

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

INDIAN RAILWAYS
in 1921-22

Administration Report, Volume I



CALCUTTA
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29. The Stability of Hill slopes	C. S. FOX, B.Sc. (Birm.), M.I.M.E., F.G.S., Officiating Superintendent, Geological Survey of India, with a prefatory note by Major E. P. ANDERSON, D.S.O., R.E., Engineer-in-Chief, Hardwar Karnprayag Survey.
30. Technical Education in Relation to Railways in America.	H. L. COLE, Locomotive Department, Indian State Railways, and Secretary, Railway Board.
31. Indian Standard Locomotives (5' 6" gauge)	H. L. COLE, O.B.E., M.I.M.E., Locomotive Department, Indian State Railways, and Secretary, Railway Board.

The prices of the papers vary from Annas Four to Rupees Eight.

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Gobleib Viaduct—A work of great engineering interest on the Burma Railways constructed over a deep gorge on the Chungzoune river which disappears in a natural tunnel 500 feet below the

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PREFACE.

IN compiling their Administration Report for 1921-22, the Railway Board have decided to adhere in respect of main outline to the principle followed in the last report. Each chapter of Volume I, with the exception referred to below, therefore, corresponds to an appendix or a group of appendices in Volume II as quoted in the heading, and includes an explanation or survey of the results of the year exhibited.

There is, however, one new feature in this report which has been specially introduced to meet the circumstances of the present. Hitherto the scope of the report has not proceeded beyond the year under review. The Railway Finance Committee, have, however, recommended and the Legislature have confirmed the introduction of a five year forward programme for railway capital expenditure. The columns of the public press contain ample evidence of the interest taken in this matter and of the urgent public desire that full advantage shall be taken of this important change to effect improvement with the least possible delay. It is, however, a matter of regret that public criticism in these matters too often seems to display a want of appreciation of the difficulties to be encountered and of what is being done to surmount them. To a certain extent it is recognised that the public attitude in this matter has been due to want of information, and an effort to meet this need has, therefore, been made in this report.

A special Chapter VIII has been introduced in which the main difficulties in passenger and goods working with which the public are principally concerned are referred to, and a description of the remedies both in hand and in prospect is given. Apart from this special chapter and throughout the report, the review under each heading has further been extended to include both a description of what has been done and what it is hoped to achieve under the operation of the five year programme of capital expenditure. Though it is naturally impossible in the space available to do more than to refer to the principal improvements in contemplation, sufficient information is given to show that the work of bringing railways up to the standard necessary to meet public demands is being pushed on with all possible energy.

A few changes have also been made in the form of some of the Appendices in Volume II, the principal ones being the introduction of new headings in appendices 5 and 11 to show separately traffic originating on home line (whether local or foreign), and a reduction in the number of principal commodities hitherto shewn in the last named appendix.

Note on Indian Currency.—For the information of foreign readers of this report who are unaccustomed to the use of Indian currency and units, it may be mentioned that Rs. 1,00,000 is usually referred to colloquially as “ a lakh of rupees.” Similarly, 100 lakhs constitutes “ a crore.”

In previous reports when the standard rate of exchange was Rs. 15 to the pound sterling the lakh was equivalent to £6,666 and a crore to £666,666. With effect from the beginning of the official year 1920-21, as proposed by the Currency Commission the standard rate of exchange has been fixed at Rs. 10 to the pound sterling, and at this rate the “ lakh ” is the equivalent of £10,000 and the “ crore ” as 1 million sterling.

An anna is a 16th part of a rupee and a pie the 12th of an anna.

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- (i) A general map of India showing railways open and under construction on the 31st March 1922.
- (ii) A map of railway systems in India, Burma and Ceylon, showing each system in a distinctive colour, prepared by Mr. J. H. Trott (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, Aligarh, United Provinces, who holds the copyright).