27	35.80	1,116.71	226.26	
50,768	5.32	4.52	a	48.22	37.86	780.44	224.67	a Information not available.
40,879	5.59	4.60	a	46.07	40.52	808.51	234.31	
42,534	5.49	4.64	a	47.72	41.45	823.58	237.46	
51,464	5.50	4.75	5.42	50.00	43.14	857.45	243.51	
58,052	5.69	4.76	6.08	50.71	43.77	912.91	246.53	
62	4.77	a	a	32.47	31.55	a	a	
15	10.89	a	a	37.68	37.00	a	a	b Old sleepers used for lighting purposes.
34	9.25	a	a	30.49	29.80	a	a	
45	10.50	a	a	33.15	32.58	a	a	
15	14.00	a	a	33.41	32.92	a	a	
25	14.00	a	a	34.77	33.88	a	a	
33	10.50	a	a	30.08	29.51	a	a	
36	11.00	a	a	41.92	41.03	a	a	
4,502	4.63	4.12	a	60.50	52.45	a	a	
5,961	4.65	4.04	a	56.13	49.73	a	a	
6,989	4.58	4.31	a	50.78	45.34	a	a	c Included with the South Indian railway, vide No. 10 (b) to (d).
8,923	3.51	2.94	3.78	43.29	34.79	794.75	237.60	
17,779	4.53	3.49	5.43	45.98	36.55	639.48	203.00	
30,411	4.77	3.48	7.12	43.79	34.59	888.31	174.88	
32,562	4.83	3.48	7.21	47.73	36.23	815.03	199.68	
19,348	4.59	3.03	5.40	49.18	36.70	783.19	210.59	
19,059	4.41	3.19	4.60	47.03	35.10	733.39	200.18	
18,719	4.62	3.25	3.91	49.64	33.28	760.96	183.82	
2,926	4.00	3.19	2.68	54.64	41.45	806.27	223.83	
9,477	5.01	5.01	3.65	36.90	35.74	802.70	200.51	
5,537	5.24	4.94	3.59	36.36	33.13	777.07	190.32	
9,402	5.63	5.00	4.79	36.06	34.64	847.28	203.97	
25,332	4.83	4.77	a	40.33	36.62	912.10	223.75	
17,231	4.60	4.55	a	42.40	37.80	1,006.15	226.90	
15,950	4.56	4.51	a	43.33	37.78	937.45	216.43	
17,921	4.74	4.67	a	43.19	35.49	832.96	209.80	
18,478	4.35	4.73	a	43.55	33.61	832.86	206.53	
70,137	5.36	4.00	a	37.04	32.82	713.13	200.65	
74,743	5.37	4.05	a	39.33	35.07	744.54	211.09	
69,639	4.99	4.05	a	42.61	37.30	745.00	220.64	
11	5.03	5.03	5.79	32.08	30.93	1,123.52	168.71	d Included with the Madras and Southern Mahratta railway, vide No. 6 (c) to (d).
11	4.59	4.59	5.77	37.27	34.90	1,038.55	173.24	
12	4.49	4.49	5.03	38.61	33.20	1,095.76	184.53	
2	5.47	5.47	5.01	34.67	32.26	1,159.01	174.31	
13	4.36	4.36	5.03	35.91	33.56	1,063.23	173.43	
15	5.04	5.04	5.04	37.61	35.16	1,189.63	183.43	
6	4.75	4.75	2.77	32.37	30.80	1,246.73	133.21	
15	7.93	7.93	3.76	35.81	33.47	1,532.83	231.69	

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
Main head.	Sub-head.				Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
			Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.			Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.		At pit's mouth.	
1	2	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE.				Rs.	Rs.		Rs.	Rs.
28	(a)	Barsi Light	Bengal and Singareni.	1905 1906 1907 1908 1909 1910 1911 1912	...	...	...	181 207 3,203 2,293 3,536 3,107 3,291 4,657	15'00 15'40 16'00 15'75 15'00 15'37 15'45 17'76	5'00 a a 5'50 6'50 6'50 6'50 7'65
31	(a)	Champaran-Shivrajpur Light.	Bengal	1911 1912	...	...	...	248 754	14'51 13'78	3'50 3'25
...	...	Cooch Behar	Assam and Bengal	1905 1906 1907 1908 1909 1910	...	...	...	537 556 1,439 1,363 1,614 b	a 11'27 13'23 12'50 11'53 b	9'57 11'15 11'03 a 11'19 b
32	(a)	Cutch	"	1905 1906 1907 1908 1909 1910 1911 1912	...	...	...	123 243 179 183 260 320 330 375	17'01 15'89 22'54 25'44 23'95 20'19 19'60 26'19	a a a a a a a a
33	(a)	Dehri-Rohtas	Bengal	1911 1912	...	...	...	441 573	5'50 6'25	2'25 3'00
34	(a)	Dholpur-Bari	Bengal	1908 1909 1910 1911 1912	...	...	...	178 237 220 257 262	12'45 12'41 9'03 10'00 10'03	7'00 3'50 3'50 3'50 4'36
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba Zankhvar and Rajpipla.	Bengal and Singareni	1905 1906 1907 1908 1909 1910 1911 1912	...	...	...	1,335 1,333 1,360 2,110 2,174 2,492 2,970 3,439	16'03 16'63 17'84 17'57 18'35 18'77 16'79 16'17	a a a a a a a a
	(b) to (h)	Gondia-Chanda, Jabalpur-Gondia Extension, Mourbhauj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Banohi, and Raipur-Dhamtari.	Bengal, Berar and the Central Provinces.	1905 1906 1907 1908 1909 1910 1911 1912	...	...	...	7,338 10,761 18,155 30,953 28,124 33,254 35,844 37,755	9'50 7'70 7'09 6'35 6'97 6'21 6'18 6'04	2'41 2'24 3'24 4'85 5'18 5'05 4'35 3'69
3	(h)	Kalka-Simla	Bengal, England, Baluchistan and the Punjab.	1905 1906 1907 1908 1909 1910 1911 1912	...	...	...	5,169 5,917 7,061 9,991 9,560 8,232 7,999 8,189	a a a 15'75 15'80 14'30 14'08 18'88	a a a 5'19 5'18 3'83 3'51 3'29

DIX-12—contd.

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Actual quantity in tons.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
	Including all freight, both rail and sea, from the station of supply to the engine shed where issued to the locomotives.	At station of supply.						
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
742	5.84	5.00	9.87	40.83	40.06	a	a	a. Information not available.
946	6.00	5.00	a	42.22	40.38	a	a	
169	8.31	6.25	a	59.44	57.99	a	a	
165	7.40	6.25	5.80	47.23	46.21	a	a	
248	6.90	5.50	6.76	46.09	44.29	1,015.63	389.18	
99	7.81	6.00	6.61	48.51	42.41	1,161.20	388.40	
43	8.00	8.00	6.57	51.37	41.48	1,183.68	372.63	
28	10.92	8.00	7.68	53.97	44.36	982.39	337.06	
...	...	...	8.50	36.33	38.57	a	a	
15	8.11	a	a	51.72	49.65	a	a	
...	...	...	9.57	17.52	14.64	a	a	
...	...	...	11.15	20.41	17.31	a	a	
...	...	...	11.68	25.66	22.57	a	a	
...	...	...	a	25.20	21.89	a	a	
...	...	...	11.19	27.03	23.37	a	a	
...	...	...	b	a	b	b	b	b. Converted to the 3' 3½" gauge and included with the Eastern Bengal railway 3' 3½" gauge section, vide No. 8 (b) to (d).
...	24.77	a	a	63.99	63.99	a	a	
...	16.84	a	a	34.18	34.18	a	a	
...	25.39	a	a	16.70	18.16	a	a	
...	18.27	a	a	28.69	15.88	a	a	
...	20.43	a	a	21.47	18.66	a	a	
...	20.16	a	a	24.41	16.77	a	a	
...	18.51	a	a	28.63	17.23	a	a	
...	15.96	a	a	25.44	16.15	a	a	
...	...	...	2.25	a	a	a	a	
...	...	...	3.00	a	a	a	a	
...	...	...	7.06	27.32	22.77	a	a	
3	6.33	6.33	7.06	27.32	22.77	a	a	
2	7.54	7.54	8.58	29.41	24.95	a	a	
4	c 27.06	c 27.06	8.99	25.33	20.59	a	a	
4	c 18.00	c 18.00	8.75	30.81	22.72	a	a	
4	11.65	11.65	4.52	36.44	23.84	a	a	c. The increase in the price per ton was due to the consumption of unserviceable sleepers as fire-wood.
...	...	...	a	26.56	26.43	a	a	
...	4.57	4.17	a	28.90	23.75	a	a	
...	3.45	3.01	a	24.37	24.38	a	a	
...	3.33	3.00	a	27.73	27.62	a	a	
...	3.15	3.00	a	27.73	27.62	a	a	
...	5.47	4.43	a	26.62	23.34	a	a	
...	3.68	3.35	a	28.71	23.00	a	a	
...	4.35	3.90	a	31.01	20.23	a	a	
...	5.36	4.37	a	32.40	31.12	a	a	
...	...	...	2.41	46.33	40.76	1,040.14	320.38	
...	...	...	2.94	57.52	48.93	1,421.63	335.15	
...	...	...	3.94	70.55	57.48	1,509.23	389.57	
...	...	...	4.85	96.07	78.44	1,938.43	575.33	
...	...	...	5.13	80.10	64.12	1,852.11	423.10	
...	...	...	5.05	83.37	63.55	1,998.32	428.84	
...	...	...	4.25	89.12	71.76	2,068.72	451.96	
...	...	...	3.69	85.58	68.26	1,812.07	423.29	
...	...	...	a	71.18	66.77	6,500.13	942.22	
...	...	...	a	77.29	67.65	5,407.71	833.13	
...	...	...	a	78.53	65.26	5,579.23	867.70	
...	...	...	5.41	91.32	79.78	6,779.84	1,137.22	
...	5.63	5.63	a	83.56	68.46	6,488.53	1,021.55	
...	5.63	5.63	5.40	67.97	59.16	5,900.92	859.99	
...	4.00	4.00	4.78	65.22	50.75	5,277.42	811.74	
...	4.00	4.00	a	66.43	53.28	4,400.03	731.03	
...	6.25	4.16	a					

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index to Appendix 9). Main head. Sub-head.		Railways.	Sources of supply.	Calendar year.	Description of fuel with the actual quantity consumed by					
					FOREIGN COAL.			INDIAN COAL.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
Including all freight, both rail and sea, from the pit's mouth to the enginshed where issued to locomotives.	At pit's mouth.	Including all freight, both rail and sea, from the pit's mouth to the enginshed where issued to locomotives.	At pit's mouth.							
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
8	(d) & (m)	2' 6" GAUGE—concl'd. Kohat-Thal and Nowshera Durgal.	Bengal, Baluchistan and the Punjab.	1905	12	26'10	a	2,726	16'48	3'37
				1906	...	...	...	3,548	16'30	3'38
				1907	...	...	...	4,001	16'21	4'43
				1908	1	24'44	a	3,840	17'27	5'19
				1909	...	...	...	4,731	17'64	5'18
				1910	...	...	...	3,986	15'56	3'83
				1911	...	...	...	3,633	18'42	3'51
				1912	...	...	...	3,408	18'10	3'29
				1906	...	...	...	1,342	11'60	a
				1907	...	...	...	1,528	14'95	a
				1908	...	...	...	1,659	16'85	4'60
				10	(f) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	Bengal and Singareni.	1909
1910					1,483	15'22	2'98
1911	...	...	...					1,603	16'03	3'19
1912	...	...	...					1,420	15'87	3'00
1905	...	...	...					b	b	b
1906	...	...	...					817	17'25	a
21	(a)	Morvi ...	Bengal ...	1907	...	...	...	390	17'54	a
				1908	...	...	...	536	17'40	5'25
				1909	...	...	...	645	17'15	5'00
				1910	...	...	...	409	14'56	2'87
				1911	...	...	...	366	14'75	2'35
				1912	...	...	...	475	15'50	2'60
22	(c)	Powayan Light ...	Bengal ...	1905	...	...	...	24	11'76	2'35
				1906	...	...	...	...	...	...
				1907	...	...	...	...	...	...
				1908	...	...	...	...	...	...
				1909	...	...	...	...	...	...
				1910	...	...	...	...	...	...
40	(a)	Shahdara (Delhi)-Saharanpur Light.	Bengal ...	1907	...	...	...	697	15'00	5'22
				1908	...	...	...	1,715	15'50	5'22
				1909	...	...	...	1,991	14'00	5'22
				1910	...	...	...	1,838	13'22	5'22
				1911	...	...	...	a	a	a
				1912	...	...	...	a	a	a
41	(a)	Tarkessur-Magra Light.	Bengal ...	1905	...	...	...	1,128	4'83	1'56
				1906	...	...	...	1,428	4'24	1'81
				1907	...	...	...	1,696	5'98	3'40
				1908	...	...	...	1,435	7'72	4'49
				1909	...	...	...	1,680	6'50	3'56
				1910	...	...	...	1,424	4'70	1'75
42	(a)	Tezporo-Balipara ... Light.	Assam ...	1905	...	...	...	643	13'50	a
				1906	...	...	...	678	13'50	a
				1907	...	...	...	576	13'50	a
				1908	...	...	...	416	15'19	a
				1909	...	...	...	401	15'19	a
				1910	...	...	...	374	15'19	a
1911	...	...	...	396	13'50	a				
1912	...	...	...	467	13'50	a				

DIX 12—contd.

and price paid per ton during the calendar years 1905 to 1912.
where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Wood.		At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton.							
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
132	7.12	6.00	a	19.73	16.08	1,243.44	301.98	a Information not available.
75	7.06	6.00	4.99	19.43	16.17	1,768.93	337.51	
8	8.17	6.00	5.24	22.03	18.15	1,951.14	371.90	
...	...	...	a	21.67	22.33	2,433.28	434.20
...	...	...	5.18	29.31	26.36	3,318.43	531.43
...	...	...	3.83	24.35	21.74	2,656.84	424.53
...	...	...	3.51	22.54	20.64	2,314.64	336.94
...	...	...	3.29	25.83	23.05	1,958.03	402.35
207	4.13	3.73	a	35.63	31.88	a	a	
186	4.25	4.25	a	37.24	32.78	a	a	
93	3.83	3.80	4.70	38.51	37.23	6,146.09	477.00	
116	4.17	4.16	3.29	32.76	32.68	3,727.83	377.97	
100	4.27	4.24	3.29	41.93	41.04	3,638.14	452.80	
166	4.42	4.35	3.49	46.80	46.43	3,687.26	480.43	
112	4.49	4.46	3.24	39.64	39.57	3,236.92	424.66	
...	b	b	b	b	b	b Included with the 3' 3½" gauge section.
8	10.39	a	a	25.52	25.27	a	a	
3	9.26	a	a	29.00	27.66	a	a	
5	10.50	a	a	28.53	28.35	a	a	
5	14.00	a	a	34.37	32.03	a	a	
7	14.00	a	a	24.32	24.13	a	a	
7	10.50	a	a	22.07	21.27	a	a	
8	11.00	a	a	28.76	27.33	a	a	
1,903	3.59	3.59	8.68	20.39	19.41	a	a	
1,520	3.70	3.48	8.70	21.94	20.74	a	a	
1,501	3.62	3.48	8.70	23.23	21.23	a	a	
1,532	3.65	3.52	8.30	22.75	20.37	a	a	
1,545	3.88	3.05	7.62	22.51	19.84	a	a	
1,416	3.57	3.27	8.17	21.44	18.99	a	a	
1,578	3.74	3.44	8.60	24.08	21.70	a	a	
1,536	3.57	3.19	8.62	24.51	21.94	a	a	
...	...	...	5.22	35.70	a	a	a
...	...	...	5.22	27.85	a	a	a
...	...	...	5.22	23.01	a	a	a
...	...	...	5.22	30.23	a	a	a
11	5.04	5.04	a	a	a	a	a	
...	...	...	a	a	a	a	a
...	...	...	1.56	23.53	26.92	a	a
...	...	...	1.81	34.24	32.33	a	a
...	...	...	3.40	40.31	33.10	a	a
...	...	...	4.49	34.72	32.70	a	a
...	...	...	3.56	37.45	35.10	a	a
...	...	...	1.75	30.70	23.72	a	a
...	...	...	1.50	30.84	29.10	a	a
...	...	...	2.12	32.80	31.02	a	a
...	...	...	a	38.35	a	a	a
...	...	...	a	40.44	a	a	a
...	...	...	a	35.34	a	a	a
...	...	...	a	30.51	a	a	a
...	...	...	a	23.13	a	a	a
...	...	...	a	25.78	a	a	a
...	...	...	a	23.00	a	a	a
...	...	...	a	31.57	a	a	a

Coal and wood fuel consumed by locomotives on each railway system

Note.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
Main head.	Sub-head.				Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
		Including all freight, both rail and sea, from the pit's mouth to the engineshed where issued to locomotives.	At pit's mouth.			Including all freight, both rail and sea, from the pit's mouth to the engineshed where issued to locomotives.	At pit's mouth.			
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
43	(a)	2' 0" GAUGE. Darjeeling-Himalayan.	Bengal	1905	...	...	...	4,176	10.61	2.25
				1906	...	...	...	3,800	10.34	2.25
				1907	...	...	...	3,939	8.50	2.25
				1908	...	...	...	3,918	9.70	3.88
				1909	...	...	...	4,089	10.32	3.88
				1910	...	...	...	4,322	10.69	4.00
				1911	...	...	...	4,771	9.44	2.75
				1912	...	...	...	5,145	9.44	2.75
				1905	...	...	...	2,553	13.63	3.75
				1906	...	...	...	2,848	13.63	3.75
				1907	...	...	...	3,103	11.38	5.00
				1908	...	...	...	2,622	11.87	5.50
5	(g)	Gwalior Light	Bengal	1909	...	...	...	2,581	11.87	5.50
				1910	...	...	...	3,123	9.75	2.50
				1911	...	...	...	3,687	9.77	2.40
				1912	...	...	...	5,307	11.50	4.00
				1911	...	...	...	75	11.71	3.09
1912	...	...	...	182	12.53	4.28				
47	(a)	Jorhat (Provincial)	Assam	1905	...	...	...	864	13.61	a
				1906	...	...	...	946	13.61	a
				1907	...	...	...	1,010	13.61	a
				1908	...	...	...	1,185	15.31	a
				1909	...	...	...	1,181	15.31	a
				1910	...	...	...	704	15.45	a
				1911	...	...	...	635	13.75	a
				1912	...	...	...	960	13.75	9.79
5	(h)	Matheran Light	Bengal	1907	11	25.00	a	200	19.00	a
				1908	...	...	...	375	18.00	a
				1909	...	...	...	391	17.75	a
				1910	...	...	...	312	13.90	a
				1911	...	...	...	358	17.81	a
1912	...	...	...	462	17.25	6.00				
48	(a)	Pipar Road-Bhari Light.	Bengal	1910	...	...	...	21	15.00	4.00
				1911	...	...	...	189	126.00	a
				1912	...	...	...	312	15.00	a
TOTAL				1905	18,286	...	...	2,656,530	...	...
				1906	37,236	...	...	2,868,878	...	...
				1907	50,070	...	...	3,285,444	...	...
				1908	75,108	...	...	3,558,539	...	...
				1909	84,559	...	...	3,657,896	...	...
				1910	52,147	...	...	3,801,248	...	...
				1911	32,132	...	...	4,223,020	...	...
				1912	118,582	...	...	4,590,618	...	...

DIX-12—concl'd.

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

Locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives; excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).				REMARKS.
Wood.				Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton.							
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	2.25	37.14	37.14	a	a	a Information not available.
...	...	...	2.25	36.48	36.48	a	a	
...	...	...	2.25	38.13	38.13	a	a	
...	...	...	3.88	38.82	38.82	a	a	
...	...	...	3.88	37.28	37.28	a	a	
...	...	...	4.00	37.57	37.57	a	a	
...	...	...	2.75	37.36	37.36	a	a	
...	...	...	2.75	41.02	41.02	a	a	
27	6.00	6.00	3.79	41.90	38.97	a	a	
25	6.00	6.00	3.79	44.01	40.59	a	a	
25	6.00	6.00	5.08	44.96	40.07	a	a	
27	6.00	6.00	5.54	41.46	37.96	a	a	
33	6.00	6.00	5.47	36.55	33.40	a	a	
35	6.00	6.00	2.56	35.83	35.16	a	a	
39	6.00	6.00	2.37	35.22	35.21	a	a	
34	6.00	6.00	4.03	43.15	43.04	a	a	
24	11.71	11.71	16.18	33.19	16.59	a	a	
27	11.00	11.00	7.64	26.43	13.21	a	a	
...	...	...	a	35.90	a	a	a	
...	...	...	a	41.76	a	a	a	
...	...	...	a	40.14	a	a	a	
...	...	...	a	48.33	a	a	a	
...	...	...	a	51.98	a	a	a	
...	...	...	a	31.01	a	a	a	
...	...	...	a	35.64	a	a	a	
...	...	...	a	40.36	a	a	a	
...	...	...	9.79	a	a	a	a	
10	7.00	a	a	68.95	68.95	a	a	
2	7.00	6.25	a	64.73	64.73	a	a	
3	7.00	6.25	a	62.11	62.11	a	a	
1	7.00	6.25	a	51.66	51.66	a	a	
2	7.00	6.35	a	58.20	58.20	a	a	
2	6.50	7.00	6.02	55.45	52.45	a	a	
...	...	...	4.00	32.30	32.30	a	a	
...	...	...	a	28.30	28.30	a	a	
...	...	...	a	32.16	32.16	a	a	
253,159	...	...	...	...	...	...	...
248,112	...	...	...	...	...	...	...
158,680	...	...	...	...	...	...	...
164,517	...	...	...	...	...	...	...
127,040	...	...	...	...	...	...	...
126,158	...	...	...	...	...	...	...
132,860	...	...	...	...	...	...	...
120,579	...	...	...	...	...	...	...

b Excluding (1) the Deoghur, (2) Baraset-Bairhat, (3) Bukhtarpore-Bihar, (4) Howrah-Amta and (5) Howrah-Sheakhola Light railways.
c Excluding numbers (2), (3), (4) and (5) referred to in note-b.
d Excluding numbers (2), (3), (4) and (5) referred to in note b and the Arrah-Basaram and Shahdara (Delhi)-Sahasranpur Light railways.
e Excluding the railways mentioned in note d and the Madaya Light railway.

Quantity of (i) Indian coal mined, consumed by locomotives on the railways in India and (ii) foreign coal imported into India,

Particulars.	1886	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—													
Assam ...	43,707	70,539	89,302	101,523	116,676	145,708	154,306	164,050	164,420	169,446	172,717	177,259	185,533
Baluchistan ...	...	...	411	2,602	3,238	15,541	10,366	13,284	20,094	24,753	25,458	26,267	12,043
Bengal ...	1,123,700	1,186,802	1,319,090	1,380,594	1,541,356	1,626,245	1,747,123	1,920,050	1,902,866	2,035,934	2,716,155	3,037,930	3,743,497
Bihar and Orissa ...	*	*	*	*	*	*	*	*	*	*	*	*	*
Burma...	...	...	...	...	...	...	...	3,670	9,938	13,111	17,299	22,003	11,472
Central India ...	7,698	13,539	15,497	41,580	52,956	77,842	69,741	88,623	94,348	132,637	118,479	115,398	124,778
Central Provinces	119,118	117,287	123,981	167,768	144,485	137,022	141,736	132,005	135,118	140,495	122,776	141,165	131,629
Kashmir ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras ...	...	...	...	...	...	...	20	61	502	1,337	1,737	...	...
Nizam's Territory	...	...	3,259	13,392	59,646	125,496	144,668	149,601	157,421	240,525	202,915	262,681	365,550
North-West Frontier Province.	...	...	...	...	...	...	...	...	...	...	...	...	...
Punjab ...	...	...	7,523	11,240	22,835	40,677	60,714	66,352	77,294	66,467	72,493	79,017	92,792
Rajputana (Bikaner)	...	...	...	...	...	...	...	...	...	...	...	...	...
United Provinces ...	...	...	...	...	...	...	...	...	...	...	...	1,000	...
Total	1,294,221	1,383,487	1,564,063	1,708,903	1,946,172	2,168,521	2,328,577	2,537,696	2,662,001	2,823,907	3,540,019	3,863,698	4,066,294
Quantity of Indian coal consumed by the locomotives on the railways in India.	486,716	470,076	488,774	551,770	715,240	654,820	707,142	685,492	924,900	1,063,748	1,119,621	1,182,051	1,328,120
Quantity of Indian coal exported by sea—													
To Indian Ports, excluding Burma.	†	†	†	†	†	†	†	†	†	143,813	162,276	389,842	731,743
To ports outside of India, including Burma.	1500	1199	1315	115,796	139,972	126,336	14,515	115,725	152,302	184,232	211,407	191,030	390,979
Quantity of foreign coal imported into India—													
From the United Kingdom.	778,643	696,462	766,149	785,776	717,024	631,725	726,069	628,374	616,319	675,043	773,675	524,420	210,237
From other countries.	40,659	42,652	43,010	20,463	52,180	21,857	17,344	23,123	18,066	57,112	15,468	63,213	47,018

* The quantity of coal mined during these years has been included with the output of Bengal.

† Information not available.

‡ These figures are for the official year and exclude Burma.

DIX 13.

exported by sea to Indian ports and to foreign ports outside India including Burma, and during the calendar years 1885 to 1912.

1885	1889	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
200,329	225,623	216,738	254,100	221,098	230,828	266,705	277,065	285,400	305,795	275,224	305,583	307,336	324,803	307,160
19,372	15,623	23,231	24,656	33,880	40,909	49,967	41,725	42,164	43,488	45,213	52,449	53,614	45,707	54,393
3,623,090	4,035,265	4,978,492	5,487,585	6,259,338	6,361,212	7,063,680	7,234,103	8,617,820	9,893,349	11,559,911	10,800,911	10,778,630	11,468,904	4,306,129
														6,120,365
6,975	8,105	10,228	12,466	13,302	9,306	1,105		1,223						
134,728	164,569	164,469	164,363	171,538	193,277	185,774	157,701	170,222	173,538	155,107	121,546	120,400	143,557	149,911
149,709	156,576	172,842	191,518	196,981	159,151	139,027	147,265	92,948	124,068	219,789	236,100	220,437	311,616	233,966
				1,060	999	270								
394,622	401,216	469,291	421,218	455,424	362,733	419,546	454,294	467,924	414,221	444,211	442,822	506,173	505,890	461,651
										90	90	90	140	50
85,882	81,835	74,083	67,730	55,373	43,704	45,594	63,622	73,119	60,749	54,794	37,308	49,189	20,575	26,400
511	4,249	9,250	19,094	16,503	21,764	45,078	42,984	32,372	26,063	21,297	11,449	12,744	14,761	19,251
4,608,196	5,093,260	6,118,692	6,635,727	7,424,402	7,436,366	8,216,706	8,417,739	9,783,251	11,147,330	12,769,635	11,870,114	12,047,413	12,715,833	14,706,339
1,418,241	1,560,771	1,858,061	1,956,631	2,091,962	2,209,889	2,447,341	2,656,530	2,863,878	3,265,444	3,559,539	3,667,896	3,801,248	4,228,020	4,590,618
737,689	672,311	1,030,709	1,167,392	974,602	1,235,218	1,447,967	1,635,263	1,830,723	1,965,056	2,124,642	1,716,823	1,951,222	1,604,066	1,767,075
490,230	467,308	711,874	645,953	722,216	723,673	686,985	1,144,680	1,394,732	1,040,242	1,045,695	912,154	1,361,348	1,259,971	1,325,239
237,076	406,451	91,710	112,519	198,574	133,711	176,705	147,780	199,215	227,176	178,489	311,253	261,216	245,648	144,804
54,209	112,064	43,639	70,108	20,773	30,429	77,169	50,02	27,150	74,412	211,840	179,169	54,744	73,616	415,967

APPEN
Details of working of State collieries, worked by

Colliery.	Owned by.	Province.	Calendar year.	Capital outlay.	OUTPUT.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Ballarpur	Central Provinces Administration.	Central Provinces.	1907	5,81,524	...	...	...	15,439
			1908	6,75,625	...	...	...	45,990
			1909	7,61,454	63,120	*22,117	...	85,237
			1910	7,59,090	66,639	*26,638	...	93,277
			1911	7,83,071	69,576	27,027	...	96,603
			1912	7,47,461	61,722	...	24,695	86,417
Dandot	North Western railway	Punjab ...	1905	2,13,486	28,624	25	14,513	43,162
			1906	2,08,177	28,947	140	14,574	43,661
			1907	2,04,646	23,809	...	13,156	36,465
			1908	2,47,970	17,513	...	11,274	28,787
			1909	2,62,490	14,877	...	9,752	24,629
			1910	2,87,306	20,001	...	11,981	31,982
Kuchurbaree and Serampore...	East Indian railway.	Bihar and Orissa.	1911	90,315	12,738	...	5,462	18,260
			1912	38,557	...	...	...	...
			1905	22,84,832	512,150	19,226	86,628	618,004
			1906	22,85,524	510,044	26,060	87,875	623,979
			1907	27,34,082	513,792	29,397	73,599	616,778
			1908	28,83,307	550,823	39,378	81,043	671,744
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1909	29,17,977	475,749	34,966	77,636	588,341
			1910	30,85,406	446,337	41,326	71,822	559,535
			1911	30,55,333	501,536	45,857	85,885	632,778
			1912	30,37,537	530,917	42,551	90,373	663,841
			1905	6,58,458	10,192	...	53,806	22,998
			1906	7,02,912	24,210	...	53,293	27,503
Khost	North Western railway.	Baluchistan	1907	8,02,228	36,768	...	54,564	41,332
			1908	8,07,339	43,034	...	55,208	48,242
			1909	8,37,670	57,931	...	52,686	60,667
			1910	8,55,901	37,741	...	51,742	39,483
			1911	8,83,887	48,861	...	53,121	51,982
			1912	9,02,920	53,765	...	53,091	56,856
Khost pressed fuel factory	North Western railway.	Baluchistan	1905	3,05,815	4,959	296	28,885	34,140
			1906	3,05,769	852	473	131,575	32,500
			1907	3,31,078	419	436	129,415	29,870
			1908	3,09,299	290	425	130,740	31,055
			1909	2,97,023	635	455	140,374	41,064
			1910	2,96,415	429	437	144,293	44,759
Haranpur pressed fuel factory	North Western railway.	Punjab ...	1911	2,80,748	1,035	490	133,033	39,158
			1912	2,82,702	1,667	447	136,408	38,242
			1907	27,752	...	...	...	112,462
			1908	27,752	...	...	...	115,350
			1909	27,752	...	...	...	118,140
			1910	29,068	...	...	...	119,460
Haranpur pressed fuel factory	North Western railway.	Punjab ...	1911	37,104	...	...	...	120,659
			1912	45,516	...	...	...	119,809
			1905	30,761	...	...	...	116,162
			1906	72,613	...	...	...	116,541
			1907	69,050	...	...	...	116,015
			1908	63,871	...	...	...	115,263
1909	59,081	...	...	...	116,274			
1910	54,650	...	...	...	115,997			
1911	50,551	...	...	...	...
1912	45,551	...	...	...	...

* Includes slack coal.
† Nut coal.
‡ Mixed coal.

§ Splint coal.
¶ Pressed fuel.

DIX 14.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	REMARKS.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
13,154	65,879	45,042	20,837	3.58	329	47	The working of the colliery was started from the 1st April 1907. The decrease in the capital outlay in 1912 was due chiefly to fluctuations in suspense balances affecting charges to capital.
45,299	2,10,950	1,24,903	86,047	12.74	456	99	...	1	
82,852	3,85,292	2,36,821	1,48,471	18.56	750	114	...	3	
95,662	4,06,822	2,58,097	1,48,725	19.59	688	136	...	1	
96,603	4,04,168	2,65,813	1,38,355	17.67	735	131	1	1	
86,417	3,51,480	2,35,193	1,16,287	15.56	633	136	...	1	
43,162	3,25,404	3,21,343	3,561	1.66	1,360	32	1	4	
43,661	3,40,218	3,45,709	-5,491	...	1,340	33	...	4	
36,465	2,73,961	2,82,942	-8,981	...	1,078	34	...	4	
28,787	2,19,383	2,54,991	-35,608	...	903	32	1	5	
24,629	1,72,244	2,41,578	-69,334	...	688	36	2	5	
31,982	2,18,168	2,18,195	-27	...	859	37	1	4	
18,260	1,27,060	93,102	33,958	37.60	931	20	1	3	
...	...	(a) 11,378	-11,378	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation during the year, and also to credits afforded on account of the sale of plant and the transfer of stores, owing to the closing of the colliery from the 1st June 1911, and in 1912 to credits, afforded for the sale of materials.
627,020	**11,20,809	11,20,809	...	...	8,370	74	1	10
649,959	**10,81,339	10,81,339	...	...	6,900	90	1	10
617,095	**11,39,841	11,39,841	...	...	6,149	100	1	21
666,831	**12,45,426	12,45,426	...	...	5,934	222	9	7
576,368	**10,55,656	10,55,656	...	...	5,385	100	5	15
568,752	**10,32,824	10,32,824	...	...	5,789	97	4	2
641,388	**12,89,572	12,89,572	...	...	6,257	101	3	5
661,248	**11,73,388	11,73,388	...	...	6,772	98	5	11
...	
23,388	1,16,056	1,68,815	-52,759	...	680	34	...	1	
25,944	1,44,457	1,77,997	-33,540	...	730	35	...	1	
40,855	2,21,051	2,10,649	10,402	1.30	979	42	...	...
45,351	2,60,044	3,58,505	-98,461	...	1,227	39	1	4	
58,519	3,40,294	3,01,744	38,550	4.60	1,224	50	...	3	
38,961	2,14,438	2,67,163	-52,725	...	966	41	...	1	
50,890	2,81,530	3,14,629	-33,099	...	1,087	48	1	3	
60,241	3,01,562	3,36,286	-34,724	...	1,025	52	1	...	
34,140	3,01,444	2,93,050	8,394	2.75	719	48	5	1	
32,500	2,78,610	2,95,382	-16,772	...	704	46	5	1	
29,378	2,47,032	2,37,766	9,266	...	708	42	4	2	
31,547	2,84,792	3,19,263	-34,471	...	715	44	25	4	
40,237	3,94,384	3,69,660	24,724	3.33	768	53	8	1	
42,829	4,31,151	3,84,860	46,291	15.61	732	55	4	6	
39,574	3,49,248	3,41,769	7,479	2.66	754	52	7	3	
39,089	3,37,737	3,46,251	-8,514	...	761	50	7	7	
12,462	1,50,503	1,38,747	11,756	49.56	24	292	1	...	
15,350	1,85,047	1,77,991	7,056	25.43	24	640	...	...
18,140	2,19,605	2,11,617	7,988	28.79	27	672	...	...
19,460	2,35,074	2,34,955	119	0.41	29	671	...	...
20,659	2,50,790	2,35,642	15,148	40.82	30	699	...	...
19,809	2,38,956	2,37,669	1,287	2.83	34	588	...	...
6,162	68,426	67,075	1,351	1.67	7	830	...	...
6,541	75,222	71,149	4,073	5.61	12	545	...	...
6,015	69,172	75,121	-5,949	...	11	547	...	...
5,268	60,582	68,682	-8,100	...	11	479	...	...
6,274	72,148	72,923	-775	...	11	570	...	...
5,897	67,819	34,919	32,900	60.20	11	536	...	1	
...	...	78	-78	...	...	...	...	...
...	...	(b) -153	153	0.34	...	...	...	...

† Excludes establishment charges charged to capital account.

** Coal issued to railway at cost price.

(a) The working expenses represent expenditure on dismantling the colliery and the pay of a clerk from 1st January to 30th April 1912.

(b) Represents cost of stores returned to the Stores Depot for which credit has been afforded during the year.

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	ENGINES.				COACHING		
Main head.	Sub-head.		Employed exclu- sively on passenger working.	Employed exclu- sively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	SALOONS, ROYAL AND STATE.		
							4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
<i>5' 6" gauge.</i>									
1	(a)	Bengal-Nagpur ...	81	...	312	393	...	...	...
2	(a) & (c) to (f)	Bombay, Baroda and Central India ...	135	...	184	319	...	...	...
3	(a)	Eastern Bengal ...	84	59	110	258	...	...	...
4	...	East Indian ...	170	408	507	1,085	...	...	2
5	(a) to (f)	Great Indian Peninsula ...	295	547	168	1,010	...	...	...
6	(a) & (b)	Madras and Southern Mahratta ...	67	...	183	250	...	1	1
7	(a) & (b)	Nizam's Guaranteed State ...	...	21	41	62	4	...	6
8	(a) to (f)	North Western ...	240	761	150	1,151	3	...	16
9	(a) & (b)	Oudh and Rohilkhand ...	99	...	172	271	...	...	12
10	(a)	South Indian ...	27	...	94	121	...	...	...
...	...	Calcutta Port Commissioners'	...	45	...	45	...	...	...
Total ...			1,198	1,841	1,921	4,960	7	1	37
<i>3' 8 1/2" gauge.</i>									
11	...	Assam-Bengal ...	5	...	104	109	...	...	1
12	...	Bengal and North-Western ...	54	...	274	328	...	2	...
13	...	Bengal Doars ...	...	...	10	10	...	...	...
14	...	Bhavnagar ...	...	...	20	20	...	...	...
2	(b) & (g) to (i)	Bombay, Baroda and Central India ...	197	...	314	511	...	...	1
15	(a) to (c)	Burma ...	9	...	307	316	...	...	2
16	...	Dibru-Sadiya ...	...	...	26	26	...	...	...
3	(b) to (d)	Eastern Bengal ...	45	58	135	238	...	...	1
4	...	East Indian (Deoghur) ...	...	...	2	2	...	...	...
17	...	Gondal-Forbandar ...	...	...	14	14	...	...	...
7	(c) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley ...	15	8	40	63	...	...	3
18	...	Jamnagar ...	...	...	4	4	...	...	...
19	(e) to (e)	Jodhpur-Bikaner ...	...	...	71	71	1	...	4
20	...	Junagad ...	...	...	8	8	...	...	2
6	(c) to (f)	Madras and Southern Mahratta ...	42	15	233	290	...	...	6
21	...	Morvi ...	3	2	4	9	...	...	1
22	(a) & (b)	Rohilkund and Kumaon ...	4	...	54	58	...	...	...
10	(b) to (e)	South Indian ...	26	...	277	303	...	...	3
23	...	Udaipur-Chitorgarh ...	2	...	2	4	...	...	...
Total ...			402	83	1,399	2,384	1	2	24

DIX 15.

railway at the close of the calendar year 1912.

VEHICLES.

RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.			NUM- BER.
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
11	12	13	14	15	16	17	18	19	20
35	...	1	...	...	6	26	...	...	1
26	5	4	...	...	5	1	...	6	2
23	...	...	...	...	...	13	...	1	3
44	5	6	...	...	10	71	...	22	4
16	...	4	1	...	20	68	...	21	5
15	4	1	...	...	4	24	...	...	6
14	...	1	...	...	...	9	...	...	7
51	15	8	...	...	12	72	...	3	8
27	...	2	...	...	3	38	...	...	9
5	2	...	1	...	...	...	1	...	10
...
256	31	27	2	...	60	322	1	53	...
21	...	7	...	...	3	1	...	...	11
15	9	2	...	...	...	6	29	...	12
4	1	...	1	...	...	...	3	...	13
2	...	1	...	...	...	4	...	...	14
62	...	14	...	...	4	39	...	4	2
25	1	12	...	...	1	12	...	...	15
...	...	...	...	...	...	...	...	...	16
15	9	4	...	...	1	3	12	9	3
...	...	...	...	...	...	...	...	...	4
6	...	...	...	...	...	2	...	...	17
4	4	2	...	...	...	...	6	...	7
...	...	...	...	...	...	...	...	...	18
12	...	1	2	...	...	4	...	...	19
3	...	...	...	...	...	1	...	...	20
8	...	6	...	...	6	44	...	...	6
3	...	...	...	...	...	...	...	...	21
4	3	...	1	1	...	6	3	...	22
9	...	14	...	...	5	13	...	13	10
...	...	...	...	...	...	1	...	...	23
193	27	68	4	4	20	136	53	26	...

Rolling-stock under different heads on each

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	ENGINES.				COACHING		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	SALOONS, ROYAL AND STATE.		
							4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		<i>2' 6" gauge.</i>							
25	...	Arrah-Sasaram Light ...	...	...	5	5	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	7	7	...	...	...
28	...	Barni Light ...	...	...	13	13	...	...	...
1	(b), (c), (e), (g) & (h)	Bengal-Nagpur ...	...	...	76	76	...	...	...
29	...	Bukhtiar-pore-Bihar Light ...	...	...	4	4	...	...	...
31	...	Champaner-Shivrajpur Light...	...	...	4	4	...	...	...
32	...	Catch ...	...	...	4	4	...	...	...
33	...	Dehri-Rohas Light ...	...	...	3	3	...	...	...
34	...	Dholpur-Bari ...	...	...	4	4	...	...	...
38	...	Madaya Light ...	...	...	2	2	...	...	...
3	(b)	Eastern Bengal ...	...	...	5	5	...	...	...
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zankhvar and Rajpipla.	...	...	15	15	2	...	1
8	(k)	Kalka-Simla ...	...	...	28	28	...	...	...
8	(l) & (m)	Kohat-Tbal and Nowshera Durgai.	...	...	32	32	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	6	6	...	...	...
21	...	Morvi ...	3	1	1	5	...	...	...
1	(d)	Mourbhanj ...	...	...	3	3	...	...	...
1	(f)	Parlakimedi Light ...	...	...	3	3	...	...	1
22	(c)	Powayan Light ...	...	...	5	5	...	...	...
40	...	Shabdara (Delhi)-Saharanpur Light.	...	...	8	8	...	...	...
41	...	Tarkessur-Magra Light ...	...	...	6	6	...	...	...
42	...	Tez-pore-Balipara Light ...	...	...	3	3	...	...	...
		Total ...	3	1	237	241	2	...	2
		<i>2' 0" gauge.</i>							
43	...	Darjeeling-Himalayan ...	...	...	17	17	...	...	1
5	(g)	Gwalior Light ...	...	...	20	20	...	...	2
44	...	Howrah-Amta Light ...	...	...	13	13	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	4	4	...	...	...
46	...	Jagadhri Light ...	...	...	2	2	...	...	...
47	...	Jorhat (Provincial) ...	...	...	9	9	...	...	...
5	(h)	Matheran Light ...	...	...	5	5	2	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	2	2	...	...	...
		Total ...	...	...	72	72	2	...	3
		Grand total ...	1,603	1,925	4,129	7,657	12	3	66

DIX 15—contd.

railway at the close of the calendar year 1912.

VEHICLES.

RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.			NUM. REP.
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
11	12	13	14	15	16	17	18	19	20
1	1	...	...	...	...	2	...	...	25
2	27
...	...	1	...	...	...	...	...	...	28
...	...	7	...	...	...	...	...	2	1
1	1	...	...	29
...	31
...	...	1	...	...	...	...	...	...	32
...	...	1	...	...	...	...	...	1	33
...	...	1	...	...	...	...	...	...	34
...	1	...	1	38
2	3
1	2
4	...	4	...	...	...	4	...	...	6
1	...	2	...	...	...	10	...	...	8
...	10
...	21
...	3	...	...	1
...	1
1	22
...	1	...	...	...	...	2	...	...	40
1	41
...	42
14	1	17	...	...	...	22	...	4	...
3	...	1	...	...	...	14	...	...	43
...	...	3	...	...	...	...	...	7	5
2	44
...	45
...	46
...	5	47
...	14	...	5
...	48
5	...	4	...	...	...	14	14	12	...
468	59	118	6	4	80	494	68	95	...

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	COACHING								
Main head.	Sub-head.		COMPOSITE, 1ST AND 2ND CLASS.			COMPOSITE, 1ST, 2ND AND 3RD CLASS. (FOR SERVANTS OR OTHERWISE).			OTHER COMPOSITE CARRIAGES.		
			4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		5' 6" gauge.									
1	(a)	Bengal-Nagpur ...	42	...	28	...	...	6	5	...	...
2	(a) & (c) to (f)	Bombay, Baroda and Central India ...	23	4	47	...	...	8	...	...	10
3	(a)	Eastern Bengal ...	49	...	26	...	...	...	...	...	26
4	...	East Indian ...	38	...	87	...	...	...	13	...	15
5	(a) to (f)	Great Indian Peninsula ...	73	...	117	2	...	25	...	...	*32
6	(a) & (b)	Madras and Southern Mahratta ...	57	...	11	...	...	7	9	...	15
7	(a) & (b)	Nizam's Guaranteed State ...	12	...	4	...	...	...	...	...	...
8	(a) to (f)	North Western ...	33	...	24	...	...	113	10	...	30
9	(a) & (b)	Oudh and Rohilkhand ...	51	...	15	...	...	...	4	...	23
10	(a)	South Indian ...	30	...	8	...	...	3	...	...	8
...	...	Calcutta Port Commissioners ...	...	...	...	...	...	...	...	...	...
		Total ...	458	4	367	2	...	162	41	...	154
		3' 3½" gauge.									
11	...	Assam-Bengal... ...	7	...	23	...	...	13	...	...	†12
12	...	Bengal and North-Western ...	28	16	16	...	...	...	...	...	...
13	...	Bengal Doars... ...	1	5	...	1	...	...	...	...	...
14	...	Bhavnagar ...	3	...	6	...	...	2	...	...	1
2	(b) & (g) to (i)	Bombay, Baroda and Central India ...	48	...	57	...	...	41	...	...	...
15	(a) to (c)	Burma ...	26	...	23	...	...	49	...	...	17
16	...	Dibru-Sadiya ...	10	...	2	...	...	...	...	...	...
3	(b) to (d)	Eastern Bengal ...	10	33	21	...	...	...	...	...	10
4	...	East Indian (Deoghur) ...	...	...	...	...	...	...	2	...	...
17	...	Gondal-Porbandar ...	3	...	5	...	...	...	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley ...	...	11	8	...	...	...	...	2	2
18	...	Jamnagar ...	4	...	...	...	...	...	...	...	...
19	(a) to (e)	Jodhpur-Bikaner ...	21	...	3	...	...	...	...	...	†19
20	...	Junagadh ...	3	...	2	...	...	2	...	...	...
6	(c) to (f)	Madras and Southern Mahratta ...	64	...	20	...	...	...	...	...	16
21	...	Morvi ...	5	...	3	...	...	...	...	...	...
22	(a) & (b)	Rohilkund and Kumaon ...	8	3	6	...	...	2	...	...	4
10	(b) to (e)	South Indian ...	50	...	37	...	...	23	...	...	14
23	...	Udaipur-Chitorgarh ...	4	...	...	...	...	...	...	...	...
		Total ...	235	68	232	1	...	132	2	2	88

* Includes 3 composite restaurant and sleeping carriages.

† Includes 3 third class carriages with dining accommodation.

‡ Includes one refreshment car with luggage van.

DIX 15—contd.

railway at the close of the calendar year 1912.

VEHICLES—contd.

SECOND CLASS.			Second class with postal accommodation.	INTERMEDIATE CLASS.						Compos. Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.		Num-ber.
4-wheel-ed.	6-wheel-ed.	Bogie.		4-wheel-ed.	6-wheel-ed.	Bogie.	Ambulance.		4-wheel-ed.					6-wheel-ed.	Main head.	
							4-wheel-ed.	Bogie.								
33.	34.	35.	36.	37.	38.	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	
28	...	...	...	25	...	15	...	...	18	3	...	...	266	...	1
18	...	17	...	...	...	...	...	...	...	...	...	...	100	40	2
14	...	1	...	24	...	8	13	...	49	6	4	...	175	...	3	
69	...	15	...	56	...	45	...	...	...	155	...	...	542	...	4
119	...	3	22	3	...	...	...	...	9	...	...	...	513	...	5
34	4	...	...	4	...	...	...	...	7	...	...	...	301	...	6
10	...	...	...	...	...	...	...	...	...	...	...	...	64	...	7
81	...	...	...	118	...	13	...	...	187	...	...	...	244	...	8
33	...	...	...	33	...	3	...	...	66	...	2	...	60	...	9
23	...	...	...	...	...	...	...	...	...	...	...	...	137	...	10
...	
432	4	36	22	233	...	84	13	...	336	164	6	...	2,402	40	...	
...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	11
10	26	...	...	...	32	...	...	...	78	...	...	...	213	141	12
...	1	...	...	...	...	...	...	...	4	...	...	...	2	20	13
5	...	...	2	...	...	...	...	...	...	...	...	...	39	...	14
44	...	...	...	27	...	4	...	...	12	3	...	...	523	...	2
28	...	...	...	...	...	...	...	...	...	...	...	...	224	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	29	...	16
15	1	8	...	47	...	6	...	...	54	3	2	...	216	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	4
4	...	...	2	...	...	...	...	...	...	...	...	...	33	...	17
...	10	...	...	...	...	...	...	...	...	...	...	...	...	59	7
...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	18
9	...	...	...	17	...	...	...	...	3	...	...	...	60	...	19
...	...	...	1	...	...	...	...	...	...	...	...	...	13	...	20
37	...	...	...	...	...	...	...	...	...	...	...	...	271	...	6
...	...	...	3	...	...	...	...	...	...	...	...	...	26	...	21
3	3	...	...	3	...	...	...	...	10	...	3	...	49	29	22
28	...	8	...	...	...	...	...	...	...	...	...	...	342	1	10
1	...	...	...	...	...	...	...	...	2	...	...	...	17	...	23
184	41	16	8	94	32	10	...	...	172	6	10	...	2,080	250	...

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	COACHING								
Main head.	Sub-head.		COMPOSITE, 1ST AND 2ND CLASS.			COMPOSITE 1st, 2ND AND 3RD CLASS. (FOR SERVANTS OR OTHERWISE.)			OTHER COMPOSITE CARRIAGES.		
			4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		<i>2' 6" gauge.</i>									
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	4	...	...	...	...	...	...	...	...
28	...	Barsi Light ...	...	...	4	...	...	...	...	...	6
1	(b), (c), (e), (g) & (h)	Bengal-Nagpur ...	2	...	14	...	...	2	...	...	6
29	...	Bukhtiarpo-Bihar Light...	1	...	...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	...	...	...	...	...	...	...	...	2
32	...	Cutch ...	...	...	1	...	...	...	...	...	1
33	...	Dahri-Bohtas Light ...	...	...	...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	...	...	...	...	...	...	...	...	1
38	...	Madaya Light ...	...	...	...	...	...	...	...	...	...
3	(b)	Eastern Bengal ...	6	...	...	...	...	...	5	...	...
2	(m) to (o)	Gaekwar's Dabhol, Kosamba- Zankhvar and Rajpipla.	...	...	...	...	...	...	...	...	...
8	(E)	Kalka-Simla ...	4	...	14	...	...	...	...	...	...
8	(I) & (m)	Kohat-Thal and Nowshera- Durgai.	8	...	...	...	...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	4	...	...	...	...	...	...
21	...	Morvi ...	...	...	4	...	...	...	1	...	4
1	(d)	Mourbhanj ...	...	...	...	...	...	...	...	...	2
1	(f)	Parlakimedi Light ...	...	...	...	...	...	...	...	...	1
22	(c)	Powayan Light ...	3	...	...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...
41	...	Tarkeasur-Magra Light ...	2	...	...	...	...	...	1	...	...
42	...	Tezpoze-Balipara Light ...	...	...	...	...	...	...	...	...	3
		Total ...	30	...	41	...	...	2	7	...	26
		<i>2' 0" gauge.</i>									
43	...	Darjeeling-Himalayan ...	4	...	4	...	...	...	...	...	5
5	(h)	Gwalior Light ...	...	...	...	...	...	...	...	...	4
44	...	Howrah-Amta Light ...	5	...	...	...	...	...	3	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	3	...	...
46	...	Jagadhri Light ...	1	...	...	...	...	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	2	...
5	(i)	Matheran Light ...	1	...	...	...	...	...	2	...	...
48	...	Pipar Road-Bhavl Light ...	...	...	...	...	...	...	...	...	2
		Total ...	11	...	4	...	...	...	8	2	11
		GRAND TOTAL ...	794	72	644	8	...	296	58	4	279

DIX 15—contd.

railway at the close of the calendar year 1912.

VEHICLES—contd.

SECOND CLASS.			Second class with postal accommodation.	INTERMEDIATE CLASS.					Composite, Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.		NUMBER.	
4-wheel-ed.	6-wheel-ed.	Bogie.		4-wheel-ed.	6-wheel-ed.	Bogie.	Ambulance.						4-wheel-ed.	6-wheel-ed.		Main head.
							4-wheel-ed.	Bogie.								
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	
...	2	...	...	...	...	...	...	...	...	18	...	25	
...	5	...	...	...	...	...	...	...	...	28	...	27	
...	28	
...	...	3	...	...	...	...	...	...	15	...	...	...	14	...	1
...	2	...	...	...	...	1	...	...	...	11	...	29	
...	31	
...	32	
...	1	...	...	...	33	
...	34	
...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	35
...	2	...	...	...	...	2	...	...	...	25	...	36	
1	...	11	...	...	...	...	...	...	...	...	...	47	...	...	37
6	26	...	38	
4	1	...	...	3	...	...	...	...	...	...	...	...	34	...	39
...	40	
4	2	...	...	...	...	...	...	...	...	15	...	41	
...	42	
...	3	...	...	43	
...	10	...	44	
...	3	...	...	28	...	45	
...	1	...	...	...	...	2	...	...	...	11	...	46	
...	7	...	...	47	
15	...	19	2	15	...	...	...	...	20	3	1	56	215	...	48
18	26	...	49	
6	25	...	50	
...	3	...	...	...	...	2	...	...	...	32	...	51	
...	2	...	...	...	...	1	...	...	...	18	...	52	
...	3	...	...	53	
...	2	...	12	...	54	
7	6	...	55	
...	2	...	...	56	
31	5	...	...	...	...	3	...	2	5	169	...	57	
662	45	71	82	377	82	94	18	...	531	178	19	61	4,866	290	58	

Rolling-stock under different heads on each railway

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	COACHING								
Main head.	Sub-head.		THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS— <i>concl.</i>			THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.
			Bogie.	Ambulance.		4-wheel- ed.	6-wheel- ed.	Bogie.	Ambulance.		
				4-wheel- ed.	Bogie.				4-wheel- ed.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		<i>5' 6" gauge.</i>									
1	(a)	Bengal-Nagpur ...	199	20	...	75	...	...	...	...	18
2	(a) & (c) to (j)	Bombay, Baroda and Central India	287	8	7	4	...	15	...	...	21
3	(a)	Eastern Bengal ...	88	...	...	25	...	19	...	...	6
4	...	East Indian ...	257	100	24	27	...	18	...	6	55
5	(a) to (j)	Great Indian Peninsula ...	215	16	15	113	...	16	22	10	31
6	(a) & (b)	Madras and Southern Mahratta	32	45	...	2	...	...	...	...	11
7	(a) & (b)	Nizam's Guaranteed State...	8	...	...	...	...	...	...	...	5
8	(a) to (j)	North Western ...	161	403	348	50	...	...	...	...	72
9	(a) & (b)	Oudh and Rohilkhand ...	41	157	72	13	...	...	15	7	38
10	(a)	South Indian ...	30	...	...	23	...	...	...	...	4
...	...	Calcutta Port Commissioners	...	...	...	...	...	...	...	...	...
		Total ...	1,317	746	466	332	...	68	37	23	261
		<i>3' 3 1/2" gauge.</i>									
11	...	Assam-Bengal ...	98	...	...	...	...	...	...	...	22
12	...	Bengal and North-Western	6	...	...	2	215	200	...	...	21
13	...	Bengal Doars ...	...	...	...	...	...	...	...	...	4
14	...	Bhavnagar ...	17	...	...	...	...	...	...	...	1
2	(b) & (g) to (j)	Bombay, Baroda and Central India	403	5	...	16	...	...	...	...	41
15	(a) to (c)	Burma ...	231	54	...	8	...	37	...	...	47
16	...	Dibru-Sadiya ...	10	...	...	...	...	...	...	...	6
3	(b) to (d)	Eastern Bengal ...	147	...	...	...	...	...	...	...	16
4	...	East Indian (Deoghur) ...	...	...	...	...	...	...	...	...	...
17	...	Gondal-Portbandar ...	8	...	...	...	...	...	...	...	2
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley	12	...	...	...	...	1	...	...	3
18	...	Jamnagar ...	2	...	...	...	...	...	...	...	...
19	(a) to (e)	Jodhpur-Bikaner ...	57	...	...	...	...	...	...	...	13
20	...	Junagad ...	7	...	...	1	...	...	...	...	1
6	(c) to (i)	Madras and Southern Mahratta	102	1	...	237	...	19	2	...	86
21	...	Morvi ...	5	...	...	1	...	...	...	...	1
22	(a) & (b)	Rohilkhand and Kumaon ...	33	...	...	2	...	...	...	...	1
10	(b) to (i)	South Indian ...	395	...	...	...	...	75	...	...	37
23	...	Udsipur-Chitorgarh ...	...	...	...	2	...	...	...	...	1
		Total ...	1,533	60	...	269	215	332	2	...	253

DIX 15—contd.

at the close of the calendar year 1912.

VEHICLES—concl'd.

Brake-vans (used exclu- sively on passenger service).	BRAKE-VANS WITH.		Brake-vans fitted with postal compart- ments.	Postal vans.	Compo- site, postal and other carriages.	Prison vans.	Car- riage trucks.	Horse boxes.	Lug- gage vans.	Pro- duce- ven- dors' vans.	Milk vans.	Fish vans.	Store, ice and sta- tionery vans.	Miscel- laneous.	Total coach- ing vehic- les.	Num- ber.
	Inter- medi- ate class.	Third class.															Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77
35	7	32	...	...	12	...	16	26	30	...	...	...	...	...	974	1
56	...	31	...	...	...	...	14	28	54	...	...	...	...	...	839	2
23	18	...	...	1	1	...	9	22	26	16	20	31	...	13	759	3
168	16	70	...	4	8	...	59	130	57	10	...	...	1	117	2,322	4
154	1	66	10	9	...	6	70	114	189	...	...	...	...	...	2,053	5
...	...	28	...	5	...	...	19	38	38	...	...	...	...	...	712	6
80	...	...	...	...	...	...	4	10	7	...	...	...	...	...	188	7
398	...	152	12	10	3	...	42	147	61	...	...	...	18	75	3,028	8
132	...	10	...	...	...	...	...	71	46	...	...	...	4	...	978	9
...	...	5	...	4	...	...	8	18	8	...	...	...	...	1	317	10
...
991	42	389	22	33	24	6	241	604	466	26	20	31	23	206	12,161	
...	100	...	...	...	...	...	...	20	14	...	...	3	...	1	355	11
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,106	12
...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	48	13
11	...	3	...	...	...	...	2	8	...	...	...	...	...	...	102	14
17	...	75	...	...	...	2	39	84	20	...	...	...	...	4	1,589	15
...	...	54	...	...	...	3	1	37	17	...	...	...	...	24	1,008	16
6	...	...	...	...	...	...	...	3	4	...	...	2	...	2	74	16
47	2	2	...	3	2	2	5	32	58	...	...	23	...	25	844	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	4
5	...	5	...	...	2	...	3	2	...	...	...	...	...	...	82	17
22	...	6	...	...	3	...	3	10	...	...	...	...	...	...	170	7
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	22	18
6	...	3	...	...	...	...	2	14	...	...	...	...	1	...	250	19
3	...	3	...	...	...	...	1	1	1	...	...	...	...	...	45	20
...	...	216	...	...	...	6	14	47	24	...	...	...	...	10	1,272	6
2	...	2	...	...	...	...	...	4	...	...	...	...	...	...	56	21
...	...	6	10	...	...	...	...	12	...	...	...	...	...	...	210	22
88	...	61	...	...	...	...	8	28	5	...	...	...	...	49	1,306	10
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	29	23
207	102	521	10	3	7	13	82	330	144	...	...	28	1	185	8,578	

Rolling-stock under different heads on each railway.

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	COACHING								Third class and postal vans.
Main head.	Sub-head.		THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS— <i>conold.</i>			THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					
			Bogie.	Ambulance.		4-wheel-ed.	6-wheel-ed.	Bogie.	Ambulance.		
49	50	51	52	53	54	55	56	57	58	59	60
		<i>2' 6" gauge.</i>									
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	1
26	...	Barai Light ...	32	...	...	...	...	...	...	...	...
1	(b), (c), (e), (g) & (h)	Bengal-Nagpur ...	109	...	...	3	...	...	...	...	...
29	...	Bukhtiar-pore-Bihar Light...	...	...	...	...	...	...	...	...	1
31	...	Champaner-Shivrajpur Light	2	...	...	...	...	...	...	...	...
32	...	Cutch ...	4	...	...	...	...	...	...	...	...
33	...	Dehri-Bohtas Light ...	2	...	...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	4	...	...	...	...	2	...	...	...
38	...	Madaya Light ...	...	...	...	...	...	...	...	...	...
3	(b)	Eastern Bengal ...	...	...	...	7	...	...	...	...	2
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla	...	...	...	...	...	...	...	...	...
8	(k)	Kalka-Simla ...	20	...	...	...	...	...	...	...	4
8	(l) & (m)	Kohat-Thal and Nowshera-Durgai.	6	...	...	...	...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	10	...	...	...	...	...	...	...	...
21	...	Morvi ...	13	...	...	...	...	...	...	...	2
1	(d)	Mourbhauj ...	5	...	...	...	...	...	...	...	...
1	(f)	Parlakimedi Light ...	3	...	...	...	...	...	...	...	...
22	(o)	Powayan Light ...	...	...	...	4	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	6	...	...	...	...	...
41	...	Tarakespur-Magra Light ...	1	...	...	3	...	...	...	...	...
42	...	Tezpora-Balipara Light ...	2	...	...	...	...	...	...	...	...
		Total ...	213	...	...	23	...	2	...	...	10
		<i>2' 0" gauge.</i>									
43	...	Darjeeling Himalayan ...	1	...	...	3	...	...	...	...	...
5	(g)	Gwalior Light ...	20	...	...	...	...	...	...	...	...
44	...	Howrah-Amta Light ...	2	...	...	...	...	...	...	...	...
46	...	Howrah-Sheakhala Light...	...	...	...	...	...	...	...	...	...
46	...	Jagadhri Light ...	...	...	...	...	...	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...	...
5	(h)	Matheran Light ...	...	...	...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	1	...	...	...
		Total ...	23	...	...	3	...	1	...	...	...
		GRAND TOTAL ...	3,036	806	466	627	215	403	39	23	524

DIX 15—contd.

at the close of the calendar year 1912.

VEHICLES—concl.

Brake-vans (used exclu- sively on passenger service.)	BRAKE-VANS WITH		Brake-vans fitted with postal compart- ments	Postal vans.	Compo- site, postal and other carriages.	Prison vans.	Car- riage trucks.	Horse boxes.	Lug- gage vans.	Pro- duce ven- dors' vans.	Milk vans.	Fish vans.	Store, ice and sta- tionery vans.	Miscel- laneous.	Total coach- ing vehic- les.	Num- ber.
	Inter- medi- ate class.	Third class.															Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77
...	23	25
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	43	27
...	...	2	4	...	...	...	...	...	...	...	...	...	...	...	49	28
...	...	33	...	...	8	...	...	6	...	...	...	...	...	...	224	1
...	18	29
...	4	31
...	2	...	...	...	...	...	...	...	...	...	...	...	9	32
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	8	33
...	1	...	...	...	...	...	...	9	34
...	2	...	...	...	...	...	9	35
...	4	...	...	...	...	...	...	...	...	...	...	...	...	1	58	3
...	...	3	...	...	...	...	...	2	...	...	...	...	...	...	68	2
...	3	...	...	...	...	1	...	...	...	1	7	98	8
...	...	1	6	...	...	...	...	...	3	...	...	...	...	...	78	8
...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	21	10
4	2	...	...	...	...	...	...	51	21
...	2	...	...	...	...	...	...	...	...	...	...	...	11	1
...	7	1
...	18	23
...	35	40
...	26	41
3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	12	42
...
7	8	49	14	3	3	...	...	11	6	...	...	...	1	8	877	...
...	...	2	2	2	1	...	...	...	7	...	...	...	...	7	101	43
...	...	10	...	...	...	...	...	5	...	...	...	...	...	1	63	5
...	99	44
...	24	45
...	4	46
...	21	47
...	32	5
...	5	48
...	5	7	...	...	...	...	8	369	...
...	...	12	2	2	1	...	...	...	...	...	...	...	...	...	...	...
1,205	152	971	48	41	40	19	323	950	623	23	20	59	25	407	21,685	...

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	GOODS							
Main head.	Sub-head.		COVERED GOODS WAGONS, BOGIE.		COVERED GOODS WAGONS, 4-WHEEL-ED.		High-sided wagons, bogie.	High-sided wagons, 4 wheel-ed.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheel-ed.
			Ordinary.	Military.	Ordinary.	Military.				
78	79	80	81	82	83	84	85	86	87	88
		<i>5' 6" gauge.</i>								
1	(a)	Bengal-Nagpur ...	...	...	3,697	1,575	...	...	...	728
2	(a) & (c) to (f)	Bombay, Baroda and Central India	...	...	2,925	1,249	...	1,600	...	443
3	(g)	Eastern Bengal ...	...	...	2,968	1,492	...	52	...	...
4	...	East Indian ...	...	...	3,576	6,949	...	7,215	...	...
5	(a) to (f)	Great Indian Peninsula ...	51	...	5,923	4,296	81	3,758	...	...
6	(a) & (b)	Madras and Southern Mahratta	...	...	1,067	1,258	...	1,209	...	...
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	97	260	10	950	...	...
8	(a) to (f)	North Western ...	...	612	9,447	6,588	70	1,582	...	...
9	(a) & (b)	Oudh and Rohilkhand ...	...	...	2,654	3,200	...	...	...	...
10	(a)	South Indian ...	...	...	244	551	...	431	...	...
...	...	Calcutta Port Commissioners'	...	...	746	...	...	200	...	...
		Total ...	51	612	33,184	27,418	161	16,997	...	1,171
		<i>3' 3½" gauge.</i>								
11	...	Assam-Bengal ...	100	...	2,046	...	15	170	...	...
12	...	Bengal and North-Western ...	200	...	4,424	2,107	...	...	...	...
13	...	Bengal Doars ...	263	...	...	...	...	...	...	...
14	...	Bhavnagar ...	...	...	82	76	...	12	...	...
2	(b) & (g) to (l)	Bombay, Baroda and Central India	475	...	3,282	1,905	...	130	...	149
15	(a) to (c)	Barma ...	473	75	4,276	20	16	60	...	310
16	...	Dibro-Sadiya ...	...	...	293	...	...	864	...	...
3	(b) to (d)	Eastern Bengal ...	900	...	2,292	406	2	...	...	...
4	...	East Indian (Deoghur) ...	...	...	4	...	...	...	...	...
17	...	Gondal-Porbandar ...	...	...	55	38	...	9	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	...	...	440	250	2	257	...	...
18	...	Jamnagar ...	...	...	40	...	...	...	...	...
19	(a) to (e)	Jodhpur-Bikaner ...	5	...	918	50	...	...	...	...
20	...	Junagad ...	...	...	52	...	...	4	...	...
6	(e) to (l)	Madras and Southern Mahratta	...	91	4,150	221	63	221	182	268
21	...	Mo. vi ...	...	...	29	...	15	62	...	...
22	(a) & (b)	Rohilkund and Kumaon ...	...	...	1,093	250	...	...	...	...
10	(b) to (i)	South Indian ...	466	...	1,696	250	149	676	6	...
23	...	Udaipur-Chitorgarh ...	...	...	33	8	...	...	...	...
		Total ...	2,832	166	25,205	5,579	262	2,465	188	727

DIX 15—contd.

railway at the close of the calendar year 1912.

[have been included with four-wheeled wagons.]

VEHICLES.

LOW-SIDED WAGONS, BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	BOLSTER TRUCKS		NUM-BER.
Ordinary.	Military.	Ordinary.	Military.							Double.	Singl.		Main head.
89	90	91	92	93	94	95	96	97	98	99	100	101
...	...	190	180	4,956	...	23	...	6	114	...	192	1
...	175	26	...	761	...	21	...	7	10	...	...	2
...	...	126	351	...	1	13	...	5	12	30	88	3
...	...	3,003	1,525	692	20	57	93	31	100	...	...	4
...	...	25	...	464	...	61	...	34	191	...	59	5
...	...	...	229	...	1	20	3	9	167	...	...	6
...	...	...	...	...	...	3	...	...	4	...	...	7
102	140	511	1,492	600	24	...	12	65	149	...	...	8
...	...	14	279	180	...	9	...	8	163	...	...	9
...	...	...	...	...	...	3	...	3	...	126	46	10
1	...	82	...	...	...	2	35	...	...	2	20	...
103	315	3,977	3,946	7,553	46	212	148	168	920	158	336	...
...	...	316	...	...	4	5	...	3	80	...	...	11
...	28	442	25	*150	...	...	2	1	304	...	...	12
...	...	48	...	...	1	1	...	...	32	...	...	13
11	...	261	...	...	3	...	...	1	10	...	...	14
226	853	7	886	153	...	23	...	35	58	...	...	2
95	...	...	339	38	339	14	...	12	117	157	150	15
...	...	70	...	...	...	...	...	1	54	...	...	16
...	...	316	228	...	...	10	5	2	279	...	...	3
5	...	...	...	...	...	...	...	...	...	...	...	4
7	...	162	...	...	2	...	...	...	9	...	...	17
...	...	...	...	...	...	3	...	...	20	...	...	7
...	...	40	...	...	...	...	...	...	...	...	...	18
...	†151	...	†162	...	36	...	...	1	...	...	...	19
2	...	179	...	...	1	...	...	1	3	...	...	20
...	...	95	238	350	...	14	47	13	125	30	...	6
2	...	...	...	...	...	1	...	...	...	...	...	21
...	...	242	...	...	...	7	...	2	76	...	...	22
27	...	...	...	...	...	...	...	8	79	...	20	10
...	...	10	...	...	...	...	...	...	...	...	...	23
375	1,032	2,118	1,673	691	386	78	53	80	1,241	187	170	...

* These are 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.
 † These are used both for ordinary and military purposes.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	GOODS							
Main head.	Sub-head.		COVERED GOODS WAGONS, BOGIE.		COVERED GOODS WAGONS, 4-WHEELED.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
			Ordinary.	Military.	Ordinary.	Military.				
78	79	80	81	82	83	84	85	86	87	88
		<i>2' 6" gauge.</i>								
25	...	Arrah-Sasaram Light ...	...	...	27	...	...	20	...	...
27	...	Baraset-Basirhat Light ...	...	...	6	...	...	29	...	...
28	...	Barsi Light ...	87	...	...	...	10	...	...	...
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur ...	238	296	20	...	...	...	234	...
29	...	Bukhtiarpore-Bihar Light ...	...	...	14	...	...	28	...	...
31	...	Champaner-Shivrajpur Light ...	5	...	...	...	2	1	...	...
32	...	Cutch ...	...	...	...	...	...	15	...	...
33	...	Dehri-Rohtas Light ...	...	...	27	...	...	...	...	...
34	...	Dholpur-Bari ...	8	...	...	...	...	10	...	...
38	...	Madaya Light ...	...	...	3	...	...	...	...	...
3	(i).	Eastern Bengal ...	...	...	61	...	...	...	...	...
2	(m) & (o)	Gaekwar's Dabhoi, Kosamba-Zankhvar and Rajpipla ...	...	...	89	...	...	...	...	...
8	(k)	Kalka-Simla ...	12	20	36	...	45	...	...	...
8	(l) & (m)	Kohat-Thal and Nowshera-Durgai ...	49	...	25	...	13	19	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri ...	24	...	...	...	24	...	...	...
21	...	Morvi ...	10	...	10	...	9	...	...	...
1	(d)	Mourbhanj ...	6	...	3	...	...	...	...	...
1	(f)	Parlakimedi Light ...	2	...	...	...	...	...	...	...
22	(c)	Powayan Light ...	1	...	57	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light ...	...	...	118	...	...	...	...	...
41	...	Tarakesar-Magra Light ...	...	...	19	...	...	...	...	...
42	...	Tezpur-Balipara Light ...	...	...	37	...	2	18	...	...
		Total ...	442	306	554	...	105	140	284	...
		<i>2' 0" gauge.</i>								
43	...	Darjeeling-Himalayan ...	1	...	86	...	...	150	...	...
5	(g).	Gwalior Light ...	...	...	155	...	6	67	...	...
44	...	Howrah-Amta Light ...	...	...	14	...	...	42	...	...
45	...	Howrah-Sheakhala Light ...	...	...	4	...	...	4	...	...
46	...	Jagadhri Light ...	...	...	1	...	...	...	...	...
47	...	Jorhat (Provincial) ...	48	...	...	...	21	...	...	...
5	(h)	Matheran Light ...	...	...	7	...	...	16	...	...
43	...	Pipar Road-Bhavi Light ...	...	...	1	...	1	4	...	...
		Total ...	49	...	268	...	28	233	...	...
		GRAND TOTAL ...	3,424	1,084	59,211	32,997	558	19,885	472	1,898

DIX 15—contd.

railway at the close of the calendar year 1912.

have been included with four-wheeled wagons.]

VEHICLES.

LOW-SIDED WAGONS; BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	BOGIE TRUCKS.		Main head.	NUM- BER.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.		
89	90	91	92	93	94	95	96	97	98	99	100	101	
...	26
...	27
55	28
25	...	30	...	195	...	2	...	...	43	...	...	...	1
4	...	12	...	...	...	...	...	...	...	...	...	...	29
...	...	49	...	...	...	...	...	...	...	...	...	...	31
14	32
12	...	30	...	...	...	...	...	...	...	...	...	...	33
...	...	25	...	...	...	...	...	...	...	...	...	...	34
...	...	24	...	...	...	...	...	...	...	...	...	...	35
...	...	9	...	...	...	...	...	...	...	...	...	...	3
168	...	22	...	...	...	...	...	1	...	...	...	...	2
...	1	...	...	...	...	8
...	14	4	2	69	10	...	74	2	...	...	...	...	8
...	10
38	21
...	1
10	...	8	...	...	...	...	...	...	...	...	...	...	1
12	...	2	...	...	...	...	...	...	...	...	...	...	22
...	...	8	...	...	...	...	...	...	3	...	...	...	40
...	...	68	...	...	...	...	...	...	...	...	...	...	41
...	...	27	...	...	...	...	...	...	...	...	...	...	41
...	...	6	...	...	...	...	...	...	4	...	...	...	42
338	14	594	2	284	10	2	74	4	49	...	...	...
1	4	2	...	...	43
...	...	10	...	...	...	1	...	...	...	1	...	...	6
10	...	4	...	...	...	...	...	...	...	...	...	...	44
...	45
...	...	6	...	...	...	...	...	...	...	...	...	...	43
...	47
5	5	...	...	...	...	...	5
...	48
...	...	2	...	...	...	...	...	...	...	...	...	...
16	...	22	...	...	...	1	5	...	4	3	...	...
889	1,861	6,511	6,820	8,608	442	293	276	252	2,214	348	505	...	

* These are light military trolleys.

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN INDEX TO APPENDIX 9).		Railway.	GOODS VEHICLES— <i>conold.</i>							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Traveling oil tanks.	Traveling water tanks.	Traveling gas-holders.	Traveling cranes.	Miscellaneous.	Total goods vehicles.
102	103	104	105	106	107	108	109	110	111	112
		<i>5' 6" gauge.</i>								
1	(a)	Bengal-Nagpur ...	75	275	47	...	14	24	172	12,098
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	478	200	20	30	12	17	263	8,247
3	(a)	Eastern Bengal ...	235	90	30	12	4	8	81	5,498
4	...	East Indian ...	289	814	85	1	7	34	32	24,523
5	(a) to (f)	Great Indian Peninsula ...	451	697	42	11	19	62	1	16,217
6	(a) & (b)	Madras and Southern Mahratta	95	250	38	11	12	16	24	4,409
7	(a) & (b)	Nizam's Guaranteed State ...	71	23	...	3	1	2	5	1,434
8	(a) to (f)	North Western ...	240	320	86	80	31	67	267	22,445
9	(a) & (b)	Oudh and Rohilkhand ...	112	75	14	2	10	22	...	6,742
10	(a)	South Indian ...	65	70	7	1	6	4	13	1,570
...	...	Calcutta Port Commissioners'	12	1	...	...	...	3	...	1,104
		Total ...	2,123	2,820	369	151	116	259	878	104,237
		<i>3' 3½" gauge.</i>								
11	...	Assam-Bengal ...	110	15	3	...	8	17	14	2,906
12	...	Bengal and North-Western ...	...	239	13	...	...	22	9	7,966
13	...	Bengal Doonars ...	...	15	...	...	...	3	...	363
14	...	Bhavnagar ...	40	8	1	1	...	1	6	513
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	370	302	21	...	...	27	7	8,904
15	(a) to (c)	Burma ...	823	222	2	25	...	37	181	7,736
16	...	Dibru-Sadiya ...	...	21	6	...	...	2	...	1,311
3	(b) to (d)	Eastern Bengal ...	50	86	14	...	7	16	109	4,722
4	...	East Indian (Deoghur) ...	...	2	...	...	...	...	...	11
17	...	Gondal-Forbandar ...	25	8	1	...	...	1	54	369
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	83	23	1	1	1	3	4	1,093
18	...	Jamnagar ...	...	4	...	...	...	...	...	84
19	(a) to (c)	Jodhpur-Bikaner ...	...	42	2	18	...	...	...	1,385
20	...	Junagad ...	9	2	...	...	...	...	1	184
6	(c) to (f)	Madras and Southern Mahratta	...	51	28	49	36	22	3	6,297
21	...	Morvi ...	...	2	...	...	...	...	...	111
22	(a) & (b)	Rohilkund and Kumson ...	...	44	...	...	...	12	...	1,728
10	(b) to (f)	South Indian ...	575	140	38	23	...	8	8	4,169
23	...	Udaipur-Chitorgarh ...	...	3	...	...	...	...	...	54
		Total ...	2,090	1,234	130	117	62	171	346	49,904

DIX 15—contd.

railway at the close of the calendar year 1912.

MOTOR CARS.						LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.					Num-ber.	
RAIL MOTORS.			ROAD MOTORS.			Total.	Inter-mediate class.	Third class.	Composites containing Inter-mediate or third class accommo-dation.	Total.		Main head.
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-pro-pelled (for passengers).	Motor Inspection Trolleys (for engineers).	Motor cars (for passengers).	Motor Trains (e.g., Beard's for passengers or goods).	Motor Vans (for parcels and goods).						118	
...	...	1	1	2	40	288	80	358	1	
...	...	2	2	...	4	8	...	289	49	338	2	
...	...	2	1	...	3	6	17	148	77	240	3	
...	5	19	1	...	2	27	95	898	254	745	4	
...	1	2	1	...	2	6	3	448	147	598	5	
...	2	2	1	...	...	5	4	159	52	215	6	
...	72	5	77	7	
...	1	5	3	...	3	12	131	1,064	289	1,484	8	
...	...	4	...	...	2	6	36	345	115	496	9	
...	1	...	...	...	...	1	...	68	...	68	10	
...	10	37	10	...	16	78	823	3,223	1,068	4,617		
...	...	2	...	...	...	2	...	49	130	179	11	
...	32	200	78	310	12	
...	13	
...	43	...	43	14	
...	81	511	152	694	2	
...	...	1	1	...	1	6	...	245	87	332	15	
...	12	...	12	16	
...	...	3	...	...	...	3	48	352	82	432	3	
...	4	
...	...	1	...	...	...	1	...	24	...	24	17	
...	68	14	82	7	
...	...	1	...	...	...	1	...	6	...	6	18	
...	...	1	...	...	...	1	17	117	85	169	19	
...	...	1	...	...	...	1	...	13	...	13	20	
...	...	1	...	...	...	1	...	326	180	456	6	
...	82	3	35	21	
...	1	...	1	2	...	87	81	68	23	
...	...	2	2	...	...	4	...	249	39	288	10	
...	...	1	...	...	...	1	...	19	3	22	23	
...	...	14	4	...	2	23	123	2,303	784	3,215		

*These are four engines and three trailers.

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway.	GOODS VEHICLES— <i>consolid.</i>							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indis- criminate- ly on pas- senger, goods or mixed service).	Travel- ling oil tanks.	Travel- ling water tanks.	Travel- ling gas holders.	Travel- ling cranes.	Miscel- laneous.	Total goods vehicles.
102	103	104	105	106	107	108	109	110	111	112
		<i>2 6" gauge.</i>								
25	...	Arrah-Sasaram Light ...	...	4	...	...	...	...	...	51
27	...	Baraset-Basirhat Light ...	...	3	...	...	...	...	...	38
28	...	Barai Light ...	2	...	...	4	...	1	2	161
1	(b), (c), (e) (g) & (h).	Bengal-Nagpur ...	...	17	6	...	4	4	3	1,157
29	...	Bukhtarpore-Bihar Light ...	...	3	...	...	...	...	...	61
31	...	Champaner-Shivrajpur Light ...	...	2	...	...	...	...	...	59
32	...	Cutch ...	...	...	...	...	...	...	...	29
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	69
34	...	Dhoipur-Bari ...	...	2	...	...	...	...	...	45
38	...	Madaya Light ...	...	...	...	...	...	...	...	27
3	(b).	Eastern Bengal ...	...	1	...	...	...	...	...	74
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba- Zaakhav and Rajpipla-	...	13	...	...	...	...	2	366
8	(k)	Kalka-Simla ...	...	18	...	1	...	1	35	169
6	(b) & (m)	Kohat-Thal and Nowshera- Durgai.	*150	14	...	...	...	...	...	445
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur Krishnagiri.	...	...	...	...	...	...	...	48
21	...	Morvi ...	...	2	...	1	...	...	...	70
1	(d)	Mourbhanj ...	...	...	...	...	...	...	...	20
1	(f)	Parlakimedi Light ...	...	3	...	...	...	...	...	19
22	(c)	Powayan Light ...	...	...	...	...	...	...	8	71
40	...	Shahdara (Delhi)-Saharanpur Light.	...	3	...	...	...	...	...	189
41	...	Tarakesar-Magra Light ...	...	1	...	...	...	...	...	57
42	...	Tezapore-Balipara Light ...	...	3	...	...	...	...	...	70
		Total ...	152	89	6	6	4	6	50	3,295
		<i>2 0" gauge.</i>								
43	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	9	258
5	(g)	Gwalior Light ...	...	4	...	...	...	...	...	244
44	...	Howrah-Amra Light ...	...	11	...	...	...	...	...	61
45	...	Howrah-Sheakhala Light ...	...	1	...	...	...	...	...	9
46	...	Jagadhri Light ...	...	1	...	...	...	...	...	6
47	...	Jorhat (Provincial) ...	...	...	...	...	...	1	3	83
5	(h)	Matheran Light ...	...	2	...	1	...	1	...	27
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	1	9
		Total ...	...	19	...	1	...	2	13	714
		GRAND TOTAL ...	4,365	4,162	505	275	172	498	1,287	158,200

* These are general service wagons.

DIX 15—conold.

railway at the close of the calendar year 1912.

MOTOR CARS.						LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.					NUM- BER.
RAIL MOTORS.			ROAD MOTORS.			Total.	Inter- mediate class.	Third class.	Composites containing Inter- mediate or third class accommoda- tion.	Total.	Main head.
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-pro- pelled (for passengers).	Motor Inspection Trolleys (for engineers).	Motor cars (for passengers).	Motor Trains (e.g., Bernard's, for passengers or goods).	Motor Vans (for parcels and goods).							119	120	121	122	123	124
...	25
...	27
...	...	2	1	...	...	3	...	...	...	...	28
...	77	23	100	1
...	34	...	...	29
...	2	2	4	31
...	8	1	4	32
...	33
...	6	1	7	34
...	35
...	36
...	37
...	38
...	39
...	40
...	41
...	42
...	1	3	1	...	...	5	...	114	38	152	...
...	4	4	43
...	5	44
...	2	1	...	...	...	3	...	...	...	...	45
...	46
...	47
...	48
...	1	...	...	...	...	1	...	...	...	...	49
...	50
...	51
...	52
...	53
...	54
...	3	1	...	...	...	4	...	5	4	9	...
3	14	55	15	...	18	105	454	5,845	1,894	7,993	...

* This is a rail petrol mail van.

Number of, outlay on, and work done by, rolling-stock

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX B.)		Railway.	ENGINES.								
Main head.	Sub-head.		Engines employed exclusively on passenger working.			Engines employed exclu- sively on goods working.			Engines employed on mixed working or on both passen- ger working and goods working.		
			Number at close of 1911.	Number added in 1912.	Number at close of 1912.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.
1	2	3	4	5	6	7	8	9	10	11	12
<i>5' 6" gauge.</i>											
1	(a)	Bengal-Nagpur ...	81	---	81	...	...	...	309	3	312
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	125	10	135	...	...	...	162	22	184
3	(a)	Eastern Bengal ...	81	3	84	59	...	59	106	4	110
4	---	East Indian ...	192	-22	170	387	21	408	496	11	507
5	(a) to (f)	Great Indian Peninsula ...	294	1	295	546	1	547	170	-2	168
6	(a) & (b)	Madras and Southern Mahratta	67	---	67	---	---	---	183	---	183
7	(a) & (b)	Nizam's Guaranteed State ...	---	---	---	23	-2	21	38	3	41
8	(a) to (j)	North Western ...	225	15	240	699	62	761	150	---	150
9	(a) & (b)	Oudh and Rohilkhand ...	99	---	99	---	---	---	150	22	172
10	(a)	South Indian ...	25	-2	27	---	---	---	89	5	94
Total ...			1,189	9	1,198	1,714	82	1,796	1,853	68	1,921
<i>3' 3½" gauge.</i>											
11	---	Assam-Bengal ...	5	---	5	---	---	---	104	---	104
12	---	Bengal and North-Western ...	54	---	54	---	---	---	274	---	274
13	---	Bengal Doonars ...	---	---	---	---	---	---	10	---	10
14	---	Bhavnagar ...	---	---	---	---	---	---	20	---	20
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	159	8	167	---	---	---	822	-8	314
15	(a) to (c)	Burma ...	8	1	9	---	---	---	297	10	307
16	---	Dibru-Sadiya ...	---	---	---	---	---	---	26	---	26
3	(b) to (d)	Eastern Bengal ...	---	45	45	---	59	58	229	-94	135
4	---	East Indian (Deoghur) ...	---	---	---	---	---	---	2	---	2
17	---	Gondal-Forbandar ...	---	---	---	---	---	---	14	---	14
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	14	1	15	10	-2	8	41	-1	40
18	---	Jamnagar ...	---	---	---	---	---	---	4	---	4
19	(a) to (e)	Jodhpur-Bikaner ...	---	---	---	---	---	---	64	7	71
20	---	Junagad ...	---	---	---	---	---	---	8	---	8
6	(c) to (i)	Madras and Southern Mahratta	40	2	42	10	5	15	233	---	233
21	---	Morvi ...	3	---	3	2	---	2	3	1	4
23	(a) & (b)	Rohilkund and Kumaon ...	4	---	4	---	---	---	54	---	54
10	(b) to (i)	South Indian ...	20	6	26	---	---	---	280	-3	277
23	---	Udaipur-Chitorgarh ...	1	1	2	---	---	---	2	---	2
Total ...			338	64	402	22	61	83	1,987	-88	1,899

Number of, outlay on, and work done by, rolling-stock

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway.	ENGINES.								
Main head	Sub-head.		Engines employed exclusively on passenger working.			Engines employed exclu- sively on goods working.			Engines employed on mixed working or on both passen- ger working and goods working.		
			Number at close of 1911.	Number added in 1912.	Number at close of 1912.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.
1	2	3	4	5	6	7	8	9	10	11	12
<i>2' 6" gauge.</i>											
25	---	Arrah-Sasaram Light ...	---	---	---	---	---	---	5	---	5
27	---	Baraset-Basirhat Light ...	---	---	---	---	---	---	7	---	7
28	---	Barai Light ...	---	---	---	---	---	---	13	---	13
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur ...	---	---	---	---	---	---	75	1	76
29	---	Bukhtiarpoore-Bihar Light ...	---	---	---	---	---	---	4	---	4
31	---	Champaner-Shivrajpur Light ...	---	---	---	---	---	---	3	1	4
32	---	Cutch ...	---	---	---	---	---	---	4	---	4
33	---	Dahri-Bohtas Light ...	---	---	---	---	---	---	3	---	3
34	---	Dholpur-Bari ...	---	---	---	---	---	---	3	1	4
3	(b)	Eastern Bengal ...	---	---	---	---	---	---	7	-2	5
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba- Zankhvay and Rajpipla ...	---	---	---	---	---	---	15	---	15
8	(k)	Kalka-Simla ...	---	---	---	---	---	---	35	-7	28
8	(l) & (m)	Kohat-Thal and Nowshera- Durgai ...	---	---	---	---	---	---	28	4	32
38	---	Madaya Light ...	---	---	---	---	---	---	---	2	2
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri ...	---	---	---	---	---	---	6	---	6
21	---	Morvi ...	3	---	3	1	---	1	1	---	1
1	(d)	Mourbhánj ...	---	---	---	---	---	---	3	---	3
1	(f)	Parlakimedi Light ...	---	---	---	---	---	---	3	---	3
23	(c)	Powayan Light ...	---	---	---	---	---	---	5	---	5
40	---	Shahdara (Delhi)-Saharanpur Light ...	---	---	---	---	---	---	8	---	8
41	---	Tarkessur-Magra Light ...	---	---	---	---	---	---	6	---	6
42	---	Tezpoore-Balipara Light ...	---	---	---	---	---	---	3	---	3
Total ...			3	---	3	1	---	1	237	---	237
<i>2' 0" gauge.</i>											
43	---	Darjeeling-Himalayan ...	---	---	---	---	---	---	17	---	17
5	(g)	Gwalior Light ...	---	---	---	---	---	---	20	---	20
44	---	Howrah-Amra Light ...	---	---	---	---	---	---	13	---	13
45	---	Howrah-Sheakhala Light ...	---	---	---	---	---	---	3	1	4
46	---	Jagadhri Light ...	---	---	---	---	---	---	2	---	2
47	---	Jorhat (Provincial) ...	---	---	---	---	---	---	9	---	9
6	(h)	Matheran Light ...	---	---	---	---	---	---	5	---	5
48	---	Pipar Road-Shavi Light ...	---	---	---	---	---	---	2	---	2
Total ...			---	---	---	---	---	---	71	1	72
GRAND TOTAL ...			1,530	73	1,603	1,737	143	1,880	4,148	-19	4,129

DIX 16—contd.

during 1912 (except where otherwise stated).

ENGINES.										
Total No. of locomotives on the 31st December 1912.	Number of all classes per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.				Average mileage run by each per diem.				Main head.
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	
13	14	15	16	17	18	19	20	21	22	23
5	0.08	...	...	17,717	17,717	...	...	43	43	25
7	0.14	...	...	19,279	19,279	...	...	53	53	27
13	0.11	...	...	18,133	18,133	...	...	50	50	28
76	0.12	...	...	15,590	15,590	...	...	43	43	1
4	0.14	...	...	19,484	19,484	...	...	53	53	29
4	0.20	...	...	8,567	8,567	...	...	23	23	31
4	0.10	...	...	8,265	8,265	...	...	25	25	32
3	0.13	...	...	5,744	5,744	...	...	16	16	33
4	0.20	...	...	6,204	6,204	...	...	17	17	34
5	0.14	...	...	14,827	14,827	...	...	40	40	3
15	0.08	...	...	16,753	16,753	...	...	46	46	2
28	0.47	...	...	8,763	12,816	...	...	24	34	6
32	0.31	...	...	8,672	10,351	...	...	24	28	6
2	0.26	...	...	...	...	...	...	...	...	33
6	0.14	...	...	18,799	18,321	...	...	38	38	10
5	0.26	4,032	2,343	25,142	7,916	11	6	69	22	21
3	0.09	...	...	10,603	10,603	...	...	29	29	1
3	0.12	...	...	7,419	7,419	...	...	20	20	1
5	0.18	...	...	3,598	3,598	...	...	10	10	22
8	0.09	...	...	18,765	18,765	...	...	51	51	40
6	0.18	...	...	21,878	21,878	...	...	60	60	41
3	0.15	...	...	10,909	10,909	...	...	30	30	42
241	...	...	...	...	...	...	...	...	...	...
17	0.33	...	...	16,525	16,525	...	...	45	45	43
20	0.08	...	...	19,878	19,878	...	...	54	54	5
13	0.30	...	...	14,895	14,895	...	...	41	41	44
4	0.18	...	...	18,134	18,134	...	...	50	50	45
2	0.60	...	...	7,825	7,825	...	...	21	21	46
9	0.28	...	...	5,400	5,400	...	...	19	19	47
5	0.40	...	...	3,372	3,372	...	...	9	9	5
2	0.08	...	...	10,867	10,867	...	...	30	30	48
72	...	...	...	...	...	...	...	...	...	...
7,812	...	...	...	...	...	...	...	...	...	...

Number of, outlay on, and work done by, rolling-stock

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway.	ENGINES—concd.				Total value per mile of line open on 31st Decem- ber 1912, excluding 2nd, 3rd, etc., tracks.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.
Main head.	Sub-head.		Ton- mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st December 1912.				
24	25	26	27	28	29	30	31	32	33	34
		<i>5' 6" gauge.</i>								
1	(a)	Bengal-Nagpur ...	10,040	53	13.62	2,14.23	11,573	913	61	974
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	9,886	31	9.87	1,41.21	12,075	759	80	839
3	(a)	Eastern Bengal ...	6,678	40	44.59	1,11.04	21,694	751	-1	750
4	...	East Indian ...	11,892	100	9.22	4,75.85	18,180	2,309	18	2,327
5	(a) to (f)	Great Indian Peninsula ...	8,407	197	19.50	4,32.30	14,902	2,029	26	2,055
6	(d) & (b)	Madras and Southern Mahratta	7,390	42	16.80	1,09.55	10,517	700	12	712
7	(a) & (b)	Nizam's Guaranteed State ...	...	7	11.65	25.72	7,327	185	3	188
8	(a) to (f)	North Western ...	3,746	151	18.16	5,40.19	11,344	3,049	23	3,026
9	(a) & (b)	Oudh and Rohilkhand ...	7,360	35	12.97	1,28.80	7,954	937	41	978
10	(a)	South Indian ...	4,886	18	14.88	42.11	9,442	310	7	317
		Total ...	...	...	...	...	...	11,942	219	12,161
		<i>3' 3 1/2" gauge.</i>								
11	...	Assam-Bengal ...	4,307	9	8.10	39.07	4,853	383	22	355
12	...	Bengal and North-Western ...	4,945	32	9.82	1,05.14	5,340	1,081	25	1,106
13	...	Bengal Doocars ...	...	2	20.00	2.70	1,765	48	...	48
14	...	Bhavnagar ...	4,114	1	6.08	4.80	2,476	97	5	102
15	(b) & (g) to (i)	Bombay, Baroda and Central India.	4,764	61	11.98	99.29	4,488	1,554	35	1,589
16	(a) to (c)	Burma ...	4,744	26	8.20	1,09.15	7,066	1,004	4	1,008
17	...	Dibrn-Sadiya ...	...	7	25.54	...	...	78	1	74
18	(b) to (d)	Eastern Bengal ...	4,449	42	68.60	69.14	6,032	804	40	844
19	...	East Indian (Deoghur) ...	...	...	...	...	...	10	...	10
20	...	Gondal-Porbandar ...	4,598	2	13.71	337	1,785	82	...	82
21	(c) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley.	4,305	5	8.33	19.85	4,501	155	15	170
22	...	Jamnagar ...	2,657	1	25.00	1.86	2,506	22	...	22
23	(a) to (e)	Jodhpur-Bikaner ...	7,394	9	12.68	22.55	1,850	234	16	250
24	(c) to (i)	Junagad ...	3,651	...	...	1.96	1,946	44	1	45
25	...	Madras and Southern Mahratta	4,511	38	13.28	73.25	73,595	1,205	67	1,272
26	...	Morvi ...	...	2	22.22	3.03	4,093	46	10	56
27	(a) & (b)	Rohilkund and Kumaon ...	4,483	5	9.47	19.25	3,483	210	...	210
28	(b) to (i)	South Indian ...	4,485	23	7.59	70.72	5,869	1,252	54	1,306
29	...	Udaipur-Chitorgarh ...	4,226	...	...	1.29	1,917	23	6	29
		Total ...	...	...	...	...	...	8,277	301	8,578

* Includes the outlay on the 2' 6" gauge section.

† Excludes the outlay by the West of India Portuguese railway.

Number of, outlay on, and work done by, rolling-stock

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway.	ENGINES—concl'd.					Total value per mile of line open on 31st Decem- ber 1912, excluding 2nd, 3rd, etc., tracks.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.
Main head.	Sub-head.		Ton-mile- age hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percent- age of the average number of engines under repairs or renewals at any one time on the total number on the list.	Total value, in thousands of rupees on 31st December 1912.					
24	25	26	27	28	29	30	31	32	33	34	
		<i>2' 6" gauge.</i>									
25	...	Arrah-Sasaram Light ...	...	...	...	1.97	2,091	23	...	23
27	...	Haraset-Basirhat Light ...	...	...	...	1.67	3,965	43	...	43
28	...	Barai Light ...	...	1	7.70	4.10	3,544	49	...	49
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur ...	2,573	10	13.16	29.57	4,632	196	28	224	
29	...	Bukhtiarapore-Bihar Light ...	...	...	...	99	3,006	18	...	18
31	...	Champaner-Shivrajpur Light ...	...	...	...	83	4,091	2	2	4
32	...	Cutch ...	...	1	25.00	49	1,343	9	...	9
33	...	Dahri-Rohas Light ...	...	1	25.00	41	1,742	3	...	3
34	...	Dholpur-Bari ...	...	1	25.00	89	4,060	7	2	9
3	(b)	Eastern Bengal ...	...	...	...	...	...	56	...	56
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba- Zankhvas and Rajpipala ...	...	1	9.00	3.58	1,419	58	10	68
8	(k)	Kalka-Simla ...	898	7	24.89	9.57	15,971	102	4	98	
8	(l) & (m)	Kohat-Thal and Nowshera- Durgai ...	592	7	22.16	7.73	7,639	66	12	78	
38	...	Madaya Light ...	...	...	...	...	...	...	9	9
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri ...	1,283	1	16.67	2.05	4,663	21	...	21	
21	...	Morvi ...	...	...	...	96	5,039	51	...	51
1	(d)	Mourbhauj ...	1,023	1	25.00	63	1,941	11	...	11	
1	(f)	Parlakimedi Light ...	727	...	...	1.01	4,114	7	...	7
23	(c)	Powayan Light ...	...	1	20.00	1.02	2,591	18	...	18
40	...	Shahdara (Delhi)-Saharanpur Light ...	...	1	12.50	2.76	2,936	35	...	35
41	...	Tarakeswar-Magra Light ...	...	1	16.66	1.04	3,113	23	4	26
42	...	Taspoore-Balipara Light ...	...	1	33.33	60	3,974	12	...	12
		Total	...	...	...	...	...	814	63	877
		<i>2' 0" gauge.</i>									
43	...	Darjeeling-Himalayan ...	...	2	11.76	3.30	6,463	108	7	101
5	(g)	Gwalior Light ...	...	6	30.00	4.05	1,620	83	...	83
44	...	Howrah-Amra Light ...	...	...	...	2.63	5,994	97	2	99
45	...	Howrah-Sheakhala Light ...	...	...	...	65	3,281	24	...	24
46	...	Jagadhri Light ...	...	1	50.00	29	6,014	4	...	4
47	...	Jorhat (Provincial) ...	...	2	22.22	...	...	21	...	21
5	(h)	Matheran Light ...	...	2	40.00	1.41	11,186	32	...	32
48	...	Piprah Road-Shavi Light ...	...	...	...	19	767	4	1	5
		Total	...	...	...	...	...	373	4	369
		GRAND TOTAL	...	...	...	...	...	21,406	579	21,985

* Revised figures.

DIX 16.—contd.

during 1912 (except where otherwise stated).

COACHING STOCK.												NUM. BR.
Number per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each per annum.						
1st class.	2nd class.	Inter-mediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Inter-mediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
...	...	...	...	...	0.88	...	...	...	...	...	...	25
0.04	0.04	...	0.29	0.05	0.82	42,120	44,034	...	5,788	29,808	3,954	27
...	...	...	...	...	0.42	...	...	...	...	...	...	28
...	...	...	...	...	0.35	...	...	...	...	...	45,608	1
...	...	...	...	...	0.51	...	...	...	...	...	...	29
...	...	...	...	...	0.20	...	...	...	...	...	...	31
0.04	0.02	...	0.13	0.05	0.24	1,638	24,578	...	5,461	12,299	24,578	32
0.08	...	...	0.33	0.05	0.34	...	...	...	...	...	...	33
...	...	...	...	...	0.46	...	...	...	...	...	...	34
0.16	0.09	0.23	0.94	0.17	1.59	...	...	...	...	...	...	8
0.02	0.07	...	0.26	0.03	0.88	...	...	...	...	...	...	2
0.35	0.25	...	0.79	0.25	1.64	10,603	12,086	...	9,336	6,810	9,642	6
0.16	0.08	0.08	0.40	0.09	0.76	5,037	9,617	33,214	31,458	27,928	23,128	8
...	...	...	...	...	1.17	...	...	...	...	...	...	35
0.05	0.05	...	0.30	0.08	0.48	40,125	40,125	...	38,394	25,945	36,649	10
0.37	0.31	...	1.68	0.32	2.68	...	...	...	...	...	...	21
0.06	0.04	0.02	0.16	0.08	0.34	4,241	51,762	51,375	29,912	11,578	25,859	1
0.06	0.01	0.01	0.20	...	0.28	10,285	83,471	32,314	48,441	...	33,690	1
0.05	0.05	...	0.33	0.08	0.46	...	...	...	...	...	...	22
0.03	...	0.03	0.32	...	0.38	...	...	...	...	...	...	40
0.08	0.08	0.09	0.42	0.16	0.78	...	...	...	...	...	...	41
0.15	...	...	0.45	...	0.60	...	...	...	...	...	...	42
...
...	...	...	...	...	1.98	...	...	...	...	...	...	43
...	...	...	...	...	0.34	...	...	...	...	...	...	5
...	...	...	...	...	2.23	...	...	...	...	...	...	44
...	...	...	...	...	1.22	...	...	...	...	...	...	45
...
...	...	...	...	...	1.21	...	...	...	...	...	...	46
...	...	...	...	...	0.66	...	...	...	...	...	...	47
1.31	0.67	...	0.56	...	2.54	...	...	...	...	...	...	5
0.04	0.04	0.04	0.08	...	0.20	...	...	...	...	...	29,949	48
...
...

Number of, outlay on, and work done by, rolling-stock

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway.	COACHING STOCK—concl.						Number at close of			
Main head.	Sub-head.		Average mile- age run by each per diem.	Freight ton mileage per vehicle, in thou- sands of tons.*	Average under repairs or renew- als at any one time.	Percent- age of the average number of coaching vehicles under repairs or renew- als at any one time on the total stock on the list.	Total value, in thou- sands of rupees on 31st Decem- ber 1912.	Total value per mile of line open on 31st Decem- ber 1912, exclud- ing 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, includ- ing bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
		<i>5' 6" gauge.</i>										
1	(a)	Bengal-Nagpur ...	160	58	151	15'50	†1,20,61	†6,518	5,110	5,990	251	523
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	196	74	144	17'32	†1,02,23	†6,742	3,688	3,452	20	533
3	(a)	Eastern Bengal ...	138	45	135	18'01	†39,18	†11,561	4,234	748	75	221
4	---	East Indian ...	180	68	325	14'09	†2,97,80	†11,346	10,568	12,474	100	1,070
5	(a) to (f)	Great Indian Peninsula ...	171	55	399	19'42	†2,36,92	†7,822	9,949	4,446	241	851
6	(a) & (b)	Madras and Southern Mahratta	121	51	99	13'76	†59,13	†5,677	2,315	1,533	187	374
7	(a) & (b)	Nizam's Guaranteed State ...	110	37	17	9'32	10,68	3,038	353	1,933	4	46
8	(a) to (f)	North Western ...	158	50	327	10'81	†3,33,15	†7,102	15,664	4,477	49	775
9	(a) & (b)	Oudh and Rohilkhand ...	126	52	210	21'57	---	---	5,593	632	131	132
10	(a)	South Indian ...	100	55	85	11'04	†24,51	†5,496	793	486	172	98
		Total ...	---	---	---	---	---	---	58,322	35,271	1,230	4,622
		<i>3' 3 1/2" gauge.</i>										
11	---	Assam-Bengal ...	89	33	25	7'11	†34,77	†4,319	2,062	694	96	62
12	---	Bengal and North-Western ...	206	49	98	8'88	---	---	6,375	645	284	231
13	---	Bengal Decans ...	---	---	---	---	3,80	1,332	264	48	32	19
14	---	Rhavnagar ...	142	31	6	5'99	†4,57	†2,356	142	324	10	17
2	(b) & (g) to (h)	Bombay, Baroda and Central India.	153	46	160	10'06	1,41,64	6,403	5,603	2,740	53	376
15	(a) to (c)	Burma ...	---	---	108	10'77	†79,78	†5,164	5,095	1,477	414	338
16	---	Dibru-Sadiya ...	---	---	---	---	---	---	294	334	54	29
3	(b) to (d)	Eastern Bengal ...	---	---	111	13'16	†64,07	†5,559	3,334	518	229	243
4	---	East Indian (Deoghur) ...	34	---	---	---	---	---	4	5	---	2
17	---	Gondal-Forbandar ...	143	32	4	4'50	†3,49	†1,788	93	203	9	64
7	(c) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley.	161	46	17	9'88	12,72	2,868	690	342	20	41
18	---	Jamnagar ...	61	30	1	3'46	†79	†1,327	40	40	---	4
19	(a) to (e)	Jodhpur-Bikaner ...	192	57	17	6'86	15,23	1,249	976	312	---	54
20	---	Junagad ...	99	25	---	---	†1,93	†1,921	35	94	3	2
6	(c) to (f)	Madras and Southern Mahratta	87	31	144	11'36	54,75	2,679	4,475	1,417	155	247
21	---	Morvi ...	---	---	8	14'29	3,53	4,772	29	79	---	3
22	(a) & (b)	Rohilkhand and Kumaon ...	137	41	14	6'63	16,36	2,960	1,345	242	76	57
10	(b) to (i)	South Indian ...	137	52	71	5'44	†1,03,52	†8,592	2,421	1,445	99	205
23	---	Udaipur-Chitorgash ...	111	81	1	4'35	†1,64	†2,442	33	10	---	3
		Total ...	---	---	---	---	---	---	33,310	11,569	1,534	2,047

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Includes the outlay on the 2' 6" gauge section.

DIX 16—contd.

during 1912 (except where otherwise stated).

GOODS STOCK.												Num- ber.
1911.	Number added in 1912.					Number at close of 1912.					Main head.	
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, includ- ing bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, includ- ing bolster trucks.	All other classes.	Total of all classes.		
61	62	63	64	65	66	67	68	69	70	71	72	
11,873	108	89	-5	33	235	5,218	6,079	246	555	12,098	1	
7,693	493	31	...	30	554	4,181	3,483	20	563	8,247	2	
5,328	82	16	55	17	170	4,366	764	180	238	5,498	3	
24,212	8	250	...	53	311	10,576	12,724	100	1,123	24,523	4	
15,487	355	333	...	42	730	10,304	4,779	241	893	16,217	5	
4,409	20	...	-20	...	...	2,335	1,533	167	374	4,409	6
1,436	4	-2	...	-4	-2	357	1,031	4	42	1,434	7	
20,985	1,072	200	100	108	1,480	16,736	4,677	149	683	22,445	8	
6,488	269	-47	32	...	254	5,862	585	163	132	6,742	9	
1,554	...	10	...	6	16	798	496	172	104	1,570	10	
99,445	2,411	680	162	285	3,738	60,733	36,151	1,392	4,907	103,183		
2,914	91	-83	-16	...	-8	2,153	611	80	62	2,906	11	
7,585	357	...	20	...	381	6,732	645	304	255	7,966	12	
363	...	...	...	...	...	264	43	32	19	363	13
493	20	...	...	...	20	162	321	10	17	513	14
8,773	94	34	...	4	132	5,697	2,774	53	390	8,904	2	
7,324	186	209	10	7	412	5,281	1,666	424	345	7,736	15	
1,311	...	...	...	...	...	294	984	54	29	1,311	16
4,324	266	78	50	4	398	3,600	596	279	247	4,722	3	
11	...	...	...	...	...	4	5	...	2	11	4
369	...	...	...	...	...	93	203	9	64	369	17
1,093	...	...	...	...	...	690	342	20	41	1,093	7
81	...	...	...	...	...	40	40	...	4	81	18
1,842	34	1	...	8	43	1,010	313	...	62	1,385	19	
134	19	30	...	1	50	54	124	8	3	134	20	
6,291	...	...	...	3	3	4,475	1,417	155	250	6,297	6
111	...	...	...	...	...	29	79	...	3	111	21
1,720	...	...	...	6	6	1,345	242	76	63	1,726	22
4,170	-1	-13	...	12	-1	2,420	1,433	99	217	4,189	10	
46	8	...	...	...	8	41	10	...	3	46	23
48,460	1,074	257	64	49	1,444	34,334	11,326	1,593	2,096	49,904		

* Includes 150 8' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway.	COACHING STOCK—concl'd.						Number at close of			
Main head.	Sub-head.		Average mileage run by each per diem.	Freight ton mileage per vehicle, in thousands of tons*.	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc. tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
<i>2' 6" gauge.</i>												
25	...	Arrah-Sasaram Light	...	...	1	4.85	1.80	2,156	27	20	...	4
27	...	Barasat-Basirhat Light	...	...	...	...	1.69	3,312	6	29	...	3
28	...	Barui Light	11	...	2	4.08	...	...	87	69	...	5
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur	125	26	16	7.33	18.02	2,324	500	529	43	31
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	72	2,170	14	34	...	3
31	...	Champaner-Shivrajpur Light	...	...	...	...	38	1,897	5	50	...	2
32	...	Cutch	67	7	...	...	138	1,027	...	29	...	...
33	...	Debri-Rohas Light	...	...	1	...	17	720	21	25	...	5
34	...	Dholpur-Bari	...	...	...	11.11	85	4,329	8	35	...	2
3	(b)	Eastern Bengal	...	...	9	16.98	...	...	80	9	...	4
2	(m) to (a)	Gaekwar's Dabhol, Kosamba-Zankhav and Rajpipla.	...	...	5	7.35	2.36	1,302	64	226	...	15
8	(k)	Kalka-Simla	26	6	8	8.38	17.65	12,768	85	56	...	55
8	(l) & (m)	Kohat-Thal and Nowshera-Durgai.	68	15	5	6.95	2.28	2,238	86	271	...	89
9	...	Madaya Light	...	...	...	...	...	...	...	...	...	...
10	(g) & (k)	Morappur-Dharmapuri and Tirupattur-Kriahnagiri.	100	17	...	...	1.18	2,686	24	24	...	...
21	...	Morvi	...	...	5	9.80	1.40	7,890	20	47	...	3
1	(d)	Mourbhanj	71	10	...	...	47	1,442	8	12	...	...
1	(f)	Parlakimedi Light	106	23	...	...	...	...	2	14	...	3
22	(c)	Powayan Light	...	...	2	8.78	...	...	58	3	2	8
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	2.86	1.43	1,545	80	100	...	9
41	...	Tarkessur-Megra Light	...	...	...	...	78	2,288	20	37	...	3
42	...	Tarpore-Balipara Light	...	...	...	...	48	2,413	30	20	2	3
Total			...	...	...	...	...	...	1,225	1,639	47	246
<i>2' 0" gauge.</i>												
43	...	Darjeeling-Himalayan	...	...	...	...	1.43	2,800	87	149	5	9
5	(g)	Gwalior Light	...	...	...	...	...	...	155	71	1	5
44	...	Howrah-Amta Light	...	...	...	...	3.49	7,951	14	46	...	11
45	...	Howrah-Sheakhala Light	...	...	...	...	1.00	5,063	4	4	...	1
46	...	Jagadhri Light	...	...	...	...	8	2,528	1	6	...	1
47	...	Jorhat (Provincial)	...	...	...	...	...	...	48	28	...	11
5	(h)	Matheran Light	...	...	...	...	...	...	7	16	...	4
48	...	Pipar Road-Bhavi Light	82	...	...	...	17	668	...	6	...	...
Total			...	...	...	...	...	...	316	324	6	42
GRAND TOTAL			...	...	...	...	...	...	93,178	46,803	2,917	6,957

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.
 † Includes the outlay on motor cars.

DIX 16—contd.

during 1912 (except where otherwise stated).

Goods Stock.											
1911.	Number added in 1912.					Number at close of 1912.					Num- ber.
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, includ- ing bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
51	...	...	...	...	...	27	20	...	4	51	25
38	...	...	...	...	...	6	29	...	3	38	27
161	...	...	...	2	...	87	67	...	7	161	28
1,103	44	5	...	5	54	544	534	43	36	1,157	1
51	...	10	...	...	10	14	44	...	3	61	29
57	...	3	...	...	2	5	52	...	2	59	31
29	...	...	...	...	...	...	29	...	...	29	32
51	6	17	...	...	18	27	42	...	...	69	33
45	...	...	...	...	...	8	35	...	2	45	34
93	16	...	...	...	19	64	9	...	1	74	3
305	26	35	...	...	61	80	261	...	15	366	2
196	16	11	...	...	27	69	45	...	55	169	8
445	...	...	...	...	...	88	271	...	88	445	8
43	3	24	...	...	27	3	24	...	...	27	38
70	...	...	...	...	...	24	24	...	...	48	10
20	...	...	...	...	...	20	47	...	3	70	21
19	...	...	...	...	...	8	12	...	...	20	1
71	...	...	...	...	...	2	14	...	3	19	1
...	...	...	...	...	...	58	3	2	3	71	22
189	38	32	...	...	...	118	68	...	3	189	40
60	1	...	...	...	...	19	37	...	1	57	41
55	7	6	2	...	15	37	26	4	3	70	42
3,157	91	54	2	9	133	1,316	1,693	49	237	3,295	
250	...	3	1	...	3	87	151	6	9	253	43
232	...	12	...	...	12	155	83	1	5	244	5
71	...	10	...	...	10	14	58	...	11	81	44
9	...	...	...	...	...	4	4	...	1	9	45
8	...	...	...	...	...	1	6	...	1	8	46
85	...	...	...	...	...	48	26	...	9	83	47
27	...	...	...	...	...	7	16	...	4	27	5
6	1	1	...	...	3	1	7	...	1	9	48
638	1	25	1	1	26	317	349	7	41	714	
151,750	8,577	1,216	229	324	5,346	96,750	50,019	3,046	7,281	1,57,096	

Number of, outlay on, and work done by, rolling-stock

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway.	Number of all classes per mile of line open on 31st Decem- ber 1912, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.	Average mileage run by each per diem.	Average tare in tons.		Average carrying capacity in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
						79	80	81	82
73	74	75	76	77	78	79	80	81	82
		<i>5' 6" gauge.</i>							
1	(a)	Bengal-Nagpur ...	6.52	16,187	44	8.22	8.52	15.23	15.53
2	(a) & (c) to	Bombay, Baroda and Central	6.53	13,994	38	8.10	8.02	17.64	18.25
3	(f)	India.							
4	(a)	Eastern Bengal ...	10.74	11,621	32	8.71	6.95	15.72	15.57
5	...	East Indian ...	9.19	20,390	61	7.86	7.15	16.21	16.40
6	(a) to (f)	Great Indian Peninsula ...	5.47	15,572	43	8.20	7.22	16.65	15.93
7	(a) & (b)	Madras and Southern Mah-	4.23	18,519	37	7.88	7.65	15.61	16.39
8	(a)	ratta.							
9	(a) & (b)	Nizam's Guaranteed State ...	4.08	15,254	42	7.93	7.02	17.38	16.94
10	(a) to (f)	North Western ...	4.73	18,447	50	7.89	7.71	19.93	17.00
	(a) & (b)	Oudh and Rohilkhand ...	4.16	15,795	43	7.76	6.59	15.81	13.39
	(a)	South Indian ...	2.72	10,501	29	7.44	7.11	14.12	15.87
		Total ...	...	...	...	...	...	...	...
		<i>3' 3 1/2" gauge.</i>							
11	...	Assam-Bengal ...	3.61	6,383	17	5.08	3.45	10.23	7.66
12	...	Bengal and North-Western ...	3.80	15,024	41	4.20	2.86	11.10	10.58
13	...	Bengal Doers ...	2.37	...	...	...	...	...	...
14	(b) & (g) to	Bhavnagar ...	2.65	6,946	19	3.82	3.08	7.35	7.87
15	(l)	Bombay, Baroda and Central	4.03	21,527	59	4.45	4.39	9.85	11.76
16	(a) to (c)	India.							
	...	Burma ...	5.01	...	...	4.76	3.75	10.25	8.90
	...	Dibru-Sadiya ...	14.32	...	...	...	...	...	...
3	(b) to (d)	Eastern Bengal ...	4.25	...	...	6.17	3.67	11.92	9.68
4	...	East Indian (Deoghar) ...	2.30	...	...	3.51	3.51	5.00	7.00
17	...	Gondal-Porbandar ...	1.90	7,949	22	3.72	3.06	7.35	7.90
7	(c) & (d)	Hingoli Branch and Hyder-	2.48	13,786	38	4.56	4.05	11.20	11.92
18	...	abad-Godavari Valley.							
19	(a) to (e)	Jamnagar ...	1.48	2,754	8	4.25	4.11	7.35	7.35
	...	Jodhpur-Bikaner ...	1.14	14,213	39	4.68	3.14	8.80	13.63
20	(c) to (j)	Junagad ...	1.83	9,509	26	3.74	3.14	7.83	7.95
21	...	Madras and Southern Mahratta	3.01	13,084	38	4.06	4.28	8.00	9.21
	...	Morvi ...	1.50	...	...	...	...	7.25	12.25
22	(a) & (b)	Rohilkund and Kumaon ...	3.12	10,317	28	4.97	3.82	12.70	9.28
23	(b) to (i)	South Indian ...	3.46	15,624	48	5.36	4.50	10.27	9.83
	...	Udaipur-Chitorgarh ...	0.79	6,317	17	4.04	3.19	8.92	7.40
		Total ...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 16—contd.

during 1912 (except where otherwise stated).

Stock—concl.

Average load of a goods vehicle, loaded and empty, per mile.		Freight ton-milage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.		Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st December 1912.	Grand total value of rolling-stock per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Num- bers.
83	84	85	86	87	88	89	90	91	Main head.	
7-81	101	303	2-50	3,75,44	20,276	7,10,33	38,363	1		
7-23	92	345	4-18	2,14,89	18,875	4,58,33	39,193	2		
5-42	60	307	5-68	1,63,91	32,022	3,34,13	65,277	3		
8-18	182	1,085	4-42	8,41,49	32,062	116,15,14	161,538	4		
8-15	162	1,168	7-20	3,98,75	18,745	10,57,97	36,469	5		
6-77	100	217	4-83	1,35,84	12,081	2,94,53	28,275	6		
7-34	99	74	5-16	86,31	10,944	72,69	20,709	7		
6-96	123	865	3-85	6,28,18	13,192	15,06,52	31,638	8		
7-42	64	330	4-80	2,56,11	15,815	8,84,91	28,769	9		
6-60	74	55	3-50	46,43	10,424	1,13,10	25,362	10		
5-38	42	94	3-25	62,97	7,823	1,36,91	16,995	11		
4-11	50	176	2-25	2,04,48	10,395	3,09,60	15,725	12		
3-3	3	8	...	6,57	4,293	12,07	7,890	13		
2-55	28	98	5-44	5,83	3,011	15,20	7,843	14		
4-06	76	400	4-50	1,00,60	4,548	8,41,53	15,439	2		
4-23	...	619	3-08	1,50,08	9,715	3,39,01	21,945	15		
3-70	...	278	4-87	398,14	39,561	281,85	20,132	3		
2-60	27	11	3-07	4,08	2,102	Included with Indian railway 10,94	the East (5' 6" gauge). 5,635	4		
4-55	57	27	2-49	19,94	4,522	52,51	11,906	7		
2-56	10	2	2-24	1,73	3,193	3,81	7,026	18		
3-20	32	38	2-77	24,87	2,040	62,65	5,139	19		
2-50	26	...	...	2,37	2,359	16,26	6,226	20
3-75	43	284	3-72	198,85	14,601	12,21,85	110,875	6		
...	...	6	5-41	2,54	3,438	9,10	12,303	21		
4-86	38	54	3-18	31,33	5,669	66,94	12,112	22		
3-90	60	103	2-47	65,50	5,437	2,39,74	10,898	10		
2-30	29	...	...	85	1,261	3,78	5,620	23

† Includes the outlay on coaching stock.
 ‡ Excludes the outlay by the West of India Portuguese railway.
 § Includes the outlay on the 2' 6" gauge section.
 ¶ Includes the outlay on the Deoghur railway (3' 3 1/2" gauge).
 ** Excludes the outlay by the Lodo and Tikak-Margherita Colliery railway.
 *** The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 16—concl'd.

during 1912 (except where otherwise stated).

STOCK—concl'd.

Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling stock, in thousands of rupees on 31st December 1912.	Grand total value of rolling-stock per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	NUM- BER.
83	84	85	86	87	88	89	90	Main head.
...	...	1	1.96	1,07	1,765	3,64	6,012	25
...	...	4	2.48	79	1,541	4,15	8,118	27
...	†12,93	11,158	17,08	14,702	28
3.45	34	46	4.02	39,72	6,222	87,31	13,675	1
...	1,36	4,189	3,07	9,315	29
...	83	4,116	2,04	10,104	31
...	39	1,066	1,26	3,486	32
...	63	2,630	1,21	5,092	33
...	...	1	2.22	66	3,397	2,81	11,786	34
...	Included with the Eastern Bengal railway, (3 rd section).	3,58	8,52	4,694	35
...	...	11	9.15	5,07	1,973	23,29	37,197	2
2.87	21	8	4.74	4,68	8,458	14,59	14,601	3
2.14	4	19	4.21	1,55	4,734	4,78	10,886	4
...	...	1	2.08	1,23	3,532	3,58	18,823	5
2.19	13	7	10.00	54	6,394	1,64	5,059	6
...	62	...	1,63	6,623	7
...	20	...	...	1,73	...	2,75	6,958	8
...	13	2	3.21	4,34	4,696	8,53	9,227	9
...	...	3	1.59	85	2,553	2,65	7,959	10
...	52	2,594	1,60	7,981	11
...	12
...	13
...	2,65	5,206	7,38	14,469	14
...	*5,21	*2,096	9,26	3,706	15
...	1,15	2,624	7,27	16,569	16
...	21	1,072	1,86	9,416	17
...	11	3,386	39	11,928	18
...	...	1	12.50	...	...	2,45	7,656	19
...	...	11	42.59	†1,42	†11,253	2,83	22,439	20
...	9	362	45	1,817	21
...	22
...	23
...	24
...	25

* Includes the outlay on coaching stock.
 † Includes the outlay on coaching stock and motor cars.

Rolling-stock fitted with automatic brakes

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	LOCOMOTIVES.								
Main head.	Sub-head.		Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.		
			Fitted.	Not fitted.	Percent- age of fitted on total.	Fitted.	Not fitted.	Percent- age of fitted on total.	Fitted.	Not fitted.	Percent- age of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
1	(a)	Bengal-Nagpur ...	81	...	100-00	...	...	...	213	99	68-27
2	(a) & (c) to (f)	Bombay, Baroda and Central India, ...	135	...	100-00	...	...	...	161	23	87-50
3	(a)	Eastern Bengal ...	84	...	100-00	59	...	100-00	71	39	64-55
4	...	East Indian ...	169	1	99-41	404	4	99-02	309	198	60-95
5	(a) to (f)	Great Indian Peninsula ...	295	...	100-00	463	79	85-56	157	11	93-45
6	(a) & (b)	Madras and Southern Mah- ratta ...	67	...	100-00	...	...	...	159	24	86-89
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	...	...	21	...	22	19	53-66
8	(a) to (j)	North Western ...	240	...	100-00	761	...	100-00	142	8	94-67
9	(a) & (b)	Oudh and Rohilkhand ...	99	...	100-00	...	...	...	163	9	94-77
10	(a)	South Indian ...	27	...	100-00	...	...	...	75	19	79-73
3' 8½" GAUGE.											
11	...	Assam-Bengal ...	5	...	100-00	...	...	...	103	1	99-04
12	...	Bengal and North-Western ...	54	...	100-00	...	...	...	93	181	33-94
13	...	Bengal Dooars ...	...	...	...	...	...	...	...	10	...
14	...	Bhavnagar ...	...	...	...	...	...	...	8	12	40-00
2	(b) & (g) to (i)	Bombay, Baroda and Central India, ...	197	...	100-00	...	...	...	214	100	68-15
15	...	Burma ...	9	...	100-00	...	...	...	223	84	72-64
16	...	Dibru-Sadiya ...	...	...	...	...	...	...	...	26	...
3	(b) to (d)	Eastern Bengal ...	45	...	100-00	58	...	100-00	118	17	87-41
4	...	East Indian (Deoghur) ...	...	...	...	...	...	...	...	2	...
17	...	Gondal-Forbandar ...	...	...	...	...	...	...	5	9	35-71
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley ...	15	...	100-00	...	8	...	16	24	40-00
18	...	Jamnagar ...	...	...	...	...	...	...	4	...	100-00
19	...	Jodhpur-Bikaner ...	...	...	...	...	...	...	...	71	...
20	...	Junagad ...	...	...	...	...	...	...	3	5	37-50
6	(c) to (l)	Madras and Southern Mah- ratta ...	42	...	100-00	15	...	100-00	51	182	21-89
21	...	Morvi ...	3	...	100-00	...	2	...	1	3	25-00
22	(a) & (b)	Rohilkund and Kumaon ...	4	...	100-00	...	...	...	30	24	55-58
10	(b) to (i)	South Indian ...	26	...	100-00	...	...	...	249	28	89-89
23	...	Udaipur-Chitorgarh ...	...	2	...	...	...	...	...	2	...
Carried over ...			1,597	3	...	1,765	114	...	2,590	1,230	...

* Excludes four motor engines fitted with automatic vacuum brake.

DIX 17.

at the close of the calendar year 1912.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX D).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23
								5' 6" GAUGE.		
974	...	...	100.00	5,644	1,283	5,167	57.21	Bengal-Nagpur ...	(a)	1
817	22	...	100.00	3,234	86	4,910	40.34	Bombay, Baroda and Central India.	(a) & (c) to (f)	2
657	57	36	95.20	808	233	4,449	18.96	Eastern Bengal ...	(a)	3
2,088	12	222	90.44	10,656	74	13,759	43.81	East Indian ...	...	4
2,008	...	47	97.70	4,447	204	11,504	28.79	Great Indian Peninsula ...	(a) to (f)	5
*712	...	...	100.00	2,117	1,811	465	89.41	Madras and Southern Mahratta.	(a) & (b)	6
183	5	...	100.00	106	2	1,324	7.54	Nizam's Guaranteed State...	(a) & (b)	7
2,951	75	...	100.00	14,091	295	7,992	64.29	North Western ...	(a) to (f)	8
908	47	23	97.65	2,170	693	3,857	42.60	Oudh and Rohilkhand ...	(a) & (b)	9
317	...	...	100.00	754	203	609	61.11	South Indian ...	(a)	10
								3' 3½" GAUGE.		
347	8	...	100.00	1,688	112	1,069	62.31	Assam-Bengal ...	...	11
608	212	291	73.69	1,259	19	7,666	3.69	Bengal and North-Western	...	12
...	10	38	20.83	...	...	360	...	Bengal Doonars ...	...	13
36	18	53	48.04	...	2	510	0.39	Bhavnagar ...	...	14
1,123	460	1	99.94	2,941	4,765	1,171	86.81	Bombay, Baroda and Central India.	(b) & (g) to (i)	15
†655	48	305	69.74	3,658	34	4,007	47.95	Burma ...	...	16
9	8	62	16.22	270	210	329	36.67	Dibru-Sadiya ...	...	16
703	30	51	93.96	94	10	4,602	2.21	Eastern Bengal ...	(b) to (d)	3
...	...	10	...	...	...	11	...	East Indian (Deoghur) ...	...	4
18	12	52	36.59	...	...	368	...	Gondal-Forbandar ...	...	17
162	8	...	100.00	105	...	985	9.63	Hingoli Branch and Hyderabad-Godavari Valley.	(c) & (d)	7
...	...	22	...	...	...	84	...	Jainnagar ...	...	18
...	14	236	5.60	...	...	1,385	...	Jodhpur-Bikaner ...	...	19
18	5	22	51.11	...	...	184	...	Junagad ...	...	20
496	61	715	43.79	12	...	6,263	0.19	Madras and Southern Mahratta.	(c) to (i)	6
19	4	33	41.07	...	...	111	...	Morvi ...	...	21
64	52	94	55.24	15	4	1,695	1.11	Rohilkund and Kumaon ...	(a) & (b)	22
662	30	614	52.99	63	123	3,975	4.47	South Indian ...	(b) to (i)	10
...	12	17	41.38	...	...	54	...	Udaipur-Chitorgarh ...	...	23
16,535	1,260	2,944	...	53,132	10,143	89,385	...			

* Excludes two rail motor cars fitted with automatic vacuum brake.

† Excludes three rail motor cars fitted with automatic vacuum brake.

‡ Includes 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Rolling-stock fitted with automatic brakes

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	LOCOMOTIVES.								
Main head.	Sub-head.		Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working or on both passenger working and goods working.		
			Fitted.	Not fitted.	Percent- age of fitted on total.	Fitted.	Not fitted.	Percent- age of fitted on total.	Fitted.	Not fitted.	Percent- age of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		Brought forward ...	1,597	3	...	1,765	114	...	2,590	1,230	...
25	...	<i>2 6" Gauge.</i> Arrah-Sasaram Light ...	...	...	...	...	...	...	...	5	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	7	...
28	...	Barsi Light ...	...	...	...	...	...	...	12	1	92-31
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	...	4	...
31	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...	...	4	...
32	...	Cutch ...	...	...	...	...	...	...	...	4	...
33	...	Dehri-Rohas Light ...	...	...	...	...	...	...	...	3	...
34	...	Dholpur-Bari ...	...	...	...	...	...	...	...	4	...
3	(i)	Eastern Bengal ...	...	...	...	...	...	...	...	5	...
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba- Zankhvar and Rajpipla ...	...	...	...	...	...	...	...	15	...
1	(b) to (h)	Gondia-Chanda, Jubbalpore- Gondia, Mourbhauj, Nag- pur-Chhindwara, Parlaki- medi Light, Purulia-Ranchi and Raipur-Dhamtari ...	...	...	...	...	...	...	71	11	86-59
8	(k)	Kalka-Simla ...	...	...	...	...	...	...	28	...	100-00
8	(l) and (m)	Kohat-Thal and Nowshera- Dargai ...	...	...	...	...	...	...	...	32	...
10	(j) and (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri ...	...	...	...	...	...	...	...	6	...
38	...	Madaya Light ...	...	...	...	...	...	...	...	2	...
21	...	Morvi ...	...	3	...	...	1	...	...	1	...
22	(e)	Powayan Light ...	...	...	...	...	...	...	...	5	...
40	...	Shahdara (Delhi)-Sabaranpur Light ...	...	...	...	...	...	...	...	8	...
41	...	Tarkessur-Nagra Light ...	...	...	...	...	...	...	...	6	...
42	...	Tezporo-Balipara Light ...	...	...	...	...	...	...	...	3	...
43	...	<i>2 0" Gauge.</i> Darjeeling-Himalayan ...	...	...	...	...	...	...	...	17	...
5	(g)	Gwalior Light ...	...	...	...	...	...	...	...	20	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	13	...
45	...	Howrah-Shakhsala Light ...	...	...	...	...	...	...	...	4	...
46	...	Jagadhri Light ...	...	...	...	...	...	...	...	2	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	9	...
5	(h)	Matheran ...	...	...	...	...	...	...	...	5	...
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	...	2	...
		Total ...	1,597	6	98-68	1,765	115	98-68	2,701	1,428	65-42

DIX 17—concl'd.

at the close of the calendar year 1912.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23
16,535	1,260	2,944	...	53,132	10,148	89,335	...			
...	...	23	...	...	...	51	...	2' 6" Gauge. Avrah-Saaram Light ...	...	25
...	...	48	...	...	...	38	...	Baraset-Bairhat Light ...	...	27
49	100·00	41	117	2	98·75	Harsi Light ...	...	28
...	...	18	...	...	...	61	...	Bukhtiarpore-Bihar Light ...	...	29
...	...	4	...	...	...	59	...	Champamer-Shivrajpur Light ...	...	31
...	...	9	...	...	...	29	...	Cutch ...	...	32
...	...	8	...	...	...	69	...	Debri-Rohtas Light ...	...	33
...	...	9	...	...	...	45	...	Dholpur-Bari ...	...	34
...	...	56	...	...	...	74	...	Eastern Bengal ...	(b)	3
...	...	68	...	...	...	366	...	Gaekwars' Dabhoi, Kosamba-Zankhvar and Rajpipla.	(m) to (o)	2
205	...	37	84·71	1,056	...	136	88·59	Gondia-Chanda, Jabbulpora-Gondia, Mourbhanj, Narpur-Chhindwara, Parlakimedi Light, Porulia-Ranchi and Raipur-Dhamtari.	(b) to (h)	1
98	100·00	167	1	...	100·00	Kalka-Simla ...	(k)	6
12	...	66	15·38	...	...	445	...	Kohat-Thal and Nowshera-Durgai.	(l) and (m)	8
...	...	21	...	...	...	48	...	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	(f) and (k)	10
...	...	9	...	...	...	27	...	Madaya Light ...	...	38
...	...	51	...	...	...	70	...	Morvi ...	...	21
...	...	18	...	...	...	71	...	Powayan Light ...	(c)	22
...	...	35	...	...	...	189	...	Shabdara (Delhi)-Saharanpur Light.	...	40
...	...	26	...	...	...	57	...	Tarakesur-Magra Light ...	...	41
...	...	12	...	...	...	70	...	Tezpore-Ealipara Light ...	...	42
...	...	101	...	...	...	253	...	2' 0" Gauge. Darjeeling-Himalayan ...	...	43
...	...	83	...	...	...	244	...	Gwallor Light ...	(g)	5
...	...	99	...	...	...	81	...	Howrah-Amta Light ...	...	44
...	...	24	...	...	...	9	...	Howrah-Sheakhala Light...	...	45
...	...	4	...	...	...	8	...	Jagadhri Light ...	...	46
...	...	21	...	...	...	82	...	Jorhat (Provincial) ...	...	47
...	...	32	...	...	...	26	...	Matheran ...	(h)	5
...	...	5	...	...	...	9	...	Pipar Road-Bhavi Light ...	...	48
16,899	1,260	3,826	82·60	54,393	10,261	92,004	41·27			

APPENDIX 18.

Rolling-stock lighted by either gas or electricity at the close of the calendar year 1912.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPEN- DIX 9).		RAILWAY SYSTEM.	Number of vehicles fitted for light- ing with			Number of vehicles not fitted.	Propor- tion per cent of fitted to total.	Systems of electric lighting in use.
Main head.	Sub-head.		Gas. [Pint- sch's system.]	Eleo- tricity.	Total.			
1	2	3	4	5	6	7	8	9
5' 6" Gauge.								
1	(a)	Bengal-Nagpur	1,070	75	1,145	60	95.02	Stone's, Mather and Platt's, Vickers-Hall, Bowman's and Still's systems. Stone's, Vickers-Hall, Aichele, Mather and Platt's and Vicarino-Crawford systems. Vickers-Hall, Stone's, Rosenburg and Tudor systems. Stone's, Tudor and Vickers-Hall systems. Stone's, Vickers-Hall, Aichele, Vicarino-Crawford, Mather and Platt's, Tudor and Erown Boveri systems. Stone's, Vickers-Hall, Tudor and Rosenburg systems. Aichele, Mather and Platt's and Stone's systems. Stone's system. Stone's and Vickers-Hall systems. Stone's system.
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	879	85	964	2	99.79	
3	(a)	Eastern Bengal	667	20	687	115	85.66	
4	---	East Indian	1,670	121	1,791	204	89.77	
5	(a) to (f)	Great Indian Peninsula	1,574	225	1,799	47	97.45	
6	(a) & (b)	Madras and Southern Mahratta	561	19	580	60	98.21	
7	(a) & (b)	Nizam's Guaranteed State	139	7	146	60	70.57	
8	(a) to (f)	North Western	2,654	217	2,871	---	100.00	
9	(a) & (b)	Oudh and Rohilkhand	788	78	866	141	86.00	
10	(a)	South Indian	236	47	283	34	90.38	
3' 3 1/2" Gauge.								
11	---	Assam-Bengal	334	1	335	---	100.00	Vickers-Hall system. Stone's system. Vickers-Hall system. Vicarino-Crawford system. Independent Storage Battery system. Stone's, Vickers-Hall and Vicarino-Crawford systems. Vickers-Hall system. Vickers-Hall and Stone's systems. Vicarino-Crawford system. Stone's and Vickers-Hall systems.
12	---	Bengal and North-Western	---	1,174	1,174	165	87.68	
13	---	Bengal Dooars	---	48	48	16	75.00	
14	---	Bhavnagar	---	19	19	78	19.59	
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	---	1,371	1,371	220	86.17	
15	---	Burma	---	68	68	961	6.61	
16	---	Dibra-Sadiya	---	11	11	51	17.74	
3	(b) to (d)	Eastern Bengal	758	27	785	125	86.19	
17	---	Gondal-Forbandar	---	14	14	65	17.72	
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	132	4	136	60	69.89	
18	---	Jamnagar	---	---	---	22	---	
19	---	Jodhpur-Bikaner	---	279	279	10	96.54	
20	---	Junnagad	---	2	2	40	4.76	
6	(c) to (i)	Madras and Southern Mahratta	1,256	4	1,260	36	97.22	
21	---	Morvi	---	---	---	56	---	
22	(a) & (b)	Rohilkund and Kumaon	---	158	158	78	66.95	
10	(b) to (i)	South Indian	---	588	588	710	45.30	
23	---	Udaipur-Chitorgarh	---	---	---	29	---	
2' 6" Gauge.								
25	---	Arrah-Sasaram Light	---	27	27	---	100.00	Mather and Platt's system. Mather and Platt's system. Stone's and Leitner-Lucas systems.
27	---	Baraset-Basirhat Light	---	45	45	---	100.00	
28	---	Barni Light	---	49	49	---	100.00	
29	---	Bukhtiarpor-Bihar Light	---	---	---	17	---	
31	---	Champaner-Shivrajpur Light	---	---	---	4	---	
3	(b)	Eastern Bengal	---	---	---	57	---	
32	---	Cutch	---	---	---	9	---	
33	---	Dehri-Rohtas Light	---	---	---	8	---	
34	---	Dholpur-Bari	---	9	9	---	100.00	
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zankhvat and Bejjipla.	---	---	---	66	---	
1	(b) to (h)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhauj, Nagpur-Chhindwara, Parlakimedi Light, Purnia-Ranchi and Raipur-Dhamtari.	219	---	219	40	84.56	
8	(k)	Kalka-Simla	---	109	109	---	100.00	
8	(l) & (m)	Kohat-Thal and Nowshera-Durgai.	---	44	44	---	100.00	
33	---	Madaya Light	---	---	---	9	---	
10	(j) & (k)	Morappur-Dharmapuri and Tirapat-tur-Krishnagiri.	21	---	21	---	100.00	
21	---	Morvi	---	---	---	51	---	
22	(c)	Powayan Light	---	---	---	18	---	
40	---	Shahdara (Delhi)-Saharanpur Light	---	35	35	---	100.00	
41	---	Tarkessur-Magra Light	---	---	---	26	---	
42	---	Tesopore-Balipara Light	---	---	---	12	---	
2' 0" Gauge.								
43	---	Darjeeling-Himalayan	---	32	32	70	31.37	Oil motor-driven direct-coupled 60-volt generating set in separate van.
5	(g) & (h)	Gwalior and Matheran Light	---	---	---	115	---	
44	---	Howrah-Amta Light	---	---	---	98	---	
45	---	Howrah-Sheakhala Light	---	---	---	24	---	
46	---	Jagadhri Light	---	---	---	4	---	
47	---	Jorhat (Provincial)	---	---	---	21	---	
48	---	Pipar Road-Bhavi Light	---	---	---	5	---	
TOTAL.			13,343	5,012	18,355	4,099	81.75	

APPENDIX 19.

Trains provided with means of communication throughout between passengers and railway servants on the 31st December 1912.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAY SYSTEM.	Particulars.	Mail.	Passenger.	Mixed.	Total.	REMARKS.
Main head	Sub-head.							
1	2	3	4	5	6	7	8	9
		5' 6" GAUGE.						
1	(a)	Bengal-Nagpur	Total number of trains run Total number of trains fitted with communication.	4 4	78 78	21 ...	104 82	English chain system.*
2	(a) & (c) to (f).	Bombay, Baroda and Central India.	Total number of trains run Total number of trains fitted with communication.	4 4	168 168	24 24	196 196	English chain system.*
3	(a)	Eastern Bengal	Total number of trains run... Total number of trains fitted with communication.	10 10	129 129	31 31	170 170	English chain system.*
4	(a) to (d)	East Indian ...	Total number of trains run Total number of trains fitted with communication.	8 8	124 49	141 8	273 65	English chain* and Bamber's† systems.
5	(a) to (f)	Great Indian Peninsula.	Total number of trains run Total number of trains fitted with communication.	18 18	184 184	100 100	282 282	English chain system.*
6	(a) & (b)	Madras and Southern Mahratta.	Total number of trains run Total number of trains fitted with communication.	8 8	111 111	80 ...	149 119	English chain system.*
7	(a) & (b)	Nizam's Guaranteed State.	Total number of trains run Total number of trains fitted with communication.	2 2	4 4	8 ...	14 6	English chain system.*
8	(a) to (f)	North Western	Total number of trains run Total number of trains fitted with communication.	10 10	112 112	70 ...	192 122	English chain system.*
9	(a) & (b)	Oudh and Rohilkhand.	Total number of trains run Total number of trains fitted with communication.	2 2	11 11	98 78	111 86	English chain system.*
10	(a)	South Indian ...	Total number of trains run Total number of trains fitted with communication.	4 4	21 21	37 37	62 62	English chain system.*
		3' 3 3/4" GAUGE.						
11	(a)	Assam-Bengal	Total number of trains run Total number of trains fitted with communication.	...	...	26 8	26 8	English chain system.*
12	(a) & (b)	Bengal and North-Western.	Total number of trains run... Total number of trains fitted with communication.	...	10 10	194 ...	204 10	English chain system.*
14	(a) & (b)	Bhavnagar ...	Total number of trains run Total number of trains fitted with communication.	2 2	9 9	15 ...	26 11	English chain system.*
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	Total number of trains run Total number of trains fitted with communication.	8 8	51 51	90 54	149 113	English chain system.*
15	(a) to (c)	Burma ...	Total number of trains run Total number of trains fitted with communication.	6 6	123 2	85 16	214 34	English chain system.*
3	(b) to (d)	Eastern Bengal	Total number of trains run Total number of trains fitted with communication.	8 8	55 55	29 29	92 92	English chain system.*
17	(a) & (b)	Gondal-Porbandar.	Total number of trains run Total number of trains fitted with communication.	...	4 4	11 ...	15 4	English chain system.*
19	(a) to (e)	Jodhpur-Bikaner.	Total number of trains run Total number of trains fitted with communication.	...	2 2	26 26	28 28	Electric bell ‡
6	(c) to (l)	Madras and Southern Mahratta.	Total number of trains run... Total number of trains fitted with communication.	8 2	14 4	63 ...	110 6	English chain system.*
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	Total number of trains run Total number of trains fitted with communication.	...	4 4	4 ...	4 4	English chain system.*
22	(a) & (b)	Rohilkund and Kumaon.	Total number of trains run... Total number of trains fitted with communication.	...	4 4	28 ...	32 4	English chain system.*
10	(b) to (i)	South Indian ...	Total number of trains run Total number of trains fitted with communication.	10 6	60 52	157 95	227 153	English chain system.*
		2' 6" GAUGE.						
1	(b) to (k)	Bengal-Nagpur	Total number of trains run Total number of trains fitted with communication.	...	8 8	28 20	36 28	English chain system.*

* English chain system.—With indicating disc, in connection with automatic vacuum brake.
 † Bamber's system.—With indicating whistle, in connection with automatic vacuum brake.
 ‡ Electric bell.—Simple electric communication. No connection with automatic vacuum brake.

APPENDIX 20.

Carriages provided with means of communication between passengers and railway servants on the 31st December 1912.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAY SYSTEM.	Particulars.	First class, including saloons, dining cars and reserve carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.,) which do not require to be provided with means of communication.	TOTAL.	REMARKS.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	Total number of carriages ... Total number of carriages fitted with communication.	68 67	28 28	40 40	560 558	171 171	867 864	English chain system.*
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	Total number of carriages ... Total number of carriages fitted with communication.	47 47	35 35	... ...	441 440	144 143	687 684	English chain system.*
3	(a)	Eastern Bengal	Total number of carriages ... Total number of carriages fitted with communication.	37 37	15 15	45 45	307 307	221 221	625 625	English chain system.*
4	---	East Indian	Total number of carriages ... Total number of carriages fitted with communication.	160 154	84 79	101 101	974 984	610 560	1,929 1,278	English chain system.* [187 carriages fitted with Bamber's system.†]
5	(a) to (f)	Great Indian Peninsula.	Total number of carriages ... Total number of carriages fitted with communication.	130 130	122 122	3 3	920 878	671 671	1,816 1,799	English chain system.*
6	(a) & (b)	Madras and Southern Mahratta.	Total number of carriages ... Total number of carriages fitted with communication.	50 50	38 38	4 4	360 360	241 239	719 711	English chain system.*
7	(a) & (b)	Nizam's Guaranteed State.	Total number of carriages ... Total number of carriages fitted with communication.	34 31	10 10	... ...	72 72	72 51	188 164	English chain system.*
8	(a) to (j)	North Western	Total number of carriages ... Total number of carriages fitted with communication.	180 180	81 81	131 131	1,202 1,202	612 612	2,206 2,206	English chain system.*
9	(a) & (b)	Oudh and Rohilkhand.	Total number of carriages ... Total number of carriages fitted with communication.	82 80	33 33	38 38	365 36	209 209	725 721	English chain system.*
10	(a)	South Indian	Total number of carriages ... Total number of carriages fitted with communication.	9 9	26 26	... ...	180 180	76 76	301 301	English chain system.*

* English chain system.—With indicating disc, in connection with automatic vacuum brake.
† Bamber's system.—With indicating whistle, in connection with automatic vacuum brake.

APPENDIX 20—concl'd.

Carriages provided with means of communication between passengers and railway servants on the 31st December 1912.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.) which do not require to be provided with means of communication.	TOTAL.	REMARKS.
Main head.	Sub-head.									
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.
		3' 3 3/4" GAUGE.								
11		Assam-Bengal	Total number of carriages ... Total number of carriages fitted with communication.	33 33	— —	— —	98 98	96 96	227 227	English chain system.*
12		Bengal and North-Western.	Total number of carriages ... Total number of carriages fitted with communication.	66 60	36 26	33 32	777 513	169 121	1,170 807	English chain system.*
13		Bengal Decans	Total number of carriages ... Total number of carriages fitted with communication.	9 1	1 —	— —	23 —	16 5	48 6	Simple cord.†
14		Bhavnagar	Total number of carriages ... Total number of carriages fitted with communication.	7 4	5 2	— —	56 24	29 12	97 42	English chain system.*
2	(b) & (g) to (i)	Bombay, Baroda and Central India	Total number of carriages ... Total number of carriages fitted with communication.	124 124	44 44	31 31	947 878	250 277	1,426 1,354	English chain system.*
15		Burma	Total number of carriages ... Total number of carriages fitted with communication.	58 28	28 —	— —	554 252	241 144	881 424	English chain system.*
3	(b) to (d)	Eastern Bengal	Total number of carriages ... Total number of carriages fitted with communication.	54 54	24 24	53 52	363 353	165 164	659 648	English chain system.*
17	(a) & (b)	Gondal-Porbandar	Total number of carriages ... Total number of carriages fitted with communication.	8 5	4 3	— —	41 8	26 15	79 31	English chain system.*
19	(a) to (e)	Jodhpur-Bikaner	Total number of carriages ... Total number of carriages fitted with communication.	24 24	9 9	17 17	117 117	123 122	269 239	Electric bell.‡
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	Total number of carriages ... Total number of carriages fitted with communication.	19 19	10 10	— —	72 72	69 57	170 158	English chain system.*
20		Junagad	Total number of carriages ... Total number of carriages fitted with communication.	6 3	— —	— —	21 7	16 11	48 21	English chain system.*
6	(c) to (i)	Madras and Southern Mahratta.	Total number of carriages ... Total number of carriages fitted with communication.	70 28	37 15	— —	632 354	495 187	1,224 514	English chain system.*
21	(a)	Morvi	Total number of carriages ... Total number of carriages fitted with communication.	4 3	— —	— —	32 9	20 9	56 21	English chain system.*
22	(a) & (b)	Bhilikund and Kumaon.	Total number of carriages ... Total number of carriages fitted with communication.	18 18	6 6	3 —	113 45	96 58	236 127	English chain system.*
10	(b) to (j)	South Indian	Total number of carriages ... Total number of carriages fitted with communication.	57 30	36 8	— —	313 431	292 146	1,198 615	English chain system.*
		2' 6" GAUGE.								
1	(b) to (h)	Bengal-Nagpur	Total number of carriages ... Total number of carriages fitted with communication.	12 8	3 3	— —	136 109	65 78	236 198	English chain system.*

* English chain system.—With indicating disc, in connection with automatic vacuum brake.

† Simple cord.—No connection with automatic vacuum brake.

‡ Electric bell.—Simple electric communication. No connection with automatic vacuum brake.

Railways on which points and signals were interlocked and on which block

CLASSIFICATION NUMBER OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.						
Main head.	Sub-head.	Railway system.	Total number of stations on railway including flag stations, and block-huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	Name of system of interlocking?	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.
1	2	3	4	5	6	7	8	9
		5' 6" GAUGE.						Rs.
1	(a)	Bengal-Nagpur	234	145	Cabin interlocking Indirect interlocking. List and Morse's...	482 32 14	90	5,03,641 29,000 13,000
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	168	121	Cabin interlocking Dutton's Grouped levers Sydney-Jones'	1,279 660 64 12	2,9 6	11,93,400 3,96,000 4,500 6,000
3	(a)	Eastern Bengal	153	60	Cabin interlocking Dutton's Grouped levers List and Morse's...	1,344 174 20 50	334 24	8,00,816 58,783 14,000 22,788
4	...	East Indian	535	96	Cabin interlocking Dutton's Grouped levers	2,876 2,795 135	353 15	14,78,000 8,00,000 27,000
5	(a) to (f)	Great Indian Peninsula	513	263	Cabin interlocking Grouped levers List and Morse's	5,939 557 130	957 34 26	37,06,900 1,67,100 47,580
6	(a) & (b)	Madras and Southern Mahratta.	200	72	Cabin interlocking Dutton's Experimental Key interlocking List and Morse's	294 8 8 108 293	45 2 4	2,42,000 3,333 9,888 27,500 1,82,517
7	(a) & (b)	Nizam's Guaranteed State	43	6	Cabin interlocking Dutton's Experimental Grouped levers	66 8 36 3	2	42,295 3,577 29,376 4,553
8	(a) to (f)	North Western	718	528	Bhee Asal Cabin interlocking Experimental Grouped levers List and Morse's	30 4,418 108 139 3,058	854 16 29	19,600 26,10,800 5,000 55,600 11,30,350
9	(a) & (b)	Oudh and Rohilkhand	273	211	Cabin interlocking Grouped levers Key interlocking List and Morse's Wrench's	1,306 88 48 2,007 2	267 12 21	6,63,165 35,904 13,251 7,95,928 2,000
10	(a)	South Indian	83	35	Cabin interlocking Grouped levers Winter's	18 11 269	8 39	5,500 1,800 1,84,600
11	...	5' 3 1/2" GAUGE. Assam-Bengal	143	4	Dutton's	43		28,763
12	...	Bengal and North-Western	327	11	Dutton's List and Morse's	16 22	6	7,524 6,854
13	...	Bengal Doers	30					
14	...	Bhavnagar	29	2	Experimental	4		851
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	322	119	Cabin interlocking Dutton's Sydney Jones' Whitney's	520 20 983 353		1,65,577 9,570 2,88,488 1,36,830
15	...	Burma	305	121	Cabin interlocking List and Morse's Simplex	328 96 218	132	6,29,800 81,000 3,81,000
		Carried over	4,145	1,788	...	81,974	3,568	1,67,94,427

DIX 21.

instruments were used for train signalling at the close of the calendar year 1912.

CLASSIFICATION NUMBER OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9).		BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.				REMARKS.
Main head.	Sub-head.	Railway system.	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	
10	11	12	13	14	15	16
		5' 6" GAUGE.			Rs.	
1	(a)	Bengal Nagpur...	186	Neale's, single line.	1,500	
			10	Theobald's Train Key, single line.	580	
			1	Webb and Thompson's single line.	500	
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	16	Preese's, double line.	7,015	
			15	Sykes' (L. & B.)	89,250	
			91	Tyer's Tablet, single line.	1,84,680	
			30	Tyer's three position, double line.	27,900	
3	(a)	Eastern Bengal ...	69	Neale's, single line.	1,33,208	
			25	Pryce and Ferreira's (L. & B.)	87,024	
			24	Pryce and Ferreira's double line.		
4		East Indian ...	120	East Indian railway's double line.	65,400	
			74	East Indian railway's single line.	40,430	
5	(a) to (f)	Great Indian Peninsula.	187	Neale's, single line.	1,60,975	
			61	Pryce and Ferreira's, (L. & B.)	90,585	
			20	Tyer's Tablet, single line.	23,500	
			216	Neale's, single line.	2,20,000	
			163	Preese's, double line.	84,425	
			50	Preese's, single line. No token.	23,925	
			86	Train wire, single line. No token.	25,800	
			20	Tyer's three position, double line.	24,325	
6	(a) & (b)	Madras and Southern Mahratta.	150	Theobald's Train Key, single line.	66,595	
7	(a) & (b)	Nizam's Guaranteed States.	19	Winter's, double line.	6,848	
8	(a) to (f)	North Western ...	6	Webb and Thompson's, single line.	1,500	
9	(a) & (b)	Oudh and Rohilkhand.	19	Tyer's (L. & B.)	61,750	
10	(a)	South Indian ...	13	Neale's, single line.	21,870	
			65	Theobald's Train Key, single line.	74,750	
			2	Winter's Double Dial, single line, no token.	2,480	
		3' 3 1/2" GAUGE.				
11		Assam-Bengal ...	5	Neale's, single line.	5,747	
12		Bengal and North-Western ...	5	Neale's, single line.	4,480	
13		Bengal Doon ...	10	Tyer's Tablet, single line.	13,967	
14		Bhavnagar ...	2	Theobald's Train Key, single line.	1,207	
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	176	Tyer's Tablet, single line.	2,60,480	
			1	Tyer's three position double line.	330	
			87	Neale's, single line.	1,05,400	
			8	Sykes' (L. & B.)	24,000	
			5	Theobald's Train Key, single line.	5,000	
15		Burma	150	Train wire, single line, no token.	30,000	
			1	Tyer's Tablet, single line.	1,600	
		Carried over	2,000		18,77,529	

Railways on which points and signals were interlocked and on which block

CLASSIFICATION NUMBER OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.					
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	Name of system of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.
1	2	3	4	5	6	7	8	9
		Brought forward	4,145	1,793	...	81,974	8,568	Rs. 1,67,94,427
		3' 3 1/2" GAUGE—concl'd.						
16	...	Dibru-Sadiya	37	...	...	...	...	...
3	(b) to (d)	Eastern Bengal	197	24	Cabin interlocking Grouped levers List and Morse's	896	45	1,71,466
17	(a) & (b)	Gondal-Porbandar	28	...		18	...	...	9,100
						228	...	1,08,918
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	56	41	Cabin interlocking List and Morse's	40	6	34,546
18	...	Jamnagar	7	...		81	3	...
19	...	Jodhpur-Bikaner	141
20	...	Junagad	18	...	...	...	...	...
6	(c) to (d)	Madras and Southern Mahratta.	315	3	Cabin interlocking	63	10	32,500
21	...	Morvi	13	...	...	...	...	...
22	(a) & (b)	Rohilkund and Kumaon.	97	...	...	...	...	...
10	(b) to (5)	South Indian	291	162	Cabin interlocking Dutton's Experimental Grouped levers List and Morse's Winter's	39	10	61,550
						78	4	40,550
						16	...	11,700
						86	...	18,800
					271	30	1,58,750	...
					892	316	4,18,600	...
23	...	Udaipur-Chitorgarh	11	...	...	...	...	...
		2' 6" GAUGE.						
25	...	Azra-Sasaram Light	16	...	...	...	...	...
27	...	Baraset-Basirhat Light	23	...	...	...	...	...
28	...	Barai Light	28	...	...	...	...	...
29	...	Bukhtiarpore-Bihar Light	13	...	...	...	...	...
31	...	Champauner-Shivrajpur Light	7	...	...	...	...	...
32	...	Cuteh	6	...	...	...	...	...
33	...	Dehri-Bohtas Light	6	...	...	...	...	...
34	...	Dholpur-Bari	7	3	Experimental List and Morse's	2	...	922
3	(b)	Eastern Bengal	12	...		1	...	...	1,668
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zankhvar and Rajpipla	51	...	...	...	...	...
1	(b) to (h)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Ohindwara, Parlakimedi Light, Purulia-Kanchi and Raipur-Dhantari	95	...	...	...	...	...
8	(k)	Kalka-Simla	20	...	...	...	...	...
8	(l) & (m)	Kohat-Thal and Nowshera Durgai	17	...	...	...	...	...
10	(7) & (k)	Morappur-Dharnapuri and Tirupattur-Krishnagiri	8	...	...	...	...	...
21	...	Morvi	5	...	...	...	...	...
22	(c)	Powayan Light	8	...	...	...	...	...
40	...	Shabdara (Delhi)-Saharanpur Light	17	...	...	...	...	...
41	...	Tarkeapur-Magra Light	16	...	...	...	...	...
42	...	Tezapore-Balipara Light	7	...	...	...	...	...
		2' 0" GAUGE.						
43	...	Darjeeling-Himalayan	10	...	...	...	...	...
5	(g)	Gwalior Light	30	...	...	...	...	...
44	...	Howrah-Amta Light	24	1	Cabin interlocking	10	...	1,799
45	...	Howrah-Sheekhals Light	12	...		...	...	...
46	...	Jagadhri Light	1	...	...	...	...	...
47	...	Jorhat (Provincial)	6	...	...	...	...	...
5	(h)	Matheran Light	2	...	...	...	...	...
48	...	Pipar Road-Bhavi Light	8	...	...	...	...	...
		Total	5,795	2,027	...	84,131	8,992	1,80,50,581

instruments were used for train signalling at the close of the calendar year 1912.

CLASSIFICATION NUMBER OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.			REMARKS.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	
10	11	12	13	14	15	16
		Brought forward ...	2,090		Rs. 18,77,529	
16		8' 3 1/2" Gauge—conold. Dibra-Sadiya	...		...
3	(b) to (d)	Eastern Bengal	57	Neale's single line; Tyer's Tablet, single line	1,04,703 58,702	
17	(a) & (b)	Gondal-Forbandar	...		...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	4	Webb and Thompson's, single line.	1,500	
18		Jamnagar	...		...
19		Jodhpur-Bikaner	...		...
20		Junagadh.	...		...
6	(c) to (f)	Madras and Southern Maharatta.	108	Roberts' single line	59,186	
21		Morvi	33	Winter's single line, no token.	15,150	
22	(a) & (b)	Rohilkund and Kumaon	...		...
10	(b) to (c)	South Indian	75	Theobald's Train Key, single line.	86,250	
			23	Winter's Ticket issuing, single line.	23,290	
23		Udaipur-Chitorgarh	...		...
		2' 6" Gauge.				
25		Arrah-Sasaram Light	...		...
27		Baraset-Basirhat Light	...		...
38		Barai Light	...		...
29		Bukhtiar-pore-Bihar Light	...		...
31		Champaner-Shivrajpur Light.	...		...
32		Cutch	...		...
33		Dehri-Bchtas Light	...		...
34		Dholpur-Bari	4	Through wire, single line, no token.	250	
3	(b)	Eastern Bengal	...		...
2	(m) to (o)	Gaekwar's Dabhoi, Ko- samba-Zankhvav and Rajpipla.	...		...
1	(b) to (h)	Gondia-Chanda, Jubbul- pore-Gondia, Mourbhauj, Nagpur-Chhindwara, Par- lakimedi Light, Pu- rulia-Banchi and Rai- pur-Dhamtari.	...		...
8	(k)	Kalka-Simla	...		...
8	(l) & (m)	Kohat-Thal and Nowshera Durgai.	...		...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krish- nagiri.	...		...
21		Morvi	...		...
22	(c)	Powayan Light	...		...
40		Shahdara (Delhi)-Saharan- pur Light.	...		...
41		Tarakesur-Magra Light.	...		...
42		Tespare-Balipara Light	...		...
		2' 0" Gauge.				
43		Darjeeling-Himalayan	...		...
5	(g)	Gwalior Light	...		...
44		Howrah-Amra Light	...		...
45		Howrah-Sheakhala Light	...		...
46		Jagadhri Light	...		...
47		Jorhat (Provincial).	...		...
5	(h)	Matheran Light	...		...
48		Pipar Road-Bhavi Light.	...		...
			2,415		22,31,590	

APPENDIX 22.

Train accidents and casualties on railways treated as one system during the calendar years 1911 and 1912.

DESCRIPTION.	Accidents reported to Local Governments under section 88 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 represent persons who were not passengers.)				NUMBER OF RAILWAY SERVANTS.				TOTAL OF ALL CLASSES.			
	1911.	1912.	1911.	1912.	1911.	1912.	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
							1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.
1	2	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.	8	4	4	4	12	8	...	...	24	35	1	...	20	4	1	...	44	39
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line . . .	22	17	33	33	55	55	...	3	35	24	2	...	21	26	2	6	56	50
3. Collisions between goods trains or parts of goods trains.	16	18	76	77	92	95	1	...	...	8	7	9	12	36	8	9	12	39
4. Collisions between light engines . . .	1	1	29	48	80	49	...	...	...	...	1	1	1	5	1	1	1	5
5. Passenger trains or parts of passenger trains leaving the rails . . .	46	77	158	167	204	244	9	...	49	10	1	...	...	2	10	...	49	12
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . .	16	19	696	761	712	780	1	...	{ 2 } 1	6	5	...	3	8	6	...	6	14
7. Trains or engines travelling in the wrong direction through points	9	18	147	173	156	191	...	...	3	{ 15 } 2	1	...	4	6	1	...	7	23
8. Trains running into stations or sidings at too high a speed . . .	2	3	32	28	34	31	...	...	...	1	...	...	...	5	...	...	...	6
9. Trains running over cattle on the line . . .	7	4	6,607	6,992	6,614	6,996	...	...	...	2	...	...	...	1	...	...	...	3
10. Trains running over obstructions on the line . . .	14	16	184	211	198	227	7	10	20	14	...	4	15	2	7	14	35	16
11. Trains running through gates at level-crossings . . .	1	1	23	27	24	28	...	3	...	1	...	1	1	1	...	4	1	2
12. The bursting of boilers of engines . . .	...	1	...	3	...	4	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). The bursting of tubes, etc., of engines	...	1	279	275	279	376	...	...	...	...	...	...	3	2	...	...	8	2
Carried over ...	142	180	8,268	8,804	8,410	8,984	{ 10 } 8	3 18	113 21	98 20	{ 18 } 15	80	98	36	31	214	211	

APPENDIX 22—concl'd.

Train accidents and casualties on railways treated as one system during the calendar years 1911 and 1912.

DESCRIPTION.	Accidents reported to Local Governments under section 88 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 represent persons who were not passengers.)				NUMBER OF RAILWAY SERVANTS.				TOTAL OF ALL CLASSES.				
	1911.	1912.	1911.	1912.	1911.	1912.	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
							1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Brought forward	143	180	8,268	8,804	8,410	8,984	10	8	113	93	18	15	80	93	86	81	214	211	
13. The failure of machinery, springs, etc., of engines	...	1	928	1,020	928	1,021	...	...	...	...	...	...	1	...	...	...	1	...
14. The failure of tyres	...	1	8	9	8	10	...	...	...	...	...	...	...	...	...	...	...	...
15. The failure of wheels	...	...	40	7	40	7	...	...	...	...	...	...	...	...	...	...	...	...
16. The failure of axles	4	8	50	88	54	91	...	...	...	...	...	...	...	...	...	...	...	...
17. The failure of brake apparatus	...	2	11	15	11	17	...	...	...	...	...	...	4	...	...	...	...	4
18. The failure of couplings	4	14	538	595	542	609	...	1	1	11	...	...	1	5	...	1	2	16
19. The failure of tunnels, bridges, viaducts, culverts, etc.	...	...	3	1	3	1	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	1	6	193	191	194	197	...	...	...	...	...	...	1	...	...	...	...	1
21. The flooding of portions of permanent-way.	18	18	62	98	75	111	...	...	...	...	1	...	2	...	1	...	2	...
22. Slips in cuttings or embankments	2	3	74	78	76	81	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	4	2	252	314	256	316	2	3	5	{ 16 } 2	1	...	6	2	3	3	11	20	
24. Fire at stations, or involving injury to bridges or viaducts	3	6	73	124	76	130	1	1	...	...	...	1	...	4	1	2	...	4
25. Other accidents	43	56	896	1,228	939	1,284	7	8	{ 15 } 5	{ 39 } 11	7	4	35	16	14	12	55	68	
TOTAL	216	287	11,396	12,572	11,612	12,859	{ 12 } 16	7	22	184	159	27	20	125	130	55	49	285	322

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

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAY SYSTEM.	NUMBER OF SERVANTS EMPLOYED.							
Main head.	Sub-head.		Europeans.		Anglo-Indians.		Indians.		Total.	
			1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur	593	600	719	819	33,117	35,814	34,429	36,727
2	...	Bombay, Baroda and Central India	855	854	804	798	55,020	55,325	56,679	56,977
3	...	Eastern Bengal	423	432	561	557	37,117	38,928	38,101	39,915
4	...	East Indian	1,678	1,676	1,151	1,189	86,759	93,727	89,587	96,542
5	...	Great Indian Peninsula	1,266	1,368	1,075	1,182	76,876	86,154	79,219	88,654
6	...	Madras and Southern Mahratta	845	838	1,754	1,791	41,499	41,116	43,598	43,245
7	...	Nizam's Guaranteed State	118	190	354	384	10,248	10,783	10,720	11,297
8	...	North Western	1,272	1,299	710	710	82,796	86,398	84,778	88,407
9	...	Oudh and Rohilkhand	*290	305	*306	302	*24,226	25,266	*24,812	25,878
10	...	South Indian	247	259	1,231	1,194	23,563	23,512	25,041	24,965
11	...	Assam-Bengal	84	74	220	219	8,417	8,781	8,721	9,054
12	...	Bengal and North-Western	154	160	231	241	22,600	22,854	22,985	23,255
13	...	Bengal Doocars	6	7	4	5	1,240	1,216	1,250	1,228
14	...	Bhavnagar	4	4	*11	11	*1,678	1,763	*1,688	1,778
15	...	Burma	222	196	662	670	19,769	18,854	20,653	19,720
16	...	Dibru-Sadiya	11	11	...	...	1,424	1,480	1,435	1,501
17	...	Gondal-Forbandar	2	2	11	11	1,006	1,205	1,019	1,218
18	...	Jamnagar	1	1	1	1	267	294	269	296
19	...	Jodhpur-Bikaner	15	18	8	10	5,931	6,243	5,954	6,271
20	...	Junagad	1	1	9	5	738	686	748	692
21	...	Morvi	1	...	...	...	509	510	510	510
22	...	Rohilkund and Kumaon	56	59	19	16	4,600	4,726	4,675	4,801
23	...	Udaipur-Ohtorgarh	2	2	...	...	368	366	368	366
25	...	Arrah-Sasaram Light	2	3	...	...	408	379	410	382
27	...	Baraset-Basirhat Light	...	1	2	2	378	403	378	408
28	...	Barsi Light	6	6	16	40	724	970	746	1,016
29	...	Bukhtiarpore-Bihar Light	1	1	...	1	182	186	168	186
31	...	Champamer-Shivrajpur Light	1	2	...	...	814	285	815	287
32	...	Cutch	1	1	...	...	168	194	169	195
33	...	Dehri-Bohtas Light	1	1	...	...	209	211	210	212
34	...	Dholpur-Bari	1	2	...	...	181	185	182	187
38	...	Madaya Light	...	5	...	4	...	5	...	5
40	...	Shahdara (Delhi)-Sabaranpur Light	4	4	1	1	566	628	571	633
41	...	Tarkessur-Magra Light	...	...	1	1	260	268	261	269
42	...	Tezapore-Balipara Light	2	2	1	1	228	277	231	280
43	...	Darjeeling-Himalayan	23	24	9	10	871	856	908	890
44	...	Howrah-Amra Light	6	6	1	1	712	758	719	760
45	...	Howrah-Sheakhala Light	...	...	...	...	109	115	109	115
46	...	Jagadhri Light	...	...	...	...	60	69	60	69
47	...	Jorhat (Provincial)	1	1	...	...	238	232	234	233
48	...	Pipar Road-Bhavi Light	...	...	...	...	44	56	44	56
TOTAL			7,685	7,850	9,872	10,066	545,337	571,506	562,894	589,422

* Revised figures.

APPENDIX 24.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1912.

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 9).		Corps.	ENROLLED STRENGTH.					Total number of European and Anglo-Indian employes on open lines of railway.	Sergeant Instructors fur- nished by the Army.	REMARKS.
Main head.	Sub- head.		EFFICIENTS.			Non-efficient.	Total number of volun- teers of all nationalities in corps, including those on construction work.			
			Officers.	Non-Commission- ed officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur— <i>First and Second Battalions, Bengal-Nagpur Railway Volun- teer Rifles</i>	43	126	1,079	9	1,257	1,413	10	
2	...	Bombay, Baroda and Central India— <i>First and Second Battalions, Bombay, Baroda and Central India Railway Volunteer Rifles...</i>	56	174	1,099	11	1,340	1,652	14	
3	...	Eastern Bengal— <i>Eastern Bengal Railway Volunteer Rifles</i>	27	118	824	8	977	989	5	
4	...	East Indian— <i>East Indian Railway Volunteer Rifles</i>	68	220	2,076	43	2,407	2,815	18	
5	(a) to (f)	Great Indian Peninsula— <i>First and Second Battalions, Great Indian Peninsula Railway Volun- teer Rifles</i>	53	214	1,401	53	1,721	2,497	12	
6	...	Madras and Southern Mahratta— <i>First and Second Battalions, Mad- ras and Southern Mahratta Rail- way Volunteer Rifles</i>	45	123	1,816	15	1,999	2,129	17	
7	...	Nizam's Guaranteed State— <i>Hyderabad Volunteer Rifles</i>	12	37	218	10	277	514	2	
8	...	North Western— <i>First and Second Battalions, North Western Railway Volunteer Rifles</i>	50	121	1,411	22	1,604	2,009	11	
9	...	Oudh and Rohilkhand— <i>Oudh and Rohilkhand Railway Volunteer Rifles</i>	18	52	466	31	567	607	4	
		<i>United Provinces Horse, Oudh Squadron</i>	2	...	1	...	8			...
10	...	South Indian— <i>South Indian Railway Volunteer Rifles</i>	32	89	1,140	41	1,302	1,453	9	
11	...	Assam-Bengal— <i>Assam-Bengal Railway Volunteer Rifles</i>	24	36	247	4	311	293	3	
12	...	Bengal and North-Western— <i>Bengal and North-Western Rail- way Volunteer Rifles</i>	19	56	211	8	294	401	4	
		<i>United Provinces Horse, Gorakhpur Squadron</i>	4	4	26	3	37			1
		Carried over ...	453	1,370	12,015	255	14,096	16,772	110	

APPENDIX 24—concl'd.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1912.

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 9).		Corps.	ENROLLED STRENGTH.						Total number of European and Anglo-Indian employes on open lines of railway.	Bergant Instructors furnish- ed by the Army.	REMARKS.
Main head.	Sub- head.		EFFICIENTS,			Non-efficient.	Total number of volun- teers of all nationalities in corps, including those on construction work.				
			Officers.	Non-Com- mission- ed officers.	Volunteers.						
1	2	3	4	5	6	7	8	9	10	11	
		Brought forward ...	458	1,970	12,015	258	14,098	16,772	110		
13	...	Bengal Doars— <i>Northern Bengal Mounted Rifles, C. and G. Squadron</i> ...	...	...	4	...	4	12	...	
14	...	Bhavnagar— <i>First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> ...	...	1	3	...	4	15	...	
15	...	Burma— <i>Burma Railways Volunteer Corps</i>	36	77	657	10	780	866	9		
17	...	Gondal-Porbandar— <i>First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> ...	...	1	9	...	10	18	...	
19	...	Jodhpur-Bikaner— <i>Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> ...	...	1	25	...	26	28	...	
20	...	Junagad— <i>First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> ...	...	2	3	...	5	6	...	
22	...	Rohilkund and Kumaon— <i>Bengal and North-Western Railway Volunteer Rifles</i> ...	3	10	50	1	64	75	...		
23	...	Udaipur-Chitorgarh— <i>Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> ...	...	1	...	...	1	2	...	
31	...	Champaner-Shivrajpur Light— <i>Great Indian Peninsula Railway Volunteer Rifles</i> ...	1	...	...	...	1	2	...	
40	...	Shahdara (Delhi)-Saharanpur Light— <i>North Western Railway Volunteer Rifles</i> ...	...	...	2	...	2	5	...	
41	...	Tarakesur-Magra Light— <i>East Indian Railway Volunteer Rifles</i> ...	...	...	1	...	1	1	...	
43	...	Darjeeling-Himalayan— <i>Northern Bengal Mounted Rifles, "A" and "B" Troops</i> ...	2	3	15	...	20	34	...		
		TOTAL ...	495	1,466	12,764	269	15,014	17,831	119		

APPENDIX 25.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the calendar year 1912.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAY SYSTEM.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY ADMINISTRATION.				COST OF TOTAL FORCE TO THE RAILWAY ADMINISTRATION.		REMARKS.
Main head.	Sub-head.				Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
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 . . .	57	1,045	49,985	83,266	14,828	1,48,079	58-14	0-61	...
2	...	Bombay, Baroda and Central India.	293	2,414	89,406	1,78,618	30,618	2,98,642	87-35	0-02	...
3	...	Eastern Bengal . . .	150	1,185	1,153	76,547	707	78,407	47-28	0-01	...
4	...	East Indian . . .	185	2,716	1,09,391	2,03,911	70,253	3,83,558	146-14	0-02	...
5	(a) to (f).	Great Indian Peninsula	85	1,603	80,784	1,85,330	31,605	2,77,719	95-73	0-01	...
6	...	Madras and Southern Mahratta.	57	1,809	37,899	2,04,372	18,600	2,60,871	83-27	0-02	...
7	...	Nizam's Guaranteed State.	11	466	24,312	64,405	4,695	93,412	117-79	0-03	...
8	...	North Western . . .	...	2,119	...	2,52,192	489	2,52,681	51-00	0-01	...
9	...	Oudh and Rohilkhand	...	555	...	48,018	2,968	50,986	81-48	0-01	...
10	...	South Indian . . .	...	451	...	1,86,920	...	1,86,920	110-30	0-02	...
11	...	Assam-Bengal . . .	18	317	20,210	23,996	7,009	51,215	63-62	0-03	...
12	...	Bengal and North-Western.	51	683	7,186	79,952	1,503	88,641	45-02	0-01	...
13	...	Bengal Decars . . .	...	13	...	1,610	...	1,610	10-52	...	...
14	...	Bhavnagar . . .	14	69	...	...	...	18,372	94-80	0-04	...
15	...	Burma . . .	55	562	53,498	75,251	11,943	1,40,692	91-07	0-02	...
16	...	Dibru-Sadiya . . .	1	11	655	1,998	17	1,768	19-32	0-02	...
17	...	Gondal-Porbandar . . .	18	43	...	14,846	...	14,846	78-56	0-04	...
18	...	Jamnagar . . .	1	8	...	...	...	4,284	85-18	0-06	...
19	...	Jodhpur-Bikaner . . .	5	141	2,965	11,405	263	14,633	12-00	...	...
20	...	Junagad . . .	7	21	3,562	2,772	2,315	8,649	86-06	0-06	* Includes Rs. 619 being the share of cost of reserved force.
21	...	Morvi . . .	5	23	2,296	3,062	1,446	6,804	73-30	0-03	...
22	...	Rohilkund and Kumaon	10	254	1,521	17,370	1,574	20,468	37-04	0-02	...
28	...	Barsi Light . . .	...	34	244	2,268	158	2,668	14-40	0-02	...
31	...	Champaner-Shivrajpur Light.	...	1	...	108	...	108	5-34	...	...
33	...	Dehri Bhojpur Light . . .	...	6	432	...	...	432	18-12	...	...
34	...	Dholpur-Bari . . .	...	10	...	465	3	468	23-85	0-03	...
46	...	Jagadhri Light . . .	...	5	...	650	12	672	208-02	0-04	...

APPENDIX 26.

Transactions of the Fine Funds for the calendar year 1912.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAY SYSTEM.	ASSETS.				DISBURSEMENTS.						Balance on 31st December 1912.
Main head.	Sub-head.		Balance on 31st December 1911. (Revised.)	Fines and bonus forfeited during 1912.	Interest on balance.	Total.	Hospitals for sick employes.	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	47,193	19,192	966	67,261	...	82	1,138	7,155	18,646	27,006	40,255
2	...	Bombay, Rajoda and Central India	6,747	10,858	115	17,720	250	600	6,775	2,000	2,401	12,036	5,894
3	...	Eastern Bengal	835	14,880	37	15,752	...	80	4,238	8,910	1,600	14,832	920
4	...	East Indian	61,567	80,826	1,797	93,690	...	...	4,572	8,725	22,909	35,606	58,084
5	...	Great Indian Peninsula	1,997	51,567	961	54,525	...	900	4,207	4,716	84,579	44,492	10,033
6	...	Madras and Southern Mahratta	36,648	8,369	632	45,649	...	1,763	2,500	351	14,989	19,602	26,047
7	...	Nizam's Guaranteed State	20,956	8,631	930	25,547	...	...	...	...	2,786	2,786	22,811
8	...	North Western	27,670	31,291	931	59,892	2,956	350	14,835	28,401	4,144	45,776	14,116
9	...	Oudh and Rohilkhand	24,651	10,424	562	35,637	...	...	1,049	2,709	5,034	9,091	25,046
10	...	South Indian	1,02,844	8,015	8,039	1,08,898	...	1,168	951	4,922	21,568	23,604	80,294
11	...	Assam-Bengal	9,699	8,203	...	17,902	...	275	2,192	1,497	4,024	7,968	9,014
12	...	Bengal and North-Western	1,65,067	25,436	5,334	1,95,837	100	76	1,200	1,948	4,529	7,853	1,87,984
13	...	Bengal Doon	4,416	1,918	94	6,426	...	...	120	478	...	593	5,835
14	...	Bhavnagar	2,342	208	69	2,519	...	...	...	...	350	350	2,169
15	...	Burma	1,355	16,912	...	18,267	...	...	88	11,827	5,380	17,295	972
16	...	Gondal-Porbandar	2,111	451	66	2,628	...	10	226	...	80	266	2,362
17	...	Jamnagar	437	61	4	502	...	...	...	...	...	...	502
18	...	Jodhpur-Bikaner	13,918	6,011	394	20,323	210	212	728	1,721	953	3,254	17,069
19	...	Junagad	741	146	23	910	...	...	...	...	...	...	910
20	...	Morvi	920	250	...	1,240	...	...	188	...	...	128	1,102
21	...	Rohilkhand and Kumaon	50,219	4,911	1,203	55,323	...	...	...	...	1,737	1,737	54,586
22	...	Udaipur-Chitorgarh	632	67	...	699	...	...	...	...	...	...	699
23	...	Barsi Light	...	205	...	205	...	...	...	...	...	...	205
24	...	Champaner-Shivrajpur Light	...	39	...	39	...	...	...	...	...	...	39
25	...	Dehri-Bohtas Light	...	23	...	23	...	...	...	...	...	...	23
26	...	Dholpur-Barfi	24	44	...	68	...	...	...	...	80	30	38
27	...	Tarkesur-Magra Light	...	30	...	30	30	...	...	...	...	30	...
28	...	Tezpur-Balipara Light	9	41	...	50	...	...	27	...	3	30	20
29	...	Darjeeling-Himalayan	313	106	...	419	...	...	...	...	...	2	417
30	...	Jagadhri Light	1	41	...	42	...	...	...	...	...	...	42
31	...	Jorhat (Provincial)	544	149	15	699	96	...	...	...	...	96	603

Railway and Railway-aided schools at

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		RAILWAY SYSTEM.	RAILWAY						IN	
Main head.	Sub-head.		Number of schools.	Children		Apprentices and workmen.		Balance of funds in hand at the close of the year 1911.	Government grant.	
				Number on the rolls	Average daily attendance.	Number on the rolls.	Average daily attendance.			
1	2	3	4	5	6	7	8	9	10	
								Rs.	Rs.	
1	...	Bengal Nagpur ...	{ European ... { Indian ...	10 17	444 822	360 711	... 1,028	... 320	*13,038 *5,054	9,306 5,025
2	(a) & (c) to (f) & (m) 10(a)	Bombay, Baroda and Central India	{ European ... { Indian ...	4 3	125 117	102 87	... 24	... 20	2,766 ...	1,969 ...
3	...	Eastern Bengal ...	{ European ... { Indian ...	...	...	...	...	...	...	...
4	...	East Indian ...	{ European ... { Indian ...	26 72	948 3,328	853 2,454	106 4,581	93 1,281	*4,475 14,062	27,234 13,015
5	(a) to (f)	Great Indian Peninsula ...	{ European ... { Indian ...	8 ...	374 ...	287 ...	... ...	... ...	... ...	6,493 ...
6	...	Madras and Southern Mahratta...	{ European ... { Indian ...	18 4	863 290	684 289	... 58	... 9	... ...	11,077 803
7	(a) & (b)	Nizam's Guaranteed State ...	{ European ... { Indian ...	1 1	40 55	46 42	... ...	... ...	274 *56	......
8	...	North-Western ...	{ European ... { Indian ...	2 27	80 71	64 58	30 2,908	25 663	3,340 *1,687	2,979 ...
9	...	Oudh and Rohilkhand ...	{ European ... { Indian ...	5 4	67 18	54 16	30 144	26 35	566 ...	965 ...
10	(a)	South Indian ...	European ...	3	119	94	...	...	3	1,792
11	...	Assam-Bengal ...	Indian ...	...	...	...	...	...	...	...
12	...	Bengal and North-Western ...	{ European ... { Indian ...	2 ...	58 ...	51 ...	... ...	... ...	*3,478 ...	2,629 ...
13	...	Bengal Doonah ...	Indian ...	...	...	...	...	...	...	...
14	...	Bhavnagar ...	Indian ...	1	21	18	...	...	*47	...
2	(b) & (g) to (l)	Bombay, Baroda and Central India	{ European ... { Indian ...	9 9	208 423	152 352	97 72	85 64	1,461 203	5,144 1,220
15	...	Burma ...	{ European ... { Indian ...	3 2	117 183	104 156	19 28	17 23	*903 *3,044	3,243 3,778
16	...	Dibru-Sadiya ...	Indian ...	1	103	85	...	...	...	...
17	...	Gondal-Porbandar ...	Indian ...	1	48	41	...	...	*43	...
19	...	Jodhpur-Bikaner ...	Indian ...	2	30	20	...	...	...	...
7	(a) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	{ European ... { Indian ...	3 2	100 76	76 53	... ...	... ...	833 124	......
21	...	Morvi ...	Indian ...	1	13	12	...	...	...	...
10	(b) to (l)	South Indian ...	European ...	5	249	197	24	23	1,993	4,030
42	...	Tezpur-Balipara Light ...	Indian ...	1	...	...	19	5	...	...
Total				255	9,682	7,823	9,591	2,831	48,549	1,00,701

* Revised figures.

DIX 27.

the close of the calendar year 1912.

SCHOOLS.							RAILWAY-AIDED SCHOOLS.						REMARKS.
COMS.					Total expenditure.	Balance in hand at the close of the year 1912.	Number of schools.	AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			
Railway grant.		School fees.	Miscellaneous receipts.	Total income.				Children.	Apprentices and workmen.	From Revenue.	From the Fine Fund.	Total.	
From Revenue.	From the Fine Fund.												
11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	
11,022	269	12,547	7,386	53,518	39,420	14,093	3	350	...	1,020	...	1,020	
8,535	854	5,727	1,680	26,875	18,988	7,887	...	...	...	...	...	...
3,906	1,440	1,893	126	12,100	10,141	1,959	24	102	...	4,748	...	4,746	
558	...	73	...	631	522	109	...	...	...	...	...	...
2,484	...	...	...	2,484	2,434	...	6	128	...	2,671	2,914	5,585	
...	...	...	...	...	...	...	15	875	...	1,319	1,319	2,638	
27,171	...	1,04,369	11,080	1,65,329	1,74,000	-9,671	7	359	...	2,680	1,500	4,180	
4,574	2,658	16,934	4,227	55,470	37,910	17,560	2	525	...	...	414	414	
41,217	2,597	7,385	1,388	59,080	59,080	...	17	399	...	5,406	1,500	6,906	
...	...	...	...	...	...	...	7	338	...	1,491	200	1,691	
24,610	5	8,708	3,609	48,009	48,009	...	8	222	...	98	3,365	2,463	
2,844	...	511	...	4,158	4,158	...	2	133	...	...	130	130	
1,029	...	415	...	1,718	1,034	684	...	...	...	...	...	...
252	...	130	...	498	329	109	...	...	...	...	...	...
3,281	989	695	27	11,241	8,396	2,845	24	718	...	29,947	12,846	42,593	
8,005	83	...	...	9,775	7,121	2,654	6	299	...	8,795	1,187	4,982	
2,886	417	1,724	...	6,558	5,922	636	19	178	...	10,050	1,218	11,268	
692	87	...	...	779	779	...	4	170	...	1,691	226	1,917	
3,537	112	717	60	6,221	6,218	3	3	256	...	375	312	687	
...	...	...	...	...	...	...	5	119	...	...	2,192	2,192	
1,200	1,200	1,191	179	9,871	5,838	4,033	...	87	...	324	...	324	
...	...	...	...	...	...	...	2	30	...	485	120	565	
...	
160	...	34	...	261	223	38	...	...	...	...	...	...
5,468	3,389	5,960	776	22,648	19,844	2,804	30	151	...	10,144	180	10,324	
2,419	716	2,595	4	7,217	6,819	398	4	665	...	1,341	600	1,941	
648	66	3,166	...	8,026	7,151	875	23	67	...	979	...	979	
1,968	22	2,440	185	11,382	8,961	2,421	23	62	...	1,008	...	1,008	
360	...	948	361	1,669	1,639	...	...	...	...	...	...	...
624	226	174	...	1,066	1,066	...	...	...	...	...	...	...
...	728	...	...	728	728	...	...	...	...	...	...	...
3,315	...	698	...	4,846	3,376	1,470	3	224	...	506	...	506	
1,375	...	206	...	1,705	1,332	373	9	694	...	1,292	...	1,292	
...	138	...	...	138	138	...	...	...	...	...	...	...
3,981	107	878	41	11,030	10,864	166	1	60	...	...	420	420	
34	27	...	...	61	61	...	...	...	...	...	...	...
1,66,070	16,560	1,80,118	30,979	5,44,977	4,92,531	52,446	249	7,196	27	81,318	29,893	1,10,711	

APPENDIX 28.

No. 105 R. P. of 1910.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 23rd June 1910.

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.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The opportunity has been taken to consolidate the existing orders on the subject, and the terms offered have been made considerably more liberal in several respects.

2. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

- (i) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.
- (ii) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.
- (iii) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge including land permanently or temporarily required for quarrying ballast, for brickfields and similar purposes.
- (iv) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made by the Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.
- (v) Electric telegraphs and telegraphic appliances, will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.
- (vi) Railway materials for the construction of the branch line will be carried over State railways at the special rates charged for similar materials belonging to State railways.
- (vii) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest on capital expenditure, or of a rebate to the branch line company from the net earnings of the main line

APPENDIX 28—*contd.*

from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line :

- (a) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital a fixed minimum dividend of $3\frac{1}{2}$ per cent on the actual capital expenditure on the railway to the end of the year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company in excess of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.
- (b) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each calendar year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the actual expenditure charged to the capital account of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.
- (vii) No concession will be granted with the form of assistance referred to in condition (vii) (a) above, until terms for the construction and working of the proposed branch line by the main line administration have been arranged to the satisfaction of the Government of India. If, in the case of a concession granted with the form of assistance referred to in condition (vii) (b), it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.
- (ix) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.
- (x) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without

APPENDIX 28—*contd.*

the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

- (xi) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.
- (xii) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.
- In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (ii) and (ix) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.
- (xiii) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.
- (xiv) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows:
- (a) if the branch line company works its own line, as part of the working expenses of the line:
- (b) if the company's line is worked by the main line administration:
- (1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the capital expenditure, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:
- (2) when the net earnings exceed 5 per cent on the capital expenditure, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.
- (xv) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding $7\frac{1}{2}$ per cent per annum on the capital cost of the said buildings and quarters.
- (xvi) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.
- (xvii) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.
- (xviii) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof, shall be met by the branch line company, in addition to the percentage of earnings payable to the main line

APPENDIX 28—*contd.*

as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(xix) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:

- (1) When the Government of India consider it desirable that the gauge of the branch line should be altered.
- (2) When it is desired to convert the branch line into a line of through communication.
- (3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(xx) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

3. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters for information as regards existing surveys, or for new surveys—*vide* paragraph 2 (iv)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.

The Secretaries to the Governments of Bombay, Bengal, Burma, Eastern Bengal and Assam, the United Provinces of Agra and Oudh and the Punjab, Public Works Department.

The Honourable the Resident at Hyderabad.

The Honourable the Resident in Mysore.

The Honourable the Chief Commissioners of the Central Provinces and Coorg.

The Honourable the Agents to the Governor-General for Rajasthan, Central India and Baluchistan.

The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.

The Accountant-General, Public Works Department.

The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Rangoon and Chittagong Chambers of Commerce.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

R. C. F. VOLKERS,
Secretary to the Railway Board.

Documents accompanying.

Enclosure No. I. 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. II. Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 28—*contd.*

Enclosure No. I (with Form A and Appendices A, B and C) to Government of India resolution No. 105 R. P. of 1910.

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 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 Railway Board.

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. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; 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.

APPENDIX 28—contd.

Form A.

to accompany any application 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 28—contd.

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.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
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.
Horses—		
Single horse	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...
Parcels and luggage—		
<p>If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.</p>		
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	...	...
X class (Explosives, including dangerous goods)	...	...

APPENDIX 28—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 28—contd.

Or

has been provisionally arranged with the _____ Railway Company to work the projected branch
s, when completed, on the following terms:—

(i)

Blank lined area for item (i)

(ii)

Blank lined area for item (ii)

(iii), etc.

Blank lined area for item (iii), etc.

APPENDIX 28—*consolid.*

Enclosure No. II to Government of India resolution No. 105 R. P. of 1910.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out by the Railway Board.

1. All such applications shall specify—

- (a) the company, person, 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.

2. 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 the general course and direction.