

ADMINISTRATION REPORT  
ON  
THE RAILWAYS IN INDIA

FOR  
1890-91.

BY  
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PART II.



CALCUTTA:  
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.  
1892.

**CALCUTTA:**  
**GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,**  
**8, HASTINGS STREET.**

The following lengths of railway have been opened to public traffic from the 1st April 1891 to 15th December 1891 :

Date.	Railway.	From	To	Miles.	REMARKS.
1st April 1891	Rohilkhand-Kumaun, Lucknow-Bareilly section	Gola-Gokaran-Náth	Pilibhit	58	
8th April 1891	Jodhpore-Bikanir	Jodhpore	Merta Road	64½	
21st April 1891	Kolhápur	Kolhápur	Miráj	29½	
15th May 1891	Bengal and North-Western.	Chupra	Revilganj	7½	
1st July 1891	Mu Valley	Sagaing	Shwebo	53½	
20th July 1891	The Gaekwar's Mehsána	Mehsána	Pátan	24½	
16th October 1891	Jodhpore-Bikanir	Merta Road	Nagaur	35	
29th October 1891	Bengal and North-Western.	Gonda	Colonelganj	18	For goods traffic only.
1st December 1891	Southern Mahratta, Mysore section.	Mysore	Nanjangúd	15½	
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*Statistics of their working for the half-years ended the 30th June and the 31st December 1890.*

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# STATISTICS OF INDIAN RAILWAYS.

## PART I.

*Summary of the Revenue Accounts of Indian Railways for the half-years ended the 30th June and the 31st December 1890.*

### No. I. GENERAL RESULTS.

Serial number.	RAILWAY	1890.	Gauge.	Capital expended. (a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings
	STANDARD GAUGE.			R			R	R	R
I	East Indian	1st half	Standard	35,27,72,232	(b)1,549½	4,229,747	2,33,63,127	74,97,238	1,58,65,8
		2nd half		(c)35,17,49,640	(b)1,549½	3,855,076	2,00,76,228	61,19,343	1,39,56,8
II	Patna-Gya	1st half	Standard	43,44,260	57½	61,102	2,58,130	(a)1,20,031	1,38,0
		2nd half		43,46,743	57½	54,017	2,59,357	(d)1,17,356	1,42,0
V	Bengal-Nágpur (e)	1st half	Standard	6,07,78,567	513¾	312,925	18,68,869	10,38,274	8,30,5
		2nd half		6,22,72,468	586	295,740	9,95,709	12,78,842	-2,83,1
VI	Indian Midland	1st half	Standard	7,68,72,426	(f)696½	576,483	17,41,309	13,25,607	4,15,7
		2nd half		7,88,56,496	(f)696½	532,610	13,83,056	11,98,978	1,84,0
VII	Bhopal-Itársi (British section).	1st half	Standard	12,50,000	13	18,525	51,358	56,584	-5,2
		2nd half		12,85,077	13	16,506	36,406	47,753	-11,3
X	Dhond-Manmád	1st half	Standard	1,09,78,309	145½	(g)	(h)1,52,386	(i)6,408	1,45,9
		2nd half		1,09,81,595	145½	(g)	(h)1,23,556	(i)6,400	1,17,1
XIII	Bezváda Extension	1st half	Standard	13,62,984	(j)	(j)	(k)12,182	(l)1,520	10,6
		2nd half		13,90,830	(j)	(j)	(k)6,507	(l)851	5,6
XVII	North Western (k)	1st half	Standard	38,28,65,195	(n)2,395½	3,936,189	1,37,50,289	(m)89,16,306	48,33,9
		2nd half		38,45,02,813	(n)2,405	3,684,051	1,35,36,531	(m)82,25,047	53,11,4
XVIII	Amritsar-Pathánekot	1st half	Standard	56,80,973	(o)	(o)	(h)56,094	...	56,0
		2nd half		56,06,703	(o)	(o)	(h)56,121	...	56,1
XIX	Jammu and Kashmir (British section).	1st half	Standard	Included with the North Western railway.					
		2nd half							
XX	Oudh and Rohilkhand	1st half	Standard	9,03,37,975	692½	1,191,251	41,76,015	18,85,859	22,90,11
		2nd half		9,04,18,812	692½	1,046,687	32,05,381	17,41,009	14,64,3
XXI	Eastern Bengal (p)	1st half	Standard	(q)8,54,90,443	749½	1,425,286	61,27,496	25,99,820	25,27,6
		2nd half		9,74,27,275	764	1,553,892	63,50,835	28,08,239	35,42,6
XXII	Bengal Central	1st half	Standard	94,81,119	125	146,828	3,35,967	2,02,810	1,33,11
		2nd half		95,95,077	125	146,814	3,31,836	2,19,087	1,12,7
	Wardha Coal (r)	1st half	Standard	54,48,253	45	47,288	1,85,526	92,204	93,3
		2nd half		54,48,253	45	46,040	1,41,210	1,15,152	26,0
XXXII	Great Indian Peninsula	1st half	Standard	26,87,40,656	1,288½	(s)4,972,953	2,28,63,591	(t)99,86,852	1,28,76,7
		2nd half		26,98,43,349	1,288½	(s)3,947,203	1,52,81,651	(u)90,08,131	62,73,5
XXXIII	Bombay, Baroda and Central India. (v)	1st half	Standard	9,25,71,754	461	1,276,910	78,44,246	29,42,213	49,02,0
		2nd half		9,29,15,870	461	1,032,690	50,96,125	24,99,980	25,96,1
XXXIV	Madras	1st half	Standard	11,46,20,073	839½	1,187,558	47,22,838	25,04,946	22,17,8
		2nd half		11,49,41,050	839½	1,273,244	47,83,296	24,79,708	23,03,5
XXXVI	Tárákeshwar	1st half	Standard	17,28,583	22½	26,082	1,66,437	(d)83,510	82,9
		2nd half		17,23,778	22½	25,388	1,20,089	(a)58,733	61,3
XLII	Khámgaon	1st half	Standard	4,85,521	7½	(g)	(h)19,339	...	19,3
		2nd half		4,85,521	7½	(g)	(h)6,753	...	6,7
XLIII	Amráoti	1st half	Standard	4,36,460	5½	(g)	(h)82,885	(i)442	32,4
		2nd half		4,36,460	5½	(g)	(h)14,253	(i)443	13,8
XLIV	Bhopal-Itársi (Native State section).	1st half	Standard	48,48,484	44	62,701	1,73,828	1,91,514	-17,6
		2nd half		48,38,033	44	55,874	1,23,222	1,61,623	-38,4
XLV	The Nizam's Guaranteed State.	1st half	Standard	3,66,76,053	353½	310,387	13,88,528	(w)8,00,152	5,88,3
		2nd half		3,68,35,942	353½	314,423	11,93,471	(x)7,42,257	4,51,2
XLVIII	The Gaekwar's Petlád (y)	1st half	Standard	6,45,779	4½	3,034	9,771	3,970	5,8
		2nd half		6,47,924	13½	9,845	22,877	7,808	15,0
L	Rájpura-Bhátdinda	1st half	Standard	63,54,455	108	74,739	2,67,047	1,46,876	1,20,1
		2nd half		64,15,004	108	70,290	2,99,898	1,64,944	1,34,9
LI	Jammu and Kashmir (Native State section).	1st half	Standard	10,59,468	(o)	(o)	(h)4,849	...	4,8
		2nd half		11,19,346	(o)	(o)	(h)8,921	...	8,9
	TOTAL STANDARD GAUGE Carried over	1st half	...	1,61,58,30,422	10,10½	19,889,988	8,85,72,107	4,04,08,216	4,81,68,8
		2nd half	...	1,63,41,44,459	11,222	17,960,392	7,34,53,339	3,70,01,739	3,64,51,6

(a) Capital expended on open mileage charged to final heads, inclusive of steam boat and rolling-stock, but exclusive of suspense items.

(b) Includes 1 mile of the Rajputana-Malwa State railway and 23¼ miles of the Eastern Bengal State railway worked over by the East Indian railway.

(c) Decrease due to certain credits.

(d) Includes contribution to the East Indian Railway Provident Institution, 1th share of net earnings payable to the East Indian railway for working, and 5 per cent. for use of the East Indian railway rolling-stock in the case of the Tárákeshwar railway only.

(e) Includes the Ásansol-Guádkera section. This remark applies to all the tables.

(f) Includes 18¼ miles of the East Indian, Oudh and Rohilkhand and Rajputana-Malwa railways worked over.

(g) Included with the Great Indian Peninsula railway.

(h) Represents the amount received as rent for the lease of this line.

(i) Expenditure incurred direct by the State.

(j) Included with the Nizam's Guaranteed State railway.

(k) Includes the figures of the Amritsar-Pathánekot and the Jammu and Kashmir railways, except in the case of the capital outlay.

(l) Includes 13 miles, Ghaziabad to Delhi, worked over by the North-Western railway.

(m) Includes Rs6,850 on account of rent of leased lines.

(n) Includes Rs5,217 on account of rent of leased lines.

(o) Included with the North Western railway.

(p) Includes the Northern Bengal, Dacca and Assam-Bihar (metre gauge) Kaunia-Dharila (2' 6" gauge) railways. This remark applies to all the tables.

(q) Exclusive of the capital outlay on the Assam-Bihar State railway, expenditure on which is shown under "Lines in course of construction."

(r) Excludes the Warora colliery. This remark applies to all the tables, except table No. XIV.

(s) Includes the Dhond-Manmád, Khámgaon and Amráoti State railways.

(t) Includes Rs2,04,810 on account of rent of leased lines.

(u) Includes Rs1,41,582 on account of rent of leased lines.

(v) Includes the Pátri branch. This remark applies to all the tables.

(w) Includes Rs12,182 on account of rent of leased line.

(x) Includes Rs6,507 on account of rent of leased line.

(y) Opened on the 6th May 1890.

A—continued.

## STATISTICS OF INDIAN RAILWAYS (PART I)—continued.

Summary of the Revenue Accounts of Indian Railways for the half-years ended the 30th June and the 31st December 1890—concluded.

## No. I—concluded.

## GENERAL RESULTS—concluded.

Serial number	RAILWAY.	1890.	Gauge.	Capital expended. (a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.	
				R			R	R	R	
	Brought forward Standard Gauge.	1st half 2nd half	... ...	1,61,58,30,422 1,63,41,41,459	10,106½ 10,222	19,889,988 17,960,392	8,85,72,107 7,34,53,339	4,04,03,216 8,70,01,739	4,81,68,891 3,64,51,900	
	NARROW GAUGE.									
III	Tirhoot	1st half 2nd half	} Metre	2,03,72,757 Included	272½ with the	374,776 Bengal and	13,21,206 North-Western	4,60,893 railway.	8,60,318 ...	
	Bengal and North-Western.	1st half 2nd half		(b) 2,47,66,961 (b) 4,76,39,109	376 692½	349,689 674,023	13,05,176 19,75,209	5,91,941 9,75,394	7,13,235 9,99,815	
	Bareilly-Pilibhit	1st half 2nd half		15,34,372 15,37,682	36 36	14,884 13,458	64,067 55,382	42,739 36,189	21,328 19,193	
	VIII	Rajputana-Malwa		1st half 2nd half	12,50,40,813 12,51,36,464	1,671½ 1,671½	2,900,614 2,347,216	98,52,666 75,75,614	45,56,001 42,29,754	62,96,665 33,45,860
XI	Southern Mahratta	1st half 2nd half	} Metre	9,02,20,013 9,09,53,991	984½ 1,042	880,640 866,118	22,96,918 21,74,177	17,84,325 17,12,034	5,12,593 4,62,143	
XII	Southern Mahratta, Mysore section.	1st half 2nd half		1,39,33,823 1,40,88,649	296 296	233,029 285,714	5,22,260 6,64,038	4,06,278 5,18,339	1,15,982 1,45,719	
	Vilupuram-Guntakal—Nellore-Tirupati section	1st half 2nd half	} Metre	62,20,832 62,26,218	83 83	68,621 68,253	1,21,439 1,21,163	1,04,269 85,971	17,170 35,192	
	Vilupuram Tiruvannamalai section. (c)	1st half 2nd half		(d) 14,56,000 35,96,679	10½ 104½	8,610 81,605	19,949 1,94,312	13,436 1,37,193	6,512 57,119	
	Lucknow-Sitapur-Seramau.	1st half 2nd half	} Metre	(e) 35,64,011	104½	80,064	1,42,976	1,08,279	34,697	
XXIII	Nalhati	1st half 2nd half		4' 0"	3,20,855 3,20,910	27½ 27½	26,239 29,234	54,725 46,098	32,191 46,462	22,534 —364
XXIV	Cherra-Companyganj	1st half 2nd half	2' 6"	3,50,759 3,51,208	7½ 7½	7,158 7,171	6,464 11,028	10,795 9,552	—4,331 1,474	
XXV	Jorbhat	1st half 2nd half	2' 0"	7,21,434 7,21,851	28½ 26	11,873 11,499	25,736 36,231	28,305 27,499	—2,569 8,732	
XXVI	Burma (f)	1st half 2nd half	} Metre	4,98,03,749 4,99,69,474	553 555½	831,883 766,091	30,40,531 24,30,901	15,67,759 15,55,482	14,72,772 8,75,419	
XXVII	Toungoo-Mandalay	1st half 2nd half		Included with the Burma State railway	...	...	...	...	...	
	South Indian (g)	1st half 2nd half	} Metre	4,60,78,002 4,62,65,978	662½ 662½	1,036,146 1,194,229	30,03,183 31,59,778	17,50,517 18,04,011	12,52,666 13,55,767	
XXXVI	Deoghur	1st half 2nd half		Metre	2,81,180	4½	13,436	26,095	15,180	10,915
XXXVIII	Rohilkhand-Kumaun (Company's section.)	1st half 2nd half	} Metre	23,22,583 (h) 20,37,223	(i) 67 (i) 67	42,344 30,805	1,69,157 1,45,676	89,578 74,253	79,579 71,423	
XXXIX	Darjeeling-Himalayan	1st half 2nd half		2' 0"	28,40,589 28,50,547	51 51	63,175 64,774	2,77,066 2,99,370	1,61,530 1,82,012	1,15,536 1,17,358
XL	Dibru-Sadiya	1st half 2nd half	} Metre	56,06,189 57,06,682	78 78	71,696 64,434	2,61,353 2,52,913	1,79,043 1,58,263	82,310 94,650	
XLI	Thaton-Duyinzak	1st half 2nd half		(j) 2' 6"	4,48,083 16,95,661	8 80	6,672 40,584	19,939 1,06,737	10,328 60,075	9,611 46,662
XLVI	The Gaekwar's Dabhoi	1st half 2nd half	} Metre	17,37,574	71½	37,643	88,291	60,383	27,908	
XLVII	The Gaekwar's Mehsana	1st half 2nd half		Metre	9,12,948 9,19,835	27½ 27½	17,115 23,639	27,264 31,976	16,427 19,505	10,837 12,471
LII	Jodhpore	1st half 2nd half	} Metre	22,72,005 22,73,338	124 124	55,690 60,634	2,08,969 1,63,857	1,03,872 70,762	1,03,097 93,095	
LIII	Bhavnagar-Gondal-Junggarh-Porbandar.	1st half 2nd half		Metre	1,62,06,175 1,64,45,102	334 332½	349,866 211,430	9,72,024 5,99,764	5,49,894 4,21,627	4,22,130 1,78,137
LIV	Morvi	1st half 2nd half	2' 6"	19,50,653 19,96,987	94 94	63,496 65,595	1,58,225 1,37,002	99,559 1,08,118	58,666 28,884	
	TOTAL NARROW GAUGE	1st half 2nd half	...	41,67,67,652 42,26,76,925	5,946½ 6,069	7,527,795 6,916,154	2,40,07,417 2,01,45,248	1,27,43,512 1,22,26,455	1,12,03,905 79,18,783	
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR. (k)		...	2,05,71,02,564	16,177	52,307,765	20,62,04,201	10,23,90,102	10,38,14,009	

(a) Capital expended on open mileage charged to final heads, inclusive of steam-boat and rolling-stock, but exclusive of suspense items.

(b) Excludes interest on capital during construction, ₹10,00,014.

(c) Not opened during the 1st half of 1890. This remark applies to all the tables.

(d) Figures taken from Part I of the Administration Report for 1890-91.

(e) Decrease chiefly due to the transfer of rolling-stock to the Lucknow-Bareilly railway.

(f) Includes the Toungoo-Mandalay Extension. This remark applies to all the tables.

(g) Includes the Pondicherry railway, except in the case of capital outlay, net earnings and earnings. The latter includes the amount received for working the Pondicherry railway.

(h) Decrease due to the sale of certain rolling-stock and plant to the Lucknow-Bareilly railway.

(i) Includes 12 miles of the Bareilly-Pilibhit railway worked over by the Company.

(j) Information not furnished.

(k) Includes the Deoghur railway, for which yearly figures are shown.

N.B.—This table excludes the transactions of the Pondicherry and West of India Port-truss railways, for which no revenue accounts are received. This remark applies to all the tables.

## STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

## No. II.

## SUMMARY OF EARNINGS.

Half-years ended the 30th June and  
the 31st December 1890.

[From No. VIII of Revenue Accounts.]

Serial number.	RAILWAY.	1890.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	SUNDRIES.		TOTAL.
							Earnings from other lines for hire, mileage, and rents.	Other items.	
	STANDARD GAUGE.		₹	₹	₹	₹	₹	₹	₹
I	East Indian . . . . .	1st half	74,85,783	1,54,35,703	36,535	32,164	1,02,602	2,70,340	2,33,63,127
		2nd half	69,18,866	1,26,82,098	32,428	32,082	1,56,868	2,53,886	2,00,76,228
II	Patna-Gya . . . . .	1st half	1,74,240	81,549	1,147	...	...	1,194	2,58,130
		2nd half	1,92,439	64,960	1,098	...	...	860	2,59,357
V	Bengal-Nágpur . . . . .	1st half	2,63,057	14,66,561	7,769	...	1,16,511	14,971	18,68,863
		2nd half	2,80,321	6,94,914	9,086	...	56,903	14,485	9,95,709
VI	Indian Midland . . . . .	1st half	7,43,123	9,29,300	5,468	...	30,010	33,408	17,41,309
		2nd half	7,26,714	6,19,425	4,721	...	374	31,822	13,83,056
VII	Bhopal-Itársi (British section)	1st half	15,656	35,423	239	...	...	40	51,358
		2nd half	16,980	19,127	255	...	...	44	36,406
X	Dhend-Manmád . . . . .	1st half	...	...	...	...	...	...	1,52,386
		2nd half	...	...	...	...	...	...	1,23,556
XIII	Bezwáda Extension . . . . .	1st half	...	...	...	...	...	...	12,182
		2nd half	...	...	...	...	...	...	6,507
XVII	North Western . . . . .	1st half	46,60,874	88,40,579	34,260	3,709	39,759	1,71,108	1,37,50,289
		2nd half	43,15,056	89,60,483	35,707	198	61,693	1,60,394	1,85,36,531
XVIII	Amritsar-Patháukot . . . . .	1st half	...	...	...	...	...	...	56,094
		2nd half	...	...	...	...	...	...	56,121
XIX	Jammu and Kashmir (British section)	1st half	Included with the North Western railway				...	...	...
		2nd half					...	...	...
XX	Oudh and Rohilkhand . . . . .	1st half	18,17,577	21,88,993	12,165	...	43,553	(a)1,13,727	41,76,015
		2nd half	15,77,877	15,31,166	12,292	...	...	(b)84,046	32,05,381
XXI	Eastern Bengal . . . . .	1st half	19,48,796	26,55,446	13,900	4,06,932	23,780	78,242	51,27,496
		2nd half	17,60,924	40,85,221	14,781	4,03,001	14,849	72,109	63,50,885
XXII	Bengal Central . . . . .	1st half	2,57,470	76,437	974	...	...	1,036	3,35,967
		2nd half	2,39,835	85,630	1,022	...	...	5,349	3,31,836
XXIII	Wardha Coal . . . . .	1st half	23,419	1,06,010	610	...	49,281	6,206	1,85,526
		2nd half	19,750	87,654	420	...	28,385	5,101	1,41,210
XXXII	Great Indian Peninsula	1st half	45,49,155	1,81,22,155	32,809	...	541	1,58,931	2,28,63,591
		2nd half	42,26,898	1,08,16,694	28,955	...	3,582	2,05,522	1,52,81,651
XXXIII	Bombay, Baroda and Central India	1st half	22,70,081	54,51,720	20,728	...	44,191	57,526	78,44,246
		2nd half	21,41,312	28,38,292	16,087	...	65,241	45,193	50,96,125
XXXIV	Madras . . . . .	1st half	18,65,830	25,65,458	9,504	...	12,711	2,69,335	47,22,838
		2nd half	18,98,640	27,90,776	8,986	...	14,486	70,388	47,83,296
XXXVI	Tárákeshwar . . . . .	1st half	1,53,959	12,014	234	...	...	230	1,66,437
		2nd half	1,12,017	7,521	178	...	...	273	1,20,069
XLII	Khámgau . . . . .	1st half	...	...	...	...	...	...	19,339
		2nd half	...	...	...	...	...	...	6,753
XLIII	Amráoti . . . . .	1st half	...	...	...	...	...	...	32,885
		2nd half	...	...	...	...	...	...	14,253
XLIV	Bhopal-Itársi (Native State section)	1st half	52,990	1,19,894	810	...	...	184	1,73,828
		2nd half	57,471	64,738	863	...	...	150	1,23,222
XLV	The Nizam's Guaranteed State	1st half	4,36,642	9,14,580	7,249	...	9,290	20,767	13,88,528
		2nd half	3,91,452	7,68,866	6,166	...	9,268	17,721	11,93,471
XLVIII	The Gaekwar's Petlád	1st half	5,887	3,802	82	...	...	...	9,771
		2nd half	17,722	4,579	492	...	...	144	22,877
L	Rájpur-Bhátinda . . . . .	1st half	1,17,648	1,48,139	869	...	...	72	2,67,047
		2nd half	1,21,900	1,76,359	1,538	...	...	101	2,99,898
LI	Jammu and Kashmir (Native State section)	1st half	...	...	...	...	...	...	4,849
		2nd half	...	...	...	...	...	...	8,921
TOTAL STANDARD GAUGE Carried over		1st half	2,68,42,187	5,91,54,512	1,85,372	4,42,805	4,72,229	11,97,267	8,85,72,107
		2nd half	2,50,16,194	4,62,38,603	1,75,015	4,35,281	4,04,547	9,67,588	7,34,53,339

(a) Includes Rs 5,915 on account of profit on working the Lucknow-Sitapur-Seramau State railway.  
(b) Includes Rs 27,793 on account of profit on working the Lucknow-Sitapur-Seramau State railway.



A—continued.

## STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

## No. II—concluded.

## SUMMARY OF EARNINGS—concluded.

[From No. VIII of Revenue Accounts.]

Half-years ended the 30th June and  
the 31st December 1890.

Serial number.	RAILWAY.	1890.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	SUNDRIES.		TOTAL.
							Earnings from other lines for hire, mileage, and rents.	Other items.	
			R	R	R	R	R	R	R
	Brought forward	1st half	2,68,42,187	5,91,54,512	1,85,372	4,42,805	4,72,229	11,97,267	8,86,72,107
	STANDARD GAUGE	2nd half	2,50,16,194	4,62,38,603	1,75,015	4,35,281	4,04,547	9,67,588	7,84,53,339
	NARROW GAUGE.								
III	Tirhoot	1st half	5,02,839	7,13,591	5,984	81,046	995	16,748	13,21,206
		2nd half	4,38,823	5,54,033	4,993	61,960	... (a)	11,788	10,71,597
	Bengal and North-Western	1st half	4,81,186	6,24,727	4,981	1,36,368	4,211	53,703	19,05,176
		2nd half	3,81,924	3,92,789	3,933	99,327	(b) 1,170	24,469	9,03,612
Bareilly-Pilibhit	1st half	26,164	33,071	1,155	...	2,096	1,581	64,067	
	2nd half	21,627	28,675	438	...	1,670	2,972	55,382	
VIII	Rajputana-Malwa	1st half	29,61,238	67,48,619	26,863	...	1,532	1,14,414	98,52,666
		2nd half	28,14,521	46,32,695	24,584	...	2,832	1,00,982	75,75,614
XI	Southern Mahratta	1st half	9,52,380	12,99,309	9,510	...	1,923	33,796	22,96,918
		2nd half	9,71,260	11,55,132	8,930	...	9,434	29,421	21,74,177
XII	Southern Mahratta, Mysore section	1st half	2,52,926	2,64,759	2,443	...	...	2,133	5,22,260
		2nd half	3,04,557	3,54,418	2,770	...	497	1,816	6,64,058
	Vilupuram-Guntakal—								
	Nellore-Tirupati section.	1st half	92,673	27,623	655	...	...	488	1,21,439
		2nd half	55,339	34,578	770	...	...	476	1,21,163
	Vilupuram-Tiruvannamalai section	1st half	17,434	2,478	...	...	...	36	19,948
		2nd half	...	...	...	...	...	...	...
	Lucknow-Sitapur-Seramau	1st half	95,961	(c) 96,253	1,365	...	...	793	1,94,312
		2nd half	73,626	(c) 67,207	1,222	...	...	921	1,42,976
XXIII	Nallati	1st half	33,435	19,679	417	...	...	2,194	54,725
		2nd half	28,752	16,555	389	...	...	102	46,098
XXIV	Cherra-Companyganj	1st half	973	5,419	56	...	...	16	6,464
		2nd half	1,000	9,729	97	...	...	200	11,026
XXV	Jorhat	1st half	5,246	19,567	...	...	...	929	25,736
		2nd half	5,046	30,629	...	...	...	556	36,231
XXVI	Burma	1st half	17,08,095	12,96,402	8,301	...	...	27,733	30,40,531
		2nd half	14,78,336	9,23,384	8,016	...	...	21,165	24,30,901
XXVII	Toungoo-Mandalay	1st half	Included with the Burma State railway			...	...	...	...
		2nd half				...	...	...	...
South Indian	1st half	15,69,284	13,55,867	9,595	...	...	68,437	30,03,183	
	2nd half	15,53,682	15,23,202	9,869	...	15,899	57,126	31,69,778	
XXXVII	Deoghur	1st half	23,941	1,971	...	...	...	183	26,095
		2nd half	...	...	...	...	...	...	...
XXXVIII	Rohilkhand Kumaon (Company's section)	1st half	86,820	49,951	757	...	...	(d) 31,629	1,69,157
		2nd half	89,807	35,220	733	...	...	(d) 19,918	1,45,476
XXXIX	Darjeeling-Himalayan	1st half	1,03,963	1,69,493	1,434	...	...	2,177	2,77,066
		2nd half	1,06,112	1,87,597	1,661	...	...	2,000	2,99,370
XL	Dibru-Sadiya	1st half	29,826	2,22,352	3,704	484	892	4,645	2,61,353
		2nd half	24,059	2,18,778	3,744	—484	275	2,491	2,52,913
XLI	Thaon-Duyinzak	1st half	4,974	14,965	...	...	...	...	19,939
		2nd half	4,313	9,520	...	...	...	...	13,833
XLVI	The Gaekwar's Dabhoi	1st half	55,486	49,954	791	...	295	211	1,06,737
		2nd half	59,986	27,638	513	...	—171	325	88,291
XLVII	The Gaekwar's Mehsana	1st half	19,049	8,215	...	...	...	...	27,284
		2nd half	16,436	15,527	...	...	...	18	31,976
LII	Jodhpore	1st half	89,000	1,12,039	3,458	...	1,808	666	2,06,909
		2nd half	74,058	86,173	3,255	...	165	226	1,63,857
LIII	Bhavnagar-Gondal-Jundgarh-Porbandar	1st half	4,25,221	5,28,326	6,348	...	3,296	8,833	9,72,024
		2nd half	4,03,339	1,77,142	4,920	...	1,385	12,978	5,99,764
LIV	Morvi	1st half	82,374	73,255	2,476	...	...	120	1,58,225
		2nd half	92,727	37,442	2,378	...	...	4,455	1,37,002
	TOTAL NARROW GAUGE	1st half	95,79,112	1,37,32,438	90,293	2,17,848	16,546	3,71,180	2,40,07,417
		2nd half	90,52,764	1,05,20,841	83,195	1,60,353	33,156	2,94,434	2,01,45,243
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	...	7,05,14,198	12,96,48,365	5,33,875	12,56,787	9,26,478	28,30,652	20,62,04,201

(a) Included with the Bengal North-Western railway.

(b) Includes the Tirhoot State railway.

(c) Excludes ballast train earnings due to the Oudh and Rohilkhand railway.

APPENDIX  
STATISTICS OF INDIADETAIL  
[From Abstract]

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	FIRST CLASS.			SECOND CLASS.			THIRD OR INTERMEDIATE CLASS.		
			Single journey fare.	Number.	Earnings.	Single journey fare.	Number.	Earnings.	Single journey fare.	Number.	Earnings.
			Pies.		₹	Pies.		₹	Pies.		₹
I	East Indian	1st half	18-00	23,245	2,34,364	9-00	81,305	3,03,090	4-50	314,353	2,83,1
		2nd half	18-00	24,307	2,46,181	9-00	84,670	3,26,443	4-50	323,973	2,91,1
II	Patna-Gya	1st half	18-00	484	1,841	9-00	1,935	3,316	4-50	5,740	3,4
		2nd half	18-00	441	1,663	9-00	1,773	2,979	4-50	6,607	4,3
V	Bengal-Nágpur	1st half	18-00	1,539	4,904	8-00	10,123	7,590	3-00	20,860	8,1
		2nd half	18-00	2,428	9,842	8-00	9,887	9,241	3-00	20,821	8,1
VI	Indian Midland	1st half	12-00	3,350	26,619	6-00	7,639	26,625	...	...	...
		2nd half	12-00	3,127	25,808	6-00	15,536	45,657	(b)3-00	(b)66,712	(b)86,1
VII	Bhopal-Itársi (British section).	1st half	Included with the Bhopal-Itársi (Native State section)								...
		2nd half	Included with the Bhopal-Itársi (Native State section)								...
X	Dhond-Manmád	1st half	Included with the Great Indian Peninsula railway								...
		2nd half	Included with the Great Indian Peninsula railway								...
XIII	Bezváda Extension.	1st half	Included with the Nizam's Guaranteed State railway								...
		2nd half	Included with the Nizam's Guaranteed State railway								...
XVII	North Western	1st half	{ 12-00 & 15-00 }	{ 23,434 }	{ 1,56,685 }	{ 6-00 & 8-00 }	{ 63,969 }	{ 1,87,308 }	{ 4-00 & 3-50 & 3-00 }	{ 223,013 }	{ 2,16,61 }
		2nd half	12-00	21,805	1,55,658	6-00	57,890	1,69,345	3-00	124,764	1,53,41
XVIII	Amritsar-Pathánekot	1st half	Included with the North Western railway								...
		2nd half	Included with the North Western railway								...
XIX	Jammu and Kashmir (British section).	1st half	Included with the North Western railway								...
		2nd half	Included with the North Western railway								...
XX	Oudh and Rohilkhand	1st half	...	...	...	(d)9-00	(d)22,994	(d)87,438	4-00	50,137	63,1
		2nd half	...	...	...	(d)9-00	(d)20,351	(d)77,522	4-00	54,978	73,1
XXI	Eastern Bengal	1st half	{ 18-00 & 24-00 }	{ 19,906 }	{ 72,678 }	{ 9-00 & 12-00 }	{ 61,804 }	{ 74,758 }	{ 4-00 & 6-00 }	{ 499,167 }	{ 2,16,81 }
		2nd half	{ 18-00 & 24-00 }	{ 20,110 }	{ 65,301 }	{ 9-00 & 12-00 }	{ 64,410 }	{ 77,347 }	{ 4-00 & 6-00 }	{ 492,846 }	{ 2,15,06 }
XXII	Bengal Central	1st half	12-00	1,187	2,160	6-00	15,855	7,122	4-50	82,123	36,1
		2nd half	12-00	1,440	2,584	6-00	17,116	7,759	4-50	70,597	32,1
XXXII	Wardha Coal	1st half	18-00	140	404	9-00	216	306	4-00	890	1,1
		2nd half	18-00	141	349	9-00	168	254	4-00	653	1,1
XXXIII	Great Indian Peninsula	1st half	12-00	35,551	1,80,894	6-00	238,927	2,93,652	(b)3-00	(b)283,729	(b)4,82,
		2nd half	12-00	34,638	2,07,268	6-00	275,971	3,05,407	(b)3-00	(b)301,851	(b)4,95,
XXXIV	Bombay, Baroda and Central India.	1st half	12-00	53,841	71,281	6-00	488,845	1,64,038	3-00	262,274	4,07,2
		2nd half	12-00	48,303	61,522	6-00	471,177	1,48,939	3-00	226,710	3,61,8
XXXV	Madras	1st half	12-00	8,052	82,738	6-00	36,035	1,03,349	...	...	...
		2nd half	12-00	8,808	76,276	6-00	38,309	96,739	...	...	...
XXXVI	Tárákeshwar	1st half	12-00	235	214	6-00	1,761	727	4-50	47,736	11,1
		2nd half	12-00	77	63	6-00	1,018	441	4-50	34,698	7,1
XLII	Khámgaon	1st half	Included with the Great Indian Peninsula railway								...
		2nd half	Included with the Great Indian Peninsula railway								...
XLIII	Amráoti	1st half	Included with the Great Indian Peninsula railway								...
		2nd half	Included with the Great Indian Peninsula railway								...
XLIV	Bhopal-Itársi (Native State section).	1st half	12-00	1,080	3,009	6-00	2,529	3,266	...	...	...
		2nd half	12-00	1,383	3,827	6-00	4,163	5,424	(b)3-00	(b)18,678	(b)9,1
XLV	The Nizam's Guaranteed State.	1st half	18-00	3,696	27,445	6-00	16,431	32,717	(b)2-50	(b)118,713	(b)74,1
		2nd half	18-00	2,852	20,013	6-00	15,321	28,589	(b)2-50	(b)141,589	(b)76,1
XLVIII	The Gaekwar's Petlád	1st half	...	...	...	...	...	...	...	...	
		2nd half	...	...	...	...	...	...	...	...	
L	Rájpura-Bhátinda	1st half	{ 12-00 & 15-00 }	{ 890 }	{ 1,861 }	{ 6-00 & 8-00 }	{ 1,565 }	{ 1,442 }	{ 4-00 & 3-50 & 3-00 }	{ 5,609 }	{ 1,91 }
		2nd half	12-00	711	1,453	6-00	1,326	1,292	3-00	4,281	2,21
LI	Jammu and Kashmir (Native State section)	1st half	Included with the North Western railway								...
		2nd half	Included with the North Western railway								...
TOTAL STANDARD GAUGE Carried over		1st half	...	176,639	8,67,097	...	1,101,933	12,96,744	...	1,944,344	18,06,1
		2nd half	...	170,596	8,76,808	...	1,079,078	13,03,378	...	1,889,758	18,20,1

(b) Third class by mail trains.

(d) Upper class.

(e) Lower class.

(f) Between Dum-Dum and Duttapukur, 2-50 pies.

A—continued.

RAILWAYS—(PART I)—continued.

III.  
COACHING TRAFFIC.  
Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

GERS.			TOTAL.		Miscellaneous, including parcels, luggage, &c.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
FOURTH OR LOWEST CLASS.			Number.	Earnings.							
Single journey fares.	Number.	Earnings.	Number.	Earnings.							
Pics.		R		R	R	R	R	R		STANDARD GAUGE	
2:50	6,944,665	58,37,852	7,393,568	66,53,502	8,27,422	74,85,924	141	74,85,783	1st half	East Indian	I
2:50	6,049,649	52,51,847	6,482,599	61,16,434	8,02,524	69,18,958	92	69,18,866	2nd half		
2:50	346,604	1,60,311	354,763	1,68,907	5,393	1,74,240	...	1,74,240	1st half	Patna-Gya	II
2:50	339,257	1,74,975	348,078	1,87,931	4,508	1,92,439	...	1,92,439	2nd half		
2:50	509,619	2,23,610	542,141	2,44,232	18,825	2,63,057	...	2,63,057	1st half	Bengal-Nagpur	V
2:50	539,504	2,30,731	571,641	2,54,156	22,165	2,80,321	...	2,80,321	2nd half		
(a)	692,728	6,21,255	703,726	6,74,499	68,624	7,43,123	...	7,43,123	1st half	Indian Midland	VI
(a)	(c) 516,117	(c) 4,84,651	601,492	6,42,241	84,473	7,26,714	...	7,26,714	2nd half		
...	...	...	...	...	...	...	...	...	1st half	Bhopal-Itarsi (British section).	VII
...	...	...	...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	...	...	...	1st half	Dhond-Manmad.	X
...	...	...	...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	...	...	...	1st half	Bezwada Extension.	XIII
...	...	...	...	...	...	...	...	...	2nd half		
2:50	4,838,085	35,11,987	5,148,501	47,72,632	5,88,270	46,60,902	28	46,60,374	1st half	North Western	XVII
2:25 & 2:00									2nd half		
2:50									...		
2:25 & 2:00									...		
...	...	...	...	...	...	...	...	...	1st half	Amritsar-Fathankot	XVIII
...	...	...	...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	...	...	...	1st half	Jammu and Kashmir. (British section).	XIX
...	...	...	...	...	...	...	...	...	2nd half		
(e) 2:50	(e) 2,544,041	(e) 15,00,414	2,617,172	16,51,021	1,66,630	18,17,651	74	18,17,577	1st half	Oudh and Rohilkhand.	XX
(e) 2:50	(e) 2,216,111	(e) 12,76,634	2,291,440	14,23,030	1,49,854	15,77,884	7	15,77,877	2nd half		
...	3,462,918	13,58,286	4,043,795	17,22,618	2,26,178	19,48,796	...	19,48,796	1st half	Eastern Bengal	XXI
...									2nd half		
2:50	3,255,356	12,09,470	3,832,723	15,67,183	1,93,741	17,60,924	...	17,60,924	2nd half	Bengal Central	XXII
...									1st half		
(f) 3:00	622,715	2,04,045	723,880	2,49,961	7,509	2,57,470	...	2,57,470	1st half	Wardha Coal	XXIII
(f) 3:00	599,602	1,85,694	688,755	2,28,715	11,120	2,39,835	...	2,39,835	2nd half		
2:00	76,487	20,344	77,733	21,630	1,789	23,419	...	23,419	1st half	Great Indian Peninsula.	XXXII
2:00	71,608	17,413	72,570	18,419	1,331	19,750	...	19,750	2nd half		
(c) 2:50	(c) 5,698,210	(c) 28,69,543	6,306,417	38,26,198	7,22,957	45,49,155	...	45,49,155	1st half	Bombay, Baroda and Central India.	XXXIII
(c) 2:50	(c) 5,406,180	(c) 25,47,180	6,018,640	35,66,135	6,70,763	42,26,898	...	42,26,898	2nd half		
2:25 to 2:50	6,112,511	13,57,417	6,917,471	19,99,992	2,70,089	22,70,081	...	22,70,081	1st half	Madras	XXXIV
2:25 to 2:50									2nd half		
1:50 & 2:00	4,361,604	14,14,378	4,405,691	16,00,465	2,65,365	18,65,830	...	18,65,830	1st half	Tarakeshwar	XXXVI
1:50 & 2:00									2nd half		
(g) 2:00	554,277	1,39,030	604,009	1,51,960	1,999	1,53,959	...	1,53,959	1st half	Khámgaon	XLII
3:00	428,336	1,00,951	464,129	1,19,422	2,595	1,12,017	...	1,12,017	2nd half		
...	...	...	...	...	...	...	...	...	1st half	Amráoti	XLIII
...	...	...	...	...	...	...	...	...	2nd half		
(a)	117,999	54,987	121,008	61,262	7,384	68,646	...	68,646	1st half	Bhopal-Itarsi (Native State section).	XLIV
(a)	103,869	44,974	123,083	63,433	11,018	74,451	...	74,451	2nd half		
(c) 2:00	(c) 400,223	(c) 2,49,601	539,063	3,84,228	52,414	4,36,642	...	4,36,642	1st half	The Nizam's Guaranteed State.	XLV
(c) 2:00	(c) 396,350	(c) 2,27,680	556,142	3,53,196	38,256	3,91,452	...	3,91,452	2nd half		
...	...	...	...	...	...	5,887	...	5,887	1st half	The Guerkwar's Petlad.	XLV.II
...	...	...	...	...	...	17,722	...	17,722	2nd half		
2:50	282,634	1,04,579	290,698	1,09,873	7,775	1,17,648	...	1,17,648	1st half	Rájputra-Bhátinda.	LIX
2:50									2nd half		
2:25 & 2:00	243,795	1,07,214	250,113	1,12,174	9,726	1,21,900	...	1,21,900	2nd half	Jammu and Kashmir (Native State section).	LI
...									1st half		
...	...	...	...	...	...	...	...	...	1st half	TOTAL STANDARD GAUGE Carried over	
...	...	...	...	...	...	...	...	...	2nd half		
...	37,565,720	1,96,27,669	40,788,636	2,35,97,980	32,38,563	2,68,42,430	243	2,68,42,187	1st half		
...	35,191,913	1,78,57,397	38,331,343	2,18,57,895	31,40,676	2,50,16,293	99	2,50,16,194	2nd half		

(a) First 100 miles 2½ pics.  
Next 100 " 2¼ "  
Do. 200 " 2¼ "  
Above 400 " 2 "

(c) Third class by other than mail trains.  
(g) The third class fare by mail trains was raised from 2 to 3 pics from the 1st October 1890.

APPENDIX  
STATISTICS OF INDIANNo.  
DETAIL OF

[ From Abstract H of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	PASSENGERS								
			FIRST CLASS.			SECOND CLASS.			THIRD OR INTERMEDIATE CLASS.		
			Single journey fare.	Number.	Earnings.	Single journey fare.	Number.	Earnings.	Single journey fare.	Number.	Earnings.
	Brought forward	1st half	Pies.		₹	Pies.	₹	Pies.	₹		
	STANDARD GAUGE	2nd half									
		1st half	176,639	8,67,097	1,101,933	12,96,744	1,941,344	18,06,470			
		2nd half	170,596	8,76,808	1,079,076	13,03,378	1,839,758	18,20,312			
	NARROW GAUGE										
III	Tirhoot	1st half	18-00	4,514	14,042	9-00	4,697	7,759	4-50	5,879	4,654
		2nd half	Included with the Bengal and North-Western railway.								
	Bengal and North-Western.	1st half	15-00	2,616	7,878	9-00	4,254	6,839	4-00	4,206	2,887
		2nd half	15-00 & 18-00	7,848	20,036	9-00	9,249	13,716	4-00 & 4-50	11,016	7,900
Bareilly-Pilibhit	1st half	18-00	238	778	...	...	...	4-50	696	573	
	2nd half	18-00	140	422	...	...	...	4-50	692	534	
VIII	Rajputana-Malwa	1st half	15-00	7,733	71,671	8-00	32,547	1,11,756	3-00	114,677	1,35,308
		2nd half	15-00	8,045	56,439	8-00	31,452	81,783	3-00	108,078	1,16,942
XI	Southern Mahratta	1st half	12-00	5,685	31,006	6-00	14,534	31,467	...	...	...
		2nd half	12-00	5,806	33,350	6-00	17,833	41,091	...	...	...
XII	Southern Mahratta Mysore section.	1st half	Included with the Southern Mahratta railway.								
		2nd half	Included with the Southern Mahratta railway.								
	Villupuram-Guntakal-Nellore-Tirupati section.	1st half	12-00	341	886	6-00 & 4-00	1,745	1,167	...	...	...
		2nd half	12-00	390	812	4-00	1,970	1,177	...	...	...
	Villupuram-Tiruvannamalai section.	1st half	...	...	...	...	...	...	...	...	...
		2nd half	12-00	62	122	6-00 & 4-00	57	365	...	...	...
	Lucknow-Sitapur-Serana.	1st half	...	...	...	(a)9-00	(a)1,843	(a)4,033	4-00	2,536	1,984
		2nd half	...	...	...	(a)9-00	(a)1,802	(a)3,611	4-00	2,139	1,635
XXIII	Nalhati	1st half	18-00	273	819	6-00	2,827	2,379	...	...	...
		2nd half	18-00	305	888	6-00	2,604	2,227	...	...	...
XXIV	Cherra-Companyganj	1st half	(a)27-00	(a)59	(a)58	...	...	...	...	...	...
		2nd half	(a)27-00	(a)70	(a)70	...	...	...	...	...	...
XXV	Jorhat	1st half	(a)24-00	(a)944	(a)994	...	...	...	...	...	...
		2nd half	(a)24-00	(a)891	(a)881	...	...	...	...	...	...
XXVI	Burma	1st half	15-00	7,083	39,719	6-00	63,291	1,07,487	...	...	...
		2nd half	15-00	8,342	41,919	6-00	61,099	95,076	...	...	...
XXVII	Toungoo-Mandalay	1st half	Included with the Burma State railway								
		2nd half	Included with the Burma State railway								
	South Indian	1st half	12-00	8,115	25,981	4-00	60,997	53,687	...	...	...
		2nd half	12-00	7,423	27,016	4-00	66,604	55,397	...	...	...
XXXVII	Deoghur	1st half	(c)					(c)			
		2nd half	24-00	(c)635	(c)318	...	...	...	6-00	(c)185,613	(c)23,623
XXXVIII	Rohilkhand-Kumaun (Company's section)	1st half	(d)35-00	1,528	14,242	...	...	...	15-00	3,221	15,951
		2nd half	(d)35-00	1,758	16,584	...	...	...	15-00	3,227	16,255
XXIX	Darjeeling-Himalayan	1st half	(e)72-00	1,829	22,725	38-00	3,617	24,953	...	...	...
		2nd half	(e)72-00	1,770	21,138	38-00	4,039	27,653	...	...	...
XL	Dibru-Sadiya	1st half	18-00	997	2,325	9-00	853	1,185	...	...	...
		2nd half	18-00	1,132	2,610	9-00	983	1,320	...	...	...
XLI	Thaton-Duyinzaiik	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
XLVI	The Gaekwar's Dabhoi	1st half	...	...	...	(a)9-00	(a)2,143	(a)2,272	...	...	...
		2nd half	...	...	...	(a)9-00	(a)1,744	(a)1,965	...	...	...
XLVII	The Gaekwar's Mel-sana.	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
LII	Jodhpore	1st half	18-00	370	2,497	6-00	1,244	2,159	...	...	...
		2nd half	18-00	353	1,952	6-00	1,118	1,974	...	...	...
LIII	Bhavnagar-Gondal-Junagarh-Porbandar.	1st half	12-00	2,107	7,205	6-00	14,186	16,343	...	...	...
		2nd half	12-00	1,537	5,479	6-00	11,248	14,569	...	...	...
LIV	Morvi	1st half	...	...	...	(a)9-00	(a)2,067	(a)5,820	...	...	...
		2nd half	12-00	39	148	(a)9-00	(a)3,093	(a)8,392	...	...	...
	TOTAL NARROW GAUGE.	1st half	...	44,432	2,42,826	...	210,845	3,79,306	...	131,216	1,61,357
		2nd half	...	45,961	2,29,846	...	215,424	3,50,316	...	125,152	1,43,275
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	...	...	438,263	22,16,895	...	2,607,278	33,29,744	...	4,276,082	39,55,037

(a) Upper class.

(b) Lower class.

(c) Quoted from Part I of the Administration Report for 1890-91.

A—continued.

RAILWAYS—(PART I)—continued.

III—concluded.

COACHING TRAFFIC—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

GERS.			TOTAL.		Miscellaneous, including parcel, luggage, &c.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
FOURTH OR LOWEST CLASS.			Number.	Earnings.							
Single journey fare.	Number.	Earnings.									
Pies.		R		R	R	R	R	R			
...	37,565,720	1,96,27,669	40,788,638	2,35,97,980	32,88,563	2,68,42,430	243	2,68,42,187	1st half	Brought forward STANDARD GAUGE NARROW GAUGE.	III
...	35,191,913	1,78,57,397	38,331,343	2,18,57,895	31,40,676	2,50,16,293	99	2,50,16,194	2nd half		
1-75	1,224,457	4,42,224	1,239,547	4,68,679	34,160	5,02,839	...	5,02,839	1st half	Tirhoot . . .	III
2-00	1,134,384	4,30,595	1,145,460	4,48,199	32,937	4,81,186	...	4,81,186	2nd half		
2-00 & 1-75	2,158,404	7,27,712	2,216,517	7,69,373	51,874	8,20,747	...	8,20,747	1st half	Bengal and North-Western.	III
2-00	72,142	22,481	73,076	23,832	2,332	26,164	...	26,164	2nd half		
2-00 to 2-25	66,425	19,192	67,257	20,148	1,479	21,627	...	21,627	1st half	Bareilly-Pilibhit	VIII
2-00 to 2-25	4,222,700	23,33,923	4,377,657	26,52,658	3,08,583	29,61,241	3	29,61,238	2nd half		
2-00 to 2-25	4,036,287	22,61,581	4,183,862	25,16,775	2,97,746	28,14,521	...	28,14,521	1st half	Rajputana-Malwa.	VIII
2-50	1,947,981	10,27,809	1,968,200	10,90,282	1,15,024	12,05,306	2,52,920	9,52,380	2nd half		
2-50	2,079,127	10,80,619	2,102,766	11,55,960	1,20,757	12,76,817	3,04,557	9,71,260	1st half	Southern Maharratta.	XI
...	...	...	...	...	...	...	...	2,52,926	2nd half		
2-00	329,022	87,805	331,108	89,958	2,715	92,673	...	92,673	1st half	Southern Maharratta, Mysore section.	XII
2-00	330,410	80,869	332,770	82,858	2,431	85,339	...	85,339	2nd half		
2-00	55,279	16,796	55,917	17,283	151	17,434	...	17,434	1st half	Villupuram-Tiravannamalai section.	VIII
(b) 2-00	276,285	84,727	280,864	90,744	5,217	95,961	...	95,961	2nd half		
(b) 2-00	232,400	63,903	236,341	69,149	4,502	73,651	25	73,626	1st half	Lucknow-Sitapur-Seramau.	XXIII
3-00	88,674	27,429	91,774	30,627	2,808	33,435	...	33,435	2nd half		
3-00	77,458	23,030	80,367	26,145	2,607	28,752	...	28,752	1st half	Nalhati . . .	XXIII
(b) 3-00	(b) 12,392	(b) 861	12,451	919	54	973	...	973	2nd half		
(b) 3-00	(b) 11,886	(b) 873	11,956	943	57	1,000	...	1,000	1st half	Cherra-Companyganj.	XXIV
(b) 4-00	(b) 26,680	(b) 3,961	27,624	4,955	294	5,246	...	5,246	2nd half		
(b) 4-00	(b) 29,428	(b) 3,992	30,319	4,823	223	5,046	...	5,046	1st half	Jorbhat . . .	XXV
3-00	2,660,441	14,68,711	2,730,815	16,15,917	2,291	17,08,198	103	17,08,095	2nd half		
3-00	2,436,584	12,62,597	2,506,075	13,99,592	78,778	14,78,370	34	14,78,336	1st half	Burma . . .	XXVI
...	...	...	...	...	...	...	...	...	2nd half		
2-00	3,969,601	14,16,593	4,038,719	14,96,261	73,023	15,69,284	...	15,69,284	1st half	Toungoo-Man-dalay.	XXVII
2-00	8,911,507	13,99,359	3,985,534	14,81,772	71,910	15,53,682	...	15,53,682	2nd half		
...	...	...	186,248	23,941	...	23,941	...	23,941	1st half	Deoghur . . .	XXXVII
(d) 3-11	65,399	37,798	70,148	67,991	18,829	86,820	...	86,820	2nd half		
(d) 3-11	58,587	36,712	63,572	69,551	20,256	89,807	...	89,807	1st half	Rohilkhand-Kumaun (Company's section.)	XXXVIII
(e) 15-00	15,694	34,540	21,140	82,218	21,744	1,03,962	...	1,03,962	2nd half		
(c) 15-00	17,588	36,158	23,407	84,949	23,163	1,08,112	...	1,08,112	1st half	Darjeeling-Himalayan.	XXXIX
4-00	39,671	22,077	41,521	25,587	4,239	29,826	...	29,826	2nd half		
4-00	37,920	19,578	40,035	23,508	4,551	28,059	...	28,059	1st half	Dibra-Sadiya	XI
...	...	...	...	...	...	4,974	...	4,974	2nd half		
(b) 3-00	(b) 169,905	(b) 51,366	172,043	53,638	1,848	55,486	...	55,486	1st half	Thaton-Duyin-zak.	XLI
(b) 3-00	(b) 183,086	(b) 56,084	184,810	58,049	1,937	59,986	...	59,986	2nd half		
...	...	...	...	...	...	4,313	...	4,313	1st half	The Gaekwar's Dabhoi.	XLVI
...	...	...	...	...	...	19,049	...	10,049	2nd half		
...	...	...	...	...	...	16,436	...	16,436	1st half	The Gaekwar's Mehsana.	XLVII
2-00	152,399	72,776	154,013	77,432	11,568	89,000	...	89,000	2nd half		
2-00	131,279	61,853	132,750	65,775	8,279	74,058	...	74,058	1st half	Jodhpore . . .	LII
2-75	677,291	3,71,392	693,584	3,94,940	30,281	4,25,221	...	4,25,221	2nd half		
2-75	618,437	3,62,837	631,222	3,82,885	20,454	4,03,339	...	4,03,339	1st half	Bhavnagar-Gondal-Junagarh-Porbandar.	LIII
(b) 3-33	(b) 91,730	(b) 68,527	93,797	74,347	8,027	82,374	...	82,374	2nd half		
(b) 3-00 (e)	(b) 107,812	(b) 75,069	110,944	83,609	9,118	92,727	...	92,727	1st half	Morvi . . .	LIV
...	17,176,848	80,05,895	17,563,340	87,89,184	7,66,011	95,79,218	2,53,032	95,79,112	2nd half		
...	16,609,884	75,88,814	16,996,421	83,12,251	7,19,823	90,52,823	3,04,616	90,52,784	1st half	TOTAL NARROW GAUGE.	LIV
...	106,544,365	5,30,79,575	113,865,988	6,25,81,251	78,65,073	7,05,14,705	5,57,990	7,05,14,198	2nd half		

(d) Average mileage fares.

(e) 3-75 pies by mail trains.

APPENDIX  
STATISTICS OF INDIAN  
No.

DETAIL OF

Half-years ended the 30th June and the 31st December 1890.

[ From Abstract I of

Serial number.	RAILWAY.	1890.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION AND REVENUE STORES.		
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.	
				₹		₹		₹	
<b>STANDARD GAUGE.</b>									
I	East Indian	{ 1st half 2nd half	342,468,366 251,970,145	1,13,50,279 90,93,088	2,148,839 2,164,694	2,07,292 2,13,249	18,137,003 13,701,658	2,38,166 2,10,401	
II	Patna-Gya	{ 1st half 2nd half	1,843,135 1,559,745	76,229 63,738	... ..	... ..	90,485 12,902	2,400 162	
V	Bengal-Nágpur	{ 1st half 2nd half	14,689,219 10,454,233	9,72,804 5,81,054	9,698 6,799	1,310 1,257	7,251,624 3,645,214	3,55,361 -1,10,440	
VI	Indian Midland	{ 1st half 2nd half	18,884,300 10,109,385	3,14,989 4,98,010	64,567 94,809	6,399 7,295	2,527,004 2,537,508	50,785 54,991	
VII	Bhopal-Itársi (British section).	{ 1st half 2nd half	} Included with the Bhopal-Itársi (Native State section).				...	...	
X	Dhond-Manmád	{ 1st half 2nd half	} Included with the Great Indian Peninsula railway.				...	...	
XIII	Bezváda Extension	{ 1st half 2nd half	} Included with the Nizam's Guaranteed State railway.				...	...	
XVII	North Western	{ 1st half 2nd half	221,813,972 258,905,505	77,22,460 80,06,281	3,619,460 1,546,477	2,43,080 1,52,274	28,662,109 34,618,661	5,08,914 5,44,252	
XVIII	Amritsar-Pathánekot	{ 1st half 2nd half	} Included with the North Western railway.				...	...	
XIX	Jammu and Kashmir (British section).	{ 1st half 2nd half	} Included with the North Western railway.				...	...	
XX	Oudh and Rohilkhand	{ 1st half 2nd half	57,992,855 84,998,224	18,49,575 12,65,081	180,958 149,507	15,752 12,913	5,826,231 5,085,680	90,451 77,959	
XXI	Eastern Bengal	{ 1st half 2nd half	47,917,427 69,066,426	23,62,970 38,39,521	18,937 8,431	1,865 610	6,223,119 6,290,046	1,38,627 1,18,751	
XXII	Bengal Central	{ 1st half 2nd half	1,958,631 2,238,146	61,519 77,983	361 136	120 76	23,805 17,700	470 251	
	Wardha Coal	{ 1st half 2nd half	749,158 367,691	45,817 24,088	... ..	... ..	19,507 267,270	318 3,883	
XXXII	Great Indian Peninsula	{ 1st half 2nd half	937,487,504 195,137,318	1,69,98,346 96,73,588	725,127 570,414	78,851 60,153	24,366,090 28,926,124	4,43,886 5,17,878	
XXXIII	Bombay, Baroda and Central India.	{ 1st half 2nd half	106,542,088 52,806,725	50,50,146 25,24,077	183,192 120,227	15,486 11,146	3,314,233 4,067,110	69,046 82,702	
XXXIV	Madras	{ 1st half 2nd half	58,048,047 65,873,952	24,11,705 26,11,345	202,148 190,985	25,661 28,619	3,966,052 3,869,506	88,849 84,917	
XXXVI	Tárákeshwar	{ 1st half 2nd half	207,320 132,782	10,210 7,520	... ..	... ..	27,882 120	1,001 6	
XLII	Khángaon	{ 1st half 2nd half	} Included with the Great Indian Peninsula railway.				...	...	
XLIII	Amráoti	{ 1st half 2nd half	} Included with the Great Indian Peninsula railway.				...	...	
XLIV	Bhopal-Itársi (Native State section).	{ 1st half 2nd half	3,776,336 1,439,823	1,45,841 67,060	3,962 805	290 81	329,870 702,876	8,657 16,046	
XLV	The Nizam's Guaranteed State.	{ 1st half 2nd half	11,784,208 8,827,601	6,17,451 4,81,603	42,733 37,083	5,365 4,882	669,795 1,316,836	11,990 21,067	
XLVIII	The Gaekwar's Petlád	{ 1st half 2nd half	... ..	... ..	... ..	... ..	... ..	... ..	
L	Rájpura- Bhátinda	{ 1st half 2nd half	3,467,169 4,467,517	1,35,057 1,68,892	34,448 38,474	4,362 4,854	460,277 68,510	6,639 1,248	
LI	Jammu and Kashmir (Native State section).	{ 1st half 2nd half	} Included with the North Western railway.				...	...	
<b>TOTAL STANDARD GAUGE.</b>									
			1st half	1,229,630,235	5,06,25,398	7,234,425	6,05,773	101,894,586	20,15,560
			2nd half	968,355,218	3,89,82,924	4,928,841	4,97,409	105,127,721	16,24,074

A—continued.

## RAILWAYS—(PART I)—continued.

## IV.

## GOODS TRAFFIC.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

COAL.		Miscellaneous.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
Ton-miles.	Earnings.							
	₹	₹	₹	₹	₹			
160,542,750	35,74,648	66,829	1,54,36,954	1,251	1,54,35,703	1st half	} East Indian . . .	I
139,512,289	30,54,012	1,11,997	1,26,82,742	644	1,26,82,098	2nd half		
86,486	2,541	379	81,549	...	81,549	1st half	} Patna-Gya . . .	II
28,352	787	273	64,960	...	64,960	2nd half		
3,958,679	1,93,519	3,567	14,66,561	...	14,66,561	1st half	} Bengal-Nágpur . . .	V
4,898,551	1,81,458	1,585	6,34,914	...	6,34,914	2nd half		
3,335,549	54,747	2,380	9,29,300	...	9,29,300	1st half	} Indian Midland . . .	VI
3,527,804	56,665	2,464	6,19,425	...	6,19,425	2nd half		
...	...	...	...	...	...	1st half	} Bhopal-Itársi (British Section).	VII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Dhond-Manmád . . .	X
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Bezváda Extension . . .	XIII
...	...	...	...	...	...	2nd half		
16,504,746	3,22,836	43,289	88,40,579	...	88,40,579	1st half	} North Western . . .	XVII
10,537,960	2,12,421	45,276	89,60,504	21	89,60,483	2nd half		
...	...	...	...	...	...	1st half	} Amritsar-Patbánot . . .	XVIII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Jammu and Kashmir (British section).	XIX
...	...	...	...	...	...	2nd half		
15,261,512	2,24,704	8,517	21,88,999	6	21,88,993	1st half	} Oudh and Rohilkhand . . .	XX
11,421,763	1,68,798	6,415	15,31,166	...	15,31,166	2nd half		
7,379,976	1,93,926	18,458	26,55,846	...	26,55,846	1st half	} Eastern Bengal . . .	XXI
5,596,679	1,10,795	15,544	40,85,221	...	40,85,221	2nd half		
680,021	13,916	462	76,487	...	76,487	1st half	} Bengal Central . . .	XXII
372,405	7,075	245	85,630	...	85,630	2nd half		
2,545,400	59,721	154	1,06,010	...	1,06,010	1st half	} Wardha Coal . . .	...
2,515,548	59,555	128	87,654	...	87,654	2nd half		
20,573,246	5,11,799	89,273	1,81,22,155	...	1,81,22,155	1st half	} Great Indian Peninsula . . .	XXXII
18,804,523	4,77,155	87,920	1,08,16,694	...	1,08,16,694	2nd half		
10,211,795	1,89,266	1,37,776	54,51,720	...	54,51,720	1st half	} Bombay, Baroda and Central India.	XXXIII
2,725,085	52,247	1,68,120	28,38,292	...	28,38,292	2nd half		
626,284	19,830	19,413	25,65,458	...	25,65,458	1st half	} Madras . . .	XXXIV
1,524,399	46,117	19,778	27,90,776	...	27,90,776	2nd half		
21,744	689	114	12,014	...	12,014	1st half	} Tárukeshwar . . .	XXXVI
568	23	72	7,621	...	7,621	2nd half		
...	...	...	...	...	...	1st half	} Khámgaon . . .	XLII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Amráoti . . .	XLIII
...	...	...	...	...	...	2nd half		
7,053	100	429	1,55,317	...	1,55,317	1st half	} Bhopal-Itársi (Native State section).	XLIV
29,359	416	262	83,865	...	83,865	2nd half		
11,363,209	2,75,470	4,304	9,14,580	...	9,14,580	1st half	} The Nizam's Guaranteed State.	XLV
10,444,621	2,56,565	4,749	7,68,866	...	7,68,866	2nd half		
...	...	...	3,802	...	3,802	1st half	} The Gaekwar's Petlád . . .	XLVIII
...	...	...	4,579	...	4,579	2nd half		
84,899	1,714	666	1,48,438	...	1,48,438	1st half	} Rájputra-Bhátinda . . .	L
31,217	563	802	1,76,359	...	1,76,359	2nd half		
...	...	...	...	...	...	1st half	} Jammu and Kashmir (Native State section).	LI
...	...	...	...	...	...	2nd half		
253,183,449	55,19,426	3,85,810	5,91,55,769	1,267	5,91,54,512	1st half	} TOTAL STANDARD GAUGE. Carried over.	...
211,971,098	46,84,652	4,65,630	4,62,39,268	665	4,62,38,603	2nd half		

APPENDIX  
STATISTICS OF INDIAN

No.

DETAIL OF

Half-years ended the 30th June and the 31st December 1890.

[ From Abstract I of

Serial number.	RAILWAY.	1890.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION AND REVENUE STORES.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	Brought forward STANDARD GAUGE.	1st half 2nd half	1,229,630,235 968,356,218	5,06,25,398 3,89,82,924	7,234,425 4,928,841	6,05,773 4,97,409	101,894,586 105,127,721	20,15,560 16,24,074
	NARROW GAUGE.							
III	Tirhoot . . . . .	1st half 2nd half	15,250,642 Included with the Bengal and North-Western railway.	6,23,210 ...	1,220 ...	133 ...	1,991,998 ...	53,681 ...
	Bengal and North-Western.	1st half 2nd half	17,971,060 24,812,100	5,97,055 8,84,288	... ...	... ...	410,826 1,986,622	7,912 42,885
	Bareilly-Pilibhit . . . . .	1st half 2nd half	635,052 539,985	32,067 27,047	45 2	4 ...	44,235 70,504	891 1,498
VIII	Rajputana-Malwa . . . . .	1st half 2nd half	163,674,153 107,299,790	64,04,366 43,69,063	641,276 560,837	64,269 58,354	4,512,122 3,878,385	82,975 68,039
	Southern Mahratta . . . . .	1st half 2nd half	25,775,797 25,586,699	13,66,153 13,62,145	45,247 60,674	4,840 7,232	6,796,564 7,945,491	1,62,601 1,34,433
XI	Southern Mahratta, Mysore section.	1st half 2nd half	} Included with the Southern Mahratta railway.		...	...	...	...
XII	Vilupuram-Guntakal-Nellore-Tirupati section . . . . .	1st half 2nd half	581,314 826,512	25,034 32,089	146 33	13 3	111,621 107,339	2,356 2,288
	Vilupuram-Tiruvannamalai section.	1st half 2nd half	... 25,271	... 1,072	... ...	... ...	... 55,804	... 1,301
	Lucknow-Sitapur-Seramau.	1st half 2nd half	2,622,820 1,693,533	88,324 62,511	4,788 2,748	438 210	312,879 212,474	7,332 5,847
XXIII	Nalhati . . . . .	1st half 2nd half	162,409 103,073	13,281 7,689	2 ...	1 ...	8,484 47,365	128 672
XXIV	Cherra-Companyganj . . . . .	1st half 2nd half	66,698 125,535	5,250 9,388	... ...	... ...	... ...	... ...
XXV	Jorhat . . . . .	1st half 2nd half	37,593 58,813	18,365 29,423	... ...	... ...	4,359 604	863 114
XXVI	Burma . . . . .	1st half 2nd half	25,274,678 20,077,929	11,81,423 8,44,098	181,589 149,752	9,737 13,693	15,092,112 7,133,260	77,193 33,369
XXVII	Toungoo-Mandalay . . . . .	1st half 2nd half	} Included with the Burma State railway.		...	...	...	...
	South Indian . . . . .	1st half 2nd half	32,334,715 36,254,453	12,71,159 14,14,929	12,103 9,670	1,663 1,213	3,154,313 4,030,149	68,418 85,522
XXXVII	Deoghur . . . . .	1st half 2nd half	(c) 31,636	(c) 1,971	...	...	...	...
XXXVIII	Rohilkhand-Kumaun (Company's section).	1st half 2nd half	919,223 576,853	41,637 33,155	21,932 6,371	2,134 611	300,025 62,350	6,998 1,321
XXXIX	Darjeeling-Himalayan . . . . .	1st half 2nd half	... ...	... 1,76,022	... ...	... 695	... ...	... 711
XL	Dibru-Sadiya . . . . .	1st half 2nd half	372,367 424,770	72,996 82,905	... ...	... ...	16,660 9,320	2,605 2,347
XLI	Thaton-Duyinzak . . . . .	1st half 2nd half	... ...	14,965 9,520	... ...	... ...	... ...	... ...
XLVI	The Gaekwar's Dabhoi . . . . .	1st half 2nd half	608,826 376,271	48,486 25,321	... ...	... ...	40,280 124,545	1,242 1,994
XLVII	The Gaekwar's Mehsana . . . . .	1st half 2nd half	... ...	... ...	... ...	... ...	... ...	... ...
LII	Jodhpore . . . . .	1st half 2nd half	1,382,313 888,891	1,09,953 71,632	382 28	68 5	64,429 805,844	1,166 13,912
LIII	Bhavnagar-Gondal-Janagarh-Porbandar.	1st half 2nd half	6,951,917 2,729,312	4,86,534 1,60,342	... ...	... ...	3,810,271 1,495,237	28,761 12,345
LIV	Morvi . . . . .	1st half 2nd half	690,129 437,130	72,891 36,333	... ...	... ...	... 7,202	... 277
	TOTAL NARROW GAUGE	1st half 2nd half	295,311,706 222,836,920	1,24,73,149 96,28,972	858,780 790,015	89,300 82,016	36,671,178 27,772,495	5,04,122 4,08,946
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	...	2,716,165,715	11,17,12,414	13,812,011	12,68,498	271,465,980	45,52,702

(a) Excludes Rs. 621 on account of ballast train  
(b) Excludes " 1,123 on account of ballast  
(c) Quoted from Part I of the



A—continued.

RAILWAYS—(PART I)—continued.

IV—concluded.

GOODS TRAFFIC—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

COAL.		Miscellaneous.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
Ton-miles.	Earnings.							
253,183,449	R 55,19,428	R 3,85,810	R 5,91,55,769	R 1,257	R 5,91,54,512	1st half	Brought forward STANDARD GAUGE.	
211,971,098	46,64,652	4,65,630	4,62,39,268	665	4,62,38,603	2nd half		
1,044,475	27,347	9,223	7,13,594	...	7,13,594	1st half	NARROW GAUGE.	
...	...	...	...	...	...	2nd half		
700,319	15,723	4,037	6,24,727	...	6,24,727	1st half	Tirhoot	III
625,874	13,004	6,645	9,46,822	...	9,46,822	2nd half		
104	15	94	33,071	...	33,071	1st half	Bengal and North-Western.	
80	12	117	28,675	...	28,675	2nd half		
8,804,577	1,73,347	23,692	67,48,619	...	67,48,619	1st half	Bareilly-Pilibhit.	
5,658,705	1,14,130	23,108	46,32,694	...	46,32,695	2nd half		
900,293	21,406	9,087	15,64,067	2,64,758	12,99,309	1st half	Rajputana-Malwa	VIII
388,254	10,463	5,227	15,09,560	3,54,417	11,55,132	2nd half		
...	...	...	...	...	{ 2,64,758	1st half	Southern Mahratta	XI
...	...	...	...	...	{ 3,54,418	2nd half		
...	...	...	...	...	...	1st half	Southern Mahratta, Mysore section.	XII
...	...	...	...	...	...	2nd half		
...	...	220	27,623	...	27,623	1st half	Villupuram-Guntakal—Nellore-Tirupati section.	
2,079	50	148	34,578	...	34,578	2nd half		
...	...	...	...	...	...	1st half	Villupuram-Tiruvannamalai section.	
4,999	105	...	2,478	...	2,478	2nd half		
1,258	18	762	96,874	...	(a) 96,253	1st half	Lucknow-Sitapur-Seramau.	
...	...	237	68,805	475	(b) 67,207	2nd half		
84,208	5,132	137	18,679	...	18,679	1st half	Nalhati	XXIII
160,103	8,375	119	16,855	...	16,855	2nd half		
2,225	125	44	5,419	...	5,419	1st half	Cherra-Companyganj	XXIV
4,621	833	2	9,728	...	9,729	2nd half		
1,653	333	1	19,567	...	19,567	1st half	Jorhát	XXV
5,146	1,088	4	30,629	...	30,629	2nd half		
101,585	2,302	25,747	12,96,402	...	12,96,402	1st half	Burma	XXVI
649,287	11,108	21,273	9,23,561	177	9,23,384	2nd half		
...	...	...	...	...	...	1st half	Toungoo-Mandalay	XXVII
...	...	...	...	...	...	2nd half		
510,190	10,850	3,888	13,55,978	111	13,55,867	1st half	South Indian	
851,010	18,115	3,423	15,23,202	...	15,23,202	2nd half		
(c) 947	...	...	1,971	...	1,971	1st half	Deoghur	XXXVII
104	15	167	49,951	...	49,951	2nd half		
80	11	122	35,220	...	35,220	1st half	Rohilkhand-Kumaun (Company's section).	XXXVIII
...	...	...	1,69,493	...	1,69,493	2nd half		
...	9,146	1,023	1,87,597	...	1,87,597	1st half	Darjeeling-Himalayan	XXXIX
...	...	...	...	...	...	2nd half		
4,467,495	1,46,270	481	2,22,352	...	2,22,352	1st half	Dibru-Sadiya	XL
4,035,828	1,32,738	787	2,18,777	...	2,18,778	2nd half		
...	...	...	14,965	...	14,965	1st half	Thaton-Duyinzáik	XLI
...	...	...	9,520	...	9,520	2nd half		
2,160	85	141	49,954	...	49,954	1st half	The Gaskwar's Dabhoi	XLVI
11,102	211	112	27,638	...	27,638	2nd half		
...	...	...	8,215	...	8,215	1st half	The Gaskwar's Mehsána	XLVII
...	...	...	15,527	...	15,527	2nd half		
841	22	830	1,12,039	...	1,12,039	1st half	Jodhpore	LII
3,087	145	479	86,173	...	86,173	2nd half		
464,281	11,071	960	5,28,326	...	5,28,326	1st half	Bhévsnagar-Gondal-Junágarh-Portbandar.	LIII
139,193	3,761	694	1,77,142	...	1,77,142	2nd half		
2,353	166	198	73,255	...	73,255	1st half	Morvi	LIV
11,864	492	341	37,443	...	37,442	2nd half		
17,088,121	4,14,232	80,659	1,37,33,170	2,64,869	1,37,32,438	1st half	TOTAL NARROW GAUGE.	
12,551,312	3,23,292	63,861	1,05,22,614	3,55,069	1,05,20,841	2nd half		
494,794,927	1,09,21,602	9,95,960	12,96,52,792	6,21,860	12,96,48,365	...	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	

earnings due to the Oudh and Rohilkhand railway.  
train earnings due to the Oudh and Rohilkhand railway.

APPENDIX  
STATISTICS OF INDIAN

No.

SUMMARY OF

[ From No. VIII of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	STANDARD GAUGE.		R	R	R	R
I	East Indian . . . . .	1st half	24,42,586	18,67,450	6,00,496	14,97,685
		2nd half	14,35,419	16,83,536	5,85,565	14,17,211
II	Patna-Gya . . . . .	1st half	27,284	20,857	6,711	16,727
		2nd half	18,778	22,045	7,651	18,544
V	Bengal-Nágpur . . . . .	1st half	3,49,595	2,53,501	52,490	1,44,153
		2nd half	5,29,907	2,81,640	77,559	1,20,946
VI	Indian Midland . . . . .	1st half	4,29,872	3,68,414	98,711	1,70,265
		2nd half	3,92,660	3,36,605	82,756	1,67,303
VII	Bhopal-Itársi (British section) . . . . .	1st half	Included with the Bhopal-Itársi (Native State section).			
X	Dbond-Manmád . . . . .	1st half	Included with the Great Indian Peninsula railway.			
		2nd half	..			
XIII	Bezváda Extension . . . . .	1st half	Included with the Nizam's Guaranteed State railway.			
		2nd half	..			
XVII	North Western . . . . .	1st half	28,44,650	31,35,104	9,26,383	11,40,515
		2nd half	24,59,681	26,36,242	11,66,917	11,39,805
XVIII	Amritsar-Pathánkot . . . . .	1st half	Included with the North Western railway.			
		2nd half	..			
XIX	Jammu and Kashmir (British section) . . . . .	1st half	Included with the North Western railway.			
		2nd half	..			
XX	Oudh and Rohilkhand . . . . .	1st half	5,89,583	5,23,010	1,71,488	3,39,749
		2nd half	5,61,946	4,46,761	1,21,038	3,38,347
XXI	Eastern Bengal . . . . .	1st half	6,45,171	5,73,370	1,79,567	5,80,276
		2nd half	6,91,427	5,61,852	2,38,802	6,34,362
XXII	Bengal Central . . . . .	1st half	41,325	46,536	14,738	46,411
		2nd half	60,441	42,202	17,904	46,872
XXXII	Wardha Coal . . . . .	1st half	19,724	26,102	14,721	13,529
		2nd half	44,050	25,550	15,823	10,112
XXXII	Great Indian Peninsula . . . . .	1st half	23,28,256	39,61,770	10,31,815	14,68,044
		2nd half	24,53,600	33,39,742	9,15,684	13,16,357
XXXIII	Bombay, Baroda and Central India . . . . .	1st half	8,17,192	10,51,239	3,29,470	4,21,079
		2nd half	7,80,542	8,14,834	2,56,574	3,80,799
XXXIV	Madras . . . . .	1st half	7,01,884	8,72,886	2,23,425	4,03,973
		2nd half	5,81,046	8,80,560	3,34,092	4,16,714
XXXVI	Tárákeswar . . . . .	1st half	17,409	13,298	4,277	10,669
		2nd half	8,586	10,075	3,507	8,478
XLII	Khámgaon . . . . .	1st half	Included with the Great Indian Peninsula railway.			
		2nd half	..			
XLIII	Amráoti . . . . .	1st half	Included with the Great Indian Peninsula railway.			
		2nd half	..			
XLIV	Bhopal-Itársi (Native State section) . . . . .	1st half	1,02,808	55,125	14,772	25,469
		2nd half	95,502	41,185	10,871	21,981
XLV	The Nizam's Guaranteed State . . . . .	1st half	3,20,361	1,92,823	40,812	1,06,852
		2nd half	2,49,606	2,01,866	41,469	1,07,192
XLVIII	The Gaekwar's Petlád . . . . .	1st half	...	1,309	410	525
		2nd half	...	3,658	1,151	1,709
L	Rájpura-Bhátinda . . . . .	1st half	41,957	52,798	18,144	21,397
		2nd half	45,115	62,663	26,564	28,935
LI	Jammu and Kashmir (Native State section). . . . .	1st half	Included with the North Western railway.			
		2nd half	..			
TOTAL STANDARD GAUGE. Carried over		1st half	1,17,19,657	1,30,05,592	37,28,430	64,06,318
		2nd half	1,03,58,306	1,13,84,316	39,03,857	61,75,667

(a) Expenditure incurred direct by the State.

(b) Includes R60,830, being the amount paid to the State as rent

(c) Includes R65,217, being the amount paid to the State as rent

(d) Includes R2,04,810, being the amount paid to the State as rent

(e) Includes R1,44,562, being the amount paid to the State as

(f) Includes R12,182, being the amount paid to the State as

(g) Includes R6,507, being the amount paid to the State as rent

A—continued.

RAILWAYS—(PART I)—continued.

V.

EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL	1890.	RAILWAY.	Serial number.
R	R	R	R		Standard Gauge.	
9,53,718	39,297	96,006	74,97,238	1st half	} East Indian . . . . .	I
8,70,723	39,654	86,935	61,19,343	2nd half		
11,100	...	37,352	1,30,031	1st half	} Patna-Gya . . . . .	II
11,904	...	38,434	1,17,356	2nd half		
2,10,412	...	24,123	10,38,274	1st half	} Bengal-Nágpur . . . . .	V
2,34,400	...	34,380	12,78,842	2nd half		
1,99,866	...	53,479	13,25,607	1st half	} Indian Midland . . . . .	VI
1,98,445	...	21,209	11,98,978	2nd half		
...	...	...	...	1st half	} Bhopal-Itársi (British section) . . . . .	VII
(a) 6,408	...	...	(a) 6,408	2nd half		
(a) 6,400	...	...	(a) 6,400	1st half	} Dhond-Manmád . . . . .	X
...	...	...	...	2nd half		
(a) 1,520	...	...	(a) 1,520	1st half	} Bezwáda Extension . . . . .	XIII
(a) 85	...	...	(a) 851	2nd half		
6,19,161	35,054	1,54,689	(b) 89,16,386	1st half	} North-Western . . . . .	XVII
5,67,070	47,040	1,43,075	(c) 82,25,047	2nd half		
...	...	...	...	1st half	} Amritsar-Patháukot . . . . .	XVIII
...	...	...	...	2nd half		
2,24,693	...	37,336	18,85,859	1st half	} Jammu and Kashmir (British section) . . . . .	XXI
2,16,340	...	56,627	17,41,059	2nd half		
2,53,070	2,90,743	77,823	25,99,820	1st half	} Oudh and Rohilkhand . . . . .	XX
2,55,092	3,31,996	94,708	28,08,239	2nd half		
48,233	...	5,567	2,02,810	1st half	} Bengal Central . . . . .	XXII
43,743	...	7,925	2,19,087	2nd half		
15,618	...	2,515	92,204	1st half	} Wardha Coal . . . . .	XXIII
17,125	...	2,492	1,15,152	2nd half		
6,39,454	...	3,62,903	(d) 99,86,852	1st half	} Great Indian Peninsula . . . . .	XXXII
6,30,590	...	2,07,696	(e) 90,08,131	2nd half		
2,72,239	...	50,994	29,42,213	1st half	} Bombay, Baroda and Central India . . . . .	XXXIII
2,52,651	...	34,650	24,99,980	2nd half		
2,82,380	...	20,398	25,04,946	1st half	} Madras . . . . .	XXXIV
2,68,506	...	26,780	24,79,708	2nd half		
7,074	...	30,783	88,510	1st half	} Tárákeshwar . . . . .	XXXVI
5,452	...	22,635	58,733	2nd half		
...	...	...	...	1st half	} Khámgaon . . . . .	XLII
(a) 442	...	...	(a) 442	2nd half		
(a) 443	...	...	(a) 443	1st half	} Amráoti . . . . .	XLIII
29,905	...	20,019	2,48,098	2nd half		
26,067	...	10,775	2,09,881	1st half	} Bhopal-Itársi (Native State section) . . . . .	XLIV
...	...	...	...	2nd half		
1,20,841	...	6,281	(f) 8,00,152	1st half	} The Nizam's Guaranteed State . . . . .	XLV
1,23,173	...	12,444	(g) 7,42,257	2nd half		
339	...	1,387	3,970	1st half	} The Gaekwar's Petlád . . . . .	XLVIII
1,134	...	156	7,808	2nd half		
10,579	...	3,001	1,46,876	1st half	} Rájpora-Bhátinda . . . . .	L
11,144	...	523	1,64,944	2nd half		
...	...	...	...	1st half	} Jammu and Kashmir (Native State section). . . . .	LI
...	...	...	...	2nd half		
39,07,047	3,65,094	9,93,456	4,04,03,216	1st half	} TOTAL STANDARD GAUGE. Carried over.	
37,41,253	4,18,690	8,03,364	3,70,01,739	2nd half		

of leased lines not shown in any of the preceding columns.  
of leased lines not shown in any of the preceding columns.  
of leased lines not shown in any of the preceding columns.  
rent of leased lines not shown in any of the preceding columns.  
rent of leased line not shown in any of the preceding columns.  
of leased line not shown in any of the preceding columns.

APPENDIX  
STATISTICS OF INDIAN

No.

SUMMARY OF

[From No. VIII of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	Brought forward STANDARD GAUGE	1st half 2nd half	R 1,17,19,657 1,03,58,306	R 1,30,05,592 1,13,84,316	R 37,28,430 39,03,857	R 64,06,318 61,75,667
	NARROW GAUGE.					
III	Tirhoot . . . . .	1st half 2nd half	77,826 Included with the Bengal and North-Western railway.	1,14,019 1,36,785	28,533 21,316	1,00,461 1,16,930
	Bengal and North-Western . . . . .	1st half 2nd half	1,22,665 1,97,998	2,33,026	57,523	1,89,105
	Bareilly-Pilibhit . . . . .	1st half 2nd half	12,677 6,449	7,187 6,569	1,643 1,876	7,870 8,401
	VIII Rajputana-Malwa . . . . .	1st half 2nd half	7,39,564 6,63,847	18,41,251 15,39,781	6,54,961 7,51,633	6,93,934 6,48,331
	XI Southern Mahratta . . . . .	1st half 2nd half	6,05,494 5,94,988	5,30,220 4,76,603	91,422 87,683	2,61,467 2,51,301
XII Southern Mahratta, Mysore section	1st half 2nd half	1,36,406 1,80,134	1,20,841 1,42,572	20,762 26,515	58,216 75,784	
	Vilupuram-Gantakal--					
	Nellore-Tirupati section . . . . .	1st half 2nd half	25,260 27,449	25,206 24,727	5,827 4,838	9,494 9,381
	Vilupuram-Tiruvannamalai section	1st half 2nd half	... 3,550	... 4,071	... 797	... 1,544
	Lucknow-Sitapur-Seraman . . . . .	1st half 2nd half	27,359 23,621	... ...	... ...	... ...
XXIII	Nalhati . . . . .	1st half 2nd half	12,235 22,208	4,042 9,155	1,814 1,621	7,186 6,996
XXIV	Cherra-Companyganj . . . . .	1st half 2nd half	1,233 1,307	4,511 2,901	708 749	2,280 2,415
XXV	Jorhat . . . . .	1st half 2nd half	7,688 7,427	6,298 7,770	2,575 1,403	7,128 7,121
XXVI	Burma . . . . .	1st half 2nd half	4,52,059 5,15,815	5,10,247 4,49,650	1,18,055 1,16,418	2,89,752 2,70,079
XXVII	Toungoo-Mandalay . . . . .	1st half 2nd half	... ... 5,64,244 5,84,991	... ... 6,19,170 6,43,683	... ... 1,43,127 1,25,940	... ... 2,33,221 2,44,146
XXXVII	Deogbur . . . . .	1st half 2nd half	3,283 21,045	4,601 18,911	387 4,065	4,331 19,865
XXXVIII	Rohilkhand-Kumann (Company's section)	1st half 2nd half	12,380 34,718	14,990 54,952	4,316 15,704	19,121 23,078
XXXIX	Darjeeling-Himalayan . . . . .	1st half 2nd half	34,718 42,440	54,952 57,874	15,704 16,468	23,078 32,517
XL	Dibru-Sadiya . . . . .	1st half 2nd half	61,598 61,298	38,904 84,433	16,328 11,206	23,037 21,489
XLI	Thaton-Duyinzak . . . . .	1st half 2nd half	1,170 1,104	2,977 2,859	2,692 1,689	3,489 3,443
XLVI	The Gaekwar's Dabhoi . . . . .	1st half 2nd half	21,849 19,817	18,785 21,671	2,690 3,759	10,627 9,538
XLVII	The Gaekwar's Mehsana . . . . .	1st half 2nd half	4,504 4,454	5,095 6,499	1,812 3,173	1,920 2,737
LII	Jodhpore . . . . .	1st half 2nd half	59,159 21,592	27,895 31,176	1,712 2,210	9,711 9,747
LIII	Bhavnagar-Gondal-Junagarh-Porbandar	1st half 2nd half	1,65,542 1,28,475	1,77,814 1,13,881	15,450 13,564	85,832 68,664
LIV	Morvi . . . . .	1st half 2nd half	25,703 23,816	29,292 36,464	5,705 6,120	18,450 18,374
	TOTAL NARROW GAUGE	1st half 2nd half	31,79,996 31,45,160	42,94,402 38,60,355	11,56,901 12,39,501	19,83,948 19,00,234
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR		2,84,06,402	3,25,49,266	1,00,29,076	1,64,70,498

A—continued.

RAILWAYS—(PART I)—continued.

V—concluded.

EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1890.	RAILWAY.	Serial number.
R 39,07,047 37,41,253	R 8,65,094 4,18,690	R 9,93,456 8,03,364	R 4,04,03,216 3,70,01,739	1st half 2nd half	} Brought forward STANDARD GAUGE. NARROW GAUGE.	
76,520	52,497	11,037	4,60,893	1st half 2nd half		} Tirhoot . . . . .
1,20,331	64,870	9,044	5,91,941	1st half 2nd half	} Bengal and North-Western . . . . .	
1,79,975	1,08,399	9,368	9,75,394	1st half 2nd half		} Bareilly-Pilibhit . . . . .
8,729	...	4,633	42,739	1st half 2nd half	} Rajputana-Malwa . . . . .	
8,538	...	4,356	36,189	1st half 2nd half		} Southern Mahratta . . . . .
5,52,632	...	73,659	45,56,001	1st half 2nd half	} Southern Mahratta, Mysore section . . . . .	
5,52,594	...	73,568	42,29,754	1st half 2nd half		} Villupuram-Guntakal— Nellore-Tirupati section . . . . .
2,86,603	...	9,119	17,84,325	1st half 2nd half	} Villupuram-Tiruvannamalai section . . . . .	
2,84,217	...	17,242	17,12,034	1st half 2nd half		} Lucknow-Sitapur-Seramau . . . . .
67,824	...	2,229	4,06,278	1st half 2nd half	} Nalhāti . . . . .	
83,558	...	9,776	5,18,339	1st half 2nd half		} Cherra-Companyganj . . . . .
7,420	...	31,062	1,04,269	1st half 2nd half	} Jorhāt . . . . .	
7,193	...	12,383	85,971	1st half 2nd half		} Burma . . . . .
1,184	...	2,290	13,436	1st half 2nd half	} Toungoo-Mandalay . . . . .	
...	...	(a) 1,09,834	1,37,193	1st half 2nd half		} South Indian . . . . .
...	...	(a) 84,658	1,08,279	1st half 2nd half	} Deoghur . . . . .	
6,488	...	426	32,191	1st half 2nd half		} Rohilkhand-Kumana (Company's section) . . . . .
6,353	...	124	46,462	1st half 2nd half	} Darjeeling-Himalayan . . . . .	
1,979	...	84	10,795	1st half 2nd half		} Dibru-Sadiya . . . . .
2,057	...	123	9,552	1st half 2nd half	} Thaton-Duyinzik . . . . .	
4,365	...	251	28,305	1st half 2nd half		} The Gaekwar's Dabhoi . . . . .
3,343	...	435	27,499	1st half 2nd half	} The Gaekwar's Mehrana . . . . .	
1,70,226	...	27,420	15,67,759	1st half 2nd half		} Jodhpore . . . . .
1,88,143	...	20,372	15,55,482	1st half 2nd half	} Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	
...	...	...	...	1st half 2nd half		} Morvi . . . . .
1,82,275	...	3,480	17,50,517	1st half 2nd half	} TOTAL NARROW GAUGE.	
1,85,472	...	19,779	18,04,011	1st half 2nd half		} TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.
2,578	...	...	15,180	1st half 2nd half		
21,777	...	3,915	89,573	1st half 2nd half		
19,689	...	3,757	74,253	1st half 2nd half		
26,870	...	6,208	1,61,530	1st half 2nd half		
25,273	...	7,440	1,82,012	1st half 2nd half		
36,316	1,636	1,226	1,79,043	1st half 2nd half		
30,903	-1,636	570	1,56,263	1st half 2nd half		
...	...	...	10,328	1st half 2nd half		
35	...	...	9,130	1st half 2nd half		
6,124	...	...	60,075	1st half 2nd half		
5,598	...	...	60,383	1st half 2nd half		
1,529	...	1,567	16,427	1st half 2nd half		
2,332	...	310	19,505	1st half 2nd half		
5,360	...	35	1,03,872	1st half 2nd half		
4,645	...	1,392	70,762	1st half 2nd half		
92,682	...	12,574	5,49,894	1st half 2nd half		
87,892	...	9,151	4,21,627	1st half 2nd half		
18,975	...	1,434	99,559	1st half 2nd half		
19,128	...	4,216	1,08,118	1st half 2nd half		
16,95,025	1,19,008	3,14,237	1,27,43,512	1st half 2nd half		
16,93,132	1,06,763	2,81,310	1,22,26,455	1st half 2nd half		
1,10,93,035	10,09,550	23,92,367	10,23,90,102	...		

Wagon and Traffic Departments, also the General Charges and Special and Miscellaneous expenses, which are not shown separately.

APPENDIX  
STATISTICS OF INDIAN  
No.  
SUMMARY OF  
[From No. VIII of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	1,17,19,657	1,30,05,592	37,28,430	64,06,316
		2nd half	1,03,58,306	1,13,84,316	39,03,857	61,75,667
	NARROW GAUGE.	1st half	77,826	1,14,019	28,533	1,00,461
		2nd half	Included with the Bengal and North-Western railway.	21,316	...	...
III	Tirhoot . . . . .	1st half	1,22,665	1,36,785	57,523	1,16,980
		2nd half	1,97,998	2,33,026	57,523	1,89,105
	Bengal and North-Western . . . . .	1st half	12,677	7,187	1,643	7,870
		2nd half	6,449	6,569	1,876	8,401
	Bareilly-Pilibhit . . . . .	1st half	7,39,564	18,41,251	6,54,961	6,93,984
		2nd half	6,63,847	15,39,781	7,51,633	6,48,331
VIII	Rajputana-Malwa . . . . .	1st half	6,05,494	5,30,220	91,422	2,61,467
		2nd half	5,94,988	4,76,603	87,683	2,51,301
XI	Southern Mahratta . . . . .	1st half	1,36,406	1,20,841	20,762	58,216
		2nd half	1,80,134	1,42,572	26,515	75,784
XII	Southern Mahratta, Mysore section	1st half	25,260	25,206	5,827	9,494
		2nd half	27,449	24,727	4,838	9,381
	Villupuram-Guntakal—	1st half	...	...	...	...
		2nd half	3,550	4,071	797	1,544
	Nellore-Tirupati section . . . . .	1st half	27,359	...	...	...
		2nd half	23,621	...	...	...
	Villupuram-Tiruvannamalai section	1st half	12,235	4,042	1,814	7,186
		2nd half	22,208	9,155	1,621	6,996
XXIII	Nalhati . . . . .	1st half	1,238	4,511	708	2,280
		2nd half	1,307	2,901	749	2,415
XXIV	Cherra-Companyganj . . . . .	1st half	7,688	6,298	2,575	7,128
		2nd half	7,427	7,770	1,403	7,121
XXV	Jorhat . . . . .	1st half	4,52,059	5,10,247	1,18,055	2,89,752
		2nd half	5,15,815	4,49,650	1,16,418	2,70,079
XXVI	Burma . . . . .	1st half	5,64,244	6,19,170	1,43,127	2,33,221
		2nd half	5,84,991	6,43,683	1,25,940	2,44,146
XXVII	Toungoo-Mandalay . . . . .	1st half	3,283	4,601	387	4,331
		2nd half	21,045	18,911	4,065	19,865
XXVIII	South Indian . . . . .	1st half	12,380	14,990	4,316	19,121
		2nd half	34,718	54,952	15,704	23,078
XXXVII	Deogbur . . . . .	1st half	42,440	57,874	16,468	32,517
		2nd half	...	...	...	...
XXXVIII	Rohilkhand-Kumaun (Company's section)	1st half	61,596	38,904	16,328	23,037
		2nd half	61,298	34,433	11,206	21,489
XXXIX	Darjeeling-Himalayan . . . . .	1st half	1,170	2,977	2,692	3,489
		2nd half	1,104	2,859	1,689	3,443
XL	Dibru-Sadiya . . . . .	1st half	21,849	18,785	2,690	10,627
		2nd half	19,817	21,671	3,759	9,538
XLI	Thaton-Duyinzsik . . . . .	1st half	4,504	5,095	1,812	1,920
		2nd half	4,454	6,499	3,173	2,737
XLVI	The Gaskwar's Dabhoi . . . . .	1st half	59,159	27,895	1,712	9,711
		2nd half	21,592	31,176	2,210	9,747
XLVII	The Gaskwar's Mehsana . . . . .	1st half	1,65,542	1,77,814	15,450	85,832
		2nd half	1,28,475	1,13,881	13,564	68,664
LII	Jodhpore . . . . .	1st half	25,703	29,292	5,705	18,450
		2nd half	23,816	36,464	6,120	18,374
LIII	Bhavnagar-Gondal-Junagarh-Porbandar	1st half	31,79,996	42,94,402	11,56,901	19,83,948
		2nd half	31,45,160	38,60,355	12,39,501	19,00,234
LIV	Morvi . . . . .	1st half	2,84,06,402	3,25,49,266	1,00,29,076	1,64,70,498
		2nd half	...	...	...	...
TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR						

(a) Represents the expenses of the Locomotive, Carriage and

A—continued.

## RAILWAYS—(PART I)—continued.

V—concluded.

EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1890.	RAILWAY.	Serial number.
R 39,07,047 37,41,253	R 3,65,094 4,18,690	R 9,98,456 8,03,364	R 4,04,03,216 3,70,01,739	1st half 2nd half	} Brought forward STANDARD GAUGE. NARROW GAUGE.	
76,520	52,497	11,037	4,60,393	1st half 2nd half		} Tirhoot . . . . .
1,20,931	64,870	9,044	5,91,941	1st half 2nd half	} Bengal and North-Western . . . . .	
1,79,975	1,08,399	9,368	9,75,394	1st half 2nd half		} Bareilly-Pilibhit . . . . .
8,729	...	4,633	42,739	1st half 2nd half	} Rajputana-Malwa . . . . .	
8,538	...	4,356	36,189	1st half 2nd half		} Southern Mahratta . . . . .
5,52,632	...	73,659	45,56,001	1st half 2nd half	} Southern Mahratta, Mysore section . . . . .	
6,52,594	...	73,568	42,29,754	1st half 2nd half		} Villupuram-Guntakal—
2,66,603	...	9,119	17,84,326	1st half 2nd half	} Nellore-Tirupati section . . . . .	
2,84,217	...	17,242	17,12,034	1st half 2nd half		} Villupuram-Tiruvannamalai section . . . . .
67,824	...	2,229	4,06,278	1st half 2nd half	} Lucknow-Sitapur-Seraman . . . . .	
83,558	...	9,776	5,18,339	1st half 2nd half		} Nalhāti . . . . .
7,420	...	31,062	1,04,269	1st half 2nd half	} Cherra-Companyganj . . . . .	
7,193	...	12,383	85,971	1st half 2nd half		} Jorbāt . . . . .
1,184	...	2,290	19,436	1st half 2nd half	} Burma . . . . .	
...	...	(a) 1,09,834	1,37,193	1st half 2nd half		} Toungoo-Mandalay . . . . .
...	...	(a) 84,658	1,08,279	1st half 2nd half	} South Indian . . . . .	
6,488	...	426	32,191	1st half 2nd half		} Deoghur . . . . .
6,353	...	124	46,462	1st half 2nd half	} Rohilkhand-Kumaun (Company's section) . . . . .	
3,979	...	84	10,795	1st half 2nd half		} Darjeeling-Himalayan . . . . .
2,057	...	123	9,552	1st half 2nd half	} Dibru-Sadiya . . . . .	
4,365	...	251	28,305	1st half 2nd half		} Thaton-Duyinzāik . . . . .
3,343	...	435	27,499	1st half 2nd half	} The Gaekwar's Dabhoi . . . . .	
1,70,226	...	27,420	15,67,759	1st half 2nd half		} The Gaekwar's Mehsāna . . . . .
1,83,143	...	20,372	15,55,432	1st half 2nd half	} Jodhpore . . . . .	
...	...	...	...	1st half 2nd half		} Bhāvnagar-Gondal-Junāgarh-Porbandar . . . . .
1,82,275	...	8,480	17,50,517	1st half 2nd half	} Morvi . . . . .	
1,85,472	...	19,779	18,04,011	1st half 2nd half		} TOTAL NARROW GAUGE.
2,578	...	...	15,180	1st half 2nd half	} TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	
21,777	...	3,915	89,578	1st half 2nd half		
19,689	...	3,757	74,253	1st half 2nd half		
26,870	...	6,208	1,61,530	1st half 2nd half		
25,273	...	7,440	1,82,012	1st half 2nd half		
86,316	1,636	1,226	1,79,043	1st half 2nd half		
30,903	-1,636	570	1,56,263	1st half 2nd half		
...	...	...	10,328	1st half 2nd half		
35	...	...	9,130	1st half 2nd half		
6,124	...	...	60,075	1st half 2nd half		
5,598	...	...	60,383	1st half 2nd half		
1,629	...	1,567	16,427	1st half 2nd half		
2,332	...	310	19,505	1st half 2nd half		
5,360	...	35	1,03,872	1st half 2nd half		
4,645	...	1,392	70,762	1st half 2nd half		
92,682	...	12,574	5,49,894	1st half 2nd half		
87,892	...	9,151	4,21,627	1st half 2nd half		
18,975	...	1,434	99,559	1st half 2nd half		
19,128	...	4,216	1,08,118	1st half 2nd half		
16,95,025	1,19,003	3,14,237	1,27,43,512	1st half 2nd half		
16,93,132	1,06,763	2,81,310	1,22,26,455	1st half 2nd half		
1,10,93,035	10,09,550	23,92,367	1,02,30,102	...		

Wagon and Traffic Departments, also the General Charges and Special and Miscellaneous expenses, which are not shown separately.

APPENDIX  
STATISTICS OF INDIAN  
No.

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1890.

[From Abstract A of

Serial number.	RAILWAY.	1890.	General	Maintenance	Repairs	Conservancy of
			superintendence.	of permanent-way.	of bridges, &c.	rivers.
	STANDARD GAUGE.		₹	₹	₹	₹
I	East Indian . . . . .	1st half	3,13,449	15,39,316	6,11,362	...
		2nd half	2,83,193	8,36,373	80,987	...
II	Patna-Gya . . . . .	1st half	} Included with the East Indian railway.			...
		2nd half				...
V	Bengal-Nágpur . . . . .	1st half	1,09,049	1,53,583	48,669	...
		2nd half	1,20,919	2,18,802	1,30,516	...
VI	Indian Midland . . . . .	1st half	87,563	2,76,259	26,875	...
		2nd half	81,374	2,38,622	29,639	...
VII	Bhopal-Itársi (British section) . . . . .	1st half	} Included with the Bhopal-Itársi (Native State section)			...
		2nd half				...
X	Dhond-Manmád . . . . .	1st half	} Included with the Great Indian Peninsula railway.			...
		2nd half				...
XIII	Bezváda Extension . . . . .	1st half	} Included with the Nizam's Guaranteed State railway.			...
		2nd half				...
XVII	North Western . . . . .	1st half	3,50,209	15,22,713	3,19,961	1,65,932
		2nd half	3,42,176	12,95,603	2,05,973	82,281
XVIII	Amritsar-Patháńkot . . . . .	1st half	} Included with the North Western railway.			...
		2nd half				...
XIX	Jammu and Kashmir (British section) . . . . .	1st half	}			...
		2nd half				...
XX	Oudh and Rohilkhand . . . . .	1st half	69,582	4,17,019	14,769	2,833
		2nd half	76,318	3,47,854	39,140	8,038
XXI	Eastern Bengal . . . . .	1st half	1,01,434	3,92,288	51,889	1,806
		2nd half	1,11,536	4,20,488	77,922	1,399
XXII	Bengal Central . . . . .	1st half	12,711	24,784	1,847	500
		2nd half	12,365	29,863	12,485	453
XXXII	Wardha Coal . . . . .	1st half	2,643	10,145	5,945	...
		2nd half	2,669	36,822	1,021	...
XXXIII	Great Indian Peninsula . . . . .	1st half	2,14,153	12,20,201	2,41,922	...
		2nd half	2,13,402	13,07,463	2,56,327	...
XXXIV	Bombay, Baroda and Central India . . . . .	1st half	99,719	3,94,168	1,39,544	...
		2nd half	98,397	4,08,263	1,07,748	...
XXXV	Madras . . . . .	1st half	1,28,426	3,21,625	1,96,929	...
		2nd half	1,31,344	2,32,276	1,60,989	...
XXXVI	Táakeshwar . . . . .	1st half	} Included with the East Indian railway.			...
		2nd half				...
XLII	Khámgaon . . . . .	1st half	} Included with the Great Indian Peninsula railway.			...
		2nd half				...
XLIII	Amráoti . . . . .	1st half	}			...
		2nd half				...
XLIV	Bhopal-Itársi (Native State section) . . . . .	1st half	9,425	86,345	2,295	...
		2nd half	8,021	73,834	1,202	...
XLV	The Nizam's Guaranteed State . . . . .	1st half	41,590	2,48,577	8,235	...
		2nd half	41,286	1,63,252	17,977	...
XLVIII	The Gaekwar's Petlád (a) . . . . .	1st half	...	...	...	...
		2nd half	...	...	...	...
L	Rájpura-Bhátinda . . . . .	1st half	} Included with the North Western railway.			...
		2nd half				...
LI	Jammu and Kashmir (Native State section). . . . .	1st half	} Included with the North Western railway.			...
		2nd half				...
	TOTAL STANDARD GAUGE. Carried over.	1st half	15,39,953	66,07,023	16,70,242	1,71,071
		2nd half	15,25,030	56,09,115	11,21,991	92,171



A—continued.

## RAILWAYS—(PART I)—continued.

## VI.

## OF WAY, WORKS, AND STATIONS.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R	R	R	R	R			
2,13,761	2,22,371	29,00,759	4,58,173	24,42,586	1st half	STANDARD GAUGE.	I
90,631	1,96,379	14,89,563	54,144	14,35,419	2nd half		
...	...	...	...	27,234	1st half	} East Indian . . . . .	II
...	...	...	...	18,778	2nd half		
21,153	17,141	3,49,595	...	3,49,595	1st half	} Patna-Gya . . . . .	V
24,765	34,905	5,29,907	..	5,29,907	2nd half		
15,059	24,116	4,29,872	...	4,29,872	1st half	} Bengal-Nágpur . . . . .	VI
20,518	22,447	3,92,660	...	3,92,660	2nd half		
...	...	...	...	...	1st half	} Indian Midland . . . . .	VII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} Bhopal-Itárai (British section) . . . . .	X
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} Dhond-Manmád . . . . .	XIII
...	...	...	...	...	2nd half		
2,15,168	3,12,624	28,86,607	41,957	28,44,650	1st half	} Bezvada Extension . . . . .	XVII
1,95,699	3,83,059	25,04,796	45,115	24,59,631	2nd half		
...	...	...	...	...	1st half	} North Western . . . . .	XVIII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} Amritsar-Pathánkot . . . . .	XIX
...	...	...	...	...	2nd half		
26,426	58,954	5,89,583	...	5,89,583	1st half	} Jammu and Kashmir (British section). . . . .	XX
16,757	74,039	5,61,946	...	5,61,946	2nd half		
95,401	68,045	7,10,863	65,692	6,45,171	1st half	} Oudh and Rohilkhand . . . . .	XXI
73,498	81,912	7,66,755	75,328	6,91,427	2nd half		
270	1,377	41,489	164	41,325	1st half	} Eastern Bengal . . . . .	XXII
3,683	1,792	60,441	...	60,441	2nd half		
314	677	19,724	...	19,724	1st half	} Bengal Central . . . . .	XXIII
574	2,934	44,050	...	44,050	2nd half		
1,42,350	5,09,979	23,28,605	949	23,28,256	1st half	} Wardha Coal . . . . .	XXXII
1,83,274	5,43,367	24,53,833	233	24,53,600	2nd half		
78,583	1,05,178	8,17,192	...	8,17,192	1st half	} Great Indian Peninsula . . . . .	XXXIII
65,593	80,541	7,60,542	...	7,60,542	2nd half		
66,432	71,722	7,85,134	83,250	7,01,884	1st half	} Bombay, Baroda and Central India . . . . .	XXXIV
1,23,482	82,778	7,30,869	1,79,323	5,51,046	2nd half		
...	...	...	...	17,409	1st half	} Madras . . . . .	XXXVI
...	...	...	...	8,586	2nd half		
...	...	...	...	...	1st half	} Tárakeshwar . . . . .	XLII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} Khámgaon . . . . .	XLIII
...	...	...	...	...	2nd half		
1,522	3,221	1,02,808	...	1,02,808	1st half	} Amráoti . . . . .	XLIV
2,611	3,834	95,502	...	95,502	2nd half		
6,169	15,790	3,20,361	...	3,20,361	1st half	} Bhopal-Itárai (Native State section). . . . .	XLV
6,356	20,735	2,49,606	...	2,49,606	2nd half		
...	...	...	...	...	1st half	} The Nizam's Guaranteed State . . . . .	XLVIII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} The Guakwar's Petlád (a) . . . . .	L
...	...	...	...	...	2nd half		
...	...	...	...	41,957	1st half	} Rájputra-Bhátinda . . . . .	LI
...	...	...	...	45,115	2nd half		
...	...	...	...	...	1st half	} Jammu and Kashmir (Native State section). . . . .	LI
...	...	...	...	...	2nd half		
8,82,608	14,11,695	1,22,82,592	6,49,585	1,17,19,657	1st half	} TOTAL STANDARD GAUGE. Carried over.	
7,57,441	15,34,722	1,06,40,470	3,54,843	1,03,58,306	2nd half		

Contractor during the half-year.

APPENDIX  
STATISTICS OF INDIAN  
No.

## DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1890.

[From Abstract A of

Serial number.	RAILWAY.	1890.	General superintendence.	Maintenance of permanent-way.	Repairs of bridges, &c.	Conservancy of rivers.
			R	R	R	R
	Brought forward STANDARD GAUGE	1st half	15,39,958	66,07,023	16,70,242	1,71,071
	NARROW GAUGE.	2nd half	15,25,030	56,09,115	11,21,991	92,171
III	Tirhoot . . . . .	1st half	19,650	47,793	1,864	...
		2nd half	Included with the Bengal and North-Western railway.			...
	Bengal and North-Western . . . . .	1st half	27,476	39,689	16,918	5,172
		2nd half	44,156	1,24,546	21,017	1,826
Bareilly-Pilibhit . . . . .	1st half	1,498	5,265	5,003	...	
	2nd half	1,550	3,348	705	...	
VIII	Rajputana-Malwa . . . . .	1st half	1,70,766	4,52,931	—2,432	...
		2nd half	1,63,184	3,53,487	32,675	...
XI	Southern Mahratta . . . . .	1st half	1,35,304	4,56,565	45,903	...
		2nd half	1,29,139	4,93,775	34,962	...
XII	Southern Mahratta, Mysore section . . . . .	1st half	Included with the Southern Mahratta railway.			...
		2nd half	Included with the Southern Mahratta railway.			...
	Villupuram-Guntakal— Nellore-Tirupati section . . . . .	1st half	11,386	12,083	346	...
		2nd half	13,004	11,553	1,132	...
	Villupuram-Tiruvannamalai section . . . . .	1st half	...	...	...	...
		2nd half	715	2,608	...	...
	Lucknow-Sitapur-Seramau . . . . .	1st half	9,347	12,993	447	...
		2nd half	8,934	11,567	429	...
XXIII	Nalhati . . . . .	1st half	2,217	8,631	158	...
		2nd half	2,162	21,042	331	...
XXIV	Cherra-Companyganj . . . . .	1st half	...	1,076	88	...
		2nd half	...	1,090	111	...
XXV	Jorhat . . . . .	1st half	1,177	4,752	249	...
		2nd half	615	5,649	731	...
XXVI	Burma . . . . .	1st half	67,062	2,78,421	35,223	12,185
		2nd half	67,984	3,75,709	22,484	6,990
XXVII	Toungoo-Mandalay . . . . .	1st half	Included with the Burma State railway.			...
		2nd half	Included with the Burma State railway.			...
	South Indian . . . . .	1st half	76,918	3,37,837	11,897	...
		2nd half	83,635	3,62,135	26,979	...
XXXVII	Deoghur . . . . .	1st half	...	...	...	...
XXXVIII	Rohilkhand-Kumaun (Company's section) . . . . .	1st half	3,007	13,056	845	...
		2nd half	2,961	6,293	247	...
XXXIX	Darjeeling-Himalayan . . . . .	1st half	7,919	14,757	5,307	...
		2nd half	10,179	17,861	21,402	...
XL	Dibrú-Sadiya . . . . .	1st half	6,433	46,119	3,743	...
		2nd half	7,110	41,333	1,810	...
XLI	Thaton-Dujinzák . . . . .	1st half	...	1,170	...	...
		2nd half	...	1,104	...	...
XLVI	The Gaekwar's Dabhoi . . . . .	1st half	3,242	12,584	4,857	...
		2nd half	3,132	10,000	4,224	...
XLVII	The Gaekwar's Mehasna . . . . .	1st half	1,059	3,445	...	...
		2nd half	1,069	3,395	...	...
LII	Jodhpore . . . . .	1st half	2,228	51,221	2,397	...
		2nd half	2,349	16,527	989	...
LIII	Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	1st half	28,577	1,19,950	807	...
		2nd half	28,534	85,337	777	...
LIV	Morvi . . . . .	1st half	3,319	21,119	1,096	...
		2nd half	4,752	18,378	403	...
	TOTAL NARROW GAUGE . . . . .	1st half	5,78,605	19,41,387	1,34,716	17,357
		2nd half	5,75,164	19,71,727	1,71,408	8,816
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	...	42,18,752	1,61,29,252	30,98,357	2,89,415

A—continued.

RAILWAYS—(PART I)—continued.

VI—concluded.

OF WAY, WORKS, AND STATIONS—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R		R	R	R			
8,82,608	14,11,695	1,22,82,592	6,49,585	1,17,19,657	1st half	Brought forward STANDARD GAUGE.	
7,57,441	15,34,722	1,06,41,470	3,54,643	1,03,58,306	2nd half		
5,280	5,568	80,165	2,339	77,826	1st half	NARROW GAUGE.	
...	...	...	...	...	2nd half		
15,607	17,793	1,22,665	...	1,22,665	1st half	Tirhoot . . . . .	III
13,063	13,721	2,18,329	20,331	1,97,998	2nd half		
393	578	12,677	...	12,677	1st half	Bengal and North-Western . . . . .	
317	529	6,449	...	6,449	2nd half		
47,233	71,016	7,39,564	...	7,39,564	1st half	Rajputana-Malwa . . . . .	VIII
49,429	60,072	6,63,847	...	6,63,847	2nd half		
23,607	75,501	7,41,900	1,36,406	6,05,494	1st half	Southern Mahratta . . . . .	XI
31,873	85,373	7,75,122	1,80,134	5,94,988	2nd half		
...	...	...	...	1,36,406	1st half	Southern Mahratta, Mysore section	XII
...	...	...	...	1,80,134	2nd half		
531	914	25,260	...	25,260	1st half	Villupuram-Guntakal— Nellore-Tirupati section . . . . .	
1,250	510	27,449	...	27,449	2nd half		
...	227	3,550	...	3,550	1st half	Villupuram-Tiruvannamalai section.	
1,461	3,211	27,359	...	27,359	2nd half		
995	1,696	23,621	...	23,621	1st half	Lucknow-Sitapur-Seraman . . . . .	
...	...	...	...	...	2nd half		
283	958	12,247	12	12,235	1st half	Nalhati . . . . .	XXIII
460	1,160	25,155	2,947	22,208	2nd half		
69	...	1,233	...	1,233	1st half	Cherra-Companyganj . . . . .	XXIV
106	...	1,307	...	1,307	2nd half		
983	527	7,688	...	7,688	1st half	Jorbhat . . . . .	XXV
239	193	7,427	...	7,427	2nd half		
12,353	46,795	4,52,059	...	4,52,059	1st half	Burma . . . . .	XXVI
11,221	31,427	5,15,815	...	5,15,815	2nd half		
...	...	...	...	...	1st half	Toungoo-Mandalay . . . . .	XXVII
...	...	...	...	...	2nd half		
18,231	1,22,929	5,67,812	3,568	5,64,244	1st half	South Indian . . . . .	
18,519	94,904	5,86,172	1,181	5,84,991	2nd half		
...	...	3,283	...	3,283	1st half	Deoghur . . . . .	XXXVII
...	...	...	...	...	2nd half		
1,967	2,170	21,045	...	21,045	1st half	Rohilkhand-Kumaun (Company's section).	XXXVIII
2,017	862	12,380	...	12,390	2nd half		
4,194	2,541	34,718	...	34,718	1st half	Darjeeling-Himalayan . . . . .	XXXIX
2,528	1,803	53,768	11,328	42,440	2nd half		
2,136	5,132	63,563	1,967	61,596	1st half	Dibra-Sadiya . . . . .	XL
10,001	1,800	62,054	756	61,298	2nd half		
...	...	1,170	...	1,170	1st half	Thalou-Duyinzaiik . . . . .	XLI
...	...	1,104	...	1,104	2nd half		
844	322	21,849	...	21,849	1st half	The Gaekwar's Dabhoi . . . . .	XLVI
847	1,614	19,817	...	19,817	2nd half		
...	...	4,504	...	4,504	1st half	The Gaekwar's Mehsana . . . . .	XLVII
...	...	4,454	...	4,454	2nd half		
1,112	2,201	59,159	...	59,159	1st half	Jodhpore . . . . .	LII
715	1,012	21,592	...	21,592	2nd half		
4,718	11,490	1,65,542	...	1,65,542	1st half	Bhavnagar-Gondal-Junagarh-Port bandar.	LIII
4,428	9,399	1,28,475	...	1,28,475	2nd half		
145	24	25,703	...	25,703	1st half	Morvi . . . . .	LIV
117	166	23,816	...	23,816	2nd half		
1,46,147	3,69,670	31,87,882	1,44,292	31,79,996	1st half	TOTAL NARROW GAUGE.	
1,48,120	3,06,468	31,81,703	2,16,677	31,45,160	2nd half		
19,34,316	36,22,555	2,92,95,930	13,65,197	2,84,06,402	...	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	

APPENDIX  
STATISTICS OF INDIAN

No.

DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1890.

[From Abstract B of

Serial number.	RAILWAY.	1890.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, &c.	Fuel.	Water.	Oil, tallow, and other stores.	
			R	R	R	R	R	
<b>STANDARD GAUGE.</b>								
I	East Indian	1st half	2,38,073	5,71,247	2,08,064	29,345	90,172	
		2nd half	2,21,438	5,36,791	1,69,698	25,619	1,13,131	
II	Patna-Gya	1st half	Included with the East Indian railway.				...	...
		2nd half	Included with the East Indian railway.				...	...
V	Bengal-Nágpur	1st half	28,858	45,174	69,346	6,929	9,189	
		2nd half	33,424	89,600	51,806	5,847	9,331	
VI	Indian Midland	1st half	32,799	92,540	1,64,849	14,330	20,461	
		2nd half	34,850	82,401	1,34,861	12,897	17,879	
VII	Bhopal-Itárai (British section)	1st half	Included with the Indian Midland railway.				...	...
		2nd half	Included with the Indian Midland railway.				...	...
X	Dhond-Manmád	1st half	Included with the Great Indian Peninsula railway.				...	...
		2nd half	Included with the Great Indian Peninsula railway.				...	...
XIII	Bezváda Extension	1st half	Included with the Nizam's Guaranteed State railway.				...	...
		2nd half	Included with the Nizam's Guaranteed State railway.				...	...
XVII	North Western	1st half	1,89,554	6,19,071	11,59,725	53,015	83,472	
		2nd half	1,72,863	5,80,699	9,35,830	48,299	92,607	
XVIII	Amritsar-Patháukot	1st half	Included with the North Western railway.				...	...
		2nd half	Included with the North Western railway.				...	...
XIX	Jammu and Kashmir (British section).	1st half	Included with the North Western railway.				...	...
		2nd half	Included with the North Western railway.				...	...
XX	Oudh and Rohilkhand	1st half	48,898	75,999	1,77,353	8,467	25,853	
		2nd half	52,605	73,403	1,29,291	7,684	18,894	
XXI	Eastern Bengal	1st half	62,115	1,55,062	1,47,487	14,948	48,507	
		2nd half	62,092	1,61,088	1,47,851	15,481	48,481	
XXII	Bengal Central	1st half	Included with the Eastern Bengal railway.				...	...
		2nd half	Included with the Eastern Bengal railway.				...	...
XXXII	Great Indian Peninsula	1st half	3,278	5,030	8,517	748	851	
		2nd half	3,748	4,369	7,705	569	849	
XXXIII	Bombay, Baroda and Central India	1st half	1,77,057	8,44,721	14,35,061	83,589	1,27,730	
		2nd half	1,77,874	7,33,348	10,76,739	77,711	1,13,627	
XXXIV	Madras	1st half	58,005	2,02,643	4,13,582	24,527	36,277	
		2nd half	55,808	1,71,466	3,10,511	21,276	30,579	
XXXV	Tárakeshwar	1st half	52,107	1,62,465	3,12,109	11,527	20,265	
		2nd half	47,335	1,74,913	3,43,776	12,255	23,808	
XLII	Kháungon	1st half	Included with the East Indian railway.				...	...
		2nd half	Included with the East Indian railway.				...	...
XLIII	Amráoti	1st half	Included with the Great Indian Peninsula railway.				...	...
		2nd half	Included with the Great Indian Peninsula railway.				...	...
XLIV	Bhopal-Itárai (Native State section).	1st half	Included with the Indian Midland railway.				...	...
		2nd half	Included with the Indian Midland railway.				...	...
XLV	The Nizam's Guaranteed State	1st half	14,113	39,697	58,317	8,555	5,554	
		2nd half	17,840	36,762	53,933	7,340	7,731	
XLVIII	The Gaekwar's Petlád	1st half	Included with the Bombay, Baroda and Central India railway.				...	...
		2nd half	Included with the Bombay, Baroda and Central India railway.				...	...
L	Rájpura-Bhátinda	1st half	Included with the North Western railway.				...	...
		2nd half	Included with the North Western railway.				...	...
LI	Jammu and Kashmir (Native State section).	1st half	Included with the North Western railway.				...	...
		2nd half	Included with the North Western railway.				...	...
	TOTAL STANDARD GAUGE. Carried over.	1st half	9,04,857	28,13,649	41,54,400	2,55,980	4,63,331	
		2nd half	8,79,677	25,94,840	33,62,001	2,34,978	4,76,917	

(a) The difference between the figures in columns "Total" and "Net Total" represents the expenditure incurred by the East India railway for working

A—continued.

## RAILWAYS—(PART I)—continued.

## VII.

## EXPENSES.

[Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890

Maintenance and renewal of locomotive engines and machinery.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R	R	R	R	R			
5,46,886	2,50,874	19,34,661	67,211	18,67,450	1st half	STANDARD GAUGE. East Indian . . . . .	I
4,90,442	1,87,076	17,44,195	60,359	16,83,836	2nd half		
...	...	...	...	{ 20,857	1st half	Patna-Gya . . . . .	II
...	...	...	...	22,045	2nd half		
50,723	21,370	2,31,589	...	(a) 2,53,501	1st half	Bengal-Nágpur . . . . .	V
95,075	18,319	2,53,402	...	(a) 2,81,640	2nd half		
61,321	37,239	4,23,539	55,125	3,68,414	1st half	Indian Midland . . . . .	VI
56,153	41,749	3,80,790	44,185	3,36,605	2nd half		
...	...	...	...	...	1st half	Bhopal-Itársi (British section) . . . . .	VII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	Dhond-Manmád . . . . .	X
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	Bezváda Extension . . . . .	XIII
...	...	...	...	...	2nd half		
8,14,132	2,68,933	31,87,902	52,798	31,35,104	1st half	North Western . . . . .	XVII
6,45,201	2,15,406	26,88,905	52,663	26,36,242	2nd half		
...	...	...	...	...	1st half	Amritsar-Patháukot . . . . .	XVIII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	Jammu and Kashmir (British section). . . . .	XIX
...	...	...	...	...	2nd half		
84,016	1,02,424	5,23,010	...	5,23,010	1st half	Oudh and Rohilkhand . . . . .	XX
83,066	81,818	4,46,761	...	4,46,761	2nd half		
1,73,967	63,865	6,60,951	87,581	5,73,370	1st half	Eastern Bengal . . . . .	XXI
1,63,116	45,896	6,44,005	82,153	5,61,852	2nd half		
...	...	...	...	{ 46,536	1st half	Bengal Central . . . . .	XXII
...	...	...	...	42,202	2nd half		
7,649	29	26,102	...	26,102	1st half	Wardha Coal . . . . .	XXIII
8,262	48	25,550	...	25,550	2nd half		
6,16,355	6,67,257	39,51,770	...	39,51,770	1st half	Great Indian Peninsula . . . . .	XXXII
6,28,884	5,31,759	33,39,742	...	33,39,742	2nd half		
1,70,577	1,46,937	10,52,548	1,309	10,51,239	1st half	Bombay, Baroda and Central India . . . . .	XXXIII
1,51,095	77,757	8,18,492	3,658	8,14,834	2nd half		
2,43,355	71,058	8,72,886	...	8,72,886	1st half	Madras . . . . .	XXXIV
2,26,275	52,354	8,80,716	156	8,80,560	2nd half		
...	...	...	...	{ 13,298	1st half	Tárakeshwar . . . . .	XXXVI
...	...	...	...	10,075	2nd half		
...	...	...	...	...	1st half	Khámgaon . . . . .	XLII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	Amráoti . . . . .	XLIII
...	...	...	...	...	2nd half		
...	...	...	...	{ 55,125	1st half	Bhopal-Itársi (Native State section). . . . .	XLIV
...	...	...	...	44,185	2nd half		
37,909	28,588	1,92,823	...	1,92,823	1st half	The Nizam's Guaranteed State . . . . .	XLV
39,333	38,927	2,01,866	...	2,01,866	2nd half		
...	...	...	...	{ 1,309	1st half	The Gaekwar's Petlád . . . . .	XLVIII
...	...	...	...	3,658	2nd half		
...	...	...	...	{ 52,798	1st half	Rájpura-Bhátinda . . . . .	L
...	...	...	...	52,663	2nd half		
...	...	...	...	...	1st half	Jammu and Kashmir (Native State section). . . . .	LI
...	...	...	...	...	2nd half		
28,06,980	16,58,574	1,30,57,781	2,64,024	1,30,05,592	1st half	TOTAL STANDARD GAUGE. Carried over.	
25,86,902	12,89,109	1,14,24,424	2,43,174	1,13,84,316	2nd half		

the Asansol-Goalkera section, the details of which are included with the figures of the former line.

APPENDIX  
STATISTICS OF INDIAN

No

DETAIL OF

[ From Abstract B o

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, &c.	Fuel.	Water.	Oil, tallow, and other stores.
			R	R	R	R	R
	Brought forward STANDARD GAUGE.	1st half	9,04,857	28,13,649	41,54,410	2,55,980	4,63,331
		2nd half	8,79,677	25,94,840	33,62,001	2,34,978	4,76,917
	NARROW GAUGE.	1st half	15,944	33,239	29,322	2,756	8,062
		2nd half	Included with the Bengal and North-Western railway.				
III	Tirhoot . . . . .	1st half	17,907	29,118	57,717	3,247	5,197
		2nd half	30,837	58,589	79,664	6,601	13,343
	Bengal and North-Western . . . . .	1st half	1,458	1,497	2,433	153	323
		2nd half	1,663	1,486	1,697	104	304
VIII	Rajputana-Malwa . . . . .	1st half	1,54,832	3,71,630	8,02,537	35,889	49,900
		2nd half	1,52,027	3,24,164	6,25,894	34,625	41,564
XI	Southern Mahratta . . . . .	1st half	64,845	1,07,590	2,53,791	17,695	14,364
		2nd half	67,807	1,07,574	2,59,008	17,613	15,520
XII	Southern Mahratta, Mysore section	1st half	Included with the Southern Mahratta railway.			...	...
		2nd half					
	Villupuram-Guntakal—	1st half	Included with the South Indian railway.			...	...
		2nd half					
	Nellore-Tirupati section . . . . .	1st half	Included with the South Indian railway.			...	...
		2nd half					
	Villupuram-Tiruvannamalai section.	1st half	Included with the South Indian railway.			...	...
		2nd half					
	Lucknow-Sitapur-Seramau . . . . .	1st half	Shown under Special and Miscellaneous expenses.			...	...
		2nd half					
XXIII	Nalhati . . . . .	1st half	1,147	720	945	142	281
		2nd half	1,240	651	1,160	163	259
XXIV	Cherra-Companyganj . . . . .	1st half	402	659	2,112	...	180
		2nd half	402	540	1,007	...	78
XXV	Jorhat . . . . .	1st half	1,522	916	1,525	243	456
		2nd half	896	1,028	1,146	281	278
XXVI	Burma . . . . .	1st half	44,182	1,12,059	2,20,948	17,525	23,791
		2nd half	51,614	1,04,055	1,70,877	14,301	25,059
XXVII	Toungoo-Mandalay . . . . .	1st half	Included with the Burma State railway.			...	...
		2nd half					
	South Indian . . . . .	1st half	50,015	1,04,730	2,37,218	10,654	19,597
		2nd half	47,854	1,09,370	2,98,924	11,068	20,065
XXXVII	Deoghur . . . . .	1st half	...	...	...	...	...
		2nd half					
XXXVIII	Rohilkhand-Kumaun (Company's section).	1st half	3,614	3,877	6,806	382	879
		2nd half	3,768	3,393	3,940	360	705
XXXIX	Darjeeling-Himalayan . . . . .	1st half	2,018	12,441	17,960	412	2,723
		2nd half	2,125	12,058	21,610	395	2,289
XL	Dibru-Sadiya . . . . .	1st half	4,771	6,803	8,681	1,564	3,172
		2nd half	4,369	6,315	7,227	1,098	2,191
XLI	Thaton-Duyinzak . . . . .	1st half	...	942	592	...	465
		2nd half					
XLVI	The Gaekwar's Dabhoi . . . . .	1st half	456	3,547	8,370	1,150	757
		2nd half	456	3,245	8,159	1,306	677
XLVII	The Gaekwar's Mehsana . . . . .	1st half	Included with the Rajputana-Malwa railway.			...	...
		2nd half					
LII	Jodhpore . . . . .	1st half	1,820	2,524	18,630	968	1,375
		2nd half	1,864	2,822	20,215	932	954
LIII	Bhavnagar-Gondal-Junagarh-Porbandar.	1st half	14,423	34,399	95,993	3,125	5,199
		2nd half	12,986	24,656	50,394	3,287	3,358
LIV	Morvi . . . . .	1st half	1,609	4,005	15,213	1,627	2,169
		2nd half	2,056	4,334	19,358	2,572	2,262
	TOTAL NARROW GAUGE	1st half	3,80,965	8,30,696	17,65,443	97,532	1,38,890
		2nd half	3,81,554	7,64,515	15,70,080	94,666	1,28,906
TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.			25,47,053	70,03,500	1,08,71,934	6,83,156	12,08,044

A—continued.

## RAILWAYS (PART I)—continued.

VII—concluded.

LOCOMOTIVE EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Maintenance and renewal of locomotive engines and machinery.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R 28,06,980 25,86,902	R 16,58,574 12,89,109	1,30,57,781 1,14,24,424	R 2,64,024 2,43,174	R 1,30,05,592 1,13,84,316	1st half 2nd half	Brought forward STANDARD GAUGE.	
						NARROW GAUGE.	
15,817	8,987	1,14,127	108	1,14,019	1st half 2nd half	Tirhoot . . . . .	III
11,680	11,919	1,36,785	...	1,36,785	1st half	Bengal and North-Western . . . . .	
92,252	11,758	2,33,041	18	2,33,026	2nd half	Bareilly-Pilibhit . . . . .	
1,323	...	7,187	...	7,187	1st half		
1,255	...	6,569	...	6,569	2nd half		
2,79,425	1,52,083	18,46,346	5,095	18,41,251	1st half	Rajputana-Malwa . . . . .	VIII
2,76,675	91,431	15,46,280	6,499	15,39,781	2nd half		
94,115	93,601	6,51,061	1,20,841	5,30,220	1st half	Southern Mahratta . . . . .	XI
98,617	53,546	6,19,175	1,42,572	4,76,603	2nd half		
...	...	...	...	1,20,841	1st half	Southern Mahratta, Mysore section	XII
...	...	...	...	1,42,572	2nd half		
...	...	...	...	25,208	1st half	Villupuram-Guntakal—	
...	...	...	...	24,727	2nd half	Nellore Tirupati section.	
...	...	...	...	4,071	1st half	Villupuram-Tiruvannamalai section.	
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	Lucknow-Sitapur-Seraman . . . . .	
...	...	...	...	...	2nd half		
803	4	4,042	...	4,042	1st half	Nalhati . . . . .	XXIII
5,634	18	9,155	...	9,155	2nd half		
1,147	11	4,511	...	4,511	1st half	Cherra-Companyganj . . . . .	XXIV
870	4	2,901	...	2,901	2nd half		
1,228	408	6,298	...	6,298	1st half	Jorhat . . . . .	XXV
8,965	176	7,770	...	7,770	2nd half		
62,443	29,299	5,10,247	...	5,10,247	1st half	Burma . . . . .	XXVI
62,980	20,964	4,49,650	...	4,49,650	2nd half		
...	...	...	...	...	1st half	Toungoo-Mandalay . . . . .	XXVII
...	...	...	...	...	2nd half		
1,83,088	94,307	6,49,609	80,439	6,19,170	1st half	South Indian . . . . .	
1,13,900	77,847	6,78,528	31,845	6,43,683	2nd half		
...	...	4,601	...	4,601	1st half	Deoghur . . . . .	XXXVII
...	...	18,911	...	18,911	2nd half		
3,353	...	14,990	...	14,990	1st half	Robilkhand-Kumana (Company's section).	XXXVIII
2,319	...	54,952	...	54,952	2nd half		
12,108	7,290	54,952	...	54,952	1st half	Darjeeling-Himalayan . . . . .	XXXIX
11,948	7,611	58,034	160	57,874	2nd half		
13,713	...	38,904	...	38,904	1st half	Dibra-Sadiya . . . . .	XL
13,238	...	34,433	...	34,433	2nd half		
978	...	2,977	...	2,977	1st half	Thaton-Duyinzdik . . . . .	XLI
...	...	2,859	...	2,859	2nd half		
3,273	1,232	18,785	...	18,785	1st half	The Gaekwar's Dabhoi . . . . .	XLVI
6,787	1,041	21,671	...	21,671	2nd half		
...	...	...	...	5,095	1st half	The Gaekwar's Mehsana . . . . .	XLVII
...	...	...	...	6,499	2nd half		
2,578	...	27,895	...	27,895	1st half	Judhpore . . . . .	LII
4,388	1	31,176	...	31,176	2nd half		
16,135	9,140	1,77,814	...	1,77,814	1st half	Bhavnagar-Gondal-Junagarh-Porbandar.	LIII
17,731	1,469	1,13,881	...	1,13,881	2nd half		
4,658	11	29,292	...	29,292	1st half	Morvi . . . . .	LIV
5,400	482	36,464	...	36,464	2nd half		
6,57,865	4,08,352	42,99,743	1,56,483	42,94,402	1st half	TOTAL NARROW GAUGE.	
6,57,852	2,66,348	38,68,580	1,84,094	38,60,355	2nd half		
67,09,599	36,22,388	3,26,53,129	8,47,775	3,25,49,266	...	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	

APPENDIX  
STATISTICS OF INDIAN  
No.  
DETAIL OF CARRIAGE  
[ From Abstract C of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	General superintendence.	REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY.		Cleaning and oiling.	
				Coaching.	Goods.		
			R	R	R	R	
<b>STANDARD GAUGE.</b>							
I	East Indian . . . . .	{ 1st half 2nd half	58,355 53,552	96,950 93,838	(a) 4,16,584 (b) 4,06,206	38,060 43,060	
II	Patna-Gya . . . . .	{ 1st half 2nd half	} Included with the East Indian railway. . . . .				..
V	Bengal-Nágpur . . . . .	{ 1st half 2nd half	7,275 8,225	9,941 7,186	13,193 38,794	14,945 13,101	
VI	Indian Midland . . . . .	{ 1st half 2nd half	10,929 11,616	47,120 33,288	37,043 31,954	18,178 16,397	
VII	Bhopal-Itársi (British section) . . . . .	{ 1st half 2nd half	} Included with the Indian Midland railway. . . . .				..
X	Dhond-Manmád . . . . .	{ 1st half 2nd half	} Included with the Great Indian Peninsula railway. . . . .				..
XIII	Bezváda Extension . . . . .	{ 1st half 2nd half	} Included with the Nizam's Guaranteed State railway. . . . .				..
XVII	North Western . . . . .	{ 1st half 2nd half	55,683 76,726	4,34,337 3,11,381	3,23,740 6,73,328	1,08,936 1,04,562	
XVIII	Amritsar-Pathánkot . . . . .	{ 1st half 2nd half	} Included with the North Western railway. . . . .				..
XIX	Jammu and Kashmir (British section) . . . . .	{ 1st half 2nd half	} Included with the North Western railway. . . . .				..
XX	Oudh and Rohilkhand . . . . .	{ 1st half 2nd half	9,092 9,870	45,423 52,114	92,823 38,748	23,734 19,940	
XXI	Eastern Bengal . . . . .	{ 1st half 2nd half	35,985 36,312	94,510 1,13,295	1,20,368 1,48,828	28,202 29,117	
XXII	Bengal Central . . . . .	{ 1st half 2nd half	} Included with the Eastern Bengal railway. . . . .				..
	Wardha Coal . . . . .	{ 1st half 2nd half	2,034 2,319	970 86	9,110 9,583	2,607 3,832	
XXXII	Great Indian Peninsula . . . . .	{ 1st half 2nd half	52,940 52,000	3,37,580 2,94,692	4,14,727 3,84,633	1,26,363 1,22,672	
XXXIII	Bombay, Baroda and Central India . . . . .	{ 1st half 2nd half	25,264 23,344	79,094 75,854	1,72,547 1,24,689	30,874 24,889	
XXXIV	Madras . . . . .	{ 1st half 2nd half	14,400 18,134	80,431 81,754	91,092 1,95,958	28,894 29,388	
XXXVI	Tárakeshwar . . . . .	{ 1st half 2nd half	} Included with the East Indian railway. . . . .				..
XLII	Khámgaon . . . . .	{ 1st half 2nd half	} Included with the Great Indian Peninsula railway. . . . .				..
XLIII	Amráoti . . . . .	{ 1st half 2nd half	} Included with the Great Indian Peninsula railway. . . . .				..
XLIV	Bhopal-Itársi (Native State section) . . . . .	{ 1st half 2nd half	} Included with the Indian Midland railway. . . . .				..
XLV	The Nizam's Guaranteed State . . . . .	{ 1st half 2nd half	6,868 7,632	18,180 14,810	8,024 11,581	7,638 7,446	
XLVIII	The Gaskwar's Petlád . . . . .	{ 1st half 2nd half	} Included with the Bombay, Baroda and Central India railway. . . . .				..
L	Rájpura-Bhátinda . . . . .	{ 1st half 2nd half	} Included with the North Western railway. . . . .				..
LI	Jammu and Kashmir (Native State section). . . . .	{ 1st half 2nd half	} Included with the North Western railway. . . . .				..
TOTAL STANDARD GAUGE. Carried over		1st half	2,78,825	12,44,536	16,99,251	4,28,431	
		2nd half	2,99,730	10,78,298	20,64,302	4,14,424	

(a) Includes R577 on account of repairs and renewals of station machinery.  
(b) Includes R436 on account of repairs and renewals of station machinery.



A—continued.

RAILWAYS—(PART I)—continued.

VIII.

AND WAGON EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R	R	R	R			
8,278	6,18,227	17,731	6,00,496	1st half	STANDARD GAUGE.	
8,765	6,05,421	19,856	5,85,565	2nd half	East Indian . . . . .	I
...	...	...	6,711	1st half	Patna-Gya . . . . .	II
394	45,748	...	7,651	2nd half		
1,564	68,870	...	(c) 52,490	1st half	Bengal-Nággpur . . . . .	V
			(e) 77,559	2nd half		
213	1,13,483	14,772	98,711	1st half	Indian Midland . . . . .	VI
372	98,627	10,871	82,756	2nd half		
...	...	...	...	1st half	Bhopal-Itárai (British section) . . . . .	VII
...	...	...	...	2nd half		
...	...	...	...	1st half	Dhond-Manmád . . . . .	X
...	...	...	...	2nd half		
...	...	...	...	1st half	Bezváda Extension . . . . .	XIII
21,831	9,44,527	18,144	9,26,383	2nd half		
27,464	11,98,481	26,564	11,66,917	1st half	North Western . . . . .	XVII
...	...	...	...	2nd half		
...	...	...	...	1st half	Amritsar-Pathámkot . . . . .	XVIII
...	...	...	...	2nd half		
416	1,71,488	...	1,71,488	1st half	Jammu and Kashmir (British section) . . . . .	XIX
366	1,21,038	...	1,21,038	2nd half		
6,594	2,85,659	1,06,092	1,79,567	1st half	Oudh and Rohilkhand . . . . .	XX
11,874	3,39,426	1,00,624	2,38,802	2nd half		
...	...	...	14,738	1st half	Eastern Bengal . . . . .	XXI
...	...	...	17,904	2nd half		
...	14,721	...	14,721	1st half	Bengal Central . . . . .	XXII
...	15,823	...	15,823	2nd half		
1,02,230	10,33,840	2,025	10,31,815	1st half	Wardha Coal . . . . .	XXXII
64,857	9,18,854	3,170	9,15,684	2nd half		
22,101	8,29,880	410	8,29,470	1st half	Bombay, Baroda and Central India . . . . .	XXXIII
8,879	2,57,656	1,151	2,56,504	2nd half		
11,974	2,26,791	3,366	2,23,425	1st half	Madras . . . . .	XXXIV
12,846	3,38,080	3,988	3,34,092	2nd half		
...	...	...	4,277	1st half	Tárakeshwar . . . . .	XXXVI
...	...	...	3,507	2nd half		
...	...	...	...	1st half	Khámgau . . . . .	XLII
...	...	...	...	2nd half		
...	...	...	...	1st half	Amráoti . . . . .	XLIII
...	...	...	...	2nd half		
...	...	...	14,772	1st half	Bhopal-Itárai (Native State section) . . . . .	XLIV
...	...	...	10,871	2nd half		
102	40,812	...	40,812	1st half	The Nizam's Guaranteed State . . . . .	XLV
...	41,469	...	41,469	2nd half		
...	...	...	410	1st half	The Gaekwar's Petlád . . . . .	XLVIII
...	...	...	1,151	2nd half		
...	...	...	18,144	1st half	Rájputra-Bhátinda . . . . .	L
...	...	...	26,564	2nd half		
...	...	...	...	1st half	Jammu and Kashmir (Native State section). . . . .	LI
...	...	...	...	2nd half		
1,74,133	38,25,176	1,62,540	37,28,430	1st half	TOTAL STANDARD GAUGE. Carried over.	
1,36,990	39,93,744	1,66,224	39,03,857	2nd half		

(c) The difference between the figures in columns "Total" and "Net Total" represents the expenditure incurred by the East Indian railway for working the Asansol-Guilkerá section, the details of which are included with the figures of the former line.

APPENDIX  
STATISTICS OF INDIAN  
No.  
DETAIL OF CARRIAGE  
[ From Abstract C of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	General superintendence.	REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY.		Cleaning and oiling.
				Coaching.	Goods.	
			R	R	R	R
	Brought forward STANDARD GAUGE . . . . .	1st half 2nd half	2,78,825 2,99,730	12,44,536 10,78,298	16,99,251 20,64,302	4,28,431 4,14,424
	NARROW GAUGE.					
III	Tirhoot . . . . .	1st half 2nd half	5,694 Included with the Bengal and North-Western railway.	5,050 5,031	11,301 4,258	6,073 5,024
	Bengal and North-Western . . . . .	1st half 2nd half	6,059 10,596	5,031 16,518	4,258 19,019	5,024 9,443
	Bareilly-Pilibhit . . . . .	1st half 2nd half	486 526	431 314	353 389	349 322
VIII	Rajputana-Malwa . . . . .	1st half 2nd half	36,843 35,461	1,71,998 2,12,808	3,53,088 4,17,993	68,412 67,642
XI	Southern Mahratta . . . . .	1st half 2nd half	21,000 21,460	35,756 35,122	41,091 43,063	13,577 14,065
XII	Southern Mahratta, Mysore section . . . . .	1st half 2nd half	} Included with the Southern Mahratta railway.			...
	Vilupuram-Guntakal—					
	Nellore-Tirupati section . . . . .	1st half 2nd half	} Included with the South Indian railway.			...
	Vilupuram-Tiruvandámalai section . . . . .	1st half 2nd half	} Included with the South Indian railway.			...
	Lucknow-Sitapur-Seraman . . . . .	1st half 2nd half	} Shown under Special and Miscellaneous expenses.			...
XXIII	Nalhati . . . . .	1st half 2nd half	577 620	659 578	392 235	186 188
XXIV	Cherra-Companyganj . . . . .	1st half 2nd half	102 102	354 364	132 162	120 131
XXV	Jorhat . . . . .	1st half 2nd half	372 224	220 94	1,545 661	434 424
XXVI	Burma . . . . .	1st half 2nd half	10,550 12,726	36,522 40,094	51,731 40,031	17,063 16,353
XXVII	Toungoo-Mandalay . . . . .	1st half 2nd half	} Included with the Burma State railway.			...
	South Indian . . . . .	1st half 2nd half	11,772 12,072	49,581 42,197	64,767 56,860	12,551 12,659
XXXVII	Deoghur . . . . .	1st half 2nd half	...	...	...	...
XXXVIII	Rohilkhand-Kumaun (Company's section) . . . . .	1st half 2nd half	1,204 1,194	1,066 708	867 869	867 735
XXXIX	Darjeeling-Himalayan . . . . .	1st half 2nd half	1,891 1,978	4,840 5,500	7,428 7,700	1,545 1,450
XL	Dibru-Sadiya . . . . .	1st half 2nd half	1,170 1,170	2,189 1,922	7,909 5,403	5,060 2,630
XLI	Thaton-Duyinzáik . . . . .	1st half 2nd half	...	802	} Included with coaching.	
XLVI	The Gaekwar's Dabhoi . . . . .	1st half 2nd half	152 152	190 726	1,192 1,862	1,154 1,014
XLVII	The Gaekwar's Mehsána . . . . .	1st half 2nd half	} Included with the Rajputana-Malwa railway.			...
LII	Jodhpore . . . . .	1st half 2nd half	480 480	235 623	304 479	693 628
LIII	Bhávnagar-Gondal-Junágarh-Porbandar . . . . .	1st half 2nd half	4,808 4,329	4,062 4,387	2,791 1,896	3,119 2,941
LIV	Morvi . . . . .	1st half 2nd half	1,222 1,728	1,273 1,537	857 833	2,084 1,706
	TOTAL NARROW GAUGE . . . . .	1st half 2nd half	1,04,382 1,04,818	3,20,259 3,63,492	5,50,006 6,97,445	1,38,920 1,32,331
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	...	7,87,755	30,06,585	49,11,004	11,14,106

—continued.

## RAILWAYS—(PART I)—continued.

VIII—concluded.

AND WAGON EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R	R	R	R			
1,74,133	38,25,176	1,62,540	37,28,430	1st half	Brought forward STANDARD GAUGE.	
1,36,990	39,93,744	1,66,224	39,03,857	2nd half		
415	28,533	...	28,533	1st half	NARROW GAUGE.	
...	...	...	...	2nd half		
944	21,316	...	21,316	1st half	Tirhoot . . . . .	III
1,947	57,523	...	57,523	2nd half		
24	1,643	...	1,643	1st half	Bengal and North-Western . . . . .	}
825	1,876	...	1,876	2nd half		
26,432	6,56,773	1,812	6,54,961	1st half	Rajputana-Malwa . . . . .	VIII
20,902	7,54,806	3,173	7,51,633	2nd half		
760	1,12,184	20,762	91,422	1st half	Southern Mahratta . . . . .	XI
487	1,14,197	26,514	87,683	2nd half		
...	...	...	20,762	1st half	Southern Mahratta, Mysore section. . . . .	XII
...	...	...	26,515	2nd half		
...	...	...	5,927	1st half	Vilupuram-Guntakal—	
...	...	...	4,838	2nd half		Nellore-Tirupati section.
...	...	...	797	1st half	Vilupuram-Tiruvannamalai section.	
...	...	...	...	2nd half		
...	...	...	...	1st half	Lucknow-Sitapur-Seramau . . . . .	
...	...	...	...	2nd half		
...	1,814	...	1,814	1st half	Nalhati . . . . .	XXIII
...	1,621	...	1,621	2nd half		
...	708	...	708	1st half	Cherra-Companyganj . . . . .	XXIV
...	749	...	749	2nd half		
4	2,575	...	2,575	1st half	Jorhat . . . . .	XXV
...	1,403	...	1,403	2nd half		
2,189	1,18,055	...	1,18,055	1st half	Burma . . . . .	XXVI
7,214	1,16,418	...	1,16,418	2nd half		
...	...	...	...	1st half	Toungoo-Mandalay . . . . .	XXVII
...	...	...	...	2nd half		
11,788	1,50,459	7,332	1,43,127	1st half	South Indian . . . . .	}
9,129	1,32,917	6,977	1,25,940	2nd half		
...	387	...	387	1st half	Deoghur . . . . .	XXXVII
...	...	...	...	2nd half		
61	4,065	...	4,065	1st half	Rohilkhand-Kumaun (Company's section)	XXXVIII
810	4,316	...	4,316	2nd half		
...	15,704	...	15,704	1st half	Darjeeling-Himalayan . . . . .	XXXIX
...	16,628	160	16,468	2nd half		
...	16,328	...	16,328	1st half	Dibra-Sadiya . . . . .	XL
81	11,206	...	11,206	2nd half		
1,281	2,692	...	2,692	1st half	Thaton-Dayinzaiik . . . . .	XLI
...	1,689	...	1,689	2nd half		
2	2,690	...	2,690	1st half	The Gaekwar's Dabhoi . . . . .	XLVI
6	3,759	...	3,759	2nd half		
...	...	...	1,812	1st half	The Gaekwar's Mehsana . . . . .	XLVII
...	...	...	3,173	2nd half		
...	1,712	...	1,712	1st half	Jodhpore . . . . .	LII
...	2,210	...	2,210	2nd half		
670	15,450	...	15,450	1st half	Bhavnagar-Gondal-Junagarh-Porbandar	LIII
11	13,564	...	13,564	2nd half		
269	5,705	...	5,705	1st half	Morvi . . . . .	LIV
316	6,120	...	6,120	2nd half		
44,839	11,58,406	29,906	11,56,901	1st half	TOTAL NARROW GAUGE.	}
41,227	12,41,002	36,824	12,39,501	2nd half		
3,97,189	1,02,18,715	3,95,494	1,00,29,076		TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	

APPENDIX  
STATISTICS OF INDIAN

No.

DETAIL OF

[ From Abstract D of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE.		R	R	R	R	R	R	R
I	East Indian . . . . .	1st half 2nd half	2,12,016 2,09,072	8,55,138 7,96,790	2,75,290 2,48,604	91,297 1,13,290	16,790 15,289	60,021 55,064	1,800 1,886
II	Patna-Gya . . . . .	1st half 2nd half	Included with the East Indian railway.				...	...	...
V	Bengal-Nágpur . . . . .	1st half 2nd half	28,396 27,710	46,043 39,216	12,040 10,393	15,169 7,126	204 193	14,640 5,441	... ...
VI	Indian Midland . . . . .	1st half 2nd half	32,660 31,744	80,388 78,727	28,128 28,923	23,657 29,996	2,976 1,307	15,408 14,715	1,287 -1,015
VII	Bhopal-Itárei (British section) . . . . .	1st half 2nd half	Included with the Indian Midland railway.				...	...	...
X	Dhond-Manmád . . . . .	1st half 2nd half	Included with the Great Indian Peninsula railway.				...	...	...
XIII	Bezváda Extension . . . . .	1st half 2nd half	Included with the Nizam's Guaranteed State railway.				...	...	...
XVII	North Western . . . . .	1st half 2nd half	1,61,438 1,62,146	5,52,220 5,53,454	2,30,658 2,21,195	1,44,826 1,26,768	2,248 24,644	43,001 46,492	20 120
XVIII	Amritsar-Pathánkot . . . . .	1st half 2nd half	Included with the North Western railway.				...	...	...
XIX	Jammu and Kashmir (British section); . . . . .	1st half 2nd half	Included with the North Western railway.				...	...	...
XX	Ondh and Rohilkhand . . . . .	1st half 2nd half	45,553 46,693	1,57,272 1,56,279	50,006 51,025	36,830 30,330	4,749 7,317	26,635 23,197	1,212 640
XXI	Eastern Bengal . . . . .	1st half 2nd half	84,559 89,537	3,68,044 4,08,464	62,114 68,321	64,620 63,197	8,954 10,324	30,581 25,703	1,991 5,506
XXII	Bengal Central . . . . .	1st half 2nd half	Included with the Eastern Bengal railway.				...	...	...
	Wardha Coal . . . . .	1st half 2nd half	... ...	4,560 4,684	1,232 1,220	2,150 -110	74 2	1,219 799	... ...
XXXII	Great Indian Peninsula . . . . .	1st half 2nd half	1,38,369 1,42,335	6,40,069 5,96,636	4,08,836 3,34,026	1,75,108 1,38,212	10,339 16,961	42,929 48,410	3,351 3,315
XXXIII	Bombay, Baroda and Central India. . . . .	1st half 2nd half	52,842 48,530	2,19,050 2,03,022	40,522 37,999	48,764 47,118	6,455 4,819	24,613 22,703	3,288 3,096
XXXIV	Madras . . . . .	1st half 2nd half	59,742 59,470	1,90,363 1,95,283	47,586 48,532	52,877 57,236	5,028 8,867	35,156 35,627	1,294 1,275
XXXVI	Tárakeshwar . . . . .	1st half 2nd half	Included with the East Indian railway.				...	...	...
XLII	Khámgnon . . . . .	1st half 2nd half	Included with the Great Indian Peninsula railway.				...	...	...
XLIII	Amráoti . . . . .	1st half 2nd half	Included with the Great Indian Peninsula railway.				...	...	...
XLIV	Bhopal-Itárei (Native State section). . . . .	1st half 2nd half	Included with the Indian Midland railway.				...	...	...
XLV	The Nizam's Guaranteed State . . . . .	1st half 2nd half	18,010 20,032	47,529 47,829	14,364 14,104	9,926 9,117	1,435 1,141	9,376 9,111	... ...
XLVIII	The Gaekwar's Petlád . . . . .	1st half 2nd half	Included with the Bombay, Baroda and Central India railway.				...	...	...
L	Rájpura-Bhátinda . . . . .	1st half 2nd half	Included with the North Western railway.				...	...	...
LI	Jammu and Kashmir (Native State section). . . . .	1st half 2nd half	Included with the North Western railway.				...	...	...
	TOTAL STANDARD GAUGE. Carried over.	1st half 2nd half	8,33,585 8,37,269	31,55,626 30,80,384	11,65,776 10,63,742	6,65,224 6,22,289	59,252 90,864	3,03,579 2,87,262	14,243 14,973

(e) The difference between the figures in columns "Total" and "Net Total" represents the expenditure incurred by the East

A—continued.

## RAILWAYS—(PART I)—continued.

## IX.

## TRAFFIC EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R	R	R	R	R	R			
26,514	269	2,911	15,42,046	44,361	14,97,635	1st half	STANDARD GAUGE.	
22,375	260	2,875	14,65,955	48,744	14,17,211	2nd half		East Indian . . . . . I
...	...	...	...	...	16,727	1st half		
733	9,758	315	1,27,298	...	18,544	2nd half	Patna-Gya . . . . . II	
514	8,442	188	99,223	...	(a) 1,44,163	1st half	Bengal-Nágpur . . . . . V	
					(a) 1,20,946	2nd half		
453	10,554	273	1,95,734	25,469	1,70,265	1st half	Indian Midland . . . . . VI	
512	3,850	525	1,89,284	21,981	1,67,303	2nd half	Bhopal-Itárai (British section).	
...	...	...	...	...	...	1st half		VII
...	...	...	...	...	...	2nd half	Dhond-Manmád . . . . . X	
...	...	...	...	...	...	1st half		
...	...	...	...	...	...	2nd half	Bezváda Extension . . . . . XIII	
...	...	...	...	...	...	1st half		
1,584	12,959	11,958	11,60,912	20,397	11,40,515	1st half	North Western . . . . . XVII	
1,874	18,797	13,450	11,68,740	28,935	11,39,805	2nd half		
...	...	...	...	...	...	1st half	Amritsar-Patháukot . . . . . XVIII	
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	Jammu and Kashmir (British section).	
...	...	...	...	...	...	2nd half		XIX
120	17,137	235	3,39,749	...	3,39,749	1st half	Oudh and Rohilkhand . . . . . XX	
353	22,034	279	3,38,347	...	3,38,347	2nd half		
8,085	2	2,874	6,26,824	46,548	6,80,276	1st half	Eastern Bengal . . . . . XXI	
4,915	...	5,862	6,81,329	46,967	6,34,362	2nd half		
...	...	...	...	...	46,411	1st half	Bengal Central . . . . . XXII	
...	...	...	...	...	46,872	2nd half		
268	4,026	...	13,529	...	13,529	1st half	Wardha Coal . . . . .	
248	3,268	1	10,112	...	10,112	2nd half		
6,118	20,548	27,377	14,68,044	...	14,68,044	1st half	Great Indian Peninsula . . . . . XXXII	
6,119	17,221	13,122	13,16,357	...	13,16,357	2nd half		
1,080	19,160	5,830	4,21,604	525	4,21,079	1st half	Bombay, Baroda and Central India.	
1,080	14,088	653	3,82,508	1,709	3,80,799	2nd half		XXXIII
2,840	...	9,109	4,03,995	22	4,03,973	1st half	Madras . . . . . XXXIV	
3,369	...	7,147	4,16,806	92	4,16,714	2nd half		
...	...	...	...	...	10,689	1st half	Tárákeshwar . . . . . XXXVI	
...	...	...	...	...	8,478	2nd half		
...	...	...	...	...	...	1st half	Khámgaon . . . . . XLII	
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	Amráoti . . . . . XLIII	
...	...	...	...	...	...	2nd half		
...	...	...	...	...	25,469	1st half	Bhopal-Itárai (Native State section).	
...	...	...	...	...	21,981	2nd half		XLIV
753	5,413	46	1,06,852	...	1,06,852	1st half	The Nizam's Guaranteed State.	
609	5,192	57	1,07,192	...	1,07,192	2nd half		XLV
...	...	...	...	...	525	1st half	The Gaekwar's Petlád . . . . . XLVIII	
...	...	...	...	...	1,709	2nd half		
...	...	...	...	...	20,397	1st half	Rájpurá-Bhátinda . . . . . L	
...	...	...	...	...	28,935	2nd half		
...	...	...	...	...	...	1st half	Jammu and Kashmir (Native State section).	
...	...	...	...	...	...	2nd half		LI
48,548	99,826	60,928	64,06,587	1,37,322	64,06,318	1st half	TOTAL STANDARD GAUGE.	
42,268	93,152	43,659	61,75,853	1,48,428	61,75,667	2nd half		Carried over.

Indian railway for working the Ásansol-Guilkera section, the details of which are included with the figures of the former line.

APPENDIX  
STATISTICS OF INDIAN  
No.  
DETAIL OF  
[ From Abstract D of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.	
			R	R	R	R	R	R	R	
	Brought forward STANDARD GAUGE.	1st half	8,33,585	31,55,626	11,65,776	6,65,224	59,252	3,03,579	14,243	
		2nd half	8,37,269	30,80,384	10,63,742	6,22,280	93,864	2,87,262	14,973	
	NARROW GAUGE.									
III	Tirhoot . . . . .	1st half	14,283	49,796	12,685	11,131	1,601	8,227	...	
		2nd half	Included with the Bengal and North-Western railway.					...	...	
	Bengal and North-Western	1st half	14,349	30,559	10,890	—10,145	403	9,875	9,289	
		2nd half	29,110	81,489	24,218	25,627	1,497	9,831	811	
	Bareilly-Pilibhit . . . . .	1st half	2,302	3,389	619	300	17	477	...	
		2nd half	2,562	3,476	695	337	13	642	...	
VIII	Rajputana-Malwa . . . . .	1st half	1,18,472	3,05,990	1,06,132	88,997	8,723	37,371	40	
		2nd half	1,17,105	2,84,860	92,394	77,261	16,632	34,028	56	
XI	Southern Mahratta . . . . .	1st half	54,894	1,35,960	39,265	40,616	6,929	30,700	...	
		2nd half	54,812	1,40,119	37,801	40,401	8,050	33,946	...	
XII	Southern Mahratta, Mysore section.	1st half	Included with the Southern Mahratta railway.						...	...
		2nd half							...	...
	Villupuram-Guntakal—									
	Nellore-Tirupati section	1st half	Included with the South Indian railway.						...	...
		2nd half							...	...
	Villupuram-Tiruvannamalai section.	1st half	...	...	...	...	...	...	...	
		2nd half	Included with the South Indian railway.						...	...
	Lucknow-Sitapur-Seramau	1st half	Shown under Special and Miscellaneous expenses.						...	...
		2nd half							...	...
XXIII	Nalhati . . . . .	1st half	1,914	3,117	496	334	93	920	...	
		2nd half	1,282	3,340	523	415	41	451	...	
XXIV	Cherra-Companyganj . . . . .	1st half	128	1,931	160	...	...	41	...	
		2nd half	...	2,228	180	7	...	...	...	
XXV	Jorhat . . . . .	1st half	1,368	4,341	354	733	...	138	...	
		2nd half	1,423	4,732	355	88	...	506	...	
XXVI	Burma . . . . .	1st half	33,808	1,73,719	36,899	29,552	1,955	14,041	...	
		2nd half	33,935	1,43,314	34,338	29,929	—285	22,326	...	
XXVII	Toungoo-Mandalay . . . . .	1st half	Included with the Burma State railway.						...	...
		2nd half							...	...
	South Indian . . . . .	1st half	30,513	1,24,665	25,188	26,629	29	16,358	18	
		2nd half	28,602	1,24,378	26,123	29,454	11,661	21,044	...	
XXXVII	Deoghur . . . . .	1st half	...	...	...	...	...	...	...	
		2nd half	...	...	...	...	...	...	...	
XXXVIII	Robilkhand-Kumaun (Company's section).	1st half	5,688	8,415	1,358	1,088	40	1,144	...	
		2nd half	5,817	7,928	1,357	785	29	1,433	...	
XXXIX	Darjeeling-Himalayan . . . . .	1st half	3,157	9,259	2,559	1,988	...	1,891	...	
		2nd half	3,434	9,880	2,588	3,728	201	1,093	...	
XL	Dibru-Sadiya . . . . .	1st half	4,253	8,704	2,098	1,586	...	3,817	2,311	
		2nd half	4,171	8,706	1,915	1,785	237	2,806	2,093	
XLI	Thaton-Dnyinzak . . . . .	1st half	...	3,031	...	...	...	...	...	
		2nd half	...	...	...	...	...	...	...	
XLVI	The Gaekwar's Dabhoi . . . . .	1st half	608	5,123	837	584	177	768	...	
		2nd half	608	4,578	730	1,332	93	591	...	
XLVII	The Gaekwar's Mehsana . . . . .	1st half	Included with the Rajputana-Malwa railway.						...	...
		2nd half							...	...
LII	Jodhpore . . . . .	1st half	2,801	4,710	265	768	...	1,170	...	
		2nd half	2,961	4,409	266	571	...	1,482	...	
LIII	Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	1st half	14,163	41,134	7,241	9,764	1,187	7,696	...	
		2nd half	12,315	29,340	5,578	7,674	1,189	6,057	...	
LIV	Morvi . . . . .	1st half	1,824	6,335	1,323	1,846	...	2,011	3,902	
		2nd half	2,569	6,268	1,372	1,771	56	1,823	4,250	
	TOTAL NARROW GAUGE	1st half	3,03,925	9,20,178	2,48,289	2,26,056	21,154	1,36,645	15,560	
		2nd half	3,00,706	8,65,145	2,30,333	2,21,213	39,414	1,38,059	7,210	
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR	...	22,75,485	80,21,333	27,08,140	17,34,773	2,10,684	8,65,545	51,986	

A—continued.

RAILWAYS—(PART I)—continued.

IX—concluded.

TRAFFIC EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R	R	R	R	R	R			
48,548	99,826	60,928	64,06,587	1,37,322	64,06,318	1st half	Brought forward STANDARD GAUGE.	
42,268	93,152	43,659	61,75,853	1,48,428	61,75,667	2nd half		
							NARROW GAUGE.	
1,313	1,232	213	1,00,481	20	1,00,461	1st half	Tirhoot . . . . .	III
708	507	30,205	1,16,930	...	1,16,930	2nd half		
2,102	202	14,230	1,89,117	12	1,89,105	1st half	Bengal and North-Western	III
122	703	41	7,870	...	7,870	2nd half		
127	600	49	8,401	...	8,401	1st half	Bareilly-Pilibhit . . . . .	III
						2nd half		
4,441	24,079	1,609	6,95,854	1,920	6,93,934	1st half	Rajputana-Malwa . . . . .	VIII
4,582	22,193	1,957	6,51,068	2,737	6,48,331	2nd half		
1,843	7,977	1,499	3,19,683	58,216	2,61,467	1st half	Southern Mahratta . . . . .	XI
2,136	8,569	1,251	3,27,085	75,784	2,51,301	2nd half		
...	...	...	...	...	58,216	1st half	Southern Mahratta, Mysore section.	XII
					75,784	2nd half		
...	...	...	...	...	9,494	1st half	Vilupuram-Guntakal—	
					9,381	2nd half		
...	...	...	...	...	...	1st half	Nellore-Tirupati section.	
					1,544	2nd half		
...	...	...	...	...	...	1st half	Vilupuram-Tiruvannamalai section.	
					...	2nd half		
...	...	...	...	...	...	1st half	Lucknow-Sitapur-Seraman	
					...	2nd half		
40	860	12	7,186	...	7,186	1st half	Naháti . . . . .	XXIII
46	873	25	6,996	...	6,996	2nd half		
...	...	...	2,280	...	2,280	1st half	Cherra-Companyganj . . . . .	XXIV
...	...	...	2,415	...	2,415	2nd half		
18	...	176	7,128	...	7,128	1st half	Jorhát . . . . .	XXV
14	...	8	7,121	...	7,121	2nd half		
678	...	—900	2,89,752	...	2,89,752	1st half	Burma . . . . .	XXVI
1,474	...	48	2,70,079	...	2,70,079	2nd half		
...	...	...	...	...	...	1st half	Toungoo-Mandalay . . . . .	XXVII
					...	2nd half		
1,313	1,742	16,302	2,42,757	9,536	2,33,221	1st half	South Indian . . . . .	
1,944	1,697	9,693	2,55,096	10,950	2,44,146	2nd half		
...	...	...	4,331	...	4,331	1st half	Deoghur . . . . .	XXXVII
					...	2nd half		
300	1,728	104	19,865	...	19,865	1st half	Rohilkhand-Kumaon (Company's section).	XXXVIII
287	1,374	111	19,121	...	19,121	2nd half		
252	3,528	(a)444	23,078	...	23,078	1st half	Darjeeling-Himalayan . . . . .	XXXIX
7,904	3,247	(a)444	32,517	...	32,517	2nd half		
293	...	1	23,063	26	23,037	1st half	Dibru-Sadiya . . . . .	XL
115	...	7	21,835	346	21,489	2nd half		
270	...	188	3,489	...	3,489	1st half	Thaton-Duyinzáik . . . . .	XLI
...	...	...	3,443	...	3,443	2nd half		
...	2,590	...	10,627	...	10,627	1st half	The Gaekwar's Dabhoi . . . . .	XLVI
...	1,556	...	9,538	...	9,538	2nd half		
...	...	...	...	...	1,920	1st half	The Gaekwar's Mehsána . . . . .	XLVII
					2,737	2nd half		
2	...	...	9,711	...	9,711	1st half	Jodhpore . . . . .	LII
58	...	...	9,747	...	9,747	2nd half		
1,665	3,042	—60	85,832	...	85,832	1st half	Bhánagar-Gondal-Junggarh-Forbandar.	LIII
1,719	2,821	1,371	68,664	...	68,664	2nd half		
229	...	980	18,450	...	18,450	1st half	Morvi . . . . .	LIV
150	...	115	18,374	...	18,374	2nd half		
13,487	47,928	50,814	19,84,036	69,718	19,63,948	1st half	TOTAL NARROW GAUGE	
22,658	43,132	29,304	19,00,617	89,829	19,00,234	2nd half		
1,26,961	2,84,038	1,84,705	1,64,71,424	4,45,297	1,64,70,498	...	(TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.(b))	

APPENDIX  
STATISTICS OF INDIAN  
No  
DETAIL OF  
[ From Abstract E of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE.		R	R	R	R	R	R	R
I	East Indian . . . . .	{ 1st half 2nd half	1,74,371 1,29,782	70,583 66,050	2,18,165 1,99,791	71,833 79,210	60,690 59,805	74,666 57,681	66,040 65,115
II	Patna-Gya . . . . .	{ 1st half 2nd half	Included with the East Indian railway.				...	...	...
V	Bengal-Nágpur . . . . .	{ 1st half 2nd half	59,154 55,833	33,132 41,185	26,223 30,939	11,269 13,405	14,143 13,154	15,433 15,949	8,698 10,475
VI	Indian Midland . . . . .	{ 1st half 2nd half	56,422 54,677	34,954 32,862	54,838 57,542	14,699 13,750	8,002 7,894	9,902 8,320	7,331 <sup>c</sup> 6,202
VII	Bhopal-Itársi (British section).	{ 1st half 2nd half	Included with the Indian Midland railway.				...	...	...
X	Dhond-Manmád . . . . .	{ 1st half 2nd half	Included with the Great Indian Peninsula railway.				...	...	...
XIII	Bezváda Extension . . . . .	{ 1st half 2nd half	Included with the Nizam's Guaranteed State railway.				...	...	...
XVII	North Western . . . . .	{ 1st half 2nd half	59,582 ...	52,776 57,446	1,62,866 1,55,612	51,405 47,659	31,973 31,955	26,525 36,958	27,154 30,066
XVIII	Amritsar-Pathámkot . . . . .	{ 1st half 2nd half	Included with the North Western railway.				...	...	...
XIX	Jammu and Kashmir (British section).	{ 1st half 2nd half	Included with the North Western railway.				...	...	...
XX	Oudh and Rohilkhand . . . . .	{ 1st half 2nd half	9,488 ...	25,863 22,730	70,537 76,462	13,774 14,949	12,758 12,067	13,540 10,999	17,167 17,608
XXI	Eastern Bengal . . . . .	{ 1st half 2nd half	13,537 ...	38,027 36,833	80,014 79,168	11,617 11,446	14,984 16,744	19,546 15,893	2,393 15,490
XXII	Bengal Central . . . . .	{ 1st half 2nd half	18,509 16,480	3,631 3,317	3,300 3,300	312 312	449 456	1,009 815	... ...
	Wardha Coal . . . . .	{ 1st half 2nd half	... ...	7,693 7,802	2,660 4,269	560 447	617 510	1,603 1,350	354 401
XXXII	Great Indian Peninsula . . . . .	{ 1st half 2nd half	49,150 52,012	46,493 47,888	1,52,885 1,53,657	52,413 53,308	29,946 30,671	37,109 28,434	65,145 64,653
XXXIII	Bombay, Baroda and Central India . . . . .	{ 1st half 2nd half	27,719 24,162	17,711 16,827	73,495 68,407	27,649 27,822	13,512 13,531	27,470 24,330	27,408 24,177
XXXIV	Madras . . . . .	{ 1st half 2nd half	33,417 31,806	29,326 30,144	74,140 74,527	10,453 10,906	18,464 18,023	13,166 6,954	23,116 23,508
XXXVI	Tárákeshwar . . . . .	{ 1st half 2nd half	Included with the East Indian railway.				...	...	...
XLII	Khámgaon . . . . .	{ 1st half 2nd half	Included with the Great Indian Peninsula railway.				...	...	...
XLIII	Amráoti . . . . .	{ 1st half 2nd half	Included with the Great Indian Peninsula railway.				...	...	...
XLIV	Bhopal-Itársi (Native State section).	{ 1st half 2nd half	Included with the Indian Midland railway.				...	...	...
XLV	The Nizam's Guaranteed State.	{ 1st half 2nd half	26,321 29,361	8,166 10,019	28,127 28,352	7,328 6,237	6,123 7,507	9,760 7,942	15,252 12,845
XLVIII	The Gaekwar's Petlád . . . . .	{ 1st half 2nd half	Included with the Bombay, Baroda and Central India railway.				...	...	...
L	Rájputra-Bhátinda . . . . .	{ 1st half 2nd half	Included with the North Western railway.				...	...	...
LI	Jammu and Kashmir (Native State section).	{ 1st half 2nd half	Included with the North Western railway.				...	...	...
	TOTAL STANDARD GAUGE Carried over.	{ 1st half 2nd half	5,28,200 3,94,113	3,68,825 3,72,908	9,47,250 9,32,026	2,73,312 2,79,511	2,11,661 2,12,322	2,49,729 2,15,625	2,60,058 2,70,540

(a) The difference between the figures in columns "Total" and "Net Total" represents the expenditure incurred by the East

(b) Expenditure incurred

(c) Includes R21,021 charged by the Eastern Bengal railway for working the Bengal Central

(d) Includes R19,056 charged by the Eastern Bengal railway for working the Bengal Central



A—continued.

RAILWAYS—(PART I)—continued.

X.

GENERAL CHARGES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
							STANDARD GAUGE.	
R	R	R	R	R	R			
2,176	2,43,629	2,463	9,84,616	30,898	9,53,718	1st half	} East Indian . . . . .	I
2,266	2,41,024	1,991	9,02,715	81,992	8,70,723	2nd half		
...	...	...	...	...	11,100	1st half	} Patna-Gya . . . . .	II
...	...	...	...	...	11,904	2nd half		
462	30,095	4	1,98,613	...	(a) 2,10,412	1st half	} Bengal-Nágpur . . . . .	V
62	38,097	95	2,19,194	...	(a) 2,34,400	2nd half		
1,149	42,468	6	2,29,771	29,905	1,99,866	1st half	} Indian Midland . . . . .	VI
737	42,526	2	2,24,512	26,067	1,98,445	2nd half		
...	...	...	...	...	...	1st half	} Bhopal-Itársi (British section).	VII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	(b) 6,408	1st half	} Dhond-Manmád . . . . .	X
...	...	...	...	...	(b) 6,400	2nd half		
...	...	...	...	...	(b) 1,520	1st half	} Bezwáda Extension . . . . .	XIII
...	...	...	...	...	(b) 851	2nd half		
2,426	2,12,199	2,834	6,29,740	10,579	6,19,161	1st half	} North Western . . . . .	XVII
1,805	2,15,000	1,713	5,78,214	11,144	5,67,070	2nd half		
...	...	...	...	...	...	1st half	} Amritsar-Pathánkot . . . . .	XVIII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Jammu and Kashmir (British section).	XIX
...	...	...	...	...	...	2nd half		
819	61,228	19	2,24,693	...	2,24,693	1st half	} Oudh and Rohilkhand . . . . .	XX
1,220	60,291	14	2,16,340	...	2,16,340	2nd half		
943	92,618	412	2,74,091	21,021	2,53,070	1st half	} Eastern Bengal . . . . .	XXI
2,733	95,831	244	2,74,387	19,295	2,55,092	2nd half		
2	...	...	27,212	...	(c) 48,233	1st half	} Bengal Central . . . . .	XXII
7	...	...	24,687	...	(d) 43,743	2nd half		
9	2,257	-110	15,613	...	15,613	1st half	} Wardha Coal . . . . .	...
...	2,526	20	17,125	...	17,125	2nd half		
2,881	1,83,632	19,800	6,39,454	...	6,39,454	1st half	} Great Indian Peninsula . . . . .	XXXII
4,045	1,81,482	14,440	6,30,590	...	6,30,590	2nd half		
929	45,887	10,798	2,72,578	339	2,72,239	1st half	} Bombay, Baroda and Central India.	XXXIII
796	47,668	6,065	2,53,785	1,134	2,52,651	2nd half		
2,180	65,243	19,162	2,89,197	6,817	2,82,380	1st half	} Madras . . . . .	XXXIV
2,067	62,516	14,366	2,74,582	6,376	2,68,506	2nd half		
...	...	...	...	...	7,074	1st half	} Tárakeshwar . . . . .	XXXVI
...	...	...	...	...	5,452	2nd half		
...	...	...	...	...	...	1st half	} Khámgaon . . . . .	XLI
...	...	...	...	...	...	2nd half		
...	...	...	...	...	(b) 442	1st half	} Amráoti . . . . .	XLIII
...	...	...	...	...	(b) 443	2nd half		
...	...	...	...	...	29,905	1st half	} Bhopal-Itársi (Native State section).	XLIV
...	...	...	...	...	26,067	2nd half		
606	18,307	351	1,20,841	...	1,20,841	1st half	} The Nizam's Guaranteed State.	XLV
319	20,501	90	1,23,173	...	1,23,173	2nd half		
...	...	...	...	...	339	1st half	} The Gaekwar's Petlád . . . . .	XLVIII
...	...	...	...	...	1,134	2nd half		
...	...	...	...	...	10,579	1st half	} Rájputra-Pbátinda . . . . .	L
...	...	...	...	...	11,144	2nd half		
...	...	...	...	...	...	1st half	} Jammu and Kashmir (Native State section).	LI
...	...	...	...	...	...	2nd half		
14,082	9,97,563	55,739	39,06,419	99,559	39,07,047	1st half	} TOTAL STANDARD GAUGE.	
16,057	10,07,462	39,040	37,39,604	95,008	37,41,253	2nd half		

Indian railway for working the Ásansol-Goilkera section, the details of which are included with the figures of the former line. direct by the State. railway. The details of this amount are included with the figures of the former line. railway. The details of this amount are included with the figures of the former line.

APPENDIX  
STATISTICS OF INDIAN

No

DETAIL OF

Half-years ended the 30th June and the 31st December 1890.

[From Abstract E c

Serial number.	RAILWAY.	1890.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.	
			R	R	R	R	R	R	R	
III	Brought forward STANDARD GAUGE . . . . .	1st half	5,28,200	3,68,825	9,47,250	2,73,312	2,11,661	2,49,729	2,60,058	
		2nd half	3,94,113	3,72,908	9,32,026	2,79,511	2,12,322	2,15,625	2,70,540	
	NARROW GAUGE.	Tirhoot . . . . .	1st half	523	10,319	30,323	4,647	3,104	3,663	1,243
			2nd half	Included with the Bengal and North-Western railway.	...	...	...	...	...	...
		Bengal and North-Western	1st half	32,708	22,524	28,582	4,672	3,624	2,060	1,138
			2nd half	43,777	21,438	38,951	6,365	6,041	6,950	9,768
Bareilly-Pilibhit . . . . .	1st half	2,993	805	2,605	256	181	644	...		
	2nd half	2,595	849	2,561	278	198	775	...		
VIII	Rajputana-Malwa . . . . .	1st half	1,05,919	25,985	1,06,066	37,886	23,174	24,953	51,760	
		2nd half	1,08,494	26,463	1,13,753	36,915	23,901	16,474	49,920	
XI	Southern Mahratta . . . . .	1st half	90,665	20,599	58,350	19,500	14,111	22,409	25,008	
		2nd half	91,337	25,558	60,949	21,692	14,835	20,863	27,062	
XII	Southern Mahratta, Mysore section. . . . .	1st half	Included with the Southern Mahratta railway.			...	...	...	...	
		2nd half	Included with the Southern Mahratta railway.			...	...	...	...	
	Villupuram-Guntakal-Nellore-Tirupati section . . . . .	1st half	Included with the South Indian railway.			...	...	...	...	
		2nd half	Included with the South Indian railway.			...	...	...	...	
	Villupuram-Tiruvannamalai section. . . . .	1st half	Included with the South Indian railway.			...	...	...	...	
		2nd half	Included with the South Indian railway.			...	...	...	...	
	Lucknow-Sitapur-Seramau. . . . .	1st half	Shown under Special and Miscellaneous expenses.			...	...	...	...	
		2nd half	Shown under Special and Miscellaneous expenses.			...	...	...	...	
XXIII	Nalhati . . . . .	1st half	...	2,686	2,085	429	235	351	37	
		2nd half	...	2,569	2,175	290	186	240	145	
XXIV	Cherra-Companyganj . . . . .	1st half	...	180	700	...	297	417	...	
		2nd half	...	194	864	...	323	291	...	
XXV	Jorbhat . . . . .	1st half	...	802	1,950	363	20	213	...	
		2nd half	...	1,420	373	348	35	318	...	
XXVI	Burma . . . . .	1st half	...	23,903	54,711	22,589	5,703	11,239	1,667	
		2nd half	...	22,712	51,923	37,379	6,266	9,882	6,289	
XXVII	Toungoo-Mandalay . . . . .	1st half	Included with the Burma State railway.			...	...	...	...	
		2nd half	Included with the Burma State railway.			...	...	...	...	
	South Indian . . . . .	1st half	30,182	20,377	49,142	13,067	7,442	11,085	...	
		2nd half	26,280	20,250	49,365	13,136	8,025	11,573	8,631	
XXXVII	Deoghur . . . . .	1st half	...	...	...	...	...	...	...	
		2nd half	...	...	...	...	...	...	...	
XXXVIII	Rohilkhand-Kumaun (Company's section). . . . .	1st half	7,372	1,985	6,426	636	449	1,590	405	
		2nd half	5,933	1,931	5,812	631	448	1,744	563	
XXXIX	Darjeeling-Himalayan . . . . .	1st half	11,671	3,064	4,922	...	1,736	1,108	(a)	
		2nd half	4,416	10,856	5,576	...	1,738	1,623	(a)	
XL	Dibru-Sadiya . . . . .	1st half	15,600	6,112	5,926	1,790	1,455	2,858	...	
		2nd half	12,051	6,018	4,717	1,670	1,389	2,496	...	
XLI	Thaton-Duyinzak . . . . .	1st half	...	...	...	...	...	...	...	
		2nd half	...	...	...	...	...	...	...	
XLVI	The Gaskwar's Dabhoi . . . . .	1st half	...	608	1,608	152	300	321	1,257	
		2nd half	...	608	1,617	153	300	344	964	
XLVII	The Gaskwar's Mehsana . . . . .	1st half	Included with the Rajputana-Malwa railway.			...	...	...	...	
		2nd half	Included with the Rajputana-Malwa railway.			...	...	...	...	
LII	Jodhpore . . . . .	1st half	...	...	3,109	396	210	10	11	
		2nd half	...	...	2,470	382	210	10	45	
LIII	Bhavnagar-Gondal-Junagarh-Forbandar. . . . .	1st half	...	15,093	23,514	4,078	5,125	4,988	16,034	
		2nd half	...	14,221	23,503	3,732	5,026	4,734	13,543	
LIV	Morvi . . . . .	1st half	...	5,414	2,710	2,251	198	2,782	2,316	
		2nd half	...	6,124	3,773	1,349	460	1,584	2,315	
	TOTAL NARROW GAUGE . . . . .	1st half	2,97,633	1,60,456	3,82,729	1,12,712	67,364	91,591	1,00,876	
		2nd half	2,94,883	1,61,211	3,67,804	1,24,322	69,381	79,901	1,19,245	
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR. . . . .	...	15,14,829	10,63,400	26,29,809	7,89,857	5,60,728	6,36,846	7,50,719	

(a) Shown under

A—continued.

RAILWAYS—(PART I)—continued.

X—concluded.

GENERAL CHARGES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
₹	₹	₹	₹	₹	₹			
14,022	9,97,563	55,739	99,06,419	99,559	99,07,047	1st half	Brought forward STAND- ARD GAUGE.	
16,057	10,07,462	39,040	37,39,604	96,008	37,41,253	2nd half		
34	22,833	—46	76,643	123	76,520	1st half	NARROW GAUGE.	
...	...	...	...	...	...	2nd half		
23	23,712	388	1,20,331	...	1,20,331	1st half	Tirhoot . . . . .	III
168	46,381	260	1,80,099	124	1,79,975	2nd half		
56	1,189	...	8,729	...	8,729	1st half	Bengal and North-Western	
62	1,220	...	8,538	...	8,538	2nd half		
931	1,77,368	119	5,54,161	1,529	5,52,632	1st half	Rajputana-Malwa . . . . .	VIII
1,396	1,76,795	815	5,54,926	2,332	5,52,594	2nd half		
2,583	98,763	2,439	3,54,427	67,824	2,86,603	1st half	Southern Mahratta . . . . .	XI
1,224	1,00,572	36,83	3,87,775	83,558	2,84,217	2nd half		
...	...	...	...	...	67,824	1st half	Southern Mahratta, Mysore section.	XII
...	...	...	...	...	83,558	2nd half		
...	...	...	...	...	7,420	1st half	Villupuram-Guntakal— Nellore-Tirupati section	
...	...	...	...	...	7,193	2nd half		
...	...	...	...	...	...	1st half	Villupuram-Tiruvannamalai section.	
...	...	...	...	...	1,184	2nd half		
...	...	...	...	...	...	1st half	Lucknow-Sitapur-Seraman	
...	...	...	...	...	...	2nd half		
...	665	...	6,488	...	6,488	1st half	Nalhati . . . . .	XXIII
50	703	...	6,358	...	6,358	2nd half		
...	385	...	1,979	...	1,979	1st half	Cherra-Companyganj . . . . .	XXIV
...	385	...	2,057	...	2,057	2nd half		
...	1,017	...	4,365	...	4,365	1st half	Jorhat . . . . .	XXV
...	849	...	3,343	...	3,343	2nd half		
993	47,901	1,520	1,70,226	...	1,70,226	1st half	Burma . . . . .	XXVI
292	48,785	220	1,83,148	...	1,83,148	2nd half		
...	...	...	...	...	...	1st half	Toungoo-Mandalay . . . . .	XXVII
...	...	...	...	...	...	2nd half		
833	45,914	11,668	1,89,705	7,430	1,82,275	1st half	South Indian . . . . .	
1,358	47,821	7,415	1,93,876	8,404	1,86,472	2nd half		
...	...	...	2,578	...	2,578	1st half	Deoghur . . . . .	XXXVII
...	...	...	...	...	...	2nd half		
285	2,629	...	21,777	...	21,777	1st half	Robilkhand-Kumann(Com- pany's section).	XXXVIII
135	2,492	...	19,689	...	19,689	2nd half		
207	3,542	620	26,870	...	26,870	1st half	Darjeeling-Himalayan . . . . .	XXXIX
371	3,465	...	28,047	2,774	25,273	2nd half		
...	2,575	...	36,316	...	36,316	1st half	Dibru-Sadiya . . . . .	XL
...	2,549	13	30,903	...	30,903	2nd half		
...	...	...	85	...	85	1st half	Thaton-Duyinzak . . . . .	XLI
...	...	...	...	...	...	2nd half		
82	1,796	...	6,124	...	6,124	1st half	The Gaekwar's Dabhoi . . . . .	XLVI
...	1,612	...	5,598	...	5,598	2nd half		
...	...	...	...	...	1,529	1st half	The Gaekwar's Mehsana . . . . .	XLVII
...	...	...	...	...	2,332	2nd half		
...	1,624	...	5,360	...	5,360	1st half	Jodhpore . . . . .	LII
...	1,528	...	4,645	...	4,645	2nd half		
334	23,515	1	92,682	...	92,682	1st half	Bhavnagar-Gondal-Junágarh- Porbandar.	LIII
119	22,743	266	87,892	...	87,892	2nd half		
32	3,272	...	18,975	...	18,975	1st half	Morvi . . . . .	LIV
99	3,424	...	19,128	...	19,128	2nd half		
6,393	4,58,700	16,704	16,95,158	76,906	16,95,025	1st half	TOTAL NARROW GAUGE.	
5,274	4,61,329	12,672	16,96,057	97,192	16,93,132	2nd half		
41,806	29,25,054	1,24,155	1,10,39,816	3,69,665	1,10,39,035	...	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	

Traffic expenses.

APPENDIX  
STATISTICS OF INDIAN  
No.

SPECIAL AND MISCELL

[From Abstract G of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.	
			R	R	R	R	
<b>STANDARD GAUGE.</b>							
I	East Indian . . . . .	1st half 2nd half	6,112 7,746	7,482 9,375	23,295 27,698	5,267 ...	
II	Patna-Gya . . . . .	1st half 2nd half	Included with the East Indian railway.				...
V	Bengal-Nágpur . . . . .	1st half 2nd half	106 317	-750 35	... 45	3,184 2,630	
VI	Indian Midland . . . . .	1st half 2nd half	3,184 610	690 542	478 493	34,063 -3,118	
VII	Bhopal-Itánsi (British section) . . . . .	1st half 2nd half	Included with the Indian Midland railway.				...
X	Dhond-Manmád . . . . .	1st half 2nd half	Included with the Great Indian Peninsula railway.				...
XIII	Bezváda Extension . . . . .	1st half 2nd half	Included with the Nizam's Guaranteed State railway.				...
XVII	North Western . . . . .	1st half 2nd half	476 506	8,949 6,437	4,936 4,807	(c)51,661 (c)40,668	
XVIII	Amritsar-Pathánekot . . . . .	1st half 2nd half	Included with the North Western railway.				...
XIX	Jammu and Kashmir (British section) . . . . .	1st half 2nd half	Included with the North Western railway.				...
XX	Oudh and Rohilkhand . . . . .	1st half 2nd half	50 40	507 1,451	... ...	4,289 25,459	
XXI	Eastern Bengal . . . . .	1st half 2nd half	99 928	15,089 24,041	14,330 18,812	-16,805 17,141	
XXII	Bengal Central . . . . .	1st half 2nd half	42 87	... ...	... ...	... ...	
	Wardha Coal . . . . .	1st half 2nd half	... ...	26 109	... ...	2,073 2,072	
XXXII	Great Indian Peninsula . . . . .	1st half 2nd half	5,294 4,157	23,182 2,426	22,736 21,323	2,89,630 1,67,448	
XXXIII	Bombay, Baroda and Central India . . . . .	1st half 2nd half	2,388 42	1,997 894	14,334 13,217	20,974 15,591	
XXXIV	Mudras . . . . .	1st half 2nd half	950 2,173	1,947 5,932	7,020 10,042	2,252 7,542	
XXXVI	Tárukeshwar . . . . .	1st half 2nd half	Included with the East Indian railway.				...
XLII	Khámgaon . . . . .	1st half 2nd half	Included with the Great Indian Peninsula railway.				...
XLIII	Amráoti . . . . .	1st half 2nd half	Included with the Great Indian Peninsula railway.				...
XLIV	Bhopal-Itánsi (Native State section) . . . . .	1st half 2nd half	Included with the Indian Midland railway.				...
XLV	The Nizam's Guaranteed State . . . . .	1st half 2nd half	601 3,657	55 481	... 355	1,123 1,134	
XLVIII	The Gaekwar's Petlád . . . . .	1st half 2nd half	Included with the Bombay, Baroda and Central India railway.				...
L	Rájputra-Bhátinda . . . . .	1st half 2nd half	Included with the North Western railway.				...
LI	Jammu and Kashmir (Native State section). . . . .	1st half 2nd half	Included with the North Western railway.				...
	<b>TOTAL STANDARD GAUGE. Carried over.</b>	1st half 2nd half	19,302 20,263	59,164 51,723	87,129 96,792	4,32,645 2,76,567	

(a) The difference between the figures in columns "Total" and "Net Total" represents the expenditure incurred by the East Indian railway for working this railway, the details of which are included with the figures of the former line.

(b) The difference between the figures in columns "Total" and "Net Total" represents the expenditure incurred by the East Indian railway for working the Asansol-Goalkera section, the details of which are included with the figures of the former line.

(c) The payments made to the East Indian railway for use of the line from Gháziabad to Delhi were as follows:—

1st half . . . . . R36,869.  
2nd half . . . . . R30,320.

(d) Includes R5,525 charged by the Eastern Bengal railway for working the Bengal Central railway. The details of this amount are included with the figures of the former line.

A—continued.

RAILWAYS—(PART I)—continued.

XI.

LANEIOUS EXPENDITURE.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R	R	R	R			
<b>STANDARD GAUGE.</b>						
57,302	99,458	3,452	96,006	1st half	East Indian . . . . .	I
45,946	90,765	3,830	86,935	2nd half		
36,268	37,293	...	(a) 37,352	1st half	Patna-Gya . . . . .	II
37,293	37,293	...	(a) 38,434	2nd half		
3,671	6,211	...	(b) 28,123	1st half	Bengal-Námpur . . . . .	V
3,125	6,152	...	(b) 34,390	2nd half		
28,833	67,298	8,759	58,479	1st half	Indian Midland . . . . .	VI
25,476	24,008	2,794	21,029	2nd half		
...	...	...	...	1st half	Bhopal-Itárai (British section) . . . . .	VII
...	...	...	...	2nd half		
...	...	...	...	1st half	Dhond-Manmád . . . . .	X
...	...	...	...	2nd half		
...	...	...	...	1st half	Bezváda Extension . . . . .	XIII
91,668	1,57,690	3,001	1,54,689	2nd half		
91,180	1,43,698	623	1,43,075	1st half	North Western . . . . .	XVII
...	...	...	...	2nd half		
...	...	...	...	1st half	Amritsar-Patháukot . . . . .	XVIII
...	...	...	...	2nd half		
32,490	37,336	...	37,336	1st half	Jammu and Kashmir (British section) . . . . .	XIX
29,677	56,627	...	56,627	2nd half		
36,825	83,148	5,525	77,623	1st half	Oudh and Robilkhand . . . . .	XX
40,394	1,01,316	6,608	94,708	2nd half		
...	42	...	(d) 5,567	1st half	Bengal Central . . . . .	XXII
1,230	1,317	...	(e) 7,925	2nd half		
418	2,515	...	2,515	1st half	Wardha Coal . . . . .	XXIII
311	2,492	...	2,492	2nd half		
41,343	3,82,185	19,283	3,62,903	1st half	Great Indian Peninsula . . . . .	XXXII
13,022	2,08,376	780	2,07,596	2nd half		
11,364	51,057	63	50,994	1st half	Bombay, Baroda and Central India . . . . .	XXXIII
5,062	34,806	156	34,650	2nd half		
8,235	20,404	6	20,398	1st half	Madras . . . . .	XXXIV
6,842	32,581	3,791	28,790	2nd half		
30,101	30,101	...	(a) 30,783	1st half	Tárákeshwar . . . . .	XXXVI
22,119	22,119	...	(a) 22,635	2nd half		
...	...	...	...	1st half	Khámgaon . . . . .	XLII
...	...	...	...	2nd half		
...	...	...	...	1st half	Amrdoti . . . . .	XLIII
...	...	...	...	2nd half		
11,260	11,260	...	(f) 20,019	1st half	Bhopal-Itárai (Native State section) . . . . .	XLIV
7,981	7,981	...	(f) 10,775	2nd half		
4,502	6,281	...	6,281	1st half	The Nizam's Guaranteed State . . . . .	XLV
6,817	12,444	...	12,444	2nd half		
...	1,324	...	(h) 1,387	1st half	The Gaekwar's Petlád . . . . .	XLVIII
...	...	...	156	2nd half		
...	...	...	3,001	1st half	Rájpura-Bhátinda . . . . .	L
...	...	...	623	2nd half		
...	...	...	...	1st half	Jammu and Kashmir (Native State section). . . . .	LI
...	...	...	...	2nd half		
3,94,278	9,92,518	40,088	9,93,456	1st half	TOTAL STANDARD GAUGE. Carried over.	
3,86,525	7,81,870	18,482	8,09,364	2nd half		

e) Includes Rs.608 charged by the Eastern Bengal railway for working the Bengal Central railway. The details of this amount are included with the figures of the former line.  
 f) Includes Rs.759 charged by the Indian Midland railway for working the Bhopal-Itárai State railway. The details of this amount are included with the figures of the former line.  
 g) Includes Rs.2,794 charged by the Indian Midland railway for working the Bhopal-Itárai State railway. The details of this amount are included with the figures of the former line.  
 h) Includes Rs.63 charged by the Bombay, Baroda and Central India railway for working this railway, the details of which are included with the figures of the former line.

APPENDIX  
STATISTICS OF INDIAN

No.  
SPECIAL AND MISCEL

[ From Abstract of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			R	R	R	R
III	Brought forward STANDARD GAUGE	1st half	19,802	59,104	97,129	4,32,645
		2nd half	20,269	51,723	96,792	2,76,567
	NARROW GAUGE.					
	Tirhoot . . . . .	1st half	—165	147	1,548	4,115
		2nd half	Included with the Bengal and North-Western railway.			..
	Bengal and North-Western . . . . .	1st half	1,892	518	420	595
2nd half		640	2,218	1,632	956	
Bareilly-Pilibhit . . . . .	1st half	..	35	6	..	
	2nd half	..	140	41	..	
VIII	Rajputana-Malwa . . . . .	1st half	781	3,959	101	18,674
		2nd half	3,663	3,292	2,347	15,129
XI	Southern Mahratta . . . . .	1st half	868	2,681	2,565	144
		2nd half	1,189	6,977	6,862	4,723
XII	Southern Mahratta, Mysore section. . . . .	1st half	} Included with the Southern Mahratta railway.			..
		2nd half	}			..
	Vilopuram-Guntakal—					
	Nellore-Tirupati section . . . . .	1st half	} Included with the South Indian railway.			..
		2nd half	}			..
	Vilupuram-Tiruvannamalai section . . . . .	1st half	} Included with the South Indian railway.			..
		2nd half	}			..
	Lucknow-Sitapur-Seraman . . . . .	1st half	..	..	..	..
		2nd half	..	..	..	..
XXIII	Nalhati . . . . .	1st half	..	127	124	..
		2nd half	..	82	..	..
XXIV	Cherra-Companyganj . . . . .	1st half	..	..	..	..
		2nd half	33	..	..	..
XXV	Jorhat . . . . .	1st half	..	17	10	..
		2nd half	..	158	23	..
XXVI	Burma . . . . .	1st half	103	1,081	9,085	..
		2nd half	..	699	7,956	..
XXVII	Toungoo-Mandalay . . . . .	1st half	} Included with the Burma State railway.			..
		2nd half	}			..
	South Indian . . . . .	1st half	145	2,183	3,824	1,347
		2nd half	165	1,424	16,461	1,292
XXXVII	Deoghur . . . . .	1st half	..	..	..	..
		2nd half	..	..	..	..
XXXVIII	Rohilkhand-Kumaon (Company's section) . . . . .	1st half	..	84	15	2,816
		2nd half	..	314	92	2,330
XXXIX	Darjeeling-Himalayan . . . . .	1st half	839	184	3,516	..
		2nd half	81	2,289	3,576	..
XL	Dibru-Sadiya . . . . .	1st half	1,077	113	86	..
		2nd half	624	10	86	..
XLI	Thaton-Duyinzak . . . . .	1st half	..	..	..	..
		2nd half	..	..	..	..
XLVI	The Gaekwar's Dabhoi . . . . .	1st half	..	..	..	..
		2nd half	..	..	..	..
XLVII	The Gaekwar's Mehsana . . . . .	1st half	} Included with the Rajputana-Malwa railway.			1,363
		2nd half	}			..
LII	Jodhpore . . . . .	1st half	..	35	..	..
		2nd half	..	14	..	1,378
LIII	Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	1st half	..	436	..	1,821
		2nd half	66	336	..	1,375
LIV	Morvi . . . . .	1st half	66	312	..	..
		2nd half	..	3,133	..	..
	TOTAL NARROW GAUGE	1st half	5,556	11,807	21,250	30,375
		2nd half	6,311	21,006	39,056	27,245
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	..	51,432	1,43,700	2,44,227	7,66,532

(a) The difference between the figures in columns "Total" and "Net Total" represent the expenditure incurred by the South Indian railway for working this railway; the details are included with the figures of the former line.

-continued.

ALWAYS—(PART I)—continued.

I—concluded.

ANEOUS EXPENDITURE—concluded.

venue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1890.	RAILWAY.	Serial number.
R	R	R	R			
3,94,278	9,92,518	40,088	9,92,458	1st half	Brought forward STANDARD GAUGE.	
3,36,525	7,81,870	18,492	8,08,364	2nd half		
					NARROW GAUGE.	
5,392	11,037	...	11,037	1st half	Tirhoot . . . . .	III
...	...	...	...	2nd half		
5,624	9,044	...	9,044	1st half	Bengal and North-Western . . . . .	III
3,920	9,368	...	9,368	2nd half		
4,592	4,633	...	4,633	1st half	Bareilly-Pilibhit . . . . .	III
4,175	4,356	...	4,356	2nd half		
50,498	73,863	204	73,659	1st half	Rajputana-Malwa . . . . .	VIII
49,477	73,878	310	73,568	2nd half		
5,090	11,848	2,229	9,119	1st half	Southern Mahratta . . . . .	XI
7,317	27,018	9,776	17,242	2nd half		
...	...	...	2,229	1st half	Southern Mahratta, Mysore section. . . . .	XII
...	...	...	9,776	2nd half		
30,717	30,717	...	(a) 31,062	1st half	Villupuram-Guntakal—	
11,659	11,659	...	(a) 12,383	2nd half		Nellore-Tirupati section . . . . .
...	...	...	...	1st half	Villupuram-Tiruvannamalai section . . . . .	
2,171	2,171	...	(a) 2,280	2nd half		
...	...	...	(b) 1,08,834	1st half	Lucknow-Sitapur-Seramau . . . . .	
...	...	...	(b) 84,658	2nd half		
175	426	...	426	1st half	Nalhati . . . . .	XXIII
92	124	...	124	2nd half		
84	84	...	84	1st half	Cherra-Companyganj . . . . .	XXIV
90	123	...	123	2nd half		
224	251	...	251	1st half	Jorhat . . . . .	XXV
254	435	...	435	2nd half		
17,151	27,420	...	27,420	1st half	Burma . . . . .	XXVI
11,687	20,372	...	20,372	2nd half		
...	...	...	...	1st half	Toungoo-Mandalay . . . . .	XXVII
...	...	...	...	2nd half		
1,326	8,828	345	8,480	1st half	South Indian . . . . .	XXVII
1,280	20,622	843	19,779	2nd half		
...	...	...	...	1st half	Deoghar . . . . .	XXXVII
...	...	...	...	2nd half		
1,000	3,915	...	3,915	1st half	Rohilkhand-Kumaun (Company's section)	XXXVIII
961	3,757	...	3,757	2nd half		
1,669	6,208	...	6,208	1st half	Darjeeling-Himalayan . . . . .	XXXIX
1,494	7,440	...	7,440	2nd half		
...	1,226	...	1,226	1st half	Dibru-Sadiya . . . . .	XL
...	570	...	570	2nd half		
...	...	...	...	1st half	Thaton-Duyinzak . . . . .	XLI
...	...	...	...	2nd half		
...	...	...	...	1st half	The Gackwar's Dabhoi . . . . .	XLVI
...	...	...	...	2nd half		
...	1,369	...	(c) 1,567	1st half	The Gackwar's Mehsana . . . . .	XLVII
...	...	...	810	2nd half		
...	35	...	35	1st half	Jodhpore . . . . .	LII
...	1,392	...	1,392	2nd half		
10,817	12,574	...	12,574	1st half	Bhavnagar-Goudal-Junagarh-Porbandar	LIII
7,374	9,151	...	9,151	2nd half		
1,056	1,434	...	1,434	1st half	Morvi . . . . .	LIV
1,033	4,216	...	4,216	2nd half		
1,35,415	2,04,408	2,778	3,14,237	1st half	TOTAL NARROW GAUGE.	
1,03,034	1,86,652	10,929	2,81,310	2nd half		
9,69,252	21,75,443	72,277	23,92,367	...	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	

(b) Represents the expenses of the Locomotive, Carriage and Wagon and Traffic Departments, also the General Charges and Special and Miscellaneous expenses, which are not shown separately.  
(c) The difference between the figures in columns "Total" and "Net Total" represents the expenditure incurred by the Rajputana-Malwa railway of which are included with the figures of the former line.

APPENDIX  
STATISTICS OF INDIAN  
No.  
STATEMENT OF  
[From No. XII of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	LOCOMOTIVES.			COACHING.	
			Total stock on the list.	Average number spared or hired out.	Average number constantly under repair.	Total stock on the list.	Average number constantly under repair.
	<b>STANDARD GAUGE.</b>						
I	East Indian . . . . .	{ 1st half 2nd half	576 576	... 36'00	80'00 79'00	1,218 1,218	75'55 77'43
II	Patna-Gya . . . . .	{ 1st half 2nd half	} Worked by the East Indian railway.			...	...
V	Bengal-Nágpur . . . . .	{ 1st half 2nd half	59 65	13'00 13'00	11'43 17'16	109 113	8'33c 14'55
VI	Indian Midland . . . . .	{ 1st half 2nd half	(a)92 (a)92	... ...	11'00 14'00	227 253	32'00 28'00
VII	Bhopal-Itársi (British section).	{ 1st half 2nd half	} Worked by the Indian Midland railway.			...	...
X	Dhond-Munmád . . . . .	{ 1st half 2nd half	} Worked by the Great Indian Peninsula railway.			...	...
XIII	Bezváda Extension . . . . .	{ 1st half 2nd half	} Worked by the Nizam's Guaranteed State railway.			...	...
XVII	North Western . . . . .	{ 1st half 2nd half	(d)590 (d)590	49'00 48'00	97'23 115'60	(d)1,507 (d)1,507	156'82 194'62
XVIII	Amritsar-Patháukot . . . . .	{ 1st half 2nd half	} Worked by the North Western railway.			...	...
XIX	Jammu and Kashmir (British section).	{ 1st half 2nd half	} Worked by the North Western railway.			...	...
XX	Oudh and Rohilkhand . . . . .	{ 1st half 2nd half	156 156	... 1'00	22'14 24'32	409 439	69'82 37'34
XXI	Eastern Bengal . . . . .	{ 1st half 2nd half	168 178	... ...	36'14 31'02	730 743	72'79 95'63
XXII	Bengal Central . . . . .	{ 1st half 2nd half	} Included with the Eastern Bengal railway.			...	...
	Wardha Coal . . . . .	{ 1st half 2nd half	7 7	... ...	1'32 1'63	6 6	1'03 0'08
XXXII	Great Indian Peninsula . . . . .	{ 1st half 2nd half	570 594	... ...	145'00 154'00	1,066 1,058	132'00 121'00
XXXIII	Bombay, Baroda and Central India.	{ 1st half 2nd half	127 127	... ...	20'00 24'00	(e)419 (e)429	34'00 50'00
XXXIV	Madras . . . . .	{ 1st half 2nd half	151 151	... ...	42'00 42'00	588 610	25'00 35'00
XXXVI	Tárakeshwar . . . . .	{ 1st half 2nd half	} Worked by the East Indian railway.			...	...
XLII	Khámgaon . . . . .	{ 1st half 2nd half	} Worked by the Great Indian Peninsula railway.			...	...
XLIII	Amráoti . . . . .	{ 1st half 2nd half	} Worked by the Great Indian Peninsula railway.			...	...
XLIV	Bhopal-Itársi (Native State section).	{ 1st half 2nd half	} Worked by the Indian Midland railway.			...	...
XLV	The Nizam's Guaranteed State.	{ 1st half 2nd half	30 30	... ...	7'03 10'04	107 109	6'65 6'12
XLVIII	The Gaekwar's Petlád . . . . .	{ 1st half 2nd half	} Worked by the Bombay, Baroda and Central India railway.			...	...
L	Rájpura-Bhátinda . . . . .	{ 1st half 2nd half	} Worked by the Bombay, Baroda and Central India railway.			...	...
LI	Jammu and Kashmir (Native State section).	{ 1st half 2nd half	} Worked by the North Western railway.			...	...
	TOTAL STANDARD GAUGE. Carried over.	{ 1st half 2nd half	2,526 2,566	62'00 98'00	473'29 512'77	6,386 6,485	613'99 659'77

(a) Includes 5 ballast (construction) engines.

(b) Includes 42 composite brake-vans (3rd class) and 12 construction brake-vans.

(c) Includes 16 composite brake-vans (3rd class) and 12 construction brake-vans.



A—continued.

## RAILWAYS—(PART I)—continued.

## XII.

## ROLLING STOCK.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

VEHICLES.						1890.	RAILWAY.	Serial number.
GOODS.		BRAKE-VANS.		TOTAL.				
Total stock on the list.	Average number constantly under repair.	Total stock on the list.	Average number constantly under repair.	Vehicle stock on the list.	Average number of vehicles constantly under repair.			
8,954	367.16	341	30.41	10,513	473.12	1st half	} STANDARD GAUGE.	I
8,954	282.13	341	19.42	10,513	378.98	2nd half		
...	...	...	...	...	...	1st half	} Patna-Gya . . . . .	II
...	...	...	...	...	...	2nd half		
1,446	110.59	68	3.94	1,623	122.86	1st half	} Bengal-Nágpur . . . . .	V
1,448	92.09	66	4.85	1,627	111.49	2nd half		
1,599	173.00	(b)80	19.00	1,906	224.00	1st half	} Indian Midland . . . . .	VI
1,906	88.00	(c)80	6.00	2,239	122.00	2nd half		
...	...	...	...	...	...	1st half	} Bhopal-Itársi (British section).	VII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Dhond-Manmád . . . . .	X
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Bezváda Extension . . . . .	XIII
...	...	...	...	...	...	2nd half		
(d)9,852	498.06	513	60.88	(d)11,872	715.76	1st half	} North Western . . . . .	XVII
(d)9,852	534.61	513	52.94	(d)11,872	782.17	2nd half		
...	...	...	...	...	...	1st half	} Amritsar-Pathámkot . . . . .	XVIII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Jammu and Kashmir (British section).	XIX
...	...	...	...	...	...	2nd half		
4,384	230.97	120	18.19	4,913	313.98	1st half	} Oudh and Rohilkhand . . . . .	XX
4,384	194.35	120	13.61	4,943	245.30	2nd half		
3,605	135.28	119	13.68	4,454	221.75	1st half	} Eastern Bengal . . . . .	XXI
3,682	247.01	119	11.91	4,544	354.55	2nd half		
...	...	...	...	...	...	1st half	} Bengal Central . . . . .	XXII
...	...	...	...	...	...	2nd half		
405	8.36	4	0.05	415	9.44	1st half	} Wardha Coal . . . . .	
405	9.17	4	0.02	415	9.27	2nd half		
7,783	463.00	558	40.00	9,407	635.00	1st half	} Great Indian Peninsula . . . . .	XXXII
7,799	404.00	566	60.00	9,423	585.00	2nd half		
3,557	221.00	84	5.00	4,060	260.00	1st half	} Bombay, Baroda and Central India	XXXIII
3,557	168.00	84	7.00	4,070	225.00	2nd half		
3,049	152.00	159	6.00	3,796	183.00	1st half	} Madras . . . . .	XXXIV
3,032	159.00	164	7.00	3,806	201.00	2nd half		
...	...	...	...	...	...	1st half	} Tárakeshwar . . . . .	XXXVI
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Khámgaon . . . . .	XLII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Amráoti . . . . .	XLIII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Bhopal-Itársi (Native State section).	XLIV
...	...	...	...	...	...	2nd half		
635	20.10	44	1.15	786	27.90	1st half	} The Nizam's Guaranteed State.	XLV
656	22.05	44	2.52	809	30.69	2nd half		
...	...	...	...	...	...	1st half	} The Guerkwar's Petlád . . . . .	XLVIII
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Rájpura-Rhátinda . . . . .	L
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} Jammu and Kashmir (Native State section).	LI
...	...	...	...	...	...	2nd half		
45,269	2,379.52	2,090	198.30	53,745	3,191.81	1st half	} TOTAL STANDARD GAUGE.	
45,675	2,200.41	2,101	185.27	54,261	3,045.45	2nd half		

(d) Excludes 4 engines, 12 coaching and 21 goods vehicles belonging to the Ferozepore Steam Tramway, and 19 engines, 8 coaching and 51 goods vehicles belonging to the narrow gauge line, both lines having been closed and the entire stock laid by as spare during the half-year.

(e) Includes 26 third class carriages with brakes.

APPENDIX  
STATISTICS OF INDIAN  
No.  
STATEMENT OF  
[From No. XII of

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	LOCOMOTIVES.			COACHING.		
			Total stock on the list.	Average number spared or hired out.	Average number constantly under repair.	Total stock on the list.	Average number constantly under repair.	
III	Brought forward STANDARD GAUGE.	1st half	2,526	62·00	473·29	6,386	613·99	
		2nd half	2,566	98·00	512·77	6,485	659·77	
	NARROW GAUGE.	1st half	45	...	4·73	159	2·25	
	{ Tirhoot . . . . .	2nd half	Included with the Bengal and North-Western railway.					...
	{ Bengal and North-Western .	1st half	80	...	8·50	163	19·53	
		2nd half	100	...	12·50	322	23·93	
	Baroilly-Pilibhit . . . . .	1st half	Worked by the Rohilkhand-Kumaun railway.					...
		2nd half						...
VIII	Rajputana-Malwa . . . . .	1st half	415	...	116·75	1,292	104·80	
		2nd half	414	...	120·72	1,292	142·49	
XI	Southern Mahratta . . . . .	1st half	178	48·00	31·86	465	29·65	
		2nd half	177	42·00	42·48	472	33·79	
XII	Southern Mahratta, Mysore section.	1st half	42	6·00	6·22	103	6·67	
		2nd half	42	5·00	9·15	131	7·76	
	Villupuram-Guntakul— Nellore-Tirupati section . . . . .	1st half	10	...	1·15	40	...	
		2nd half	10	...	1·84	40	0·16	
	Villupuram-Tiruvannamalai section.	1st half	...	...	...	(a)	...	
		2nd half	50	...	...	...	...	
	Lucknow-Sitapur-Seraman . . . . .	1st half	12	...	1·01	64	2·72	
		2nd half	12	...	0·97	64	5·44	
XXIII	Nalhati . . . . .	1st half	5	...	1·63	11	1·13	
		2nd half	5	...	2·09	11	...	
XXIV	Cherra-Companyganj . . . . .	1st half	4	...	0·13	4	0·07	
		2nd half	4	...	0·17	4	0·08	
XXV	Jorhat . . . . .	1st half	7	...	1·00	9	...	
		2nd half	7	...	1·00	10	1·00	
XXVI	Burma . . . . .	1st half	107	1·00	7·73	524	25·52	
		2nd half	107	...	17·37	524	57·46	
XXVII	Toungoo-Mandalay . . . . .	1st half	Included with the Burma State railway.					...
		2nd half						...
	South Indian . . . . .	1st half	124	1·00	23·29	479	43·40	
		2nd half	124	...	17·33	518	28·34	
XXXVII	Deoghur . . . . .	1st half	(c) 2	...	...	(c) 10	...	
		2nd half		...	...		...	
XXXVIII	Rohilkhand-Kumaun (Company's section).	1st half	8	...	1·93	45	3·97	
		2nd half	8	...	2·45	45	2·87	
XXXIX	Darjeeling-Himalayan . . . . .	1st half	16	...	(e)	48	(e)	
		2nd half	16	...	(e)	48	(e)	
XL	Dibru-Sadiya . . . . .	1st half	11	...	1·00	13	2·00	
		2nd half	11	...	1·00	13	2·00	
XLI	Thaton-Duyinzak . . . . .	1st half	3	...	...	8	...	
		2nd half	3	...	...	8	...	
XLVI	The Gaekwar's Dabhoi . . . . .	1st half	6	...	1·00	30	1·00	
		2nd half	6	...	1·00	30	1·00	
XLVII	The Gaekwar's Mehsana . . . . .	1st half	Worked by the Rajputana-Malwa railway.					...
		2nd half						...
LII	Jodhpore (e) . . . . .	1st half	...	...	...	...	...	
		2nd half	...	...	...	...	...	
LIII	Bhavnagar-Gondal-Junagarh-Porbandar.	1st half	33	...	2·79	163	4·39	
		2nd half	33	...	3·41	176	7·43	
LIV	Morvi . . . . .	1st half	10	...	...	31	...	
		2nd half	10	...	...	33	...	
	TOTAL NARROW GAUGE . . . . .	1st half	1,096	54·00	210·72	3,651	247·10	
		2nd half	1,139	47·00	233·46	3,741	313·75	
TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR. . . . .		...	3,707	145·00	746·23	10,236	978·52	

(a) No passenger carriages were ready when this section was opened for traffic.

(b) Brake-vans and

(c) Figures taken from Part I of the Administration

(d) Includes 6 brake-vans, with

(e) Information not

A—continued.

RAILWAYS—(PART I)—continued.

XII—concluded.

ROLLING STOCK—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

VEHICLES.						1890.	RAILWAY.	Serial number.
GOODS.		BRAKE-VANS.		TOTAL.				
Total stock on the list.	Average number constantly under repair.	Total stock on the list.	Average number constantly under repair.	Vehicle stock on the list.	Average number of vehicles constantly under repair.			
45,269	2,379.52	2,090	198.30	53,745	3,191.51	1st half	Brought forward STANDARD GAUGE.	
45,875	2,200.41	2,101	185.27	54,261	3,045.45	2nd half		
889	36.22	31	2.01	1,079	40.48	1st half	NARROW GAUGE.	
1,155	32.96	36	3.00	1,854	55.49	2nd half		Tirhoot
2,051	74.57	67	6.50	2,440	105.00	1st half	Bengal and North-Western	
...	...	...	...	...	...	2nd half		Bareilly-Pilibhit
7,280	471.81	279	32.46	8,851	609.07	1st half	Rajputana-Malwa	
7,280	537.88	279	17.61	8,851	697.98	2nd half		
3,510	306.15	133	7.46	4,508	343.26	1st half	Southern Mahratta	XI
3,910	396.71	150	10.93	4,532	441.43	2nd half		
694	22.72	30	0.23	827	29.62	1st half	Southern Mahratta, Mysore section.	XII
695	28.12	30	2.76	856	38.64	2nd half		
212	...	8	...	260	...	1st half	Vilupuram-Guntakal—	
212	...	8	...	260	0.16	2nd half		Nellore-Tirupati section
250	...	1	...	251	...	1st half	Vilupuram-Tiruvannamalai section.	
257	5.95	(b)11	0.55	332	9.22	2nd half		
283	18.70	(b)11	0.48	358	24.62	1st half	Lucknow-Sitapur-Seraman	
28	0.36	2	...	41	1.49	2nd half		
28	0.34	2	0.05	41	0.39	1st half	Nalhati	XXIII
139	4.09	...	...	143	4.16	2nd half		
139	3.28	...	...	143	3.36	1st half	Cherra-Companyganj	XXIV
71	...	...	...	80	...	2nd half		
71	2.00	...	...	81	3.60	1st half	Jorhat	XXV
2,818	106.63	111	2.61	3,453	134.76	2nd half		
2,818	235.01	111	3.22	3,453	295.69	1st half	Burma	XXVI
...	...	...	...	...	...	2nd half		
2,175	106.53	97	12.32	2,751	162.25	1st half	Toungoo-Mandalay	XXVII
2,175	62.83	97	5.79	2,790	96.96	2nd half		
(c) 8	...	(c) 2	...	(c) 20	...	1st half	Deoghur	XXXVII
183	3.17	(d)12	1.24	240	8.38	2nd half		
133	9.70	(d)12	0.70	240	13.27	1st half	Rohilkhand-Kumaun (Company's section).	XXXVIII
144	(e)	...	...	192	(e)	2nd half		
147	(e)	...	...	195	(e)	1st half	Darjeeling-Himalayan	XXXIX
439	4.00	12	1.00	464	7.00	2nd half		
520	5.00	12	...	545	7.00	1st half	Dibru-Sadiya	XL
41	...	1	...	50	...	2nd half		
41	...	1	...	50	...	1st half	Thaton-Duyinzak	XLI
187	1.00	6	...	223	2.00	2nd half		
187	1.00	6	...	223	2.00	1st half	The Gaekwar's Dathoi	XLVI
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	The Gaekwar's Melsana	XLVII
...	...	...	...	...	...	2nd half		
866	14.80	36	2.49	1,065	21.18	1st half	Judhpore (e)	LII
866	2.77	36	4.07	1,078	40.27	2nd half		
100	...	4	...	135	...	1st half	Bhavnagar-Gondal-Junagarh-Portbandar.	LIII
97	...	4	...	134	...	2nd half		
21,588	1,115.89	809	65.37	26,048	1,426.36	1st half	TOTAL NARROW GAUGE.	
21,953	1,403.91	827	52.11	26,521	1,769.77	2nd half		
67,636	3,604.32	2,930	237.98	80,802	4,815.22	...	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	

It is worked with the rolling-stock of the South Indian railway.  
 Post Office.  
 Report for 1890-91.  
 postal compartments.  
 furnished.

APPENDIX  
STATISTICS OF INDIAN  
No.  
STATEMENT OF  
[ From No. XIV

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	TRAIN-MILES.			
			Passengers.	Goods.	Mixed.	Light.
<b>STANDARD GAUGE.</b>						
I	East Indian . . . . .	{ 1st half 2nd half	663,962 662,124	2,079,451 1,636,046	1,330,994 1,427,659	155,340 129,247
II	Patna-Gya . . . . .	{ 1st half 2nd half	189 1,026	2,413 380	58,482 52,440	18 171
V	Bengal-Nágpur . . . . .	{ 1st half 2nd half	612 ...	110,488 69,350	200,092 225,797	1,733 593
VI	Indian Midland . . . . .	{ 1st half 2nd half	170,661 177,771	149,414 85,020	251,913 263,506	4,495 6,313
VII	Bhopal-Itárai (British section) . . . . .	{ 1st half 2nd half	} Included with the Bhopal-Itárai (Native State Section).			
X	Dhond-Manmád . . . . .	{ 1st half 2nd half	} Included with the Great Indian Peninsula railway.			
XIII	Bezváda Extension . . . . .	{ 1st half 2nd half	} Included with the Nizam's Guaranteed State railway.			
XVII	North Western . . . . .	{ 1st half 2nd half	391,206 394,533	2,048,093 1,779,939	1,424,709 1,453,879	72,181 55,700
XVIII	Amritsar-Patháankot . . . . .	{ 1st half 2nd half	} Included with the North Western railway.			
XIX	Jammu and Kashmir (British section) . . . . .	{ 1st half 2nd half	} ...			
XX	Oudh and Rohilkhand . . . . .	{ 1st half 2nd half	224,390 222,504	268,329 243,537	666,221 556,557	32,311 24,089
XXI	Eastern Bengal . . . . .	{ 1st half 2nd half	290,028 288,039	440,505 577,211	686,080 676,579	8,673 12,063
XXII	Bengal Central . . . . .	{ 1st half 2nd half	22,584 27,611	... 1,060	124,244 118,039	... 104
	Wardha Coal . . . . .	{ 1st half 2nd half	... ...	14,708 12,920	32,580 33,120	... ...
XXXII	Great Indian Peninsula . . . . .	{ 1st half 2nd half	1,356,626 1,411,915	3,084,236 2,084,893	376,409 356,387	155,682 94,008
XXXIII	Bombay, Baroda and Central India . . . . .	{ 1st half 2nd half	599,642 625,251	632,973 362,699	43,899 44,308	396 432
XXXIV	Madras . . . . .	{ 1st half 2nd half	372,923 404,603	388,252 374,166	425,460 472,539	20,923 21,936
XXXVI	Tárákeshwar . . . . .	{ 1st half 2nd half	572 ...	474 ...	25,036 25,388	... ...
XLII	Kháungon . . . . .	{ 1st half 2nd half	} Included with the Great Indian Peninsula railway.			
XLIII	Amráoti . . . . .	{ 1st half 2nd half	} ...			
XLIV	Bhopal-Itárai (Native State section) . . . . .	{ 1st half 2nd half	21,383 23,672	32,003 18,919	25,669 27,225	2,172 2,366
XLV	The Nizam's Guaranteed State . . . . .	{ 1st half 2nd half	67,545 56,488	122,217 74,047	150,412 183,888	213 ...
XLVIII	The Gaekwar's Petláád . . . . .	{ 1st half 2nd half	} (b) (b) (b) (b)			
L	Rájputra-Bhátinda . . . . .	{ 1st half 2nd half	461 773	27,993 22,198	44,707 45,448	1,578 1,871
LI	Jammu and Kashmir (Native State section). . . . .	{ 1st half 2nd half	} Included with the North Western railway.			
TOTAL STANDARD GAUGE. Carried over. . . . .		{ 1st half 2nd half	4,182,784 4,296,510	9,381,548 7,342,385	5,866,907 5,962,759	455,715 348,893

(a) Excludes the mileage run by ballast trains.  
(b) Information not furnished.

A—continued.

## RAILWAYS—(PART I)—continued.

## XIII.

## TRAIN-MILEAGE.

of Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total Train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1890.	RAILWAY.	Serial number.
Coaching.	Goods.						
STANDARD GAUGE.							
1,723,144	2,506,603	4,229,747	743,709	4,973,456	1st half	} East Indian . . . . .	
1,773,922	2,081,154	3,855,076	719,814	4,574,890	2nd half		
40,056	21,046	61,102	3,130	64,232	1st half	} Patna-Gy . . . . .	II
37,725	16,292	54,017	4,084	58,101	2nd half		
56,993	225,932	312,925	88,120	351,045	1st half	} Bengal-Nággpur . . . . .	V
105,887	189,853	295,740	27,735	828,475	2nd half		
275,813	300,670	576,483	60,814	637,297	1st half	} Indian Midland . . . . .	VI
301,923	230,787	532,610	29,106	561,716	2nd half		
...	...	...	...	...	1st half	} Bhopal-Itársi (British section) . . . . .	VII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} Dhond-Manmád . . . . .	X
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} Bezwáda Extension . . . . .	XIII
...	...	...	...	...	2nd half		
1,358,856	2,577,333	3,936,189	402,993	4,339,182	1st half	} North Western . . . . .	XVII
1,325,167	2,358,884	3,684,051	406,339	4,090,390	2nd half		
...	...	...	...	...	1st half	} Amritsar-Pathánekot . . . . .	XVIII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} Jammu and Kashmir (British section). . . . .	XIX
...	...	...	...	...	2nd half		
516,652	674,599	1,191,251	244,852	1,436,103	1st half	} Oudh and Rohilkhand . . . . .	XX
513,946	532,741	1,046,687	206,224	1,252,911	2nd half		
631,335	793,951	1,425,286	311,100	1,736,386	1st half	} Eastern Bengal . . . . .	XXI
644,932	908,960	1,553,892	370,164	1,924,056	2nd half		
94,933	51,895	146,828	13,802	160,630	1st half	} Bengal Central . . . . .	XXII
97,002	49,812	(a) 146,814	15,225	162,039	2nd half		
10,110	37,178	47,288	3,995	51,283	1st half	} Wardha Coal . . . . .	
11,067	34,973	46,040	2,526	48,566	2nd half		
1,567,547	3,405,406	4,972,953	641,614	5,614,567	1st half	} Great Indian Peninsula . . . . .	XXXII
1,621,901	2,325,302	3,947,203	530,741	4,477,944	2nd half		
614,971	661,939	1,276,910	144,310	1,421,220	1st half	} Bombay, Baroda and Central India . . . . .	XXXIII
645,449	367,241	1,032,690	95,783	1,128,473	2nd half		
542,994	644,564	1,187,558	216,550	1,404,108	1st half	} Madras . . . . .	XXXIV
575,101	698,143	1,273,244	233,183	1,506,427	2nd half		
23,557	2,525	26,082	2,476	28,558	1st half	} Tárakeshwar . . . . .	XXXVI
23,774	1,614	25,388	1,716	27,104	2nd half		
...	...	...	...	...	1st half	} Khámgaon . . . . .	XLII
...	...	...	...	...	2nd half		
...	...	...	...	...	1st half	} Amráoti . . . . .	XLIII
...	...	...	...	...	2nd half		
30,359	50,867	81,226	...	81,226	1st half	} Bhopal-Itársi (Native State section) . . . . .	XLIV
35,681	36,701	72,382	...	72,382	2nd half		
132,614	207,773	340,387	38,760	379,147	1st half	} The Nizam's Guaranteed State . . . . .	XLV
123,266	191,157	314,423	36,433	350,856	2nd half		
(b)	(b)	3,034	...	3,034	1st half	} The Gaekwar's Petlád . . . . .	XLVIII
		9,845	672	10,517	2nd half		
23,984	50,755	74,739	6,015	80,754	1st half	} Rájputra-Bhátinda . . . . .	L
23,031	47,259	70,290	7,275	77,565	2nd half		
...	...	...	...	...	1st half	} Jammu and Kashmir (Native State section). . . . .	LI
...	...	...	...	...	2nd half		
7,673,918	12,213,036	19,889,988	2,872,240	22,762,228	1st half	} TOTAL STANDARD GAUGE. Carried over.	
7,859,674	10,090,873	17,960,392	2,687,020	20,647,412	2nd half		

APPENDIX  
STATISTICS OF INDIAN  
No.  
STATEMENT OF  
[ From No. XIV

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	TRAIN-MILES.			
			Passengers.	Goods.	Mixed.	Light.
	Brought forward STANDARD GAUGE	1st half	4,182,784	9,981,548	5,866,907	455,715
		2nd half	4,296,510	7,812,385	5,962,759	348,893
	NARROW GAUGE.	1st half	4,346	86,866	269,915	13,649
		2nd half	...	...	...	...
III	Tirhoot . . . . .	1st half	...	40,519	304,448	4,722
		2nd half	9,014	67,018	584,179	13,812
	Bengal and North-Western	1st half	465	1,317	13,032	70
		2nd half	...	210	13,248	...
VIII	Rajputana-Malwa . . . . .	1st half	374,720	1,872,041	1,097,395	56,458
		2nd half	373,377	822,718	1,123,766	27,355
XI	Southern Mahratta . . . . .	1st half	154,245	233,110	480,084	13,201
		2nd half	168,374	188,021	502,450	7,273
XII	Southern Mahratta, Mysore section	1st half	72,467	48,599	109,896	2,127
		2nd half	113,085	57,087	113,624	1,918
	Villupuram-Guntakal—	1st half	148	2,607	65,687	179
		2nd half	76	1,378	66,677	122
	Nellore-Tirupati section . . . . .	1st half	...	...	...	...
		2nd half	504	1,890	6,216	...
	Villupuram-Tiruvannamalai section	1st half	599	3,888	76,020	1,098
		2nd half	68	1,912	77,280	804
XXIII	Nalhati . . . . .	1st half	191	6,319	19,729	...
		2nd half	163	9,110	19,961	...
XXIV	Cherra-Companyganj . . . . .	1st half	38	337	6,783	...
		2nd half	15	...	7,156	...
XXV	Jorhat . . . . .	1st half	967	1,234	9,672	...
		2nd half	1,227	22	10,250	...
XXVI	Burma . . . . .	1st half	229,522	241,124	335,034	26,203
		2nd half	223,973	116,154	402,592	23,372
XXVII	Toungoo-Mandalay . . . . .	1st half	...	...	...	...
		2nd half	...	...	...	...
	South Indian . . . . .	1st half	236,675	338,103	443,996	18,367
		2nd half	250,243	451,687	467,415	24,884
XXXVII	Deoghur . . . . .	1st half	...	...	...	...
		2nd half	...	...	...	...
XXXVIII	Rohilkhand-Kumaun . . . . .	1st half	1,252	7,517	30,780	2,795
		2nd half	1,085	3,146	24,756	1,819
XXXIX	Darjeeling-Himalayan . . . . .	1st half	18,983	44,192	...	...
		2nd half	18,768	46,006	...	...
XL	Dibru-Sadiya . . . . .	1st half	...	43,460	28,236	...
		2nd half	...	35,537	28,897	...
XLI	Thaton-Duyinzak . . . . .	1st half	(a)	(a)	(a)	(a)
		2nd half	(a)	(a)	(a)	(a)
XLVI	The Gaskwar's Dabhoi . . . . .	1st half	1,370	16,858	21,636	20
		2nd half	2,553	8,316	26,537	237
XLVII	The Gaskwar's Mehsana . . . . .	1st half	(a)	(a)	(a)	(a)
		2nd half	(a)	(a)	(a)	(a)
LII	Jodhpore . . . . .	1st half	576	6,826	48,224	64
		2nd half	552	11,186	48,896	...
LIII	Bhavnagar-Gondal-Junggarh-Porbandar	1st half	74,884	117,719	151,891	5,378
		2nd half	42,614	22,079	144,657	2,080
LIV	Morvi . . . . .	1st half	145	24,445	32,906	...
		2nd half	16,630	14,373	34,592	...
	TOTAL NARROW GAUGE	1st half	1,171,093	2,637,020	3,551,564	144,331
		2nd half	1,222,321	1,857,849	3,703,149	103,676
TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.		...	10,872,708	21,218,802	19,084,379	1,052,615

(a) Information not furnished.

(b) Quoted from Part I of the Administration Report for 1890-91.

A—continued.

RAILWAYS—(PART I)—continued.

XIII—concluded.

TRAIN-MILEAGE—concluded.

of Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total Train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1890.	RAILWAY.	Serial number.
Coaching.	Goods.						
7,673,918 7,859,674	12,213,036 10,090,873	19,889,988 17,960,392	2,872,240 2,687,020	22,762,228 20,647,412	1st half 2nd half	Brought forward STANDARD GAUGE.	
128,004 ...	246,772 ...	374,776 ...	97,616 ...	472,392 ...	1st half 2nd half	NARROW GAUGE. Tirhoot . . . . .	III
137,160 311,498	212,529 362,525	349,689 674,023	53,257 142,058	402,946 816,081	1st half 2nd half	Bengal and North-Western . . . . .	
5,786 5,437	9,098 7,991	14,884 18,458	2,616 1,578	17,500 15,036	1st half 2nd half	Bareilly-Pilibhit . . . . .	
1,005,567 1,004,676	1,895,047 1,342,540	2,900,614 2,347,216	879,027 822,332	3,279,641 2,669,543	1st half 2nd half	Rajputana-Malwa . . . . .	VIII
369,433 387,745	511,207 478,373	880,640 866,118	68,205 74,910	948,845 941,028	1st half 2nd half	Southern Mahratta . . . . .	XI
117,187 149,184	115,842 136,530	233,029 285,714	16,344 22,115	249,373 307,829	1st half 2nd half	Southern Mahratta, Mysore section. Villupuram-Guntakal—	XII
47,542 43,546	21,079 24,707	68,621 68,253	7,216 7,581	75,837 75,834	1st half 2nd half	Nellore-Tirupati section . . . . .	
4,151 18,831 30,846	4,459 62,774 29,218	8,610 81,605 80,064	1,193 4,612 5,944	9,803 86,217 86,008	1st half 2nd half	Villupuram-Tiruvannamalai section. Lucknow-Sitapur-Seraman . . . . .	
14,193 14,456	12,046 14,778	26,239 29,234	2,104 1,468	28,343 30,703	1st half 2nd half	Nalhati . . . . .	XXIII
579 272	6,579 6,899	7,158 7,171	239 287	7,397 7,458	1st half 2nd half	Cherra-Companyganj . . . . .	XXIV
4,700 5,108	7,173 6,391	11,873 11,499	... ...	11,873 11,499	1st half 2nd half	Jorhat . . . . .	XXV
397,227 417,061	434,656 349,030	831,883 766,091	136,318 130,323	968,201 896,414	1st half 2nd half	Burma . . . . .	XXVI
...	...	...	...	...	1st half 2nd half	Toungoo-Mandalay . . . . .	XXVII
453,323 485,761	582,823 708,468	1,036,146 1,194,229	206,795 214,894	1,242,941 1,409,123	1st half 2nd half	South Indian . . . . .	
...	...	13,436	...	13,436	1st half 2nd half	Deoghur . . . . .	XXXVII
16,536 15,671	25,808 15,134	42,344 30,805	5,108 2,529	47,452 33,334	1st half 2nd half	Rohilkhand-Kumaun . . . . .	XXXVIII
18,983 18,768	44,192 46,066	63,175 64,774	(a) (a)	63,175 64,774	1st half 2nd half	Darjeeling-Himalayan . . . . .	XXXIX
9,412 9,632	62,284 54,802	71,696 64,434	(a) (a)	71,696 64,434	1st half 2nd half	Dibru-Sadiya . . . . .	XL
(a)	(a)	6,672 5,520	(a) (a)	6,672 5,520	1st half 2nd half	Thaton-Duyinzak . . . . .	XLI
16,520 22,153	24,064 15,490	40,584 37,643	316 374	40,900 38,017	1st half 2nd half	The Gaekwar's Dabhoi . . . . .	XLVI
(a)	(a)	17,115 23,639	2,321 1,841	19,436 25,480	1st half 2nd half	The Gaekwar's Mehsana . . . . .	XLVII
26,384 29,470	29,306 31,164	55,690 60,634	2,920 2,943	58,610 63,577	1st half 2nd half	Jodhpore . . . . .	LII
170,144 142,906	179,722 68,524	349,866 211,430	18,528 7,477	368,394 218,907	1st half 2nd half	Bhavnagar-Gondal-Junagarh-Porbandar.	LIII
34,037 45,663	29,459 19,932	63,496 65,595	1,350 3,830	64,846 69,425	1st half 2nd half	Morvi . . . . .	LIV
2,991,548 3,164,034	4,512,460 3,722,961	7,527,795 6,916,154	1,004,892 943,677	8,532,687 7,859,831	1st half 2nd half	TOTAL NARROW GAUGE.	
21,689,174	30,589,330	52,307,765	7,507,829	59,815,594	...	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR.	

## STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

## No. XIV.

## NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June  
and the 31st December 1890.

Serial number.	RAILWAY.	1890.	Interest on capital.	Net earnings of the half-year.	DIFFERENCE.	
					Excess.	Deficient.
			R	R	R	R
	STANDARD GAUGE.					
I	East Indian . . . . .	1st half	(a) 1,23,27,246	1,58,65,890	35,38,644	...
		2nd half	(a) 1,23,15,789	1,39,56,885	16,41,096	...
II	Patna-Gya . . . . .	1st half	86,913	1,38,009	51,186	...
		2nd half	86,910	1,42,001	55,091	...
V	Bengal-Nágpur . . . . .	1st half	17,09,912	8,30,595	...	8,79,317
		2nd half	16,78,939	-2,83,133	...	19,62,072
VI	Indian Midland . . . . .	1st half	17,44,306	4,15,702	...	13,28,604
		2nd half	16,49,904	1,84,077	...	14,65,827
VII	Bhopal-Itánsi (British section) . . . . .	1st half	25,000	-5,226	...	30,226
		2nd half	25,351	-11,347	...	36,698
X	Dhond-Manmád . . . . .	1st half	2,19,793	1,45,978	...	73,815
		2nd half	2,19,836	1,17,156	...	1,02,680
XIII	Bezváda Extension . . . . .	1st half	26,993	10,662	...	16,331
		2nd half	27,538	5,656	...	21,882
XVII	North Western . . . . .	1st half	92,56,187	48,33,903	...	44,22,284
		2nd half	91,21,233	53,11,484	...	38,09,749
XVIII	Amritsar-Pathánskot . . . . .	1st half	1,12,404	56,094	...	56,310
		2nd half	1,12,249	56,121	...	56,128
XIX	Jammu and Kashmir (British section) . . . . .	1st half	} Included with the North Western railway.		...	...
		2nd half			...	...
XX	Oudh and Rohilkhand . . . . .	1st half	22,61,453	22,90,156	28,703	...
		2nd half	21,61,656	14,64,322	...	6,97,334
XXI	Eastern Bengal . . . . .	1st half	24,71,824	25,27,676	55,852	...
		2nd half	24,38,436	35,42,646	11,04,210	...
XXII	Bengal Central . . . . .	1st half	2,39,957	1,33,157	...	1,06,800
		2nd half	2,13,427	1,12,749	...	1,00,678
	Wardha Coal (b) . . . . .	1st half	1,41,173	1,88,226	47,053	...
		2nd half	1,40,124	86,776	...	53,348
XXXII	Great Indian Peninsula . . . . .	1st half	(a) 66,58,075	1,28,76,739	62,18,664	...
		2nd half	(a) 64,77,786	62,73,520	...	2,04,266
XXXIII	Bombay, Baroda and Central India . . . . .	1st half	(a) 22,89,477	49,02,033	26,12,556	...
		2nd half	(a) 23,64,459	25,96,145	2,31,686	...
XXXIV	Madras . . . . .	1st half	28,83,565	22,17,892	...	6,65,673
		2nd half	28,84,051	23,03,588	...	5,80,463
XXXVI	Tárakeshwar . . . . .	1st half	} Information not furnished.		...	...
		2nd half			...	...
XLII	Khángaon . . . . .	1st half	9,815	19,339	9,524	...
		2nd half	9,812	6,753	...	3,059
XLIII	Amráoti . . . . .	1st half	8,909	32,443	23,534	...
		2nd half	8,906	13,810	4,904	...
XLIV	Bhopal-Itánsi (Native State section) . . . . .	1st half	97,503	-17,687	...	1,15,190
		2nd half	99,095	-38,405	...	1,37,500
XLV	The Nizam's Guaranteed State . . . . .	1st half	(c) 8,92,623	5,88,376	...	3,04,247
		2nd half	(c) 10,46,745	4,51,214	...	5,95,531
XLVIII	The Gaekwar's Petlád . . . . .	1st half	3,725	5,801	2,076	...
		2nd half	12,937	15,069	2,132	...
L	Rájpura-Bhátsinda . . . . .	1st half	1,27,682	1,20,171	...	7,511
		2nd half	1,29,979	1,34,954	4,975	...
LI	Jammu and Kashmir (Native State section) . . . . .	1st half	20,557	4,849	...	15,708
		2nd half	24,047	8,921	...	15,126
	TOTAL STANDARD GAUGE. Carried over.	1st half	(d) 4,36,15,093	(d) 4,81,80,869	45,65,776	...
		2nd half	(d) 4,32,49,209	(d) 3,64,50,962	...	67,98,247

(a) Includes contribution to Provident Fund.

(b) Includes the Warora Colliery.

(c) Includes contribution to Sinking Fund.

(d) Excludes the Tarakeshwar railway.



A—continued.

## STATISTICS OF INDIAN RAILWAYS—(PART I)—concluded.

## No. XIV—concluded.

## NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—concluded.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

Serial number.	RAILWAY.	1890.	Interest on capital.	Net earnings of the half-year.	DIFFERENCE.	
					Excess.	Deficient.
			R	R	R	R
	Brought forward STANDARD GAUGE	1st half	4,36,15,093	4,81,80,869	45,65,776	...
		2nd half	4,32,49,209	3,64,50,962	...	67,98,247
	NARROW GAUGE.					
III	Tirhoot . . . . .	1st half	4,58,189	8,60,313	4,02,124	...
		2nd half	4,56,018	4,60,653	4,635	...
	Bengal and North-Western . . . . .	1st half	5,51,341	7,13,235	1,61,894	...
		2nd half	5,52,903	5,39,162	...	13,741
Bareilly-Pilibhit . . . . .	1st half	30,683	21,328	...	9,355	
	2nd half	30,720	19,193	...	11,527	
VIII	Rajputana-Malwa . . . . .	1st half	(a)30,65,012	52,96,665	22,31,653	...
		2nd half	(a)26,78,463	33,45,860	6,67,377	...
XI	Southern Mahratta . . . . .	1st half	(b)16,30,083	5,12,593	...	11,17,490
		2nd half	(b)15,38,728	4,62,143	...	10,76,585
XII	Southern Mahratta, Mysore section . . . . .	1st half	(a)(c)3,65,744	1,15,982	...	2,49,762
		2nd half	(a)(c)3,50,378	1,45,720	...	2,04,658
	Villupuram-Guntakal—					
	Nellore-Tirupati section . . . . .	1st half	1,26,790	17,170	...	1,09,620
		2nd half	1,26,288	35,192	...	91,096
	Villupuram-Tiruvannamalai section . . . . .	1st half	...	...	...	...
		2nd half	2,77,638	6,512	...	2,71,126
	Lucknow-Sitapur-Seramau . . . . .	1st half	78,504	67,119	...	21,385
		2nd half	72,821	34,697	...	38,124
XXIII	Nalhati . . . . .	1st half	6,827	22,534	15,707	...
		2nd half	6,709	—364	...	7,073
XXIV	Cherra-Companyganj . . . . .	1st half	15,335	—4,331	...	19,666
		2nd half	15,436	1,474	...	13,962
XXV	Jorhat . . . . .	1st half	14,790	—2,569	...	17,359
		2nd half	14,820	8,732	...	6,088
XXVI	Burma . . . . .	1st half	10,19,311	14,72,772	4,53,461	...
		2nd half	10,26,800	8,75,419	...	1,51,381
XXVII	Toungoo-Mandalay . . . . .	1st half	Included with the Burma State railway.			...
		2nd half				...
	South Indian . . . . .	1st half	11,26,230	12,52,666	1,26,436	...
		2nd half	11,26,230	13,55,767	2,29,537	...
XXXVII	Deoghur . . . . .	1st half	Information not furnished.			...
		2nd half				...
XXXVIII	Rohilkhand-Kumaun (Company's section) . . . . .	1st half	1,24,163	1,51,002	26,839	...
		2nd half	...	...	...	...
XXXIX	Darjeeling-Himalayan . . . . .	1st half	Information not furnished.			...
		2nd half				...
XL	Dibru-Sadiya . . . . .	1st half	1,36,455	82,310	...	54,145
		2nd half	...	...	...	...
XLI	Thaton-Duyinzaiik . . . . .	1st half	Information not furnished.			...
		2nd half				...
XLVI	The Gaekwar's Dubhoi . . . . .	1st half	33,166	46,662	13,496	...
		2nd half	34,601	27,908	...	6,693
XLVII	The Gaekwar's Mehsana . . . . .	1st half	Information not furnished.			...
		2nd half				...
LII	Jodhpore . . . . .	1st half	3,87,185	4,22,130	34,945	...
		2nd half	...	...	...	...
LIII	Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	1st half	3,34,576	1,78,137	...	1,56,439
		2nd half	...	...	...	...
LIV	Morvi . . . . .	1st half	39,013	58,666	19,653	...
		2nd half	39,940	28,884	...	11,056
	TOTAL NARROW GAUGE . . . . .	1st half	(d) 90,84,658	(d) 1,09,45,245	(d) 18,60,587	...
		2nd half	(e) 86,83,089	(e) 75,25,453	...	(e) 11,57,636
	TOTAL STANDARD AND NARROW GAUGES FOR THE YEAR. . . . .	...	(f) 10,47,56,212	(f) 10,32,53,531	...	15,02,681

(a) Includes share of surplus profits payable to the working company.

(b) Includes contribution to Provident Fund and interest on advance by the Secretary of State.

(c) Includes contribution to Provident Fund.

(d) Excludes the Deoghur, Rohilkhand-Kumaun, Darjeeling-Himalayan, Thaton-Duyinzaiik, the Gaekwar's Mehsana and Jodhpore railways.

(e) Excludes the Deoghur, Rohilkhand-Kumaun, Darjeeling-Himalayan, Dibru-Sadiya, Thaton-Duyinzaiik, the Gaekwar's Mehsana and Jodhpore railways.

(f) Includes the Rohilkhand-Kumaun railway, for which yearly figures are shown.

## APPENDIX A—continued.

## INDIAN RAILWAYS.

*Statistics of their Working for the half-years ended the 30th June and the 31st December 1890.*

## PART II.

## SUMMARY OF ANALYSIS OF WORKING.

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APPENDIX  
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.			LINES XXXII. Great Indian Peninsula. (a)
			I. East Indian. (a)	V. Bengal-Nagpur. (b)	VI. Indian Midland. (d)	XVII. North Western. (e)	XX. Oudh and Rohilkhand.	XXI. Eastern Bengal.			
								Standard Gauge. (i)	Metre and 2' 6" Gauges.		
<b>No. I.</b>											
<b>DESCRIPTION OF RAILWAY WORKED.</b>											
1	Gauge of Railway . . . . .	{ 1st half 2nd "	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	(j) 3' 3 3/4" (k) 3' 3 3/4"	5' 6" 5' 6"	
2	Mean mileage worked . . . . . Miles	{ 1st half 2nd "	1,629'11 1,629'11	380'17 438'45	753'65 753'65	2,503'28 2,512'95	692'55 692'55	360'45 374'30	514'37 514'61	1,446'07 1,443'05	
3	Number of stations . . . . . No.	{ 1st half 2nd "	188 188	51 51	72 78	337 336	102 104	93 93	75 75	202 203	
4	Total length of the following gradients:—										
	(a) 1/10 and less . . . . . Miles	{ 1st half 2nd "	... ...	... ...	... ...	32'32 33'32	... ...	... ...	... ...	19'31 19'31	
	(b) 1/11 to 1/10 . . . . . "	{ 1st half 2nd "	4'04 4'04	... ...	6'75 6'75	84'41 82'54	... ...	... ...	... ...	2'36 2'36	
	(c) 1/11 to 1/15 . . . . . "	{ 1st half 2nd "	12'46 12'46	9'83 8'04	4'20 4'20	82'06 85'31	... ...	... ...	0'07 0'07	62'10 62'10	
	(d) 1/11 to 1/20 . . . . . "	{ 1st half 2nd "	93'04 93'04	156'24 143'67	199'00 199'00	88'77 85'73	5'04 5'04	0'55 0'55	10'21 10'21	492'22 492'22	
	(e) 1/11 to 1/25 . . . . . "	{ 1st half 2nd "	101'33 101'33	48'88 48'87	67'32 67'32	103'88 102'56	18'05 18'05	1'09 1'09	7'11 7'11	202'45 202'45	
5	Steepest gradient worked—										
	(a) Length . . . . . "	{ 1st half 2nd "	0'98 0'98	1'93 1'93	2'40 2'40	0'55 0'55	0'40 0'40	(j) 0'14	(m) 1'21	5'85 5'85	
	(b) Inclination . . . . . "	{ 1st half 2nd "	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	(k) 1/10	(n) 1/10	1/10 1/10	
<b>No. II.</b>											
<b>FINANCIAL RESULTS.</b>											
6	Percentage of net earnings (including steam-boat traffic) on capital outlay . . . . . Per cent.	{ 1st half 2nd "	4'35 3'83	1'69 —0'48	0'51 0'22	(l) 1'22 (l) 1'34	2'48 1'58	2'57 4'26	2'58 2'59	4'67 2'26	
7	Percentage of net earnings on paid-up capital . . . . . "	{ 1st half 2nd "	... ...	1'06 (c) —0'32	0'50 0'21	... ...	... ...	... ...	... ...	4'64 2'29	
<b>No. III.</b>											
<b>OUTLAY, EARNINGS AND EXPENSES.</b>											
<i>(Exclusive of Steam-boat Service.)</i>											
8	Capital outlay per mile open . . . . . R	{ 1st half 2nd "	2,22,748 2,22,810	1,08,362 1,09,686	1,13,490 1,16,419	(g) 1,57,419 (h) 1,57,961	1,30,443 1,30,559	2,13,196 2,13,904	78,842 80,530	2,08,609 2,09,471	
9	Total earnings per mile open, per week . . . . . "	{ 1st half 2nd "	561 482	172 68	100 79	215 212	232 178	323 431	151 156	608 407	
10	Total working expenses per mile open, per week . . . . . "	{ 1st half 2nd "	185 151	86 89	80 72	138 127	105 97	164 172	73 77	264 236	
11	Total earnings per train-mile . . . . . "	{ 1st half 2nd "	5'50 5'20	6'54 3'33	2'99 2'55	3'49 3'69	3'50 3'06	3'68 4'35	2'70 2'83	4'60 3'87	
12	Total working expenses per train-mile . . . . . "	{ 1st half 2nd "	1'81 1'63	3'28 4'36	2'39 2'33	2'24 2'21	1'58 1'66	1'87 1'73	1'30 1'39	1'99 2'24	
13	Net earnings per train-mile . . . . . "	{ 1st half 2nd "	3'69 3'57	3'26 —1'03	0'60 0'22	1'25 1'48	1'92 1'40	1'81 2'62	1'40 1'44	2'61 1'63	
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . . . . "	{ 1st half 2nd "	4'61 4'40	8'89 13'86	7'91 8'72	7'18 6'63	4'99 5'85	6'98 5'78	7'90 8'52	6'82 8'26	
15	Percentage of total working expenses upon total earnings . . . . . Per cent.	{ 1st half 2nd "	32'92 31'31	50'23 130'92	80'02 91'29	63'99 59'83	45'16 54'32	50'70 39'77	48'13 49'29	43'34 58'00	
16	Percentage of total working expenses upon total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . . . . "	{ 1st half 2nd "	31'62 30'06	49'53 132'78	79'44 90'90	62'64 58'11	43'27 52'20	49'58 38'77	47'04 48'15	41'26 55'44	
<i>(Inclusive of Steam-boat Service.)</i>											
17	Percentage of total working expenses on total earnings (for details, see Table No. VII) . . . . . Per cent.	{ 1st half 2nd "	33'04 31'46	50'23 130'92	80'02 91'29	64'22 60'17	45'16 54'32	51'26 41'87	51'35 51'93	43'34 58'00	

(a) Includes the Patna-Gya and Tarakeshwar railways.

(b) Excludes the Asansol-Goukera section, excepting Table A.

(c) Includes the Asansol-Goukera section.

(d) Includes the Bhopal-Itarsi railway, excepting items 6, 7, and 8.

(e) Includes the Amritsar-Pathankot, Rajpura-Bhatinda and Jammu and Kashmir railways, except where otherwise stated.

(f) Excludes the Rajpura-Bhatinda railway and the Kashmir section of the Jammu and Kashmir line.

(g) Calculated on 2,401'59 miles, including lines not worked, but excluding the Rajpura-Bhatinda, Amritsar-Pathankot and durbar section of the Jammu and Kashmir railway.

(h) Calculated on 2,403'72 miles, including lines not worked, but excluding Rajpura-Bhatinda, Amritsar-Pathankot and Kashmir section of the Jammu and Kashmir railway.

(i) Includes the Bengal Central railway, excepting items 6 and 8.

(j) On the Eastern section only. For the other sections as follows:—

Calcutta and South-Eastern	Miles.	Bengal Central	Miles.
(k) For the Eastern section only.	0'34	For the other sections as follows:—	0'11
Calcutta and South-Eastern	1 in 300	Bengal Central	1 in 300
(l) Includes the Kaunia-Dharilla railway, 2' 6" gauge.			

A—continued.  
RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1890.

GAUGE.			METRE GAUGE.								1890.	Progressive number.	
WORKED BY GUARANTEED COMPANIES.		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.			
XXXIII. Bombay, Baroda and Central India (p)	XXXIV. Madras.	XLV. The Nizam's Guaranteed State. (q)	III. Tirhoot.	VIII. Bengal and North-Western. (r)	XI. Rajputana-Malwa.	XXVI. Southern Mahratta. (s)	Burma. (t)	South Indian. (u)	XXXVIII. Rohilkhand-Kumaun. (v)	LIII. Bhavnagar-Gondal-Junagarh-Forbandar.			
5' 6"	5' 6"	5' 6"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	1st half .	1
5' 6"	5' 6"	5' 6"	...	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	2nd ,, .	
460'90	839'30	353'77	272'53	376'00	1,671'83	1,280'37	553'00	662'46	103'00	333'90	333'90	1st half .	2
460'90	839'30	353'77	...	692'62	1,671'83	1,338'08	555'77	662'46	103'00	(w)332'62	332'62	2nd ,, .	
84	129	43	47	62	232	174	90	104	14	48	48	1st half .	3
84	133	44	...	114	232	176	90	104	14	51	51	2nd ,, .	
0	...	...	...	...	3'40	2'04	...	...	...	...	...	1st half .	4
...	...	...	...	...	3'40	2'94	...	...	...	...	...	2nd ,, .	
1'35	17'99	...	...	...	0'23	48'37	...	...	4'84	...	...	1st half .	5
1'35	17'99	...	...	...	0'23	48'37	...	...	4'84	...	...	2nd ,, .	
0'24	48'09	84'04	...	...	18'75	421'47	...	10'85	6'12	0'15	0'15	1st half .	6
0'24	48'09	83'79	...	...	18'75	421'47	...	10'85	6'12	0'15	0'15	2nd ,, .	
5'83	197'14	105'37	3'10	...	298'68	190'62	44'28	100'55	3'44	90'88	90'88	1st half .	7
5'83	197'14	111'65	...	0'53	298'68	190'62	44'28	100'55	3'44	90'88	90'88	2nd ,, .	
12'90	123'86	20'03	2'98	...	137'82	78'48	44'48	65'58	4'43	42'97	42'97	1st half .	8
12'90	123'86	18'09	...	...	137'82	78'48	44'48	65'58	4'43	42'97	42'97	2nd ,, .	
1'35	0'80	4'20	0'24	0'08	3'40	2'94	1'36	2'54	3'00	0'15	0'15	1st half .	9
1'35	0'80	2'52	...	4'16	3'40	2'94	1'36	2'54	3'00	0'15	0'15	2nd ,, .	
75	75	100	100	75	75	75	100	100	75	100	100	1st half .	10
75	75	100	...	75	75	75	100	100	75	100	100	2nd ,, .	
5'14	1'89	1'57	4'09	2'82	4'06	0'59	2'87	2'53	2'53	2'54	2'54	1st half .	11
2'72	1'95	1'20	...	2'07	2'57	0'56	1'71	2'73	2'29	1'06	1'06	2nd ,, .	
5'11	1'87	1'55	...	2'59	...	0'57	...	2'55	2'51	...	...	1st half .	12
2'71	1'94	1'19	...	...	...	0'55	...	2'76	2'25	...	...	2nd ,, .	
2,00,848	1,36,567	1,08,475	74,213	61,831	74,793	77,854	90,061	70,390	42,384	(x) 49,259	(x) 49,259	1st half .	13
2,01,595	1,36,949	1,09,011	...	65,200	74,880	78,408	89,873	70,077	39,285	(x) 49,961	(x) 49,961	2nd ,, .	
654	216	151	175	120	227	85	211	175	87	112	112	1st half .	14
425	219	130	...	101	174	82	168	184	75	69	69	2nd ,, .	
250	115	85	58	54	105	66	109	102	49	63	63	1st half .	15
211	114	80	...	48	97	64	108	105	41	49	49	2nd ,, .	
6'14	3'98	4'08	3'31	3'34	3'40	2'53	3'65	2'91	4'08	2'78	2'78	1st half .	16
4'93	3'76	3'80	...	2'69	3'23	2'46	3'17	2'65	4'54	2'83	2'83	2nd ,, .	
2'34	2'11	2'32	1'09	1'51	1'57	1'97	1'88	1'69	2'32	1'57	1'57	1st half .	17
2'44	1'95	2'34	...	1'29	1'80	1'94	1'94	1'51	2'49	1'99	1'99	2nd ,, .	
3'80	1'87	1'76	2'22	1'83	1'83	0'56	1'77	1'22	1'76	1'21	1'21	1st half .	18
2'49	1'81	1'46	...	1'40	1'43	0'52	1'14	1'14	2'05	0'84	0'84	2nd ,, .	
6'42	6'73	7'70	4'91	5'97	7'65	12'69	7'74	9'73	10'11	9'08	9'08	1st half .	19
8'06	6'81	7'92	...	6'45	9'24	12'45	9'51	8'87	11'61	12'82	12'82	2nd ,, .	
38'13	53'04	56'75	32'93	46'09	46'24	77'03	51'56	58'09	56'73	56'57	56'57	1st half .	20
49'57	51'84	61'64	...	47'80	55'83	78'80	63'99	56'95	54'93	70'30	70'30	2nd ,, .	
37'00	52'20	56'41	32'37	44'55	45'06	76'78	50'67	57'27	55'59	56'03	56'03	1st half .	21
48'68	59'98	60'99	...	47'30	54'96	77'95	63'45	55'98	54'89	70'08	70'08	2nd ,, .	
38'13	53'04	56'75	34'88	45'35	46'24	77'03	51'56	58'09	56'73	56'57	56'57	1st half .	22
49'57	51'84	61'64	...	49'38	55'83	78'80	63'99	56'95	54'93	70'30	70'30	2nd ,, .	

(m) On the Northern Bengal only. For the other sections as follows:—

Dacca	0'64	Assam-Bihar.	1'62
Kaunia-Dharila	0'07		

(n) On the Northern Bengal only. For the other sections as follows:—

Dacca	1 in 200	Assam-Bihar.	1 in 250
Kaunia-Dharila	1 in 100		

(b) Includes the Dhond-Manmad, Khamsaon and Amraoti railways, excepting item 8.

(p) Includes the Patri branch.

(q) Includes the Bezvada extension, excepting item 6.

(r) The figures for the second half 1890 include the Tirhoot State railway, excepting items 4 and 5.

(s) Includes the Southern Mahratta railway, Mysore section.

(t) Includes the Toungoo-Mandalay extension.

(u) Includes the Pondicherry railway, excepting items 6, 7, and 8.

(v) Includes the Bareilly-Pilibhit State railway.

(w) Decrease due to correction of mileage, &c.

(x) Calculated on the mileage, excluding the State mileage in Dock Estates and Quarry Lines constructed and maintained by the States themselves.

Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINKS XXII. Great Indian Peninsula.	
			I. East Indian.	V. Bengal-Nagpur.	VI. Indian Midland.	XVII. North Western.	XX. Oudh and Rohilkhand.	XXI. Eastern Bengal.			
								Standard Gauge.	Metre and 2' 6" Gauges.		
<b>No. IV.</b>											
<b>DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.</b>											
18	Total Working Expenses for both coaching and goods traffic (a) . . . . . R	{ 1st half 2nd "	75,04,472 61,05,866	8,30,357 9,97,180	15,03,595 13,73,621	87,46,258 80,69,646	17,55,678 16,44,721	14,46,006 15,86,461	9,54,924 10,10,761	97,17,268 86,25,509	
Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead-load).											
19	Coaching . . . . . "	{ 1st half 2nd "	20,67,407 19,95,986	1,52,537 2,58,527	5,84,911 6,74,071	24,63,027 21,49,684	5,96,773 6,86,057	6,25,886 5,08,386	2,94,746 3,29,587	21,94,354 26,60,520	
20	Goods . . . . . "	{ 1st half 2nd "	54,37,065 41,09,880	6,77,820 7,38,653	9,18,684 6,99,550	62,83,231 59,19,962	11,58,905 9,58,664	8,20,120 10,78,075	6,60,178 6,81,174	75,22,914 59,64,989	
Multiplier for converting results based on the ton-mileage division of expenses into results based on a train-mileage division.											
	Coaching . . . . . "	{ 1st half 2nd "	1'50 1'43	1'44 1'32	1'20 1'14	1'22 1'35	1'28 1'18	1'25 1'46	1'22 1'22	1'40 1'33	
	Goods . . . . . "	{ 1st half 2nd "	0'81 0'79	0'90 0'89	0'87 0'87	0'91 0'87	0'86 0'87	0'81 0'79	0'90 0'89	0'88 0'85	
<b>No. V.</b>											
<b>COACHING TRAFFIC.</b>											
<b>GROSS RECEIPTS AND TRAIN-MILEAGE—</b>											
21	Receipts from coaching traffic R	{ 1st half 2nd "	78,13,982 72,23,321	2,18,097 2,09,963	8,11,769 8,01,164	47,78,522 44,39,956	18,17,577 15,77,877	14,02,573 12,51,489	8,03,694 7,49,270	45,49,155 42,26,898	
22	Coaching train-miles run No.	{ 1st half 2nd "	1,786,757 1,835,422	68,550 79,773	306,172 337,594	1,382,840 1,348,198	516,652 513,946	445,292 449,673	280,976 292,261	1,567,547 1,621,901	
23	Average coaching receipts per train-mile . . . . . R	{ 1st half 2nd "	4'37 3'94	3'18 2'63	2'65 2'37	3'46 3'29	3'52 3'07	3'15 2'78	2'86 2'56	2'90 2'01	
<b>UNITS AND UNIT-MILEAGE—</b>											
<b>Number of units carried one mile—</b>											
24	1st class . . . . . Unit-miles	{ 1st half 2nd "	3,082,254 3,186,833	43,157 96,057	505,292 532,430	2,623,663 2,696,823	(d) 1,865,337 (d) 1,653,798	723,684 681,096	437,612 328,447	3,182,301 3,659,393	
25	2nd " . . . . . "	{ 1st half 2nd "	9,885,110 10,400,271	241,638 220,422	1,063,440 2,254,495	8,533,153 7,515,708		1,769,494 1,893,456	1,007,088 950,932	13,484,565 14,926,538	
26	3rd or Intermediate class . . . . . "	{ 1st half 2nd "	16,534,019 16,864,194	502,481 474,867	(b) 6,107,662	15,038,797 9,884,544		3,030,697 3,545,953	12,636,775 12,143,719	3,649,267 3,510,214	(b) 30,943,217 (b) 31,784,270
27	4th or Lowest " . . . . . "	{ 1st half 2nd "	470,143,709 424,278,211	14,459,310 13,688,969	51,117,535 (c) 49,034,619	279,410,418 253,680,931		(e) 115,234,107 (e) 98,045,518	72,341,141 63,016,601	45,474,091 41,532,060	(c) 227,063,293 (c) 202,471,292
28	Total passenger unit-mileage "	{ 1st half 2nd "	499,645,092 454,729,509	15,246,586 14,480,315	52,686,267 48,929,206	305,606,031 273,778,006	120,130,141 103,245,269	87,471,094 77,734,872	50,568,058 46,327,653	274,673,376 252,841,493	
29	Other coaching traffic . Ton-miles	{ 1st half 2nd "	5,433,472 5,122,878	57,875 62,255	390,341 527,694	3,121,529 3,593,440	969,723 747,011	571,392 450,473	327,536 284,561	3,911,993 3,180,909	
Average sum received for carrying a unit one mile—											
30	1st class . . . . . Pies	{ 1st half 2nd "	14'73 14'94	15'10 12'24	11'26 10'09	11'46 11'04	(d) 9'00 (d) 9'00	11'58 12'49	13'69 13'78	10'91 10'88	
31	2nd " . . . . . "	{ 1st half 2nd "	5'97 6'09	4'99 5'60	5'40 4'35	4'21 4'30		5'53 5'61	5'89 6'01	4'18 3'93	
32	3rd or Intermediate class . . . . . "	{ 1st half 2nd "	3'47 3'46	2'73 2'75	(b) 3'00	2'78 3'00		4'00 4'00	2'98 3'00	3'04 3'16	(b) 2'99 (b) 3'00
33	4th or Lowest " . . . . . "	{ 1st half 2nd "	2'51 2'50	2'48 2'47	(c) 2'54 (c) 2'54	2'47 2'47		(e) 2'50 (e) 2'50	2'55 2'56	2'53 2'56	(c) 2'43 (c) 2'42
34	Average for all classes . . . . . "	{ 1st half 2nd "	2'68 2'71	2'56 2'60	2'68 2'77	2'61 2'63	2'64 2'66	2'75 2'79	2'73 2'75	2'67 2'70	
35	Other coaching traffic per ton-mile "	{ 1st half 2nd "	29'49 30'34	48'95 43'62	37'39 34'74	36'65 35'78	32'98 38'51	50'40 51'24	49'07 57'12	35'48 40'49	

(a) Excluding steam-boat expenses, and after deducting telegraph and sundry receipts and leaving only the balance of payments to other lines for mileage, &c.

A—continued.  
RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.			METRE GAUGE.										1890.	Progressive number.
WORKED BY GUARANTEED COMPANIES.		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.			
XXXIII. Bombay, Baroda and Central India.	XXXIV. Madras.		XLV. The Nizam's Guaranteed State.	III.		VIII.	XI.	XXVI.	South Indian.	XXXVIII.	LIII.			
			Tirhoot.	Bengal and North-Western.	Rajputana-Malwa.	Southern Mahratta.	Burma.		Rohilkhand-Kumaun.	Bhavnagar-Gondal-Jundgarh-Porbandar.				
28,92,004 24,49,070	22,23,855 23,92,792	7,58,831 7,10,730	3,84,668 ...	4,67,791 8,20,834	44,13,193 41,01,350	21,48,864 21,88,295	15,31,725 15,26,301	16,86,735 17,45,789	95,099 84,713	5,33,392 4,02,355	1st half 2nd "	18		
8,48,763 11,07,937	8,68,725 8,83,719	2,47,207 2,31,251	1,35,058 ...	1,64,619 3,44,534	11,05,636 13,71,920	8,30,509 9,09,645	5,35,363 6,36,724	7,07,052 6,82,434	36,254 39,025	2,10,097 2,48,227	1st half 2nd "		19	
20,43,241 13,41,133	13,55,130 15,09,073	5,11,624 4,79,479	2,49,610 ...	3,03,172 4,76,320	33,07,557 27,29,436	13,18,355 12,78,650	9,96,362 8,89,577	9,79,683 10,63,355	58,845 45,688	3,23,295 1,54,128	1st half 2nd "	20		
1'64 1'38	1'17 1'22	1'20 1'20	0'97 ...	1'11 1'10	1'38 1'28	1'13 1'12	1'37 1'30	1'04 1'04	1'02 1'04	1'23 1'10	1st half 2nd "		21	
0'73 0'68	0'89 0'87	0'91 0'90	1'01 ...	0'94 0'93	0'87 0'86	0'92 0'91	0'80 0'78	0'97 0'97	0'99 0'97	0'85 0'85	1st half 2nd "	22		
22,70,082 21,41,312	18,65,830 18,98,661	4,36,642 3,91,452	5,02,839 ...	4,81,186 8,20,747	29,61,238 28,14,521	12,05,306 12,75,817	17,08,095 14,78,336	15,79,880 15,64,473	1,12,083 1,11,435	4,25,221 4,03,339	1st half 2nd "		23	
614,971 645,449	542,994 575,101	132,614 123,266	128,004 ...	137,160 311,498	1,005,567 1,004,676	486,620 536,929	397,227 417,061	453,323 485,761	22,322 21,138	170,144 142,906	1st half 2nd "	24		
3'60 3'32	3'44 3'30	3'29 3'18	3'93 ...	3'51 2'63	2'91 2'80	2'48 2'38	4'30 3'54	3'49 3'22	5'06 5'27	2'50 2'82	1st half 2nd "		25	
1,365,918 1,165,896	1,362,136 1,441,483	353,492 239,666	132,519 ...	93,536 195,997	1,041,166 809,839	526,839 561,019	606,981 598,615	462,872 442,823	94,975 105,704	129,532 99,663	1st half 2nd "	26		
6,943,658 5,997,204	3,723,581 4,105,191	1,586,607 1,224,711	146,264 ...	132,847 259,046	5,228,279 2,555,199	1,141,485 1,507,799	5,011,454 4,224,508	2,623,054 2,717,680	...	602,111 539,466	1st half 2nd "		27	
26,064,397 23,160,501	...	(b) 5,718,935 (b) 5,907,016	171,559 ...	122,212 320,278	8,659,690 7,484,305	...	...	...	228,618 230,904	...	1st half 2nd "	28		
110,414,305 109,303,278	161,837,582 165,079,087	(c) 23,961,686 (c) 21,837,288	48,443,304 ...	41,337,153 75,012,608	224,102,898 217,160,114	79,016,741 86,809,311	93,999,645 80,808,634	137,000,944 135,377,610	4,491,749 4,108,881	25,931,136 25,332,634	1st half 2nd "		29	
144,788,278 139,626,879	166,923,299 170,625,761	31,620,720 29,248,681	48,893,646 ...	41,685,748 75,788,019	239,032,033 228,009,457	80,685,065 88,878,129	99,618,080 85,631,757	140,086,870 138,538,113	4,815,342 4,445,499	26,662,779 25,971,703	1st half 2nd "	30		
1,619,599 1,485,147	1,320,004 1,256,471	247,074 169,136	159,908 ...	120,819 217,023	1,776,020 1,722,853	421,708 482,031	317,471 251,799	254,628 247,247	54,057 52,367	150,609 88,945	1st half 2nd "		31	
10'02 9'97	11'66 10'16	14'91 14'80	30'34 ...	16'17 19'63	13'22 13'39	11'30 11'41	12'56 13'44	10'85 11'81	30'38 30'89	10'68 10'56	1st half 2nd "	32		
4'54 4'77	5'33 4'52	3'96 4'48	10'18 ...	9'88 10'17	4'10 6'15	5'29 5'23	4'12 4'32	3'95 3'94	...	5'21 5'19	1st half 2nd "		33	
3'00 3'00	...	(b) 2'50 (b) 2'50	5'21 ...	4'54 4'74	3'00 3'00	...	...	...	13'88 13'96	...	1st half 2nd "	34		
2'36 2'35	1'68 1'72	(c) 2'00 (c) 2'00	1'75 ...	2'00 1'86	2'00 2'00	2'50 2'39	3'00 3'00	2'00 2'00	2'58 2'61	2'75 2'75	1st half 2nd "		35	
2'65 2'62	1'84 1'86	2'33 2'32	1'84 ...	2'06 1'95	2'13 2'12	2'59 2'50	3'11 3'14	2'06 2'07	3'66 3'87	2'84 2'83	1st half 2nd "	36		
32'02 30'07	38'60 37'60	40'73 43'43	41'02 ...	52'42 45'45	33'36 33'18	52'37 48'10	55'81 60'04	55'34 56'10	75'14 79'69	38'60 44'15	1st half 2nd "		36	

(b) Third class by mail trains.

(c) Third class by other than mail trains.

(d) Called "Upper."

(e) Called "Lower."

Half-years ended the 30th June and the 31st December 1890.

STANDARD

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES COM XXXII. Great Indian Peninsula.
			I. East Indian.	V. Bengal-Nággpur.	VI. Indian Midland.	XVII. North Western.	XX. Oudh and Rohilkhand.	XXI. Eastern Bengal.		
								Standard Gauge.	Metre and 2' 6" Gauges.	
<b>No. V.—COACHING TRAFFIC— contd.</b>										
<b>UNITS AND UNIT-MILEAGE—concl'd.</b>										
<b>Average number of units in a train—</b>										
36	1st class . . . . . No.	1st half	1'73	0'63	1'65	1'90	(c) 3'61	1'63	1'56	2'03
		2nd "	1'74	1'20	1'58	2'00				
37	2nd " . . . . . "	1st half	5'53	3'52	3'47	6'17	(c) 3'22	3'97	3'58	8'60
		2nd "	5'66	2'76	6'68	5'58				
38	3rd or Intermediate class . . . . . "	1st half	9'25	7'33	(a) 18'09	10'88	5'87	28'38	12'99	(a) 19'74
		2nd "	9'19	5'95	(a) 18'09	7'33				
39	4th or Lowest " . . . . . "	1st half	263'13	210'93	166'96	202'05	(d) 223'04	162'46	161'84	(b) 144'85
		2nd "	231'16	171'60	(b) 118'62	188'16				
40	Total passenger units . . . . . "	1st half	279'64	222'41	172'08	221'00	232'52	196'44	179'97	175'22
		2nd "	247'75	181'51	144'97	203'07				
41	Other coaching traffic . . . . . Tons	1st half	3'04	0'84	1'27	2'26	1'88	1'28	1'17	2'50
		2nd "	2'79	0'78	1'56	2'67				
<b>VEHICLES AND VEHICLE-MILEAGE—</b>										
<b>Number of coaching vehicles hauled one mile—</b>										
42	1st class . . . . . Vehicle-miles	1st half	3,058,027	105,145	580,058	2,108,555	(c) 1,079,628	503,580	556,308	2,678,758
		2nd "	3,170,509	87,230	610,589	1,932,518				
43	2nd " . . . . . "	1st half	3,287,784	105,129	532,662	2,032,798	(c) 1,135,025	586,077	488,369	3,354,196
		2nd "	3,412,106	130,707	572,637	1,898,598				
44	3rd or Intermediate class . . . . . "	1st half	2,284,096	61,217	(a) 571,117	1,638,670	700,255	909,370	637,432	(a) 2,019,158
		2nd "	2,424,723	54,910	(a) 571,117	1,630,480				
45	4th or Lowest " . . . . . "	1st half	20,526,735	642,092	2,481,260	12,305,855	(d) 5,167,673	3,811,199	3,247,193	(b) 10,180,295
		2nd "	20,568,384	680,645	(b) 2,084,492	11,051,351				
46	Other vehicles . . . . . "	1st half	3,677,471	52,755	691,211	2,819,500	1,226,091	973,870	391,067	2,732,906
		2nd "	3,760,514	54,822	657,601	2,980,679				
47	Brake-vans . . . . . "	1st half	4,142,755	114,485	654,726	2,727,030	908,819	483,651	327,448	3,190,074
		2nd "	4,254,100	132,859	559,070	2,674,563				
48	Total . . . . . "	1st half	36,977,768	1,080,823	4,939,917	23,632,408	9,082,466	7,267,747	5,648,717	24,155,387
		2nd "	37,590,336	1,141,173	5,055,506	22,168,189				
<b>Average number of vehicles in a coaching train—</b>										
49	1st class . . . . . No.	1st half	1'71	1'53	1'89	1'52	(c) 2'09	1'13	1'98	1'71
		2nd "	1'73	1'09	1'81	1'43				
50	2nd " . . . . . "	1st half	1'84	1'53	1'74	1'47	(c) 2'21	1'32	1'74	2'14
		2nd "	1'86	1'64	1'70	1'41				
51	3rd or Intermediate class . . . . . "	1st half	1'28	0'89	(a) 1'69	1'19	1'36	2'04	2'27	(a) 1'29
		2nd "	1'32	0'69	(a) 1'69	1'21				
52	4th or Lowest " . . . . . "	1st half	11'40	9'37	8'10	8'90	(d) 10'00	8'56	11'56	(b) 6'49
		2nd "	11'20	8'53	(b) 6'17	8'20				
53	Other vehicles . . . . . "	1st half	2'06	0'77	2'26	2'04	2'37	2'19	1'39	1'74
		2nd "	2'05	0'69	1'95	2'21				
54	Brake-vans . . . . . "	1st half	2'32	1'67	2'14	1'97	1'76	1'08	1'16	2'04
		2nd "	2'32	1'66	1'66	1'98				
55	Total . . . . . "	1st half	20'70	15'76	16'13	17'09	17'58	16'32	20'10	15'41
		2nd "	20'48	14'30	14'98	16'44				
<b>Average earnings per coaching vehicle per mile—</b>										
56	1st class . . . . . Pies	1st half	14'84	6'20	9'81	14'38	(c) 15'55	16'64	10'77	12'97
		2nd "	15'01	13'48	9'32	15'61				
57	2nd " . . . . . "	1st half	17'94	11'46	10'77	17'87	(c) 13'11	16'71	12'14	16'81
		2nd "	18'56	9'45	17'13	17'26				
58	3rd or Intermediate class . . . . . "	1st half	25'09	22'37	(a) 32'05	25'71	17'31	41'32	17'41	(a) 45'84
		2nd "	24'09	23'82	(a) 32'05	18'33				
59	4th or Lowest " . . . . . "	1st half	57'41	55'78	(b) 52'33	56'42	(d) 55'75	48'47	35'48	(b) 54'12
		2nd "	51'64	49'77	(b) 48'78	57'05				
60	Other vehicles . . . . . "	1st half	43'57	53'71	21'11	40'57	26'08	29'57	41'00	50'79
		2nd "	41'33	49'53	27'88	43'14				

(a) Third class by mail trains.

(b) Third class by other than mail trains.

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.			METRE GAUGE.										1890.	Progressive number.
WORKED BY GUARANTEED COMPANIES.		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.				
XXXIII.	XXXIV.		XLV.	III.		VIII.	XI.	XXVI.	South Indian.	XXXVIII.	LIII.			
Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State.	Tirhoot.	Bengal and North-Western.	Rajputana-Malwa.	Southern Mahratta.	Burma.		Rohilkhand-Kumaun.	Bharnagar-Gondal-Junagarh-Forbandar.				
2'22 1'81	2'51 2'51	2'67 2'11	1'04 ...	0'68 0'63	1'04 0'81	1'08 1'04	1'53 1'44	1'02 0'91	4'25 5'00	0'76 0'70	1st half . 2nd ,, .	36		
11'20 9'29	6'86 7'14	11'96 9'93	1'14 ...	0'97 0'83	5'20 2'54	2'35 2'81	12'62 10'13	5'79 5'59	...	3'54 3'77	1st half . 2nd ,, .		37	
42'38 35'88	...	(a) 43'12 (a) 47'92	1'34 ...	0'89 1'03	8'61 7'45	...	...	...	10'24 10'92	...	1st half . 2nd ,, .	38		
179'55 169'34	298'04 287'04	(b) 180'63 (b) 177'32	378'45 ...	301'38 240'81	222'86 216'15	162'38 161'68	236'64 193'76	302'21 278'69	201'23 194'38	152'41 177'27	1st half . 2nd ,, .		39	
235'44 216'32	307'41 296'69	238'44 237'28	381'97 ...	303'92 243'30	237'71 226'95	165'81 165'53	250'79 205'32	309'02 285'19	215'72 210'30	156'71 181'74	1st half . 2nd ,, .	40		
2'63 2'30	2'43 2'18	1'86 1'37	1'25 ...	0'88 0'70	1'77 1'71	0'87 0'90	0'80 0'60	0'56 0'51	2'42 2'48	0'89 0'62	1st half . 2nd ,, .		41	
590,454 605,545	881,992 812,428	355,114 246,421	298,823 ...	270,883 579,266	1,495,537 1,466,224	623,550 649,461	675,079 730,534	568,327 577,044	74,077 84,717	221,563 193,728	1st half . 2nd ,, .	42		
957,603 1,004,835	1,027,218 875,258	341,549 239,436	257,051 ...	263,569 524,413	1,439,869 1,421,684	713,434 795,577	1,150,342 1,340,261	984,024 1,049,479	...	230,888 213,988	1st half . 2nd ,, .		43	
732,937 727,113	...	...	116,181 ...	308,081 263,845	881,737 842,082	...	...	...	43,495 36,877	...	1st half . 2nd ,, .	44		
4,096,100 4,420,575	6,004,698 6,164,805	1,193,820 1,187,867	2,781,916 ...	3,097,039 5,875,625	12,903,019 13,118,089	4,168,466 4,429,738	6,642,852 6,756,128	6,337,533 6,747,504	303,366 268,523	1,819,554 1,745,467	1st half . 2nd ,, .		45	
801,511 763,481	870,618 749,724	222,465 203,060	156,944 ...	76,941 238,178	1,373,341 1,290,962	464,651 510,361	733,493 490,703	1,404,370 1,467,370	20,401 11,730	67,500 87,450	1st half . 2nd ,, .	46		
776,859 803,229	1,199,980 1,268,878	285,502 296,648	577,374 ...	229,193 605,249	2,718,906 2,773,957	1,079,722 1,226,801	748,177 795,395	58,636 69,948	42,171 40,603	452,758 376,794	1st half . 2nd ,, .		47	
7,955,464 8,324,778	9,084,506 9,871,093	2,398,450 2,173,432	4,128,289 ...	4,245,706 8,086,576	20,812,409 20,912,998	7,049,823 7,611,938	9,949,943 10,113,081	9,352,890 9,911,345	483,510 442,450	2,792,263 2,617,427	1st half . 2nd ,, .	48		
0'96 0'94	1'63 1'41	2'67 2'00	2'33 ...	1'97 1'86	1'49 1'46	1'28 1'21	1'70 1'75	1'25 1'19	3'32 4'01	1'30 1'36	1st half . 2nd ,, .		49	
1'56 1'56	1'89 1'52	2'57 1'94	2'01 ...	1'92 1'68	1'43 1'42	1'47 1'48	2'89 3'21	2'17 2'16	...	1'36 1'50	1st half . 2nd ,, .	50		
1'19 1'13	...	...	0'91 ...	2'25 0'85	0'88 0'84	...	...	...	1'95 1'74	...	1st half . 2nd ,, .		51	
6'66 6'85	11'06 10'72	9'00 9'64	21'73 ...	22'58 18'86	12'83 13'06	8'57 8'25	16'72 16'20	13'98 13'89	13'59 12'70	10'69 12'21	1st half . 2nd ,, .	52		
1'31 1'18	1'60 1'30	1'67 1'65	1'23 ...	0'56 0'77	1'37 1'28	0'95 0'95	1'85 1'18	3'10 3'02	0'91 0'56	0'40 0'61	1st half . 2nd ,, .		53	
1'26 1'24	2'21 2'21	2'15 2'40	4'04 ...	1'67 1'94	2'70 2'76	2'22 2'29	1'88 1'91	0'13 0'14	1'89 1'92	2'66 2'64	1st half . 2nd ,, .	54		
12'94 12'90	18'39 17'16	18'06 17'63	32'25 ...	30'95 25'96	20'70 20'82	14'49 14'18	25'04 24'25	20'63 20'40	21'66 20'93	16'41 18'32	1st half . 2nd ,, .		55	
23'18 19'19	18'01 18'03	14'84 15'59	9'02 ...	5'58 6'64	9'20 7'39	9'55 9'86	11'30 11'02	8'83 9'07	38'95 38'54	6'24 5'43	1st half . 2nd ,, .	56		
32'89 28'46	19'32 21'22	18'39 22'92	5'79 ...	4'98 5'02	14'90 11'04	8'47 9'92	17'94 13'62	10'54 10'21	...	13'59 13'72	1st half . 2nd ,, .		57	
106'68 95'56	...	...	7'69 ...	1'80 5'76	29'46 26'66	...	...	...	72'94 87'17	...	1st half . 2nd ,, .	58		
63'63 58'09	45'22 46'08	52'12 49'23	30'52 ...	26'69 23'78	34'73 33'10	47'34 46'84	42'45 35'88	43'21 40'10	38'15 39'97	39'19 39'91	1st half . 2nd ,, .		59	
64'70 58'50	58'52 63'01	45'23 36'17	41'79 ...	82'32 41'41	43'14 44'28	47'53 45'43	24'16 30'82	10'03 9'45	190'14 355'78	86'14 44'91	1st half . 2nd ,, .	60		

(c) Called "Upper."

(d) Called "Lower."



Half-years ended the 30th June and the 31st December 1890.

STANDARD

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINE COI XXXII. Great Indian Peninsula.	
			I. East Indian.	V. Bengal-Nágpur.	VI. Indian Midland.	XVII. North Western.	XX. Oudh and Rohilkhand.	XXI. Eastern Bengal.			
								Standard Gauge.	Metre and 2' 6" Gauges.		
<b>No. V.—COACHING TRAFFIC</b> <i>—contd.</i>											
<b>VEHICLES AND VEHICLE-MILEAGE</b> <i>—contd.</i>											
Carrying capacity hauled one mile (excluding brakes) —											
61	1st class . . . . . Seats	1st half 2nd "	38,070,423	1,261,602	9,002,763	32,052,125	28,846,967	(c) 16,220,698 (c) 21,492,864	7,034,860	3,859,186	42,860,128
			39,471,750	1,307,438	8,578,489	28,846,967			6,907,984	3,637,130	46,024,096
62	2nd " . . . . . "	1st half 2nd "	77,813,503	1,892,310	10,741,827	45,674,490	43,774,371	(c) 21,492,864	9,963,309	4,952,079	97,569,511
			80,782,344	1,960,605	9,029,126	43,774,371			12,185,889	4,762,319	99,996,563
63	3rd or Intermediate class "	1st half 2nd "	121,922,443	2,409,711	...	52,355,507	52,093,836	(c) 21,492,864	23,412,149	54,562,200	(a) 94,966,426
			128,718,438	2,554,009	(a) 28,555,805	52,093,836			29,633,719	55,767,600	16,541,850
64	4th or Lowest " . . . . . "	1st half 2nd "	1,205,680,388	31,685,126	147,709,364	647,249,977	582,421,819	(d) 300,937,479 (d) 271,672,238	219,106,649	107,190,741	(b) 478,463,861
			1,211,682,328	32,914,099	(b) 113,731,036	582,421,819			209,670,020	112,913,879	(b) 473,079,205
65	Other vehicles. . . . . Tons	1st half 2nd "	45,574,879	182,760	1,915,464	26,270,045	29,567,604	(d) 300,937,479 (d) 271,672,238	14,572,058	5,956,527	7,619,575
			47,419,048	153,628	1,846,329	29,567,604			15,415,694	4,813,646	952,034
Percentage of freight upon capacity hauled—											
66	1st class . . . . . Per cent.	1st half 2nd "	8'10	3'42	5'61	8'19	8'19	(c) 11'50 (c) 7'69	10'29	11'34	7'12
			8'07	7'35	6'21	9'35			9'56	9'03	7'95
67	2nd " . . . . . "	1st half 2nd "	12'70	12'77	9'90	18'68	17'17	(c) 11'50 (c) 7'69	17'76	20'34	13'82
			12'87	11'24	2'97	17'17			15'54	19'97	14'93
68	3rd or Intermediate class "	1st half 2nd "	13'56	20'85	...	28'72	18'97	(d) 38'29 (d) 36'09	12'94	23'16	(a) 32'61
			13'10	18'59	(a) 21'39	18'97			11'97	21'78	21'26
69	4th or Lowest " . . . . . "	1st half 2nd "	38'09	45'63	36'07	43'17	43'56	(d) 38'29 (d) 36'09	33'02	42'42	(b) 47'46
			35'02	41'59	(b) 35'20	43'56			(d) 36'09	30'06	36'78
70	Other vehicles . . . . . "	1st half 2nd "	11'92	31'67	20'38	11'88	12'15	(d) 38'29 (d) 36'09	6'65	9'59	51'34
			10'80	40'52	28'58	12'15			4'85	9'36	29'87
<b>WEIGHT OF TRAIN AND TON-MILEAGE—</b>											
Gross ton-mileage of all coaching trains—											
71	Freight . . . . . Ton-miles	1st half 2nd "	35,733,170	979,229	3,592,997	21,733,500	20,278,308	8,252,145 7,007,879	5,883,995	3,399,266	20,789,378
			32,742,128	939,325	3,529,833	20,278,308			5,179,678	3,096,377	18,796,296
72	Dead weight . . . . . "	1st half 2nd "	413,103,410	16,184,056	79,358,216	321,341,334	304,069,616	111,303,390 110,305,095	83,830,409	33,902,683	300,917,166
			420,865,355	17,706,760	73,732,438	304,069,616			82,849,616	35,597,532	303,373,973
73	Total . . . . . "	1st half 2nd "	448,836,580	17,163,285	73,951,213	343,074,834	324,347,924	119,555,535 117,312,974	89,714,404	37,301,949	321,706,544
			453,607,483	18,646,085	77,262,271	324,347,924			88,029,294	38,693,909	322,170,269
Average weight of a coaching train—											
74	Freight . . . . . Tons	1st half 2nd "	20'00	14'28	11'73	15'72	15'04	15'97 13'64	13'21	12'10	13'26
			17'84	11'78	10'46	15'04			11'52	10'59	11'59
75	Dead weight . . . . . "	1st half 2nd "	231'20	236'09	229'80	232'37	225'34	215'43 214'62	188'26	120'66	191'97
			229'30	221'96	218'46	225'34			184'24	121'80	187'05
76	Total . . . . . "	1st half 2nd "	251'20	250'37	241'53	248'09	240'58	231'40 228'26	201'47	132'76	205'23
			247'14	233'74	228'92	240'58			195'76	132'39	198'64
<b>COST OF WORKING AND PROFIT—</b>											
77	Average cost of hauling a coaching train one mile . . . . . R	1st half 2nd "	1'16	2'23	1'91	1'78	1'59	1'16 1'33	1'41	1'05	1'40
			1'09	3'24	2'00	1'59			1'13	1'13	1'64
78	Average cost of hauling a coaching vehicle with its load one mile . . . . . Pies	1st half 2nd "	12'09	30'30	26'21	22'62	21'17	14'02 16'89	17'71	10'63	20'10
			11'50	49'23	28'78	21'17			14'91	11'68	24'64
79	Per passenger unit . . . . . Pies	1st half 2nd "	0'71	1'83	1'83	1'36	1'30	0'84 1'13	1'21	1'04	1'30
			0'76	3'26	2'29	1'36			1'13	1'13	1'27
80	Other traffic per ton . . . . . "	1st half 2nd "	7'43	25'21	41'12	18'25	15'72	13'60 19'49	24'89	12'94	16'33
			7'58	39'67	32'61	15'72			19'49	22'20	21'95
81	Average profit on working a coaching train one mile . . . . . R	1st half 2nd "	3'21	0'95	0'74	1'70	1'70	2'36 1'74	1'74	1'81	1'50
			2'85	—0'61	0'37	1'70			1'74	1'65	1'43
Average profit on working a coaching vehicle one mile—											
82	1st class . . . . . Pies	1st half 2nd "	2'75	—24'10	—16'40	—8'24	—5'56	(c) 1'53 (c) —3'78	—1'07	0'14	—7'11
			3'51	—35'75	—19'46	—5'56			2'46	—2'58	—10'81
83	2nd " . . . . . "	1st half 2nd "	5'85	—18'84	—15'44	—4'75	—3'91	(c) 1'53 (c) —3'78	—1'00	1'51	—3'29
			7'06	—39'78	—11'65	—3'91			—0'08	0'35	—7'59
84	3rd or Intermediate class . . . . . "	1st half 2nd "	13'00	—7'93	...	3'09	—2'84	(d) 41'73 (d) 36'28	3'29	6'78	(a) 25'74
			12'59	—25'41	(a) 3'27	—2'84			—1'10	24'32	5'78
85	4th or Lowest " . . . . . "	1st half 2nd "	45'32	25'48	26'12	33'80	35'88	(d) 41'73 (d) 36'28	30'76	24'85	(b) 34'02
			40'14	0'54	(b) 20'00	35'88			29'99	19'44	(b) 23'94
86	Other vehicles . . . . . "	1st half 2nd "	31'48	23'41	—5'10	17'05	21'97	12'06 8'05	11'86	30'37	30'64
			29'83	0'30	—0'90	21'97			13'53	29'25	28'15

(a) Third class by mail trains.

(b) Third class by other than mail trains.

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.			METRE GAUGE.										1890.	Progressive number.
WORKED BY GUARANTEED COMPANIES.		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.			
XXXIII. Bombay, Baroda and Central India.	XXXIV. Madras.		XLV. The Nizam's Guaranteed State.	III. Tirhoot.	VIII. Bengal and North-Western.	XI. Rajputana-Malwa.	Southern Mahratta.					XXVI. Burma.		
11,445,422 9,712,912	10,616,687 10,515,980	5,681,184 3,952,821	3,643,797 ..	2,149,816 5,920,287	15,703,139 15,497,988	5,606,733 6,007,463	7,010,605 7,483,250	7,341,088 7,488,731	888,924 1,016,604	2,660,539 2,474,265	1st half 2nd "	61		
41,871,210 44,252,933	34,096,376 28,688,983	6,013,188 4,183,118	4,054,893 ..	2,108,552 6,073,342	17,928,363 17,771,050	8,844,507 9,829,624	20,127,988 23,128,200	26,639,456 25,029,641	.. ..	4,795,147 4,318,789	1st half 2nd "		62	
50,816,250 40,999,130	.. ..	.. ..	2,555,982 ..	9,481,026 7,387,660	21,390,940 20,428,909	.. ..	.. ..	.. ..	1,043,884 988,176	.. ..	1st half 2nd "	63		
256,949,989 275,022,513	329,656,957 338,513,350	73,415,104 71,545,782	87,429,948 ..	98,032,912 185,760,732	420,427,484 427,231,964	154,724,348 169,807,570	234,824,818 242,274,750	224,591,168 232,390,016	9,707,712 8,576,008	59,758,107 55,364,256	1st half 2nd "		64	
2,709,107 2,580,566	4,460,661 3,736,527	2,377,007 2,004,749	493,638 ..	241,635 1,302,167	3,817,888 3,588,874	1,156,981 1,357,560	2,845,953 1,904,160	4,523,147 4,726,631	75,574 35,364	616,054 413,738	1st half 2nd "	65		
11'93 12'00	12'83 13'71	6'22 6'57	3'64 ..	4'35 3'31	6'63 5'23	9'40 9'34	8'66 8'00	6'30 5'91	10'68 10'40	4'87 4'03	1st half 2nd "		66	
16'58 13'55	10'92 14'31	26'39 29'28	3'61 ..	6'30 4'27	29'05 14'38	12'91 15'34	24'00 18'27	9'85 10'86	.. ..	12'56 12'49	1st half 2nd "	67		
51'60 46'32	.. ..	.. ..	6'71 ..	1'29 4'34	40'48 36'64	.. ..	.. ..	.. ..	21'90 23'37	.. ..	1st half 2nd "		68	
42'97 39'74	49'09 48'77	40'43 38'81	55'41 ..	42'17 40'38	53'30 50'83	51'07 51'12	40'03 33'35	61'00 58'25	46'27 47'91	43'39 45'76	1st half 2nd "	69		
59'78 57'55	29'59 33'63	10'39 8'20	32'39 ..	50'00 16'67	46'52 48'61	36'45 35'51	11'16 13'22	5'63 5'23	71'54 67'53	24'45 21'50	1st half 2nd "		70	
10,500,406 10,029,340	11,464,359 11,633,779	2,100,189 1,958,938	3,101,753 ..	2,628,362 4,777,325	16,264,154 15,486,918	5,306,715 5,867,315	6,419,059 5,498,139	8,730,816 8,631,600	346,787 323,325	1,767,599 1,662,026	1st half 2nd "	71		
121,692,164 127,380,770	117,512,679 118,197,353	29,906,507 27,237,815	24,409,049 ..	24,945,206 48,645,103	128,284,323 133,007,880	60,140,870 67,218,440	62,785,705 61,423,697	63,931,279 68,286,224	3,237,438 3,038,058	19,285,575 17,705,787	1st half 2nd "		72	
132,192,570 137,410,110	128,977,038 129,831,132	32,006,696 29,196,753	27,510,862 ..	27,573,568 53,422,428	144,548,477 148,494,798	65,447,585 73,085,755	69,204,764 66,921,836	72,662,095 76,917,824	3,584,225 3,361,383	21,053,174 19,367,813	1st half 2nd "	73		
17'07 15'34	21'11 20'23	16'52 15'89	24'23 ..	19'16 15'34	16'17 15'41	10'91 10'93	16'16 13'18	19'26 17'77	15'54 12'82	10'39 11'63	1st half 2nd "		74	
197'88 197'35	216'42 205'52	225'51 220'97	190'69 ..	181'87 156'16	127'57 132'39	123'39 125'19	158'06 147'28	141'03 140'57	145'03 143'72	113'35 123'90	1st half 2nd "	75		
214'05 212'89	237'53 225'75	242'03 236'86	214'92 ..	201'03 171'50	143'74 147'80	134'50 136'12	174'22 160'46	160'29 158'34	160'57 156'54	123'74 135'53	1st half 2nd "		76	
1'38 1'72	1'60 1'54	1'86 1'88	1'06 ..	1'20 1'11	1'10 1'37	1'71 1'69	1'35 1'53	1'56 1'40	1'62 1'85	1'23 1'74	1st half 2nd "	77		
22'70 28'28	18'99 19'72	22'46 23'66	7'18 ..	7'87 8'84	11'73 14'52	26'71 27'35	11'17 13'12	14'61 13'31	15'77 18'65	17'24 21'27	1st half 2nd "		78	
1'02 1'39	0'90 0'91	1'40 1'41	0'51 ..	0'74 0'85	0'82 1'06	1'85 1'83	0'95 1'35	0'84 0'82	1'39 1'61	1'46 1'76	1st half 2nd "	79		
9'79 12'72	12'17 11'81	12'74 18'04	7'15 ..	5'65 8'96	9'81 11'95	25'01 24'00	25'30 27'22	71'07 71'46	4'68 6'46	9'52 20'70	1st half 2nd "		80	
2'31 1'60	1'84 1'76	1'43 1'30	2'87 ..	2'31 1'52	1'84 1'43	0'77 0'69	2'95 2'01	1'93 1'82	3'44 3'42	1'27 1'08	1st half 2nd "	81		
0'48 -9'09	-0'98 -1'69	-7'62 -8'07	1'84 ..	-2'29 -2'20	-2'53 -7'13	-17'16 -17'49	0'13 -2'10	-5'78 -4'24	23'18 19'89	-11'06 -15'84	1st half 2nd "		82	
10'10 0'18	0'33 1'50	-4'07 -0'74	-1'39 ..	-2'89 -3'82	3'17 -3'48	-18'24 -17'43	6'77 0'50	-4'07 -3'10	.. ..	-3'65 -7'55	1st half 2nd "	83		
83'98 67'28	.. ..	.. ..	0'51 ..	-6'07 -3'08	17'73 12'14	.. ..	.. ..	.. ..	57'17 68'52	.. ..	1st half 2nd "		84	
40'93 29'81	26'23 26'36	29'66 25'57	23'34 ..	18'82 14'94	23'00 18'58	20'63 19'49	31'28 22'76	28'60 26'79	22'38 21'32	21'95 18'64	1st half 2nd "	85		
42'00 30'22	39'53 43'29	22'77 12'51	34'61 ..	74'45 32'57	31'41 29'76	20'82 18'08	12'99 17'70	-4'58 -3'86	183'37 337'13	68'90 23'64	1st half 2nd "		86	

(c) Called "Upper."

(d) Called "Lower."

Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES COM XXXII. Great Indian Peninsula.
			I.	V.	VI.	XVII.	XX.	XXI. Eastern Bengal.		
			East Indian.	Bengal-Nágpur.	Indian Midland.	North Western.	Oudh and Rohilkhand.	Standard Gauge.	Metre and 2'6" Gauges.	
<b>No. V.—COACHING TRAFFIC</b>										
<i>—concl'd.</i>										
<b>COST OF WORKING AND PROFIT—concl'd.</b>										
Average profit on working a coaching unit one mile—										
87	Per passenger unit . . . . . Pies	{ 1st half 2nd "	1'07 1'95	0'73 —0'66	0'85 0'48	1'25 1'33	1'80 1'53	1'54 1'60	1'69 1'48	1'37 0'96
88	Other traffic per ton . . . . . "	{ 1st half 2nd "	22'06 22'76	23'74 3'95	—3'73 2'13	18'40 20'06	19'38 19'02	25'51 29'04	36'13 40'85	19'15 18'54
<b>No. VI. GOODS TRAFFIC.</b>										
GROSS RECEIPTS AND TRAIN-MILEAGE—										
89	Receipts from goods traffic . . . . . R	{ 1st half 2nd "	1,55,29,266 1,27,54,679	13,45,233 4,92,234	10,84,616 7,03,290	89,89,017 91,36,843	21,88,993 15,31,166	15,34,409 28,64,017	11,97,924 13,06,834	1,81,22,155 1,08,16,694
90	Goods train-miles run . . . . . No.	{ 1st half 2nd "	2,530,175 2,099,060	191,426 154,189	351,537 267,488	2,628,088 2,406,143	674,599 532,741	377,963 514,653	467,883 444,119	3,405,406 2,325,302
91	Average goods receipts per train-mile R	{ 1st half 2nd "	6'14 6'08	7'03 3'19	3'09 2'63	3'42 3'80	3'24 2'87	4'06 5'56	2'56 2'94	5'32 4'65
<b>UNITS AND UNIT-MILEAGE—</b>										
92	Tons of goods carried one mile . Ton-miles	{ 1st half 2nd "	525,938,015 409,724,124	23,003,477 15,929,775	28,949,547 18,447,508	274,762,178 310,338,744	79,277,000 51,668,382	35,685,772 57,451,045	28,519,181 26,142,563	383,854,761 244,153,670
93	Average sum received for carrying a ton one mile . . . . . Pies	{ 1st half 2nd "	5'67 5'98	11'23 5'93	7'19 7'32	6'28 5'65	5'30 5'69	8'26 9'57	8'06 9'60	9'06 8'51
94	Average number of tons in a Train Tons	{ 1st half 2nd "	207'87 195'19	120'17 103'31	82'35 68'97	104'55 128'98	117'52 96'99	94'42 111'63	60'95 58'86	112'72 105'00
<b>VEHICLES AND VEHICLE-MILEAGE—</b>										
Number of goods vehicles hauled one mile—										
95	Loaded . . . . . Vehicle-miles.	{ 1st half 2nd "	63,032,495 52,059,903	3,279,269 1,840,919	5,648,463 3,624,231	40,321,292 40,419,015	12,366,409 8,922,940	6,586,447 9,584,013	9,560,673 8,978,517	53,671,965 36,213,170
96	Empty . . . . . "	{ 1st half 2nd "	24,570,551 17,898,919	2,098,257 1,376,553	3,068,508 2,212,650	17,105,822 16,330,237	5,558,927 3,827,945	2,400,146 5,205,954	2,186,074 2,415,857	22,764,140 13,374,052
97	Brake-vans . . . . . "	{ 1st half 2nd "	2,125,799 1,728,327	365,831 275,179	517,052 387,270	2,991,340 2,856,727	1,035,377 843,706	376,382 515,985	512,690 432,356	6,673,204 4,429,104
98	Total . . . . . "	{ 1st half 2nd "	89,728,845 71,687,209	5,743,357 3,492,651	9,234,023 6,224,151	60,418,454 59,605,979	18,960,713 13,593,691	9,362,975 15,305,952	12,259,439 11,826,730	83,109,305 54,016,332
Average number of vehicles on a goods train—										
99	Freight vehicles . . . . . No.	{ 1st half 2nd "	34'62 33'33	28'09 20'87	24'80 21'82	21'85 23'59	26'57 23'93	23'78 28'74	25'11 25'66	22'45 21'33
100	Brake-vans . . . . . "	{ 1st half 2nd "	0'84 0'82	1'91 1'78	1'47 1'45	1'14 1'19	1'54 1'59	0'99 1'00	1'09 0'97	1'06 1'00
101	Total . . . . . "	{ 1st half 2nd "	35'46 34'15	30'00 22'65	26'27 23'27	22'99 24'78	28'11 —25'52	24'77 29'74	26'20 26'63	24'41 23'23
102	Average earnings per goods vehicle per mile (excluding brakes) . Pies	{ 1st half 2nd "	34'04 35'00	48'03 29'37	23'89 23'13	30'05 30'91	23'45 23'06	32'78 37'18	19'58 22'02	45'52 41'88
103	Carrying capacity hauled one mile (excluding brakes) . Tons	{ 1st half 2nd "	979,037,865 783,800,452	56,585,595 34,266,074	93,639,167 62,215,012	572,556,606 566,913,614	180,324,890 128,647,550	87,173,312 144,252,361	64,972,107 62,639,937	767,441,333 503,398,784
104	Percentage of freight upon capacity hauled . . . . . Per cent.	{ 1st half 2nd "	53'72 52'27	40'65 46'49	30'92 29'65	47'99 54'74	43'96 40'16	40'94 39'83	43'89 41'73	50'02 48'56
105	Average load of a goods vehicle (including both loaded and empty) . Tons	{ 1st half 2nd "	6'00 5'86	4'28 4'95	3'32 3'16	4'78 5'47	4'42 4'05	3'97 3'88	2'43 2'29	5'02 4'92
106	Average load of a loaded goods vehicle . "	{ 1st half 2nd "	8'34 7'87	7'01 8'65	5'13 5'09	6'81 7'68	6'41 5'79	5'42 5'99	2'98 2'91	7'15 6'74
<b>WRIGHT OF TRAIN AND TON-MILEAGE—</b>										
Gross ton-milage of all goods trains—										
107	Freight . . . . . Tons.	{ 1st half 2nd "	525,938,015 409,724,124	23,003,477 15,929,775	28,949,547 18,447,508	274,762,178 310,338,744	79,277,000 51,668,382	35,685,772 57,451,045	28,519,181 26,142,563	383,854,761 244,153,670
108	Dead-weight . . . . . "	{ 1st half 2nd "	654,455,787 524,286,252	53,263,772 37,344,987	87,201,191 61,735,202	600,428,487 582,875,174	152,894,167 112,259,241	81,870,126 129,221,640	55,030,670 53,828,218	719,053,390 478,164,375
109	Total . . . . . "	{ 1st half 2nd "	1,180,393,802 934,010,376	76,267,249 53,274,762	116,150,738 80,182,710	875,190,665 893,213,918	232,171,167 163,927,623	117,555,898 186,673,285	83,549,851 79,970,781	1,102,908,151 722,318,045

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.			METRE GAUGE.										1890.	Progressive number.
WORKED BY GUARANTEED COMPANIES.		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.			
XXXIII. Bombay, Baroda and Central India.	XXXIV. Madras.		XLV. The Nizam's Guaranteed State.	III. Tirhoot. Bengal and North-Western.		VIII. Rajputana-Malwa.	XI. Southern Mahratta.	XXVI. Burma.				South Indian.		
1'63 1'23	0'94 0'95	0'93 0'91	1'33 ...	1'32 1'10	1'31 1'06	0'74 0'67	2'16 1'79	1'22 1'25	2'27 2'26	1'38 1'07	1st half 2nd "	87		
22'23 17'35	26'43 25'79	27'99 25'39	33'87 ...	46'77 36'49	23'55 21'23	27'36 24'10	30'51 32'82	—15'73 —15'36	70'46 73'23	29'08 23'45	1st half 2nd "		88	
54,51,720 28,38,292	25,65,458 27,90,776	9,14,580 7,68,866	7,13,594 ...	6,24,727 9,46,822	67,48,620 46,32,695	15,64,667 15,09,550	12,96,402 9,23,384	13,69,999 15,30,576	83,022 63,895	5,28,326 1,77,142	1st half 2nd "	89		
661,939 387,241	644,564 698,143	207,773 191,157	246,772 ...	212,529 362,525	1,895,047 1,342,540	627,049 614,903	434,656 349,030	582,823 708,468	34,906 23,125	179,722 68,524	1st half 2nd "		90	
8'24 7'33	3'98 4'00	4'40 4'02	2'89 ...	2'94 2'61	3'56 3'45	2'49 2'45	2'98 2'65	2'35 2'16	2'38 2'76	2'94 2'59	1st half 2nd "	91		
121,513,361 61,397,385	62,929,247 71,528,813	23,880,933 20,635,577	18,288,335 ...	19,156,197 27,519,329	177,772,862 117,371,443	33,527,255 33,985,501	40,694,767 28,069,386	36,456,943 41,347,075	1,920,850 1,256,224	11,231,134 4,377,981	1st half 2nd "		92	
8'61 8'88	7'83 7'49	7'35 7'15	7'49 ...	8'26 6'61	7'29 7'58	8'06 8'53	6'12 6'32	7'22 7'11	8'30 9'77	9'03 7'77	1st half 2nd "	93		
183'57 158'55	97'63 102'46	114'94 107'95	74'11 ...	90'13 75'91	93'81 87'42	53'47 55'27	93'63 80'42	62'55 58'36	55'03 54'32	62'49 63'89	1st half 2nd "		94	
19,958,816 11,011,607	11,330,734 12,047,343	2,700,902 2,591,229	5,007,633 ...	4,357,035 6,517,487	36,758,268 26,287,028	9,244,112 9,200,158	10,662,956 7,733,453	8,819,951 10,006,270	450,218 344,602	3,067,674 1,087,388	1st half 2nd "	95		
5,861,867 2,542,810	2,375,767 2,756,662	1,466,120 1,479,207	2,157,728 ...	2,861,167 2,609,758	9,141,132 6,226,797	2,541,720 2,287,707	7,256,362 4,862,272	3,081,183 4,136,864	260,248 146,988	1,610,280 596,828	1st half 2nd "		96	
587,396 320,113	1,270,499 1,380,284	394,846 330,392	93,038 ...	332,982 642,501	1,592,183 998,116	1,135,201 1,108,013	834,868 687,139	420,265 493,888	65,399 40,110	119,284 21,835	1st half 2nd "	97		
26,408,079 13,874,530	14,977,000 16,184,289	4,561,958 4,400,828	7,258,399 ...	6,551,184 9,769,746	47,491,583 33,511,941	12,921,033 12,595,878	18,754,186 13,282,864	12,321,399 14,637,022	775,865 531,700	4,797,238 1,706,051	1st half 2nd "		98	
39'01 35'00	21'26 21'20	20'06 21'29	29'03 ...	29'26 25'18	24'22 24'22	18'80 18'68	41'23 36'09	20'42 19'46	20'35 21'26	26'03 24'58	1st half 2nd "	99		
0'89 0'83	1'97 1'98	1'90 1'73	0'38 ...	1'57 1'77	0'84 0'74	1'81 1'80	1'92 1'97	0'72 0'70	1'87 1'73	0'66 0'32	1st half 2nd "		100	
39'90 35'83	23'23 23'18	21'96 23'02	29'41 ...	30'83 26'95	25'06 24'96	20'61 20'48	43'15 38'06	21'14 20'66	22'22 22'99	26'69 24'90	1st half 2nd "	101		
40'54 40'20	35'94 36'19	42'14 36'27	19'12 ...	19'29 19'92	28'23 27'36	25'48 25'23	33'89 14'08	22'10 20'78	22'44 24'06	21'68 20'19	1st half 2nd "		102	
264,159,263 139,193,232	126,735,657 137,760,756	41,274,035 40,595,585	41,857,253 ...	43,078,123 58,227,290	292,557,354 203,027,066	72,268,722 70,443,815	108,297,240 76,697,083	70,851,719 84,477,292	4,262,796 2,949,540	25,354,511 9,212,661	1st half 2nd "	103		
46'00 44'11	49'65 51'92	57'86 50'83	43'69 ...	44'47 47'26	60'77 57'81	46'39 48'24	37'58 36'60	51'46 48'95	45'06 42'59	44'30 47'52	1st half 2nd "		104	
4'71 4'53	4'59 4'83	5'73 5'07	2'55 ...	3'08 3'02	3'87 3'61	2'84 2'96	2'27 2'23	3'06 2'92	2'70 2'56	2'40 2'60	1st half 2nd "	105		
6'09 5'58	5'35 5'94	8'84 7'96	3'65 ...	4'40 4'22	4'84 4'46	3'63 3'69	3'82 3'63	4'13 4'13	4'27 3'65	3'66 4'03	1st half 2nd "		106	
121,513,361 61,397,385	62,929,247 71,528,813	23,880,933 20,635,577	18,288,335 ...	19,156,197 27,519,329	177,772,862 117,371,443	33,527,255 33,985,501	40,694,767 28,069,386	36,456,943 41,347,075	1,920,850 1,256,224	11,231,134 4,377,981	1st half 2nd "	107		
196,715,713 104,934,375	138,262,827 150,175,735	42,547,063 39,901,457	32,556,517 ...	31,624,981 46,337,326	254,650,273 178,059,034	70,364,678 68,748,140	88,101,913 65,428,088	64,222,812 78,504,020	3,896,874 2,679,107	21,165,286 7,647,837	1st half 2nd "		108	
318,229,074 166,331,760	201,192,074 221,704,548	66,427,996 60,537,034	50,844,852 ...	50,781,178 73,856,665	432,423,135 295,430,477	103,891,933 102,733,641	128,796,680 93,497,474	100,670,755 119,851,695	5,817,724 3,935,331	32,396,420 12,025,818	1st half 2nd "	109		

APPENDIX  
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			
			I. East Indian.	V. Bengal- Nággpur.	VI. Indian Midland.	XVII. North Western.	XX. Ondh and Rohilkhand.	XXI. Eastern Bengal.	
								Standard Gauge.	Metre and 2'6" Gauges.
STANDARD									
<b>No. VI.—GOODS TRAFFIC—concl'd.</b>									
<b>WEIGHT OF TRAIN AND TON-MILEAGE—concl'd.</b>									
Average weight of a goods train—									
110	Freight . . . . . Tons	{ 1st half 2nd "	207'87 195'19	120'17 103'31	82'35 68'96	104'55 128'98	117'52 96'99	94'41 111'63	60'95 58'86
111	Dead-weight . . . . . "	{ 1st half 2nd "	258'66 249'77	278'25 242'20	248'06 230'80	228'47 242'25	226'64 210'72	216'61 251'08	117'62 121'20
112	Total . . . . . "	{ 1st half 2nd "	466'53 444'96	398'42 345'51	330'41 299'76	333'02 371'23	344'16 307'71	311'02 362'71	178'57 180'06
<b>COST OF WORKING AND PROFIT—</b>									
113	Average cost of hauling a goods train one mile . . . . . R	{ 1st half 2nd "	2'15 1'96	3'54 4'79	2'61 2'62	2'39 2'46	1'72 1'80	2'17 2'09	1'41 1'53
114	Average cost of hauling a goods vehicle with its load one mile . . . . . Pies	{ 1st half 2nd "	11'92 11'28	24'20 44'08	20'24 23'01	21'01 20'03	12'41 14'44	17'52 14'00	10'79 11'48
115	Average cost of hauling a goods unit ( <i>vis.</i> , one ton) one mile . . . . . "	{ 1st half 2nd "	1'98 1'93	5'66 8'90	6'09 7'28	4'39 3'66	2'81 3'56	4'41 3'60	4'44 5'00
115a	Average cost of hauling a goods unit one mile, including interest on capital ex- pended on open line at the rate of 5 pct cent. per annum . . . . . "	{ 1st half 2nd "	4'40 4'81	14'16 20'15	13'17 16'78	9'46 8'27	6'50 8'59	9'33 7'31	9'16 10'13
116	Average profit on working a goods train one mile . . . . . R	{ 1st half 2nd "	3'99 4'12	3'49 —1'60	0'48 0'01	1'03 1'34	1'52 1'07	1'89 3'47	1'15 1'41
117	Average profit on working a goods vehi- cle with its load one mile . . . . . Pies	{ 1st half 2nd "	22'12 23'72	23'83 —14'71	3'65 0'12	9'04 10'88	11'04 8'62	15'26 23'18	8'79 10'54
118	Average profit on working a goods unit ( <i>vis.</i> , one ton) one mile . . . . . "	{ 1st half 2nd "	3'69 4'05	5'57 —2'97	1'10 0'04	1'89 1'99	2'49 2'13	3'85 5'97	3'62 4'60
<b>No. VII.</b>									
<b>DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.</b>									
<b>PERCENTAGE TO TOTAL EARNINGS—</b>									
119	Coaching Traffic . . . . . Per cent.	{ 1st half 2nd "	32'85 35'31	12'83 26'97	41'28 51'93	34'09 32'07	43'52 49'23	43'00 28'44	36'51 32'84
120	Goods Traffic . . . . . "	{ 1st half 2nd "	65'28 62'35	79'12 63'23	55'16 45'59	64'12 66'03	52'42 47'77	47'04 65'08	54'41 57'27
121	Sundries, including Telegraph . . . . . "	{ 1st half 2nd "	1'73 2'18	8'05 9'80	3'56 2'48	1'76 1'90	4'06 3'00	2'91 1'89	1'05 1'09
122	Steam-boat Earnings . . . . . "	{ 1st half 2nd "	0'14 0'16	... ...	... ...	0'03 ...	... ...	7'05 4'59	8'03 8'80
	TOTAL . . . . . "	{ 1st half 2nd "	100 100	100 100	100 100	100 100	100 100	100 100	100 100
<b>PERCENTAGE OF WORKING EXPENSES UPON TOTAL EARNINGS—</b>									
123	Maintenance . . . . . Per cent.	{ 1st half 2nd "	10'46 7'15	14'38 47'83	27'09 31'64	20'59 18'10	14'12 17'53	11'34 8'77	14'37 16'03
124	Locomotive Expenses . . . . . "	{ 1st half 2nd "	7'99 8'39	13'62 32'55	21'54 24'69	22'74 19'43	12'52 13'94	11'44 8'68	11'21 9'74
125	Carriage and Wagon Expenses . . . . . "	{ 1st half 2nd "	2'57 2'92	2'69 8'85	5'77 6'07	6'74 8'63	4'11 3'78	4'28 4'04	2'49 3'47
126	Traffic Expenses . . . . . "	{ 1st half 2nd "	6'41 7'06	7'49 12'74	9'95 12'27	8'28 8'45	8'14 10'55	12'58 10'31	9'83 9'97
127	General Charges . . . . . "	{ 1st half 2nd "	4'08 4'34	11'68 28'16	11'68 14'55	4'49 4'18	5'38 6'75	5'69 4'37	5'26 4'67
128	Miscellaneous Expenses . . . . . "	{ 1st half 2nd "	1'36 1'41	0'37 0'79	3'99 2'07	1'13 1'04	0'89 1'77	1'80 1'77	1'10 1'08
129	Steam-boat Expenses . . . . . "	{ 1st half 2nd "	0'17 0'19	... ...	... ...	0'25 0'34	... ...	4'13 3'93	7'09 6'97
130	TOTAL WORKING EXPENSES . . . . . "	{ 1st half 2nd "	33'04 31'46	50'23 130'92	80'02 91'29	64'22 60'17	45'16 54'32	51'26 41'87	51'35 51'93

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.				METRE GAUGE.										1890.	Progressive number.
LINES WORKED BY GUARANTEED COMPANIES.			LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.				
XXXII.	XXXIII.	XXXIV.		XLV.	III.		VIII.	XI.	XXVI.	South Indian.	XXXVII.	LIII.			
Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State.	Tirhoot.	Bengal and North-Western.	Rajputana Malwa.	Southern Mahratta.	Burma.	South Indian.	Rohilkhand-Kumaun.	Bhavnagar-Gondal-Junagarh-Forbandar.				
112'72 105'00	183'57 158'35	97'63 102'45	114'94 107'95	74'11 ...	90'13 75'91	93'81 87'42	53'47 55'27	93'63 80'42	62'55 58'36	55'03 54'32	62'40 63'89	1st half . 2nd ,, .	} 110		
211'15 205'63	297'18 270'98	214'51 215'11	204'77 208'74	131'93 ...	148'80 127'82	134'38 132'63	112'21 111'80	202'69 187'46	110'19 110'81	111'64 115'86	117'77 111'61	1st half . 2nd ,, .		} 111	
323'87 310'63	480'75 429'53	312'14 317'56	319'71 316'69	206'04 ...	238'93 203'73	228'19 220'05	165'68 167'07	296'32 267'88	172'74 169'17	166'67 170'18	180'26 175'50	1st half . 2nd ,, .	} 112		
2'21 2'57	3'09 3'46	2'10 2'16	2'46 2'51	1'01 ...	1'42 1'31	1'75 2'03	2'10 2'08	2'29 2'55	1'68 1'50	1'60 1'98	1'80 2'25	1st half . 2nd ,, .		} 113	
18'90 23'10	15'19 19'00	18'98 19'57	23'57 22'62	6'69 ...	9'36 10'02	13'84 16'12	21'48 21'37	10'68 13'56	15'81 14'44	15'90 17'84	13'27 17'57	1st half . 2nd ,, .	} 114		
3'76 4'69	3'23 4'19	4'13 4'05	4'11 4'46	2'62 ...	3'04 3'32	3'57 4'46	7'55 7'22	4'70 6'08	5'16 4'94	5'88 6'98	5'53 6'76	1st half . 2nd ,, .		} 115	
6'43 8'47	5'89 8'29	9'58 9'04	9'38 10'60	6'11 ...	6'89 8'00	6'21 8'00	16'97 16'12	8'64 11'20	8'94 8'45	12'04 15'13	9'78 13'79	1st half . 2nd ,, .	} 115a		
3'11 2'08	5'15 3'87	1'88 1'34	1'94 1'51	1'88 ...	1'52 1'30	1'81 1'42	0'39 0'37	0'69 0'10	0'67 0'66	0'69 0'78	1'14 0'34	1st half . 2nd ,, .		} 116	
26'62 18'78	25'35 21'20	16'06 16'62	18'57 13'65	12'43 ...	9'93 9'90	14'39 11'24	4'00 3'86	3'21 0'52	6'29 6'34	6'54 7'12	8'41 2'62	1st half . 2nd ,, .	} 117		
5'30 3'82	5'38 4'69	3'70 3'44	3'24 2'69	4'87 ...	3'22 3'29	3'72 3'12	1'41 1'31	1'42 0'24	2'06 2'17	2'42 2'79	3'50 1'01	1st half . 2nd ,, .		} 118	
19'90 27'66	28'94 42'02	39'51 39'70	31'44 32'80	38'06 ...	36'87 41'55	30'05 37'15	42'75 44'95	56'18 60'81	52'42 49'39	48'44 55'42	43'75 67'25	1st half . 2nd ,, .	} 119		
79'26 70'78	69'50 55'69	54'32 58'34	65'87 64'42	54'01 ...	47'86 47'93	68'50 61'15	55'48 53'19	42'64 37'99	45'46 48'31	35'60 31'78	54'35 29'54	1st half . 2nd ,, .		} 120	
0'84 1'56	1'56 2'29	6'17 1'96	2'69 2'78	1'80 ...	4'82 2'35	1'45 1'70	1'77 1'86	1'18 1'20	2'12 2'30	15'96 12'80	1'90 3'21	1st half . 2nd ,, .	} 121		
...	...	...	...	6'13 ...	10'45 8'17	...	...	...	...	...	...	1st half . 2nd ,, .		} 122	
100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	1st half . 2nd ,, .	} 123		
10'18 16'06	10'42 14'93	14'86 11'52	23'07 20'92	5'89 ...	9'40 10'02	7'50 8'76	26'32 27'31	14'87 21'22	18'72 18'47	14'46 9'36	17'03 21'42	1st half . 2nd ,, .		} 123	
17'29 21'85	13'40 15'99	18'48 18'41	13'89 16'91	8'63 ...	10'48 11'80	18'60 20'33	23'09 21'82	16'78 18'50	20'55 20'32	11'19 10'72	18'29 18'99	1st half . 2nd ,, .	} 124		
4'51 5'99	4'20 5'03	4'73 6'99	2'94 3'47	2'16 ...	1'63 2'91	6'65 9'92	3'98 4'02	3'88 4'79	4'75 3'98	2'44 3'08	1'59 2'26	1st half . 2nd ,, .		} 125	
6'42 8'61	5'37 7'47	8'56 8'71	7'70 8'98	7'60 ...	8'96 9'57	7'04 8'56	11'34 11'52	9'53 11'11	7'74 7'71	11'89 13'69	8'83 11'45	1st half . 2nd ,, .	} 126		
2'80 4'13	3'47 4'96	5'98 5'61	8'70 10'32	5'79 ...	9'22 9'11	5'61 7'29	12'57 12'96	5'60 7'53	6'05 5'85	13'08 14'04	9'54 14'65	1st half . 2nd ,, .		} 127	
2'14 1'36	1'27 1'19	0'43 0'60	0'45 1'04	0'84 ...	0'69 0'48	0'75 0'97	0'63 1'17	0'90 0'84	0'28 0'62	3'67 4'04	1'29 1'53	1st half . 2nd ,, .	} 128		
...	...	...	...	3'97 ...	4'97 5'49	...	...	...	...	...	...	1st half . 2nd ,, .		} 129	
43'34 58'00	38'13 49'57	53'04 51'84	56'75 61'64	34'88 ...	45'35 49'38	46'24 55'83	77'93 78'80	51'56 63'99	58'09 56'95	56'73 54'93	56'57 70'30	1st half . 2nd ,, .	} 130		

APPENDIX  
STATISTICS OF INDIAN  
No. VIII.—WORKING

TABLE A.—MAINTENANCE OF WAY.

Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			
			I. East Indian.	V. Bengal- Nágpur. (a)	VI. Indian Midland.	XVII. North Western.	XX Oudh and Rohil- khand.	XXI. Eastern Bengal.	
								Standard Gauge.	Metre and 2'6" Gauges.
	Mean age of Lines on the 31st December 1890, years	...	27'5	3'5	3'0	13'0	15'5	21'0	8'0
	<b>PER MILE OF LINE MAINTAINED.</b>								
131a	General Superintendence (including office expenses) R	1st half 2nd "	195'31 177'70	216'44 206'34	132'05 121'72	140'88 137'45	100'47 110'20	164'92 156'86	106'34 126'68
132a	Maintenance and renewal of Permanent-way "	1st half 2nd "	959'16 521'15	304'83 373'37	493'70 425'42	612'56 520'44	602'15 501'99	618'66 664'12	377'31 391'70
133a	Repairs of Bridges, &c. "	1st half 2nd "	380'94 50'46	96'60 222'72	39'72 42'07	128'72 82'74	21'32 56'51	77'40 113'63	50'23 93'03
134a	Conservancy of Rivers "	1st half 2nd "	... ...	... ...	... ...	66'75 33'05	4'09 12'61	1'57 1'56	3'38 2'46
135a	Repairs of Stations and Buildings "	1st half 2nd "	133'10 56'47	41'98 42'26	22'58 31'49	86'56 78'62	38'16 24'20	141'74 92'72	86'67 82'54
136a	Other Charges (net) "	1st half 2nd "	-118'77 105'68	34'02 59'57	37'22 43'95	125'76 153'86	85'13 106'91	22'46 2'65	-8'80 14'34
137a	Total Maintenance, &c. "	1st half 2nd "	1,549'83 911'46	693'87 904'26	725'27 664'65	1,161'23 1,006'16	851'32 811'42	1,026'75 1,031'54	615'13 710'75
	<b>PER MILE OF TRACK, INCLUDING SIDINGS.</b>								
131b	General Superintendence (including office expenses) R	1st half 2nd "	126'02 114'55	191'78 185'81	118'93 109'03	115'66 111'64	86'20 95'64	119'97 114'02	93'47 110'27
132b	Maintenance and renewal of Permanent-way "	1st half 2nd "	618'86 335'92	270'11 336'21	444'64 381'12	502'89 422'74	516'59 435'67	450'04 482'74	331'61 340'99
133b	Repairs of Bridges, &c. "	1st half 2nd "	245'79 32'53	85'59 200'53	35'77 37'70	105'67 67'21	18'29 49'05	56'31 82'60	44'15 80'99
134b	Conservancy of Rivers "	1st half 2nd "	... ...	... ...	... ...	54'80 26'85	3'51 10'07	1'14 1'13	2'97 2'15
135b	Repairs of Stations and Buildings "	1st half 2nd "	85'94 36'40	37'20 38'05	20'33 28'21	71'06 63'85	32'74 21'00	103'11 67'40	76'17 71'86
136b	Other Charges (net) "	1st half 2nd "	-76'63 68'11	30'15 53'64	33'53 39'39	103'25 124'98	73'03 92'78	16'33 1'93	-7'74 12'49
137b	Total Maintenance, &c. "	1st half 2nd "	999'98 587'51	614'83 814'26	653'20 595'45	953'33 817'27	730'36 704'21	746'90 749'82	540'63 618'75
	<b>PER TOTAL TRAIN-MILE.</b>								
131c	General Superintendence (including office expenses) Annas	1st half 2nd "	1'16 1'16	5'57 6'54	2'36 2'36	1'40 1'46	0'93 1'17	1'16 0'97	1'17 1'42
132c	Maintenance and renewal of Permanent-way "	1st half 2nd "	5'70 3'40	7'85 11'84	8'83 8'27	6'07 5'52	5'60 5'31	4'33 4'12	4'15 4'38
133c	Repairs of Bridges, &c. "	1st half 2nd "	2'27 0'33	2'49 7'06	0'71 0'80	1'28 0'88	0'20 0'60	0'54 0'71	0'55 1'04
134c	Conservancy of Rivers "	1st half 2nd "	... ...	... ...	... ...	0'66 0'35	0'04 0'12	0'01 0'01	0'04 0'03
135c	Repairs of Stations and Buildings "	1st half 2nd "	0'79 0'37	1'08 1'34	0'40 0'62	0'86 0'84	0'36 0'26	0'99 0'57	0'95 0'92
136c	Other Charges (net) "	1st half 2nd "	-0'70 0'69	0'88 1'89	0'66 0'86	1'25 1'63	0'79 1'13	0'16 0'02	-0'10 0'15
137c	Total Maintenance, &c. "	1st half 2nd "	9'22 5'95	17'87 28'67	12'96 12'91	11'52 10'68	7'92 8'59	7'19 6'40	6'76 7'94
	<b>PER 1,000 GROSS TON-MILES.</b>								
131d	General Superintendence (including office expenses) R	1st half 2nd "	0'10 0'21	1'04 1'41	0'51 0'57	0'29 0'28	0'20 0'27	0'29 0'21	0'45 0'55
132d	Maintenance and renewal of Permanent-way "	1st half 2nd "	0'95 0'60	1'47 2'55	1'91 1'98	1'25 1'06	1'19 1'24	1'07 0'90	1'61 1'70
133d	Repairs of Bridges, &c. "	1st half 2nd "	0'38 0'06	0'47 1'53	0'15 0'20	0'26 0'17	0'04 0'14	0'13 0'16	0'21 0'40
134d	Conservancy of Rivers "	1st half 2nd "	... ...	... ...	... ...	0'13 0'07	0'01 0'03	... ...	0'02 0'01
135d	Repairs of Stations and Buildings "	1st half 2nd "	0'13 0'06	0'20 0'29	0'09 0'15	0'18 0'16	0'07 0'06	0'25 0'13	0'37 0'36
136d	Other Charges (net) "	1st half 2nd "	-0'12 0'12	0'17 0'41	0'14 0'20	0'26 0'32	0'17 0'26	0'04 ...	-0'04 0'06
137d	Total Maintenance, &c. "	1st half 2nd "	1'53 1'05	3'35 6'19	2'80 3'10	2'37 2'06	1'68 2'00	1'78 1'40	2'62 3'08

(a) The figures entered in this table include the Asansol-Goalkera section.

A-continued.  
RAILWAYS—(Part II)—continued,  
EXPENSES.  
WORKS, AND STATIONS.

Half-years ended the 30th June and the 31st December 1890

GAUGE.				METRE GAUGE.										1890.	Progressive number.
LINES WORKED BY GUARANTEED COMPANIES.			LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANY.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.				
XXXII.	XXXIII.	XXXIV.	XLV.	III.	VIII.	XL.	XXVI.	South Indian.	XXXVIII.	LIII.					
Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State.	Tirhoot.	Bengal and North-Western.	Rajputana-Malwa.	Southern Mahratta.	Burma.	South Indian.	Rohilkhand-Kumaun.	Bhavnagar Gondal-Junagarh-Porbandar.	...			
26'5	24'5	26'5	8'0	6'5	11'5	4'5	7'0	17'5	6'0	6'5	...				
148'03 147'51	216'36 213'48	153'01 156'49	118'60 117'74	72'10 ...	73'07 63'75	102'14 97'61	105'67 96'51	121'31 122'32	116'11 126'25	49'50 49'57	86'86 86'69	1st half 2nd ,,	131a		
843'45 903'77	855'20 885'79	383'21 276'75	708'86 465'55	175'37 ...	105'58 179'82	270'92 214'43	356'61 369'01	503'48 676'02	509'97 546'65	201'32 105'95	364'59 259'26	1st half 2nd ,,		132a	
167'23 177'18	302'76 233'77	234'64 191'81	23'49 51'26	6'84 ...	44'99 30'34	1'45 19'54	35'85 26'13	63'70 40'45	17'96 40'73	64'27 10'46	2'45 2'36	1st half 2nd ,,	133a		
98'16 91'97	170'50 142'32	79'15 147'13	17'59 18'12	19'41 ...	41'51 18'86	28'27 29'57	22'34 23'82	22'33 20'19	27'52 27'95	25'28 25'64	14'34 13'45	1st half 2nd ,,		135a	
352'52 375'60	228'20 174'75	113'74 115'63	45'03 59'12	11'85 ...	47'33 9'54	42'49 35'93	58'97 63'81	84'62 56'55	180'18 141'48	30'21 15'28	34'92 28'55	1st half 2nd ,,	136a		
1,609'39 1,696'03	1,773'02 1,650'11	836'27 656'55	913'57 712'79	285'57 ...	326'23 285'87	442'37 397'08	579'44 579'28	817'47 928'11	851'74 883'06	370'58 206'90	503'16 390'31	1st half 2nd ,,		137a	
100'57 99'17	160'21 158'15	128'69 131'27	107'76 106'97	62'73 ...	66'05 56'69	89'34 85'36	97'46 88'55	103'36 103'48	103'65 112'47	45'27 45'34	77'26 77'61	1st half 2nd ,,	131b		
573'04 607'57	633'27 656'18	322'28 232'15	644'09 423'00	152'58 ...	95'43 159'90	236'96 187'52	328'90 338'57	428'95 571'90	455'22 486'98	184'12 96'89	324'30 232'10	1st half 2nd ,,		132b	
113'61 119'11	224'19 173'18	197'33 160'90	21'34 46'58	5'95 ...	40'67 26'98	1'27 17'09	33'06 23'97	54'26 34'22	16'03 36'28	58'77 9'57	2'18 2'12	1st half 2nd ,,	133b		
66'69 61'82	126'25 105'43	66'57 123'42	15'97 16'47	16'89 ...	37'52 16'77	24'74 25'86	20'61 21'89	19'03 17'08	24'57 24'90	23'13 23'44	12'76 12'04	1st half 2nd ,,		135b	
239'50 252'49	168'98 129'45	11'55 96'99	40'92 53'73	10'31 ...	42'77 8'48	37'16 31'42	54'39 58'54	72'09 47'85	160'83 126'03	27'63 13'98	31'07 25'56	1st half 2nd ,,	136b		
1,093'41 1,140'16	1,312'90 1,222'39	703'32 550'75	830'08 646'75	248'46 ...	294'87 254'20	386'93 347'25	534'42 531'48	606'46 785'17	660'30 786'66	338'92 189'22	447'57 349'43	1st half 2nd ,,		137b	
0'69 0'87	1'25 1'52	1'73 1'65	1'95 2'09	0'84 ...	1'26 1'05	0'94 1'12	1'95 1'79	1'29 1'42	1'19 1'12	1'24 1'63	1'30 2'17	1st half 2nd ,,	131c		
3'92 5'30	4'94 6'33	4'33 2'92	11'69 8'31	2'04 ...	1'82 2'95	2'50 2'44	6'56 6'86	5'35 7'85	5'21 4'85	5'13 3'49	5'49 6'48	1st half 2nd ,,		132c	
0'78 1'04	1'75 1'67	2'65 2'02	0'38 0'91	0'08 ...	0'77 0'50	0'01 0'23	0'66 0'49	0'68 0'47	0'19 0'36	1'65 0'34	0'04 0'06	1st half 2nd ,,	133c		
0'46 0'54	0'98 1'02	0'90 1'55	0'49 0'33	0'23 ...	0'71 0'31	0'26 0'34	0'41 0'44	0'24 0'24	0'28 0'25	0'65 0'84	0'22 0'33	1st half 2nd ,,		135c	
1'64 2'20	1'32 1'24	0'15 1'22	0'75 1'06	0'13 ...	0'81 0'15	0'39 0'40	1'08 1'19	0'90 0'64	1'84 1'26	0'76 0'51	0'52 0'71	1st half 2nd ,,	136c		
7'49 9'95	10'24 11'78	9'46 6'92	15'06 12'70	3'32 ...	5'61 4'70	4'08 4'53	10'66 10'77	8'69 10'77	8'71 7'84	9'43 6'81	7'57 9'75	1st half 2nd ,,		137c	
0'15 0'20	0'22 0'32	0'39 0'37	0'42 0'46	0'25 ...	0'35 0'35	0'30 0'38	0'80 0'73	0'34 0'42	0'44 0'43	0'49 0'62	0'53 0'91	1st half 2nd ,,	131d		
0'85 1'25	0'88 1'34	0'97 0'66	2'52 1'82	0'61 ...	0'51 0'98	0'78 0'81	2'70 2'81	1'40 2'34	1'95 1'84	1'95 1'32	2'24 2'73	1st half 2nd ,,		132d	
0'17 0'25	0'31 0'35	0'60 0'46	0'08 0'20	0'02 ...	0'22 0'17	0'01 0'07	0'27 0'20	0'18 0'14	0'07 0'14	0'62 0'13	0'02 0'02	1st half 2nd ,,	133d		
0'10 0'13	0'17 0'22	0'20 0'35	0'07 0'07	0'07 ...	0'20 0'10	0'09 0'11	0'16 0'18	0'06 0'07	0'11 0'09	0'25 0'32	0'09 0'14	1st half 2nd ,,		135d	
0'36 0'52	0'23 0'27	0'03 0'27	0'16 0'23	0'04 ...	0'22 0'05	0'12 0'13	0'45 0'49	0'24 0'21	0'69 0'47	0'28 0'19	0'22 0'30	1st half 2nd ,,	136d		
1'63 2'35	1'81 2'50	2'13 1'57	3'25 2'78	0'99 ...	1'57 1'56	1'28 1'50	4'38 4'41	2'28 3'22	3'26 2'97	3'59 2'58	3'10 4'10	1st half 2nd ,,		137d	





A—continued.  
RAILWAYS—(Part II)—continued.  
EXPENSES—continued.  
EXPENSES.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.				METRE GAUGE.									1890.	Progressive number.
LINES WORKED BY GUARANTEED COMPANIES.				STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.			
XXXII. Great Indian Peninsula.	XXXIII. Bombay, Baroda and Central India.	XXXIV. Madras.	XLV. The Nizam's Guaranteed State.	III. Tirhoot.	Bengal and North-Western.	VIII. Rajputana-Malwa.	XI. Southern Mahratta.	XXVI. Burma.	South Indian.	XXXVIII. Rohilkhand-Kumaun.	LIII. Bhavnaga Gondal-Junagarh Porbandar.			
12'44 10'98	17'45 17'67	...	6'14 6'26	5'32 ...	11'60 8'70	21'68 20'46	...	22'26 16'27	16'19 18'04	...	28'29 23'50	1st half 2nd "	}	
...	...	5'27 5'24	...	...	...	...	6'15 6'10	...	...	6'23 4'76	...	1st half 2nd "		}
0'57 0'72	0'73 0'86	0'70 0'60	0'67 0'91	0'68 ...	0'82 0'73	0'86 1'04	0'93 0'94	0'85 1'08	0'74 0'61	1'42 1'96	0'66 0'98	1st half 2nd "	}	
2'72 2'97	2'54 2'66	2'19 2'20	1'87 1'87	1'42 ...	1'32 1'39	2'05 2'21	1'55 1'49	2'15 2'17	1'55 1'40	1'50 1'77	1'57 1'87	1st half 2nd "		}
4'62 4'37	5'18 4'81	4'20 4'32	2'74 2'75	1'25 ...	2'64 1'89	4'43 4'27	3'72 3'60	4'25 3'56	3'52 3'83	2'58 2'04	4'36 3'81	1st half 2nd "	}	
0'27 0'31	0'31 0'33	0'16 0'15	0'40 0'37	0'12 ...	0'15 0'16	0'20 0'24	0'25 0'25	0'34 0'30	0'16 0'14	0'15 0'19	0'14 0'25	1st half 2nd "		}
0'41 0'46	0'45 0'47	0'27 0'30	0'26 0'39	0'34 ...	0'24 0'32	0'27 0'28	0'21 0'22	0'46 0'52	0'29 0'26	0'34 0'36	0'24 0'26	1st half 2nd "	}	
1'98 2'55	2'14 2'34	3'28 2'84	1'78 2'00	0'67 ...	0'54 0'77	1'54 1'88	1'35 1'36	1'20 1'32	1'97 1'46	1'31 1'47	0'74 1'34	1st half 2nd "		}
2'15 2'16	1'82 1'15	0'96 0'66	1'34 1'98	0'39 ...	0'55 0'27	0'81 0'58	1'34 0'74	0'56 0'44	1'33 0'92	...	0'42 0'11	1st half 2nd "	}	
12'72 13'54	13'17 12'62	11'76 11'07	9'06 10'27	4'87 ...	6'26 5'53	10'16 10'50	9'35 8'60	9'81 9'39	9'55 8'62	7'30 7'79	8'13 8'62	1st half 2nd "		}
51'97 55'66	41'58 38'11	...	62'54 61'33	32'96 ...	31'86 30'43	28'58 29'20	...	26'72 30'68	30'43 29'75	...	21'59 22'72	1st half 2nd "	}	
...	...	111'71 115'47	...	...	...	...	84'69 82'51	...	...	58'08 60'94	...	1st half 2nd "		}
0'50 0'63	0'65 0'79	0'60 0'50	0'60 0'82	0'54 ...	0'71 0'61	0'75 0'92	0'87 0'87	0'73 0'92	0'62 0'52	1'25 1'80	0'63 0'95	1st half 2nd "	}	
2'41 2'62	2'28 2'43	1'85 1'86	1'68 1'68	1'13 ...	1'15 1'15	1'81 1'95	1'44 1'38	1'85 1'86	1'29 1'19	1'33 1'61	1'49 1'80	1st half 2nd "		}
4'09 3'85	4'65 4'40	3'56 3'65	2'46 2'46	0'99 ...	2'29 1'56	3'92 3'76	3'45 3'32	3'65 3'05	2'93 3'25	2'28 1'87	4'14 3'68	1st half 2nd "	}	
0'24 0'28	0'28 0'30	0'13 0'13	0'36 0'33	0'09 ...	0'13 0'13	0'17 0'21	0'24 0'23	0'29 0'26	0'13 0'12	0'13 0'17	0'13 0'24	1st half 2nd "		}
0'36 0'40	0'41 0'44	0'23 0'25	0'24 0'35	0'27 ...	0'21 0'26	0'24 0'22	0'19 0'20	0'39 0'45	0'24 0'22	0'29 0'33	0'23 0'25	1st half 2nd "	}	
1'76 2'25	1'92 2'14	2'77 2'40	1'59 1'80	0'54 ...	0'47 0'63	1'37 1'66	1'25 1'25	1'04 1'12	1'65 1'24	1'15 1'35	0'70 1'29	1st half 2nd "		}
1'90 1'90	1'64 1'05	0'81 0'56	1'21 1'77	0'30 ...	0'47 0'23	0'72 0'51	1'25 0'68	0'48 0'37	1'11 0'77	...	0'40 0'11	1st half 2nd "	}	
11'26 11'93	11'83 11'55	9'95 9'35	8'14 9'21	3'86 ...	5'43 4'57	8'98 9'23	8'69 7'93	8'43 8'03	7'97 7'31	6'43 7'13	7'72 8'32	1st half 2nd "		}
46'03 49'06	37'36 34'88	...	56'14 54'96	26'15 ...	27'65 25'13	25'28 25'07	...	22'96 26'22	25'37 25'22	...	20'50 21'94	1st half 2nd "	}	
...	...	94'48 97'60	...	...	...	...	78'72 76'10	...	...	51'17 55'77	...	1st half 2nd "		}

APPENDIX  
STATISTICS OF INDIAN  
No. VIII.—WORKING  
TABLE B.—LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STANDARD						
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			
			I. East Indian.	V. Bengal-Nagpur.	VI. Indian Midland.	XVII. North Western.	XX. Oudh and Rohilkhand.	XXI. Eastern Bengal.	
						Standard Gauge.	Metre and 2' 6" Gauges.		
<b>PER 1,000 GROSS TON-MILES.</b>									
138c	General Superintendence (including office expenses) . . . . . R	{ 1st half 2nd "	0'15 0'16	0'31 0'46	0'17 0'22	0'16 0'14	0'14 0'19	0'16 0'12	0'23 0'24
139c	Running Expenses . . . . . "	{ 1st half 2nd "	0'35 0'38	0'48 0'55	0'49 0'52	0'51 0'47	0'22 0'26	0'46 0'37	0'50 0'49
140c	Fuel† . . . . . "	{ 1st half 2nd "	0'13 0'12	0'74 0'72	0'87 0'86	0'95 0'77	0'51 0'46	0'42 0'36	0'50 0'42
141c	Water . . . . . "	{ 1st half 2nd "	0'02 0'02	0'07 0'08	0'07 0'08	0'04 0'04	0'02 0'03	0'04 0'03	0'05 0'05
142c	Oil, Tallow and other Stores . . . . . "	{ 1st half 2nd "	0'06 0'08	0'10 0'13	0'11 0'11	0'07 0'08	0'07 0'07	0'13 0'12	0'14 0'14
143c	Maintenance and renewal of Locomotives and Machinery . . . . . "	{ 1st half 2nd "	0'33 0'35	0'54 1'32	0'32 0'36	0'67 0'53	0'24 0'29	0'65 0'43	0'32 0'37
144c	Other Charges (net) . . . . . "	{ 1st half 2nd "	0'13 0'12	0'23 0'26	0'20 0'27	0'22 0'18	0'29 0'29	—0'06 —0'05	0'30 0'16
145c	Total Locomotive Expenses . . . . . "	{ 1st half 2nd "	1'17 1'23	2'47 3'52	2'23 2'42	2'62 2'21	1'49 1'59	1'80 1'38	2'04 1'87
†	Fuel consumed in terms of { coal . . . . . lbs. wood . . . . . "	{ 1st half 2nd " { 1st half 2nd "	144'07 147'64 ... ...	213'79 228'76 ... ...	172'37 177'01 ... ...	155'54 139'06 ... ...	147'02 138'80 ... ...	190'10 169'82 ... ...	208'84 200'72 ... ...
<b>PER TOTAL TRAIN-MILE.</b>									
146a	General Superintendence (including office expenses) . . . . . Annas	{ 1st half 2nd "	0'22 0'22	0'45 0'50	0'27 0'31	0'22 0'32	0'12 0'15	Table C.—Carriage	
147a	Repairs and renewals of Coaching Vehicles . . . . . "	{ 1st half 2nd "	0'36 0'38	0'61 0'49	1'15 0'88	1'73 1'33	0'61 0'80	0'44 1'48	0'29 0'53
148a	Repairs and renewals of Goods Vehicles . . . . . "	{ 1st half 2nd "	1'54 1'65	0'81 2'65	0'89 0'84	1'29 2'87	1'25 0'59	2'07 2'10	0'29 0'49
149a	Cleaning and oiling . . . . . "	{ 1st half 2nd "	0'14 0'18	0'92 0'90	0'44 0'43	0'44 0'45	0'32 0'30	0'34 0'30	0'23 0'23
150a	Other Charges (net) . . . . . "	{ 1st half 2nd "	0'01 ...	0'02 0'11	0'01 0'01	0'09 0'11	... 0'01	—1'68 —1'29	0'04 0'15
151a	Total Carriage and Wagon Expenses . . . . . "	{ 1st half 2nd "	2'27 2'43	2'81 4'71	2'76 2'47	3'77 5'08	2'30 1'85	2'71 2'95	1'17 1'72
<b>PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES.</b>									
146b	General Superintendence (including office expenses) . . . . . R	{ 1st half 2nd "	0'45 0'48	0'62 0'98	0'71 1'04	0'66 0'90	0'28 0'44	1'42 0'99	0'75 0'83
147b	Repairs and renewals of Coaching Vehicles (a) . . . . . "	{ 1st half 2nd "	2'62 2'28	7'28 4'95	8'98 6'39	16'25 12'20	4'93 5'85	10'95 12'52	2'58 4'00
148b	Repairs and renewals of Goods Vehicles (a) . . . . . "	{ 1st half 2nd "	4'49 5'80	1'26 5'58	3'68 5'40	5'57 11'33	3'99 2'89	12'30 8'70	1'15 1'95
149b	Cleaning and oiling . . . . . "	{ 1st half 2nd "	0'29 0'39	1'26 1'56	1'19 1'47	1'28 1'23	0'73 0'89	1'10 0'85	0'60 0'60
150b	Other Charges (net) . . . . . "	{ 1st half 2nd "	0'01 ...	0'03 0'18	0'01 0'03	0'26 0'32	0'01 0'02	—5'44 —3'58	0'10 0'38
151b	Total Carriage and Wagon Expenses . . . . . "	{ 1st half 2nd "	4'72 5'37	3'87 8'19	7'42 8'41	11'13 14'05	5'28 5'42	8'77 8'21	3'06 4'47

(a) These two items are calculated respectively upon the coaching and goods vehicle mileage.

A—continued.  
RAILWAYS—(Part II)—continued.  
EXPENSES—continued.  
EXPENSES—concluded.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.				METRE GAUGE.										1890.	Progressive number.
LINES WORKED BY GUARANTEED COMPANIES.			LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.				
XXXII.	XXXIII.	XXXIV.	XLV.	III.		VIII.	XI.	XXVI.	South Indian.	XXXVIII.	I.III.				
Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State.	Tirhoot.	Bengal and North-Western.	Rajputana-Malwa.	Southern Mahratta.	Burma.		Rohilkhand-Kumaun.	Bhavnagar-Gondal-Junagarh-Forbandar.				
0'12 0'17	0'13 0'18	0'16 0'13	0'14 0'20	0'20 ...	0'23 0'24	0'27 0'35	0'38 0'39	0'22 0'32	0'28 0'23	0'54 0'74	0'27 0'41	1st half 2nd "	138c		
0'59 0'70	0'45 0'56	0'49 0'30	0'41 0'41	0'43 ...	0'37 0'46	0'65 0'73	0'64 0'61	0'56 0'65	0'58 0'53	0'57 0'67	0'64 0'79	1st half 2nd "		139c	
1'01 1'03	0'92 1'02	0'95 0'98	0'59 0'60	0'38 ...	0'74 0'63	1'39 1'41	1'53 1'47	1'12 1'06	1'31 1'46	0'98 0'77	1'79 1'61	1st half 2nd "	140c		
0'06 0'07	0'05 0'07	0'03 0'03	0'09 0'08	0'04 ...	0'04 0'05	0'06 0'08	0'10 0'10	0'09 0'09	0'06 0'05	0'06 0'07	0'06 0'10	1st half 2nd "	141c		
0'09 0'11	0'08 0'11	0'06 0'07	0'06 0'09	0'10 ...	0'07 0'11	0'09 0'09	0'08 0'09	0'12 0'16	0'11 0'10	0'13 0'14	0'10 0'11	1st half 2nd "	142c		
0'43 0'60	0'38 0'50	0'74 0'64	0'38 0'44	0'20 ...	0'15 0'25	0'48 0'62	0'56 0'55	0'32 0'39	0'74 0'55	0'50 0'56	0'30 0'56	1st half 2nd "	143c		
0'47 0'51	0'32 0'24	0'21 0'15	0'29 0'43	0'11 ...	0'15 0'09	0'25 0'19	0'55 0'31	0'15 0'13	0'49 0'35	...	0'17 0'05	1st half 2nd "	144c		
2'77 3'19	2'33 2'68	2'64 2'50	1'96 2'25	1'46 ...	1'75 1'83	3'19 3'47	3'84 3'52	2'58 2'80	3'57 3'27	2'78 2'95	3'33 3'63	1st half 2nd "	145c		
181'41 210'34	117'89 129'59	...	216'05 214'89	157'67 ...	142'19 161'14	143'69 154'37	...	112'26 146'51	181'92 180'58	...	141'30 152'99	1st half 2nd "	146c		
...	...	401'79 418'23	...	...	...	...	557'00 540'56	...	...	353'50 369'70	...	1st half 2nd "			
and Wagon Expenses.															
0'17 0'21	0'32 0'36	0'19 0'23	0'32 0'39	0'24 ...	0'28 0'25	0'20 0'24	0'30 0'29	0'21 0'27	0'17 0'16	0'47 0'62	0'22 0'33	1st half 2nd "	146a		
1'08 1'19	0'99 1'18	1'08 1'03	0'86 0'76	0'22 ...	0'23 0'39	0'95 1'45	0'51 0'49	0'70 0'83	0'74 0'54	0'42 0'37	0'19 0'33	1st half 2nd "	147a		
1'33 1'55	2'16 1'93	1'23 2'46	0'38 0'58	0'48 ...	0'19 0'45	1'95 2'85	0'59 0'60	0'99 0'83	0'96 0'73	0'34 0'45	0'13 0'15	1st half 2nd "	148a		
0'41 0'50	0'39 0'38	0'39 0'37	0'36 0'38	0'26 ...	0'23 0'22	0'38 0'46	0'20 0'20	0'33 0'34	0'18 0'16	0'34 0'39	0'14 0'22	1st half 2nd "	149a		
0'33 0'26	0'27 0'12	0'12 0'11	...	0'02 ...	0'04 0'05	0'13 0'12	0'01 0'01	0'04 0'16	0'16 0'10	0'02 0'41	0'03 ...	1st half 2nd "	150a		
3'32 3'71	4'13 3'97	3'01 4'20	1'92 2'11	1'22 ...	0'97 1'36	3'61 5'12	1'61 1'59	2'27 2'43	2'21 1'69	1'59 2'24	0'71 1'03	1st half 2nd "	151a		
0'37 0'76	0'74 0'98	0'58 0'71	0'96 1'14	0'49 ...	0'57 0'59	0'53 0'65	1'02 1'05	0'37 0'54	0'52 0'47	1'34 1'76	0'63 1'00	1st half 2nd "	146b		
13'99 12'27	9'91 9'01	8'02 8'39	7'63 6'83	1'24 ...	1'18 1'93	8'20 10'14	4'99 4'55	3'67 3'96	5'14 3'97	3'10 2'30	1'46 1'68	1st half 2nd "	147b		
6'05 7'06	6'55 8'10	6'18 12'28	1'68 2'57	1'50 ...	0'66 2'03	7'41 12'36	3'04 3'36	2'75 3'01	5'00 3'77	1'57 2'36	0'58 1'11	1st half 2nd "	148b		
1'37 1'80	0'90 1'05	1'17 1'14	1'08 1'12	0'52 ...	0'47 0'53	1'00 1'23	0'66 0'69	0'60 0'70	0'56 0'49	0'97 1'08	0'41 0'68	1st half 2nd "	149b		
1'11 0'95	0'63 0'32	0'35 0'34	0'01 ...	0'03 ...	0'09 0'11	0'36 0'32	0'04 0'02	0'07 0'31	0'45 0'30	0'07 1'16	0'09 ...	1st half 2nd "	150b		
11'18 13'44	9'60 10'77	9'02 13'00	5'68 6'21	2'47 ...	1'99 3'21	9'55 13'71	5'43 5'50	4'11 4'97	6'60 5'12	4'53 6'34	2'04 3'14	1st half 2nd "	151b		

all other items in the table being calculated upon the aggregate of both coaching and goods vehicle mileage.

APPENDIX  
STATISTICS OF INDIAN

No. VIII.—WORKING

TABLE D.—

Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			
			I East Indian.	V Bengal- Nágpur.	VI Indian Midland.	XVII. North Western.	XX. Oudh and Rohilkhand.	XXI. Eastern Bengal.	
								Standard Gauge.	Metre and 2'6" Gauges.
<b>PER TOTAL, TRAIN-MILE.</b>									
152a	General Superintendence (including office expenses) . . . . . Annas	1st half 2nd "	0'79 0'85	1'75 1'90	0'80 0'85	0'64 0'69	0'61 0'71	0'92 0'87	0'79 0'80
153a	Station Staff . . . . . "	1st half 2nd "	3'17 3'24	2'83 2'68	1'95 2'08	2'20 2'36	2'11 2'39	4'81 4'66	2'47 2'28
154a	Train Staff . . . . . "	1st half 2nd "	1'02 1'01	0'74 0'71	0'68 0'77	0'92 0'94	0'67 0'78	0'77 0'75	0'48 0'51
155a	Fuel, Lighting, Water and General Stores . . . . . "	1st half 2nd "	0'34 0'46	0'93 0'43	0'58 0'79	0'58 0'54	0'49 0'46	0'84 0'71	0'45 0'44
156a	Clothing . . . . . "	1st half 2nd "	0'06 0'06	0'01 0'01	0'07 0'03	0'01 0'11	0'07 0'11	0'16 0'13	0'01 0'05
157a	Printing, Stationery and Tickets . . . . . "	1st half 2nd "	0'22 0'22	0'90 0'37	0'37 0'39	0'17 0'20	0'36 0'36	0'34 0'27	0'28 0'20
158a	Charges for delivery and collection of goods, &c. . . . . "	1st half 2nd "	... 0'01	... ...	0'03 —0'03	... ...	0'02 0'01	0'04 0'09	... ...
159a	Miscellaneous Expenses . . . . . "	1st half 2nd "	0'10 0'09	0'05 0'04	0'01 0'01	0'01 0'01	... 0'01	0'08 0'04	0'09 0'05
160a	Payments to other Lines . . . . . "	1st half 2nd "	... ...	0'60 0'58	0'26 0'10	0'05 0'08	0'23 0'34	... ...	... ...
161a	Other Charges (net) . . . . . "	1st half 2nd "	—0'05 —0'07	0'02 0'01	0'01 0'01	0'05 0'05	... ...	0'01 ...	0'05 0'11
162a	Total Traffic Expenses . . . . . "	1st half 2nd "	5'65 5'87	7'83 6'79	4'76 5'00	4'63 4'58	4'56 5'17	7'97 7'52	4'62 4'94
<b>PER CENT. ON TRAFFIC EARNINGS.</b>									
(Abstracts H and I of Revenue Accounts.)									
152b	General Superintendence (including office expenses)† . . . . . Per cent.	1st half 2nd "	0'91 1'05	1'82 3'95	1'72 2'11	1'17 1'19	1'14 1'50	1'61 1'28	1'86 1'78
153b	Station Staff . . . . . "	1st half 2nd "	3'66 3'99	2'95 5'58	4'24 5'23	4'01 4'08	3'93 5'03	8'42 6'82	5'79 6'22
154b	Train Staff . . . . . "	1st half 2nd "	1'18 1'24	0'77 1'48	1'48 1'92	1'68 1'63	1'25 1'64	1'35 1'09	1'12 1'14
155b	Fuel, Lighting, Water and General Stores . . . . . "	1st half 2nd "	0'39 0'37	0'97 1'02	1'25 1'99	1'05 0'93	0'92 0'97	1'48 1'04	1'05 0'99
156b	Clothing . . . . . "	1st half 2nd "	0'07 0'08	0'01 0'03	0'16 0'09	0'02 0'18	0'12 0'23	0'28 0'19	0'04 0'12
157b	Printing, Stationery and Tickets . . . . . "	1st half 2nd "	0'26 0'28	0'93 0'77	0'81 0'58	0'31 0'34	0'66 0'75	0'61 0'40	0'64 0'45
158b	Charges for delivery and collection of goods, &c. . . . . "	1st half 2nd "	0'01 0'01	... ...	0'07 —0'07	... ...	0'03 0'03	0'07 0'13	... ...
159b	Miscellaneous Expenses . . . . . "	1st half 2nd "	0'11 0'11	0'05 0'07	0'02 0'03	0'01 0'01	... 0'01	0'13 0'06	0'20 0'12
160b	Payments to other Lines . . . . . "	1st half 2nd "	... ...	0'62 1'20	0'56 0'26	0'09 0'14	0'43 0'71	... ...	... ...
161b	Other Charges (net) . . . . . "	1st half 2nd "	—0'06 —0'10	0'02 0'03	0'01 0'04	0'09 0'10	... 0'01	0'02 0'01	0'11 0'24
162b	Total Traffic Expenses . . . . . "	1st half 2nd "	6'53 7'23	8'14 14'13	10'32 12'58	8'43 8'60	8'48 10'88	13'97 11'02	10'81 11'06
†	General Superintendence per cent. on traffic earnings (including steam-boat) . . . . . Per cent.	1st half 2nd "	0'91 1'04	1'82 3'95	1'72 2'11	1'17 1'20	1'14 1'50	1'49 1'22	1'71 1'62

A-continued.  
RAILWAYS—(Part II)—continued.  
EXPENSES—continued.  
TRAFFIC EXPENSES.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.				METRE GAUGE.								1890.	Progressive number.
LINES WORKED BY GUARANTEED COMPANIES.			LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.		
XXXII. Great Indian Peninsula.	XXXIII. Bombay, Baroda & Central India.	XXXIV. Madras.		XLV. The Nizam's Guaranteed State.	III. Tirhoot.	Bengal and North-Western.	VIII. Rajputana-Malwa.	XI. Southern Mahratta.	XXVI. Burma.	South Indian.	XXXVIII. Rohilkhand-Kumaun.		
0'44 0'58	0'67 0'75	0'80 0'75	0'85 1'02	0'61 ...	0'66 0'69	0'65 0'80	0'79 0'76	0'65 0'71	0'45 0'37	2'23 3'02	0'65 0'93	1st half . 2nd ,, .	152a
2'06 2'42	2'75 3'15	2'57 2'45	2'23 2'43	2'13 ...	1'40 1'93	1'69 1'94	1'95 1'95	3'34 3'10	1'85 1'60	3'30 4'12	1'88 2'27	1st half . 2nd ,, .	
1'30 1'35	0'51 0'58	0'64 0'61	0'67 0'72	0'54 ...	0'50 0'58	0'59 0'63	0'56 0'52	0'71 0'72	0'37 0'33	0'52 0'71	0'33 0'42	1st half . 2nd ,, .	154a
0'56 0'56	0'61 0'73	0'71 0'72	0'47 0'46	0'47 ...	0'46 0'61	0'49 0'53	0'58 0'56	0'57 0'62	0'40 0'38	0'39 0'41	0'45 0'58	1st half . 2nd ,, .	155a
0'03 0'07	0'08 0'07	0'07 0'11	0'07 0'06	0'07 ...	0'02 0'04	0'05 0'12	0'10 0'11	0'04 —0'01	... 0'15	0'02 0'02	0'03 0'09	1st half . 2nd ,, .	156a
0'14 0'20	0'31 0'35	0'47 0'45	0'44 0'46	0'35 ...	0'45 0'23	0'21 0'23	0'44 0'47	0'27 0'47	0'24 0'27	0'45 0'75	0'35 0'46	1st half . 2nd ,, .	157a
0'01 0'01	0'04 0'05	0'02 0'02	... ...	... ...	0'43 0'02	... ...	... ...	... ...	... ...	... ...	... ...	1st half . 2nd ,, .	158a
0'02 0'03	0'01 0'02	0'04 0'04	0'04 0'03	0'06 ...	0'03 0'05	0'02 0'03	0'03 0'03	0'01 0'03	0'02 0'03	0'12 0'15	0'08 0'13	1st half . 2nd ,, .	159a
0'07 0'07	0'24 0'22	... ...	0'25 0'27	0'05 ...	0'02 ...	0'13 0'15	0'12 0'12	... ...	0'03 0'02	0'68 0'71	0'14 0'21	1st half . 2nd ,, .	160a
0'09 0'05	0'06 —0'02	0'12 0'09	... ...	0'01 ...	1'38 0'34	... —0'01	0'02 0'02	—0'02 ...	0'24 0'12	0'04 0'06	... 0'10	1st half . 2nd ,, .	161a
4'72 5'34	5'28 5'90	5'44 5'24	5'02 5'45	4'29 ...	5'35 4'49	3'83 4'42	4'59 4'54	5'57 5'04	3'60 3'27	7'75 9'95	3'93 5'19	1st half . 2nd ,, .	162a
0'61 0'95	0'68 0'97	1'35 1'27	1'33 1'73	1'18 ...	1'30 1'65	1'22 1'57	1'98 1'97	1'13 1'41	0'99 0'89	4'08 4'78	1'49 2'12	1st half . 2nd ,, .	152b
2'82 3'97	2'84 4'08	4'30 4'16	3'52 4'12	4'09 ...	2'76 4'61	3'15 3'83	4'91 5'03	5'78 6'18	4'06 3'86	6'02 6'50	4'31 5'15	1st half . 2nd ,, .	153b
1'78 2'22	0'53 0'75	1'07 1'04	1'06 1'21	1'04 ...	0'98 1'37	1'09 1'24	1'42 1'36	1'23 1'43	0'82 0'81	0'96 1'11	0'76 0'96	1st half . 2nd ,, .	154b
0'77 0'92	0'63 0'95	1'19 1'22	0'74 0'79	0'92 ...	0'92 1'45	0'92 1'04	1'47 1'45	0'98 1'25	0'87 0'91	0'71 0'64	1'02 1'32	1st half . 2nd ,, .	155b
0'05 0'11	0'09 0'10	0'11 0'19	0'11 0'10	0'13 ...	0'04 0'08	0'09 0'32	0'25 0'29	0'06 —0'01	... 0'36	0'03 0'03	0'12 0'21	1st half . 2nd ,, .	156b
0'19 0'32	0'32 0'46	0'79 0'76	0'69 0'79	0'67 ...	0'89 0'56	0'38 0'46	1'11 1'22	0'47 0'93	0'53 0'65	0'82 1'18	0'81 1'04	1st half . 2nd ,, .	157b
0'02 0'02	0'04 0'06	0'03 0'03	... ...	... ...	0'84 0'05	... ...	... ...	... ...	... ...	... ...	... ...	1st half . 2nd ,, .	158b
0'03 0'04	0'01 0'02	0'07 0'07	0'06 0'05	0'11 ...	0'06 0'12	0'05 0'06	0'06 0'07	0'02 0'06	0'04 0'06	0'22 0'24	0'18 0'30	1st half . 2nd ,, .	159b
0'09 0'11	0'25 0'28	... ...	0'40 0'45	0'10 ...	0'05 0'01	0'25 0'30	0'29 0'31	... ...	0'06 0'05	1'24 1'13	0'32 0'49	1st half . 2nd ,, .	160b
0'12 0'09	0'06 —0'02	0'21 0'15	... ...	0'02 ...	2'72 1'80	... —0'01	0'05 0'04	—0'03 ...	0'53 0'29	0'07 0'09	—0'01 0'24	1st half . 2nd ,, .	161b
6'48 8'75	5'45 7'65	9'12 8'89	7'91 9'24	8'26 ...	10'57 10'70	7'15 8'71	11'54 11'74	9'64 11'25	7'90 7'88	14'15 15'70	9'00 11'83	1st half . 2nd ,, .	16b
0'61 0'95	0'68 0'97	1'35 1'27	1'33 1'73	1'10 ...	1'15 1'51	1'22 1'57	1'98 1'97	1'13 1'41	0'99 0'89	4'08 4'78	1'49 2'12	1st half . 2nd ,, .	f

APPENDIX  
STATISTICS OF INDIAN  
No. VIII.—WORKING

TABLE E.—

Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				
			I.	V.	VI.	XVII.	XX.	XXI.		
			East Indian.	Bengal-Nággpur.	Indian Midland.	North Western.	Oudh and Rohilkhand.	Eastern Bengal.	Metro and 2'6" Gauges.	
<b>PER TOTAL TRAIN-MILE.</b>										
1630	Home Expenditure . . . . . <i>Annas</i>	{ 1st half 2nd ,,	(a) { 0'65 0'53	3'64 3'82	(a) { 1'37 1'45	0'24 ...	0'13 ...	0'33 0'16	Included with standard gauge.	
1640	Agent's Office—Salaries and Expenses ,,	{ 1st half 2nd ,,	0'26 0'27	2'04 2'82	0'85 0'87	0'21 0'24	0'35 0'35	0'42 0'38		
1650	Audit, Accounts, and Pay Offices ,, . . .	{ 1st half 2nd ,,	0'81 0'82	1'62 2'11	1'34 1'52	0'65 0'66	0'95 1'17	0'84 0'77		
1660	Stores Department ,, . . .	{ 1st half 2nd ,,	0'27 0'32	0'69 0'91	0'36 0'36	0'20 0'20	0'19 0'23	0'12 0'11		
1670	Medical ,, . . . . .	{ 1st half 2nd ,,	0'22 0'24	0'87 0'90	0'19 0'21	0'13 0'13	0'17 0'18	0'16 0'16		
1680	Rents and Miscellaneous ,, . . .	{ 1st half 2nd ,,	0'28 0'23	0'95 1'09	0'24 0'22	0'10 0'16	0'18 0'17	0'21 0'15		
1690	Police . . . . .	{ 1st half 2nd ,,	0'24 0'26	0'53 0'72	0'18 0'17	0'11 0'13	0'23 0'27	0'03 0'15		
1700	Advertising . . . . .	{ 1st half 2nd ,,	0'01 0'01	0'03 ...	0'03 0'02	0'01 0'01	... 0'02	0'01 0'03		
1710	Electric Telegraph . . . . .	{ 1st half 2nd ,,	0'90 0'98	1'85 2'61	1'03 1'12	0'85 0'92	0'82 0'92	0'94 0'90		
1720	Other Charges (net) . . . . .	{ 1st half 2nd ,,	—0'04 —0'05	... 0'01	... ...	0'01 0'01	... ...	... ...		
1730	Total General Charges . . . . .	{ 1st half 2nd ,,	3'60 3'61	12'22 14'99	5'59 5'94	2'51 2'46	3'02 3'31	3'06 2'81		
<b>PER CENT. ON TOTAL EARNINGS.</b>										
1630	Home Expenditure . . . . . <i>Per cent.</i>	{ 1st half 2nd ,,	(a) { 0'73 0'63	3'48 7'17	(a) { 2'87 3'54	0'42 ...	0'23 ...	0'59 0'25		
1640	Agent's Office—Salaries and Expenses ,,	{ 1st half 2nd ,,	0'30 0'32	1'95 5'29	1'78 2'13	0'38 0'41	0'62 0'71	0'76 0'60		
1650	Audit, Accounts, and Pay Offices ,, . . .	{ 1st half 2nd ,,	0'92 0'98	1'54 3'97	2'78 3'73	1'16 1'13	1'69 2'38	1'52 1'23		
1660	Stores Department ,, . . . . .	{ 1st half 2nd ,,	0'30 0'39	0'66 1'72	0'75 0'89	0'37 0'35	0'33 0'47	0'22 0'18		
1670	Medical ,, . . . . .	{ 1st half 2nd ,,	0'26 0'29	0'83 1'69	0'41 0'51	0'23 0'23	0'31 0'38	0'28 0'26		
1680	Rents and Miscellaneous ,, . . .	{ 1st half 2nd ,,	0'31 0'28	0'91 2'05	0'51 0'54	0'19 0'27	0'32 0'34	0'38 0'25		
1690	Police . . . . .	{ 1st half 2nd ,,	0'28 0'32	0'51 1'35	0'37 0'40	0'19 0'22	0'41 0'55	0'04 0'23		
1700	Advertising . . . . .	{ 1st half 2nd ,,	... 0'01	0'03 0'01	0'06 0'05	0'02 0'01	... 0'04	0'02 0'04		
1710	Electric Telegraph . . . . .	{ 1st half 2nd ,,	1'03 1'18	1'77 4'89	2'15 2'76	1'51 1'55	1'47 1'88	1'69 1'43		
1720	Other Charges (net) . . . . .	{ 1st half 2nd ,,	—0'05 —0'06	... 0'01	... ...	0'02 0'01	... ...	0'01 ...		
1730	Total General Charges. . . . .	{ 1st half 2nd ,,	4'08 4'34	11'68 28'15	11'68 14'55	4'49 4'18	5'38 6'75	5'51 4'47		
<b>PER CENT. ON GROSS EARNINGS.</b>										
174	Law Charges . . . . . <i>Per cent.</i>	{ 1st half 2nd ,,	0'03 0'04	0'01 0'04	0'16 0'04	0'01 ...	... ...	... 0'02		
175	Compensation . . . . .	{ 1st half 2nd ,,	0'03 0'04	—0'04 ...	0'03 0'04	0'06 0'05	0'01 0'05	0'28 0'36		
176	Rates and Taxes . . . . .	{ 1st half 2nd ,,	0'10 0'14	... 0'01	0'03 0'03	0'04 0'03	... ...	0'26 0'28		
177	Payments to other Lines . . . . .	{ 1st half 2nd ,,	0'02 ...	0'18 0'34	2'30 0'32	0'37 0'29	0'10 0'79	0'31 0'25		
178	Other Charges (net) . . . . .	{ 1st half 2nd ,,	0'23 0'21	0'22 0'40	1'47 1'64	0'65 0'66	0'78 0'93	0'67 0'63		
179	Total Special and Miscellaneous Expenses . . . . .	{ 1st half 2nd ,,	0'41 0'43	0'37 0'79	3'09 2'07	1'13 1'03	0'89 1'77	1'52 1'54		

(a) Includes cost of Government controlling establishment.

A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—concluded.

GENERAL CHARGES.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.

METRE GAUGE.

LINES WORKED BY GUARANTEED COMPANIES.				LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.								LINES OWNED AND WORKED BY NATIVE STATES.		1890.	Progressive number.
XXXII.	XXXIII.	XXXIV.	XLV. The Nizam's Guaranteed State.	III.		VIII.	XI.	XXVI.	Lines worked by Guaranteed Companies.	Assisted Companies.	LIII. Bhavnagar-Gondal-Junagarh-Porbandar.	1890.	Progressive number.			
Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.		Tirhoot.	Bengal and North-Western.	Rajputana-Malwa.	Southern Mahratta.	Burma.	South Indian.	XXXVIII. Rohilkhand-Kumaun.						
0'16	0'35	0'45	1'26	0'02	1'30	0'58	1'30	...	0'45	2'90	...	1st half	163a			
0'21	0'37	0'40	1'49	...	(a) 1'04	0'74	1'27	...	0'34	3'08	...	2nd "				
0'15	0'22	0'40	0'38	0'44	1'03	0'14	0'30	0'46	0'30	0'78	0'69	1st half	164a			
0'19	0'26	0'38	0'51	...	0'31	0'18	0'35	0'47	0'26	1'01	1'08	2nd "				
0'09	0'92	1'00	1'33	1'29	1'30	0'59	0'84	1'05	0'73	2'52	1'07	1st half	165a			
0'62	1'06	0'94	1'45	...	0'92	0'77	0'84	1'07	0'03	3'03	1'78	2nd "				
0'17	0'35	0'14	0'35	0'20	0'21	0'21	0'28	0'43	0'20	0'25	0'19	1st half	166a			
0'22	0'43	0'14	0'32	...	0'15	0'25	0'30	0'78	0'17	0'33	0'28	2nd "				
0'10	0'17	0'25	0'29	0'13	0'17	0'13	0'20	0'11	0'11	0'18	0'23	1st half	167a			
0'12	0'21	0'22	0'38	...	0'14	0'16	0'21	0'13	0'10	0'23	0'38	2nd "				
0'12	0'34	0'17	0'46	0'16	0'14	0'14	0'32	0'22	0'16	0'62	0'23	1st half	168a			
0'12	0'38	0'09	0'41	...	0'16	0'11	0'29	0'20	0'15	0'91	0'36	2nd "				
0'21	0'34	0'31	0'71	0'05	0'05	0'29	0'36	0'03	...	0'11	0'73	1st half	169a			
0'26	0'37	0'29	0'65	...	0'23	0'34	0'38	0'13	0'11	0'20	1'02	2nd "				
0'01	0'01	0'03	0'03	...	...	...	0'04	0'02	0'01	0'10	0'02	1st half	170a			
0'02	0'01	0'02	0'02	...	...	0'01	0'02	0'01	0'02	0'07	0'01	2nd "				
0'59	0'57	0'88	0'86	0'98	1'09	0'98	1'42	0'92	0'68	1'07	1'08	1st half	171a			
0'74	0'74	0'79	1'04	...	1'11	1'22	1'40	1'02	0'61	1'34	1'72	2nd "				
0'06	0'14	0'17	0'01	-0'01	0'02	-0'01	0'03	0'03	0'17	...	...	1st half	172a			
0'06	0'08	0'10	...	...	0'01	-0'01	0'05	0'01	0'09	...	0'02	2nd "				
2'06	3'41	3'80	5'68	3'26	3'51	3'05	5'09	3'27	2'81	8'53	4'24	1st half	173a			
2'56	3'91	3'37	6'27	...	4'27	3'77	5'11	3'82	2'48	10'20	6'65	2nd "				
0'22	0'35	0'71	1'93	0'04	2'51	1'08	3'22	...	0'96	4'44	...	1st half	163b			
0'34	0'47	0'66	2'46	...	(a) 2'21	1'43	3'22	...	0'79	4'24	...	2nd "				
0'20	0'23	0'63	0'59	0'78	1'73	0'26	0'73	0'79	0'65	1'20	1'55	1st half	164b			
0'31	0'33	0'63	0'84	...	1'09	0'35	0'90	0'93	0'61	1'38	2'37	2nd "				
0'67	0'94	1'57	2'02	2'30	2'19	1'08	2'07	1'80	1'57	3'87	2'42	1st half	165b			
1'01	1'34	1'56	2'38	...	1'98	1'50	2'15	2'11	1'49	4'16	3'92	2nd "				
0'23	0'35	0'22	0'53	0'35	0'36	0'38	0'69	0'74	0'42	0'38	0'42	1st half	166b			
0'35	0'55	0'23	0'52	...	0'32	0'49	0'76	1'54	0'40	0'45	0'62	2nd "				
0'13	0'17	0'39	0'44	0'24	0'27	0'24	0'50	0'19	0'24	0'27	0'53	1st half	167b			
0'20	0'27	0'38	0'63	...	0'31	0'31	0'52	0'25	0'24	0'32	0'84	2nd "				
0'16	0'35	0'28	0'71	0'27	0'22	0'25	0'79	0'37	0'35	0'96	0'51	1st half	168b			
0'19	0'48	0'14	0'67	...	0'35	0'22	0'74	0'41	0'35	1'26	0'79	2nd "				
0'29	0'35	0'49	1'10	0'09	0'09	0'53	0'89	0'05	...	0'17	1'65	1st half	169b			
0'42	0'47	0'49	1'08	...	0'49	0'66	0'96	0'26	0'26	0'28	2'26	2nd "				
0'01	0'01	0'05	0'04	...	0'01	0'01	0'09	0'03	0'03	0'15	0'03	1st half	170b			
0'03	0'02	0'04	0'03	...	0'01	0'02	0'04	0'01	0'04	0'10	0'02	2nd "				
0'80	0'58	1'38	1'32	1'73	1'81	1'80	3'50	1'58	1'46	1'64	2'42	1st half	171b			
1'19	0'93	1'31	1'71	...	2'35	2'33	3'54	2'01	1'45	1'85	3'79	2nd "				
0'09	0'14	0'26	0'02	-0'01	0'03	-0'02	0'09	0'05	0'37	...	...	1st half	172b			
0'09	0'10	0'17	...	...	...	-0'02	0'13	0'01	0'22	...	0'04	2nd "				
2'80	3'47	5'98	8'70	5'79	9'22	5'61	12'57	5'60	6'05	13'08	9'53	1st half	173b			
4'13	4'96	5'61	10'32	...	9'11	7'29	12'96	7'53	5'85	14'04	14'65	2nd "				
Miscellaneous Expenses.																
0'02	0'03	0'02	0'04	-0'01	0'15	0'01	0'03	...	0'01	...	...	1st half	174			
0'03	...	0'05	0'31	...	0'03	0'05	0'04	...	...	...	0'01	2nd "				
0'02	0'03	0'04	...	0'01	0'04	0'04	0'09	0'04	0'07	0'05	0'04	1st half	175			
0'01	0'02	0'12	0'04	...	0'11	0'04	0'24	0'03	0'04	0'23	0'06	2nd "				
0'10	0'18	0'15	...	0'12	0'03	...	0'09	0'30	0'12	0'01	...	1st half	176			
0'14	0'26	0'21	0'03	...	0'08	0'03	0'24	0'33	0'50	0'07	...	2nd "				
1'27	0'27	0'05	0'08	0'31	0'05	0'18	0'01	...	0'04	1'21	0'14	1st half	177			
1'10	0'31	0'16	0'09	...	0'05	0'20	0'17	...	0'04	1'19	0'23	2nd "				
0'18	0'14	0'17	0'33	0'41	0'42	0'52	0'18	0'56	0'04	2'40	1'11	1st half	178			
0'08	0'09	0'06	0'57	...	0'20	0'65	0'26	0'48	0'04	2'55	1'23	2nd "				
1'59	0'65	0'43	0'45	0'84	0'69	0'75	0'40	0'90	0'28	3'67	1'29	1st half	179			
1'36	0'68	0'60	1'04	...	0'47	0'97	0'95	0'84	0'62	4'04	1'53	2nd "				



Half-years ended the 30th June and the 31st December 1890.

Progressive number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			
			I.	V.	VI.	XVII.	XX.	XXI. Eastern Bengal :	
			East Indian.	Bengal-Nágpur.	Indian Midland.	North Western.	Oudh and Rohilkhand.	Standard Gauge.	Metre and 2' 6" Gauges.
FROM APPENDIX I.									
180	Average number of Locomotives on the Line <i>No.</i>	1st half 2nd "	556 533	46 52	87 87	539 525	155 155	92 97	74 79
181	Average miles run per Locomotive per diem <i>Miles</i>	1st half 2nd "	50'34 47'52	34'23 25'60	45'63 41'99†	45'30 43'11	51'19 43'93	62'52 68'75	63'91 59'09
182	lbs. coal per engine-mile (coal-burning engines)— Coaching <i>lbs.</i>	1st half 2nd "	40'00 37'75	...	...	...	...	(a) 35'55 (a) 35'00	(b) 30'19 (b) 29'75
183	Goods <i>"</i>	1st half 2nd "	51'50 49'50	64'39 52'63	45'61 43'95	42'87 40'62	36'01 31'16	(a) 45'20 (a) 44'98*	(b) 36'75 (b) 35'55
184	Mixed <i>"</i>	1st half 2nd "	42'21 39'61	73'74 72'96	...	...	...	(a) 36'05 (a) 33'78	(b) 31'10 (b) 30'20
185	lbs. wood per engine-mile (wood-burning engines)— Coaching <i>lbs.</i>	1st half 2nd "	...	...	...	...	...	...	...
186	Goods <i>"</i>	1st half 2nd "	...	...	...	...	...	...	...
187	Mixed <i>"</i>	1st half 2nd "	...	...	...	...	...	...	...
188	Average gross weight of traips— Coaching <i>Tons</i>	1st half 2nd "	172'85 165'72	57'72 ...	128'64 124'75	183'96 173'22	166'43 172'71	135'13 142'84	94'27 94'94
189	Goods <i>"</i>	1st half 2nd "	447'62 432'65	268'06 171'38	287'49 263'60	286'10 337'32	303'63 241'49	288'54 374'32	177'20 180'57
190	Mixed <i>"</i>	1st half 2nd "	237'39 233'68	291'29 250'20	244'44 222'53	185'45 186'72	242'75 219'41	179'18 186'53	120'42 114'39
191	Average through speed of trains— Coaching <i>Miles per hour</i>	1st half 2nd "	26'33 24'60	17'50 ...	21'83 22'53	17'23 18'94	22'08 21'27	(a) 20'07 (a) 20'07	(b) 19'28 (b) 19'28
192	Goods <i>"</i>	1st half 2nd "	12'15 12'85	10'21 10'76	13'58 13'98	10'73 11'00	9'11 9'07	(a) 10'90 (a) 10'88*	(b) 10'73 (b) 10'73
193	Mixed <i>"</i>	1st half 2nd "	18'29 18'81	13'16 12'90	15'18 15'49	15'85 15'88	14'18 15'10	(a) 13'93 (a) 13'93	(b) 12'27 (b) 12'27
FROM APPENDIX II.									
194	Average mileage <i>per diem</i> of coaching vehicles, including brakes <i>Miles</i>	1st half 2nd "	198,885 198,638	7,563 7,830	28,872 28,949	147,426 136,828	51,040 48,030	39,984 38,593	32,589 33,085
195	Goods ditto ditto <i>"</i>	1st half 2nd "	502,578 396,817	30,533 17,200	49,504 32,485	318,624 309,472	104,588 73,811	51,897 82,878	66,351 63,105
	Average lead of passengers <i>"</i>	1st half 2nd "	59'82 62'34	33'11 31'86	63'88 67'07	56'19 55'32	45'90 45'06	...	28'96 27'44
	Average lead of goods <i>"</i>	1st half 2nd "	210'77 203'84	82'77 65'02	81'94 52'22	156'75 192'79	116'62 95'05	...	107'44 126'21
	Total tonnage of goods lifted <i>"</i>	1st half 2nd "	2,493,548 1,938,836	277,920 245,004	302,812 353,178	1,752,111 1,609,057	679,680 543,474	...	397,551 662,295

(a) Eastern section only. For the Southern and Central sections the figures are as follows:—

Progressive No.	Headings.		Southern section.	Central section.
182	Coaching	1st half 2nd "	50'25 50'15	37'09 36'55
183	Goods	1st half 2nd "	49'05* 48'25*	...
184	Mixed	1st half 2nd "	51'15 51'20	45'15 37'90 36'85
191	Coaching	1st half 2nd "	13'63 13'63	15'58 15'38
192	Goods	1st half 2nd "	10'14* 10'02*	...
193	Mixed	1st half 2nd "	12'07 12'07	11'37 13'62 13'62

\* Include the speed of, and consumption by, ballast trains.

† Calculated on the engine-mileage, including 39,141 miles run for shunting purposes on joint account at Itá, si.

A—continued.  
RAILWAYS—(Part II)—continued.

X.  
IS APPENDICES TO THE ANALYSES.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.				METRE GAUGE.									1890.	Progressive number.
LINES WORKED BY GUARANTEED COMPANIES.			LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.			
XXXII.	XXXIII.	XXXIV.	XLV.	III.		VIII.	XI.	XXVI.	South Indian.	XXXVIII.	LII.			
Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State.	Tirhoot.	Bengal and North-Western.	Rajputana-Malwa.	Southern Mahratta.	Burma.		Rohilkhand-Kumaun.	Bhavnagar-Gondal-Junagadh-Porbandar.			
570	127	151	30	45	50	415	155	106	119	8	33	1st half .	180	
594	127	151	30	...	100	414	159	106	124	8	33	2nd ,, .		
54'43	61'96	51'38	69'82	58'00	44'52	43'92	42'71	50'46	57'71	44'86	61'68	1st half .	181	
40'97	48'74	54'22	63'56	...	44'35	35'38	42'69	45'96	61'76	32'86	36'05	2nd ,, .		
0 46'03 49'06	30'83	...	38'55	17'32	27'65 25'13	17'78	...	...	21'08	...	20'50 21'94	1st half .	182	
	31'29	...	40'01	...		19'08	...	26'12	24'03	...		2nd ,, .		
	42'05	...	66'73	22'92		26'42	...	22'96	27'73	...		1st half .		
	39'83	...	60'95	...		26'84	...	22'42	25'63	...		2nd ,, .		
...	33'64	...	55'25	27'95	...	20'28	...	...	27'11	...	...	1st half .	184	
	29'57	...	57'05	...	...	20'64	...	28'15	26'61	...	...	2nd ,, .		
...	...	94'48 97'60	...	...	...	...	75'40	...	...	...	...	1st half .	185	
...	...		...	...	...	...	...	74'07	...	...	...	...		2nd ,, .
...	...	94'48 97'60	...	...	...	...	87'60	...	...	...	...	1st half .	186	
...	...		...	...	...	...	...	83'02	...	...	...	...		2nd ,, .
...	...	94'48 97'60	...	...	...	...	75'40	...	...	51'17	...	1st half .	187	
...	...		...	...	...	...	...	74'07	...	...	55'77	...		2nd ,, .
146'63	154'79	145'91	143'07	131'05	...	93'47	75'66	138'99	106'71	...	82'88	1st half .	188	
139'94	151'48	131'03	130'06	...	142'73	94'00	72'63	126'25	109'47	...	77'73	2nd ,, .		
266'12	433'72	279'36	264'88	168'42	211'57	189'61	215'85	284'00	115'11	...	163'25	1st half .	189	
252'78	387'08	291'57	302'35	...	174'67	184'17	210'12	256'46	127'47	...	171'60	2nd ,, .		
...	214'74	251'07	245'53	176'11	148'69	122'95	164'98	186'99	163'36	125'29	105'93	1st half .	190	
...	177'27	252'23	254'17	...	158'49	120'83	352'80	176'43	155'99	125'85	123'07	2nd ,, .		
23'18	18'88	19'04	18'69	14'14	...	17'56	15'83	16'02	16'00	...	18'00	1st half .	191	
23'19	19'03	19'60	19'23	...	14'14	17'98	15'83	16'02	16'00	...	18'16	2nd ,, .		
11'60	13'17	11'76	10'33	10'35	12'85	8'85	9'71	11'37	9'25	...	7'66	1st half .	192	
11'66	12'97	11'00	10'60	...	11'60	9'22	9'71	11'37	9'25	...	9'49	2nd ,, .		
15'87	12'06	12'98	14'35	11'15	12'88	13'41	12'31	14'31	12'00	12'48	12'17	1st half .	193	
15'98	12'87	12'52	12'19	...	12'02	13'60	12'31	14'31	12'00	13'50	11'50	2nd ,, .		
33,455	44,021	55,153	13,217	23,300	23,481	115,255	39,441	55,032	51,168	2,642	15,427	1st half .	194	
30,504	45,322	53,547	11,780	...	46,637	113,474	41,904	55,038	54,775	2,411	14,225	2nd ,, .		
59,167	145,901	82,857	25,244	40,799	36,427	262,846	71,465	103,640	68,726	4,323	26,504	1st half .	195	
93,567	75,405	88,166	23,980	...	50,889	183,006	68,576	72,223	78,839	2,892	9,272	2nd ,, .		
43'55	20'93	37'89	58'66	39'44	36'39	54'60	40'99	36'48	34'69	33'62	38'44	1st half .	196	
42'01	20'03	39'18	52'59	...	34'19	54'50	42'27	34'17	34'76	33'98	41'15	2nd ,, .		
245'77	156'75	111'48	134'23	78'77	103'31	241'01	101'20	104'14	68'46	34'67	90'15	1st half .	197	
219'55	156'93	113'48	99'75	...	93'70	239'09	105'71	124'00	64'75	38'47	75'92	2nd ,, .		
158,084	767,137	563,701	177,749	232,170	184,710	737,023	331,208	389,869	526,055	55,403	124,529	1st half .	198	
108,816	380,523	629,714	206,769	...	292,683	490,176	321,465	225,887	635,406	32,654	57,479	2nd ,, .		

(b) Northern and Behar sections only. For the other sections the figures are as follows:—

Progressive No.	Headings.	Dacca section.		Kaunia-Dharla State railway.	
		lb	lb	lb	lb
182	Coaching . . . . .	1st half .	24'88	27'09	
		2nd ,, .	24'40	25'70	
183	Goods . . . . .	1st half .	23'26*	28'03	
		2nd ,, .	23'90	26'15*	
184	Mixed . . . . .	1st half .	26'15	28'00	
		2nd ,, .	25'48	25'95	
Miles per hour.					
191	Coaching . . . . .	1st half .	16'39	12'00	
		2nd ,, .	16'39	12'00	
192	Goods . . . . .	1st half .	12'05*	11'61	
		2nd ,, .	13'23	8'84*	
193	Mixed . . . . .	1st half .	13'58	10'53	
		2nd ,, .	13'58	10'53	

\* Include the speed of, and consumption by, ballast trains.

APPENDIX  
STATISTICS OF INDIAN

No.

EXTRACT FROM TABLES PRINTED

Half-years ended the 30th June and the 31st December 1890.

Progressive Number.	HEADINGS.	1890.	STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.	
			L. East Indian.	V. Bengal-Nágpur.	VI. Indian Midland. (d)	XVII. North Western (e)	XX. Oudh and Rohilkhand.	XXI. Eastern Bengal.		
								Standard Gauge. (g)	Metre and 2' 6" Gauges.	
<b>FROM APPENDIX IV.</b>										
Average age of rails—										
196	Steel . . . . . Years	1st half 2nd "	6'5	1'0	1'5	6'0	5'5	4'5	3'5	
			7'0	1'5	2'0	6'5	6'0	5'0	4'0	
197	Iron . . . . . "	1st half 2nd "	25'0	2'5	11'5	17'0	17'5	20'0	11'5	
			25'5	3'0	12'0	17'5	17'5	20'0	11'5	
Proportion removed per mile of rail—										
198	Steel . . . . . Per mile	1st half 2nd "	...	0'00004	0'002	0'023	...	...	...	
			...	0'00004	0'00002	0'002	0'006	...	0'01	
199	Iron . . . . . "	1st half 2nd "	0'065	0'027	0'042	0'007	0'017	0'030	0'05	
			0'042	0'002	0'001	0'088	0'119	0'005	0'05	
<b>FROM APPENDIX V.</b>										
Average age of sleepers—										
200	Wood . . . . . Years	1st half 2nd "	8'0	(b) 4'0	9'0	(b) 9'5	15'0	9'0	(b) 6'5	
			8'5	(b) 4'5	9'5	(b) 9'5	15'5	9'0	(b) 7'0	
201	Iron . . . . . "	1st half 2nd "	(a)	(c) 1'0	1'5	9'0	(f) 13'5	5'5	(h) 8'0	
			(a)	(c) 1'5	2'0	9'5	14'5	5'5	(h) 8'5	
Percentage of removals—										
202	Wood . . . . . Per cent.	1st half 2nd "	4'56	(b) 0'005	3'707	(b) 3'57	1'29	2'96	(b) 1'11	
			2'38	(b) 0'52	3'86	(b) 3'73	0'64	2'26	(b) 1'29	
203	Iron . . . . . "	1st half 2nd "	0'36	(c) 0'02	0'284	0'32	0'91	1'89	...	
			0'29	(c) 0'01	0'006	3'64	1'81	3'53	(h) 0'66	

(a) The average age of "D.O." iron sleepers during the first and second halves of 1890 was 6'0 and 6'5 years respectively. The average age of other iron sleepers has not been furnished.  
 (b) Excludes longitudinal wooden sleepers.  
 (c) Steel sleepers.  
 (d) Excludes the Bhopal-Itarsi railway.  
 (e) Excludes the Rájputra-Bhátinda railway.  
 (f) Excludes steel transverse sleepers.  
 (g) Excludes the Bengal Central railway.  
 (h) Excludes steel sleepers.

A—concluded.

RAILWAYS—(Part II)—concluded.

IX—concluded.

AS APPENDICES TO THE ANALYSES—concluded.

Half-years ended the 30th June and the 31st December 1890.

GAUGE.				METRE GAUGE.										1890.	Progressive number.
LINES WORKED BY GUARANTEED COMPANIES.			LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.	ASSISTED COMPANIES.	LINES OWNED AND WORKED BY NATIVE STATES.				
XXXII. Great Indian Peninsula. (i)	XXXIII. Bombay, Baroda, and Central India.	XXXIV. Madras.	XLV. The Nizam's Guaranteed State.	III. Tirhoot.		VIII. Bengal and North-Western. (h)	XI. Rajputana-Malwa.	XI. Southern Mahratta. (o)	XXVI. Burma.	South Indian. (k)	XXXVIII. Rohilkhand-Kumaun.	LIII. Bhavnagar-Gondal-Junggarh-Porbandar.			
8'5 9'0	4'0 4'5	13'0 13'0	3'5 4'0	7'0 7'0	6'0 6'5	6'5 7'0	3'5 4'0	4'5 4'0	5'5 5'5	6'0 6'5	6'5 7'0	1st half 2nd "	} 196		
24'0 24'5	22'0 22'5	22'0 22'5	14'5 15'0	12'5 6'5	...	11'0 11'5	19'5 20'0	14'0 14'5	18'5 18'5	6'0 6'5	...	1st half 2nd "		} 197	
0'002 0'007	...	0'00005 0'00001	0'010 0'002	0'00014 0'00007	...	0'0001 0'004	0'00009 0'00051	0'015 ...	0'004 0'008	...	0'0001 0'0002	1st half 2nd "	} 198		
0'044 0'032	0'039 0'048	0'017 0'018	0'025 0'049	0'06 0'08	...	0'022 0'050	0'00006 0'00081	...	0'060 0'070	...	...	1st half 2nd "		} 199	
(j) (j)	(h)10'5 (h)10'5	(l)0'0 (l)9'5	9'0 9'0	8'0 8'5	5'5 6'0	(b)8'0 (b)8'5	4'0 (b)4'5	10'0 10'0	(b)14'5 (b)14'5	5'0 4'5	7'0 6'5	1st half 2nd "	} 200		
(j) (j)	12'0 12'0	20'0 20'5	(m)16'5 (m)17'0	7'0 7'5	...	6'5 7'0	(h)3'5 (h)4'0	...	(f)10'5 (f)10'0	...	(q)0'5 (q)1'0	1st half 2nd "		} 201	
5'15 5'86	(h)4'35 (h)5'16	(l)2'04 (l)6'35	11'70 5'13	0'83 0'89	0'15 0'11	(b)2'04 (b)2'05	5'82 (b)6'71	1'19 1'72	(b)2'22 (b)8'68	7'68 1'00	5'20 10'39	1st half 2nd "	} 202		
1'09 0'87	1'64 1'85	0'22 0'12	(m)2'39 (m)2'63	0'03 0'01	...	0'59 0'80	0'03 0'01	...	(f)3'13 (f)0'01	...	(q)0'008 (p)0'85	1st half 2nd "		} 203	

(i) Excludes the Dhond-Manmad, Khámgaon and Amráoti railways.  
(j) Information not furnished.  
(k) Excludes Adams' No. 2 creosoted sleepers.  
(l) Excludes creosoted pine sleepers.  
(m) Excludes steel pea-pod sleepers.  
(n) Excludes the Tirhoot Section.  
(o) Excludes the Mysore Section.  
(p) Excluding Pondicherry railway.  
(q) The figures shown are for steel sleepers. Moore's cast-iron sleepers have been excluded.

Statement showing the general results of working of the

Serial No.	RAILWAY.	MEAN MILEAGE WORKED—MILES.						
		1886.	1887.	1888.	1889.	1890.	1886.	1887.
I	East Indian . . . . .	(a) 1,518	(b) 1,538	(b) 1,540	(b) 1,552	(c) 1,550	1,38,50,498	1,40,63,917
III	{ Tirhoot . . . . .	241	250	262	273	} 671	6,53,490	7,70,056
	{ Bengal and North-Western . . . . .	306	376	376	376		6,63,963	7,77,283
V	Bengal-Nággpur . . . . .	149	149	(d) 179	(e) 300	(f) 546	2,26,108	2,20,529
VI	Indian Midland . . . . .	31	42	128	575	697	41,871	58,974
VIII	Rajputana-Malwa . . . . .	1,664	1,664	1,664	1,667	1,672	56,96,960	56,56,951
XI	Southern Mahratta . . . . .	341	671	(y) 854	} 1,124	} 1,309	5,39,366	11,55,268
XII	Southern Mahratta, (Mysore section).	140	140	140			2,90,699	2,95,704
XVII	North Western . . . . .	(h) 1,864	(i) 2,212	(i) 2,440	(j) 2,383	(k) 2,400	(l) 83,40,511	(m) 79,68,505
XX	Oudh and Rohilkhand . . . . .	681	688	692	693	693	26,85,513	29,40,787
XXI	{ Eastern Bengal . . . . .	234	} 635	670	709	757	19,34,753	} 31,10,175
	{ Northern Bengal . . . . .	249					7,61,117	
XXVI	Burma . . . . .	327	330	369	535	554	13,93,744	17,40,082
XXXII	Great Indian Peninsula . . . . .	1,501	1,501	1,501	1,444	1,445	78,85,564	80,77,460
XXXIII	Bombay, Baroda and Central India.	461	461	461	461	461	38,86,050	39,41,755
XXXIV	Madras . . . . .	860	833	839	839	839	33,27,011	33,51,018
	South Indian . . . . .	(s) 662	(t) 686	(t) 745	(t) 745	(u) 751	25,42,673	(v) 27,25,418
XLV	The Nizam's Guaranteed State . . . . .	185	208	290	(x) 349	(x) 354	5,47,823	5,65,858
LIII	Bhánagar-Gondal-Junágarh-Porbandar.	193	193	198	275	333	5,14,641	5,16,885

(a) Includes 3 miles of the Rajputana-Malwa State railway worked over.  
 (b) Includes 23 miles of the Eastern Bengal State railway and 3 miles of the Rajputana-Malwa State railway worked over.  
 (c) Includes 23 miles of the Eastern Bengal State railway and 1 mile of the Rajputana-Malwa State railway worked over.  
 (d) Includes the Katni-Umaria branch from the 1st April 1888.  
 (e) Includes the Ásansol-Purulia section.  
 (f) Includes the Ásansol-Goalkera section.  
 (g) Includes 13 miles of the East Indian railway between Gháziabad and Delhi worked over and the Amritsar-Pathánekot railway.  
 (h) Includes 13 miles of the East Indian railway between Gháziabad and Delhi worked over and the Amritsar-Pathánekot and Rájputana-Bhátinda State railways.  
 (i) Includes 13 miles of the East Indian railway between Gháziabad and Delhi worked over and the Amritsar-Pathánekot and Rájputana-Bhátinda State railways, the latter up to 12th October 1889 only.  
 (j) Includes the Amritsar-Pathánekot and Jammu and Kashmir railways, and 20.48 miles of foreign lines (13 miles of the East Indian railway, Gháziabad to Delhi, and 7.48 miles of the Chenab (Khanki) Wier branch) worked over.

B.

principal railways during the years 1886—1890.

EARNINGS—RUPEES.								Serial No.
COACHING.			Goods.					
1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	
1,45,24,861	1,48,26,514	1,44,04,649	3,19,25,862	3,12,20,728	3,01,86,941	2,94,64,256	2,81,17,801	I
7,79,760	8,16,104	} 18,04,772 {	6,70,967	7,73,059	8,43,979	8,72,747	} 22,85,143 {	III
8,08,403	8,66,875		9,82,158	8,84,445	10,92,330	10,49,173		
(d) 2,76,338	(e) 3,80,567	(f) 5,43,378	11,85,044	11,37,155	(d) 12,71,635	(e) 14,82,236	(f) 21,01,475	V
2,04,587	11,09,605	14,69,837	49,434	1,14,474	4,31,481	15,37,840	15,48,725	VI
57,76,730	60,16,333	57,75,759	1,23,67,806	1,05,87,867	1,25,91,097	1,36,73,491	1,13,81,314	VIII
(y) 15,75,863	} 21,37,011 {	} 24,81,123 {	10,66,965	16,81,722	(y) 21,20,071	} 26,80,905 {	} 30,73,617 {	XI
3,19,195			1,70,951	2,10,125	2,42,890			
(m) 85,47,530	(n) 87,31,938	(o) 89,75,931	(l) 1,62,80,663	(m) 1,25,18,711	(n) 1,66,42,598	(n) 1,87,98,297	(o) 1,78,01,062	XVI I
32,20,607	34,07,831	33,95,454	34,09,992	32,96,502	34,33,383	37,38,722	37,20,159	XX
34,10,103	36,43,839	37,09,721	28,78,183	} 55,18,208 {	62,21,155	64,46,104	67,41,067	XXI
			16,49,802					
18,38,460	29,02,195	31,86,431	12,10,786	15,35,286	14,63,254	17,10,793	22,19,785	XXVI
86,38,960	87,46,965	87,76,053	3,09,98,368	3,14,75,441	3,20,11,504	2,79,43,119	2,89,38,849	XXXII
40,70,157	43,42,090	44,11,394	93,81,161	79,53,618	84,07,068	86,49,481	82,90,012	XXXIII
36,33,005	37,17,890	37,64,490	44,57,842	46,20,847	46,65,304	52,04,228	53,56,233	XXXIV
(v) 30,22,330	(v) 32,32,129	(w) 33,18,412	23,10,126	(v) 23,48,371	(v) 25,41,908	(v) 26,00,436	(w) 29,43,747	
6,91,622	(x) 7,87,582	(x) 8,28,094	7,95,599	9,36,326	10,00,301	(x) 14,56,856	(x) 16,83,446	XLV
5,16,984	7,01,977	8,28,561	4,26,644	4,37,895	5,27,840	6,21,172	7,05,468	LIII

(l) Includes the Amritsar-Pathankot State railway.  
 (m) Includes the Amritsar-Pathankot and Rajpura-Bhatinda State railways.  
 (n) Includes the Amritsar-Pathankot and Rajpura-Bhatinda State railways, the latter up to 12th October 1889 only.  
 (o) Includes the Amritsar-Pathankot and Jammu and Kashmir railways.  
 (s) Includes the Pondicherry branch, 8 miles.  
 (t) Includes the Pondicherry branch, 8 miles, and the Nellore branch of the Villupuram-Guntakal State railway.  
 (u) Includes the Pondicherry branch, 8 miles, and the Nellore branch and the Villupuram-Tiruvannamalai section (88 miles) of the Villupuram-Guntakal State railway.  
 (v) Includes the Nellore branch of the Villupuram-Guntakal State railway.  
 (w) Includes the Nellore branch and Villupuram-Tiruvannamalai section of the Villupuram-Guntakal State railway.  
 (x) Includes the Bezvada extension.  
 (y) Includes the Bellary-Kistna railway.

Statement showing the general results of working of the

Serial No.	RAILWAY.	STEAM-BOAT SERVICE—RUPRES.					EARNINGS
		1886.	1887.	1888.	1889.	1890.	1886.
I	East Indian . . . . .	34,579	27,786	45,691	44,256	64,246	8,59,913
III	Tirhoot . . . . .	1,35,193	1,38,171	1,26,549	1,58,036	3,78,701	38,988
	Bengal and North-Western . . . . .	1,67,974	1,80,910	2,17,361	1,94,935		39,979
V	Bengal-Nágpur . . . . .	...	...	...	...	...	13,369
VI	Indian Midland . . . . .	...	...	...	...	...	1,033
VIII	Rajputana-Malwa . . . . .	...	...	...	...	...	2,49,240
XI	Southern Mahratta . . . . .	...	...	...	...	...	28,587
XII	Southern Mahratta (Mysore section) . . . . .	...	...	...	...	...	7,624
XVII	North Western . . . . .	2,24,955	77,641	1,21,374	67,667	3,907	(b) 4,58,720
XX	Oudh and Rohilkhand . . . . .	...	...	...	...	...	4,09,903
XXI	Eastern Bengal . . . . .	3,08,266	5,97,378	6,72,064	7,65,492	8,09,933	82,157
	Northern Bengal . . . . .	2,38,527					38,259
XXVI	Burma . . . . .	...	...	...	...	...	53,425
XXXII	Great Indian Peninsula . . . . .	...	...	...	...	...	3,73,975
XXXIII	Bombay, Baroda and Central India . . . . .	...	...	...	...	...	2,38,424
XXXIV	Madras . . . . .	...	...	...	...	...	1,81,245
	South Indian . . . . .	...	...	...	...	...	(c) 67,377
XLV	The Nizam's Guaranteed State . . . . .	...	...	...	...	...	37,655
LIII	Bhávnagar-Gondal-Junagarh-Porbandar . . . . .	...	...	...	...	...	24,094

(a) Includes the Katni-Umaria branch from 1st April 1888.

(b) Includes the Amritsar-Pathankot State railway.

(c) Includes the Amritsar-Pathankot and the Rajpurá-Bhatinda State railways.

(d) Includes the Amritsar-Pathankot State railway for the whole year and the Rajpurá-Bhatinda railway up to the 12th October 1889.

(e) Includes the Amritsar-Pathankot and Jammu and Kashmir railways.

(f) Includes the amount received for working the Pondicherry branch.

B—continued.

principal railways during the years 1886—1890—continued.

—concl.

SUNDRIES, INCLUDING TELEGRAPH—RUPEES.				TOTAL—RUPEES.					Serial No.
1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	
7,53,231	6,79,408	6,22,875	8,52,659	4,66,70,852	4,60,65,662	4,54,36,901	4,49,57,901	4,34,39,355	I
41,669	56,995	49,788	1,32,976	14,98,638	17,22,955	18,07,283	18,96,675	46,01,591	III
1,01,364	91,449	1,00,841		18,54,074	19,44,002	22,09,543	22,11,824		
12,017	(a) 35,300	1,78,141	2,19,725	14,24,521	13,69,701	(a) 15,83,293	20,40,944	28,64,578	V
1,363	20,768	74,712	1,05,803	92,338	1,74,811	6,56,836	27,22,157	31,24,365	VI
2,83,385	2,46,887	2,40,181	2,71,208	1,83,14,006	1,65,28,203	1,86,14,714	1,99,30,005	1,74,28,280	VIII
1,74,200	(m) 1,42,682	1,09,961	1,02,674	16,34,918	30,11,190	(m) 38,38,616	49,27,877	56,57,413	XI
7430	8,573			4,69,274	5,13,259	5,70,658			XII
(c) 3,68,488	(c) 3,83,910	(d) 5,10,936	(e) 5,05,921	(b) 2,53,04,849	(a) 2,09,33,345	(a) 2,56,95,412	(d) 2,81,08,838	(e) 2,72,86,820	XVII
4,08,924	4,23,063	3,93,130	2,65,783	65,05,408	66,46,213	70,77,053	75,39,683	73,81,397	XX
2,04,638	2,15,888	3,21,239	2,17,661	52,93,359	94,30,399	1,05,19,210	1,11,76,674	1,14,78,382	XXI
				26,87,705					
48,894	74,504	77,275	65,216	26,57,955	33,24,262	33,76,218	46,90,263	54,71,432	XXVI
3,74,567	4,08,755	3,78,731	4,30,340	3,92,57,907	3,99,27,468	4,10,59,219	3,70,68,815	3,81,45,242	XXXII
2,69,482	2,61,708	2,42,800	2,38,965	1,35,05,635	1,21,64,855	1,27,38,933	1,32,34,371	1,29,40,371	XXXIII
2,00,671	2,32,744	1,88,777	3,85,411	79,66,098	81,72,536	85,31,053	91,10,895	95,06,135	XXXIV
(j) 71,308	(j) 94,444	(j) 1,06,813	(k) 1,63,351	(i) 49,20,176	(j) 51,45,097	(j) 56,58,682	(j) 59,39,378	(k) 64,25,511	
46,707	84,152	(l) 89,695	(l) 70,459	13,81,077	15,48,891	17,76,075	(l) 23,34,133	(l) 25,81,999	XLV
26,047	75,436	57,268	37,759	9,65,379	9,80,827	11,20,260	13,80,417	15,71,788	LIII

(j) Includes the amount received for working the Pondicherry branch and the Nellore branch of the Villupuram-Guntakal State railway.  
 (k) Includes the amount received for working the Pondicherry branch, the Nellore branch and the Villupuram-Tiruvannamalai section of the Villupuram-Guntakal railway.  
 (l) Includes the Bezvada extension.  
 (m) Includes the Bellary-Kistna railway.



Statement showing the general results of working of the

Serial No.	RAILWAY.	EXPENSE										
		MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES.					Total per train-mile—Annas.					Loco Cost
		1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	1886.
I	East Indian . . . . .	2,318	1,897	2,157	2,274	1,618	7'64	6'69	7'19	7'07	7'03	(a)0'82
III	Tirhoot . . . . .	940	613	640	531	528	6'53	5'94	6'22	5'95	5'54	1'82
	Bengal and North-Western	684	501	599	570		7'06	6'45	6'45	6'15		2'48
V	Bengal-Nágpur . . . . .	1,946	1,045	(b)930	1,246	1,432	11'00	11'72	(b)12'27	16'32	14'07	3'32
VI	Indian Midland . . . . .	399	974	735	1,002	1,091	7'25	8'87	13'19	11'11	10'17	(d)
VIII	Rajputana-Malwa . . . . .	1,076	974	1,030	886	734	9'93	10'00	9'61	9'90	10'31	4'34
XI	Southern Mahratta . . . . .	843	752	(t)1,021	995	1,066	8'91	8'36	(t)8'58	9'11	8'97	4'93
XII	Southern Mahratta (Mysore section).	529	983	1,269			8'98	8'90	9'09			3'96
XVII	North Western . . . . .	(g)1,595	(h)1,738	(h)1,845	(h)2,087	(i)1,814	(g)12'61	(h)13'78	(h)13'58	(h)12'96	(i)12'12	(h)4'47
XX	Oudh and Rohilkhand . . . . .	1,133	1,213	1,244	1,043	1,435	9'70	9'10	9'06	7'54	6'93	3'54
XXI	Eastern Bengal . . . . .	3,130	1,870	1,428	1,330	1,410	9'66	8'23	7'02	6'96	6'10	2'59
	Northern Bengal . . . . .	1,776					6'83					2'54
XXVI	Burma . . . . .	1,412	1,284	1,518	1,868	1,482	9'45	9'26	8'86	9'80	9'61	3'54
XXXII	Great Indian Peninsula	2,229	2,324	2,319	2,215	2,234	12'80	12'90	13'06	14'21	13'08	3'88
XXXIII	Bombay, Baroda and Central India.	3,065	2,487	2,912	2,662	2,535	11'58	11'95	12'35	13'96	12'93	4'35
XXXIV	Madras . . . . .	1,307	1,480	1,401	1,547	1,254	11'66	12'64	10'81	11'78	11'40	4'56
	South Indian . . . . .	1,730	(q)1,920	(q)2,027	(q)1,982	(r)1,435	7'84	(q)7'66	(q)8'67	(q)9'41	(r)8'87	2'52
XLV	The Nizam's Guaranteed State.	1,097	1,213	1,142	(s)1,686	(s)1,477	8'61	11'94	10'79	(s)9'20	(s)9'64	3'29
LIII	Bhánagar-Gondal-Junágarh-Porbandar.	514	467	462	563	797	7'90	8'04	7'23	8'83	8'31	3'04

(a) Includes the branch lines worked by the Undertaking. In 1889 the Ásansol-Purulia and in 1890 the Ásansol-Goilkera section of the Bengal-Nágpur railway is also included.

(b) Includes the Katni-Umaria branch from the 1st April 1888.

(c) Excludes the section of the Bengal-Nágpur railway worked by the East Indian railway, viz., in 1889 from Ásansol to Purulia and in 1890 from Ásansol to Goilkera.

(d) Included with the East Indian railway.

(e) Includes the Bhopal-Itársi State railway.

(f) Includes the Gaeikwar's Mehsána railway.

(g) Includes the Amritsar-Pathánot State railway.

B—continued.

principal railways during the years 1886—1890—continued.

DITURE.

MOTIVE.

of fuel per train-mile—Annas.					Repairs per train-mile—Annas.					CARRIAGE AND WAGON.					Serial No.				
1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	Per train-mile—Annas.					Repairs of stock per train-mile—Annas.					
1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	
(a)0'75	(a)0'83	(a)0'73	(a)0'72	(a)2'62	(a)1'75	(a)1'97	(a)2'00	(a)1'98	2'53	2'20	2'12	2'36	2'35	(a)2'13	(a)1'80	(a)1'71	(a)1'94	(a)1'94	I
1'70	1'93	1'53	1'91	0'95	1'09	0'93	0'98	0'68	1'26	1'37	1'53	1'84	2'35	0'65	0'83	0'87	1'10	0'70	III
2'14	2'32	2'35		0'66	0'57	1'10	0'80		1'10	1'16	0'93	1'13		0'46	0'56	0'40	0'54		V
3'38	(b)3'66	(c)4'68	(c)3'92	2'56	3'25	(b)3'29	(c)5'34	(c)4'72	2'89	3'30	(b)3'13	2'76	3'42	2'08	2'51	(b)2'47	(c)1'73	(c)2'24	V
(d)	5'17	(e)5'00	(e)3'80	(d)	(d)	1'39	(e)1'13	(e)1'49	2'41	2'96	2'85	2'13	2'62	(d)	(d)	1'65	(e)1'35	(e)1'89	VI
4'15	4'40	(f)4'59	(f)4'32	1'60	1'79	1'47	(f)1'37	(f)1'68	1'94	2'12	1'86	2'21	4'29	1'41	1'49	1'35	(f)1'62	(f)3'50	VIII
3'80	3'89	3'87	3'66	0'47	0'69	(h)0'83	1'20	1'36	0'86	0'80	(h)1'13	1'50	1'60	0'47	0'45	(h)0'67	0'94	1'09	XI
3'94	4'10			1'26	1'18	1'27			1'77	1'36	1'55			0'40	0'65	0'80			XII
(h)4'45	(h)4'29	(h)4'38	(j)4'32	(h)2'67	(h)2'96	(h)3'30	(h)3'56	(j)3'01	(g)4'20	(h)3'75	(h)3'64	(h)3'93	(i)4'40	(h)3'35	(h)2'77	(h)2'77	(h)3'16	(j)3'59	XVII
3'48	3'43	2'74	2'19	1'66	1'37	1'49	1'37	1'19	2'56	2'30	2'20	2'08	2'09	1'94	1'62	1'57	1'61	1'64	XX
2'33	2'08	1'54	1'45	3'16	2'60	2'03	2'42	1'65	3'89	2'68	2'98	2'02	2'25	3'04	2'27	2'83	2'33	XXI	
				0'88					1'66					0'82				2'37	
3'92	3'84	4'19	3'92	2'06	1'44	1'12	1'24	1'26	2'39	2'43	1'99	1'84	2'35	1'64	1'86	1'36	1'25	1'69	XXVI
3'98	4'41	4'65	4'51	2'53	2'49	2'21	2'62	2'23	4'05	3'77	3'53	4'09	3'49	2'97	2'70	2'54	2'93	2'57	XXXII
4'08	4'67	5'22	4'99	1'90	2'12	1'90	2'24	2'23	3'82	3'97	4'24	3'66	4'06	2'92	3'08	3'25	2'73	3'13	XXXIII
3'93	3'74	4'29	4'26	2'88	4'31	3'07	3'18	3'05	3'33	5'00	4'40	4'85	3'62	2'51	3'95	3'43	3'75	2'92	XXXIV
(q)2'61	(q)3'25	(q)3'45	(r)3'66	1'77	(q)1'57	(q)1'71	(q)1'94	(r)1'61	3'40	(q)2'24	(q)1'94	(q)2'35	(r)1'89	2'56	(q)1'68	(q)1'45	(q)1'79	(r)1'44	
4'68	3'39	(s)3'06	(s)2'74	1'08	1'93	1'62	(s)1'62	(s)1'89	1'84	2'36	2'07	(s)2'46	(s)2'01	1'09	1'78	1'34	(s)1'75	(s)1'29	XLV
3'01	3'36	4'60	4'16	1'17	1'27	0'95	1'04	0'97	1'87	1'60	0'95	0'97	0'83	1'16	1'01	0'49	0'50	0'37	LIII

(h) Includes the Amritsar-Pathankot and the Rájpura-Bhátinda State railways.

(i) Includes the Amritsar-Pathankot and Jammu and Kashmir railways.

(j) Includes Amritsar-Pathankot, Rájpura-Bhátinda and Jammu and Kashmir railways.

(k) Includes the Nellore branch of the Villupuram-Guntakal State railway.

(l) Includes the Nellore branch and the Villupuram-Tiruvannámalaí section of the Villupuram-Guntakal railway.

(m) Includes the Bezvada extension.

(n) Includes the Bellary-Kistna railway.

(o) Calculated on 7,815,685 train-miles, which include 36,603 train-miles run for construction purposes and taken into account in the analysis of working for the first half, 1889, under "Locomotive expenses" only.

Statement showing the general results of working of the

Serial No.	RAILWAY.	TRAFFIC, PER CENT. OF TRAFFIC EARNINGS.					GENERAL, PER CENT. OF GROSS EARNINGS, EXCLUDING STEAM-BOAT.					EXPEN		
												STEAM		
		1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.
I	East Indian . . .	6'44	6'53	6'59	6'63	6'85	3'83	4'33	4'22	4'27	4'20	19,275	1,38,162	74,322
III	Tirhoot . . .	15'72	15'82	13'51	11'70	9'94	11'57	10'91	9'06	8'34	8'92	1,07,897	1,07,639	1,02,421
	Bengal and North-Western.	9'51	11'14	10'27	10'20		10'39	14'54	12'95	12'68		95,851	1,05,346	1,54,952 <sup>c</sup>
V	Bengal Nagpur . . .	8'46	9'55	(a)	12'95	10'02	8'06	10'02	(a)	10'20	15'97	15'53	...	...
VI	Indian Midland . . .	7'08	7'06	13'83	10'89	11'18	21'05	15'11	16'77	13'29	12'75	...	...	...
VIII	Rajputana-Malwa . . .	8'64	8'48	7'79	7'17	7'82	6'05	6'83	6'09	5'54	6'31	...	...	...
XI	Southern Mahratta . . .	12'45	12'20	(a)	12'45	12'53	12'23	12'44	(a)	12'73	13'23	12'77	...	...
XII	Southern Mahratta (Mysore section).	8'43	9'76	9'25			11'85	11'71	12'73					
XVII	North Western . . .	(b)	(c)	(c)	(d)	(e)	(b)	(c)	(c)	(d)	(e)	2,13,590	1,86,987	2,09,577
XX	Oudh and Rohilkhand . . .	9'79	9'73	9'76	9'47	9'58	7'13	7'10	7'55	5'78	5'97	...	...	...
XXI	Eastern Bengal . . .	13'66	11'23	11'39	10'99	11'62	5'57	5'35	4'55	4'43	4'77	2,12,435	3,67,312	4,87,117
	Northern Bengal . . .	7'63					6'94					1,51,413		
XXVI	Burma . . .	12'39	11'30	14'23	12'41	10'36	8'13	6'30	7'02	6'76	6'46	...	...	...
XXXII	Great Indian Peninsula.	6'63	6'87	6'90	7'46	7'38	3'17	3'12	3'11	3'47	3'37	...	...	...
XXXIII	Bombay, Baroda and Central India.	6'04	6'31	6'15	6'11	6'31	4'28	4'56	4'13	3'86	4'06	...	...	...
XXXIV	Madras . . .	9'83	9'67	9'66	8'97	8'99	6'16	5'89	5'83	5'83	5'80	...	...	...
	South Indian . . .	8'67	(h)	(h)	(h)	(l)	7'52	(h)	(h)	(h)	(l)	...	...	...
XLV	The Nizam's Guaranteed State.	9'54	9'40	10'30	(m)	(m)	7'84	10'28	10'74	(m)	(m)	...	...	...
LIII	Bhavnagar-Gondal-Junagarh-Porbandar.	11'14	11'39	11'70	10'80	10'07	13'37	13'96	11'26	11'67	11'49	...	...	...

(a) Includes the Katni-Umaria branch from the 1st April 1888.  
 (b) Includes the Amritsar Pathankot State railway.  
 (c) Includes the Amritsar-Pathankot and the Rajpura-Bhatinda State railways.  
 (d) Includes the Amritsar-Pathankot State railway for the whole year and the Rajpura-Bhatinda State railway up to the 12th October 1889.  
 (e) Includes the Amritsar-Pathankot and Jammu and Kashmir State railways.

B—continued.

principal railways during the years 1886—1890—continued.

DITURE—concluded.

BOAT—RUPEES.		MISCELLANEOUS, PER CENT. OF GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Serial No
1889.	1890.	1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	
57,308	78,951	0'44	0'51	0'45	0'78	0'42	1,61,44,628	1,46,02,313	1,51,06,225	1,55,48,840	1,36,16,581	
1,09,553	2,25,766	1'06	3'39	2'37	1'42	0'70	9,97,449	10,27,230	10,08,407	9,18,429	20,28,228	II
1,09,963		1'36	1'14	0'82	0'87		10,44,885	11,06,997	12,20,699	11,57,860		
...	...	0'85	0'96	(n) 1'03	1'05	2'18	8,90,492	8,09,453	(n) 10,65,832	16,37,783	23,17,115	V
...	...	1'19	18'00	2'37	3'20	2'55	74,926	1,40,941	4,76,407	21,26,108	25,24,585	V
...	...	0'63	0'67	0'63	0'81	0'84	93,58,031	84,02,731	89,82,987	91,32,787	87,85,756	VII
...	...	0'54	0'65	(o) 0'45	0'52	0'68	11,41,593	20,01,831	(o) 29,05,750	37,44,228	44,20,975	X
...	...			0'55			0'31	0'11	2,77,046			
1,24,147	82,094	(b) 0'76	(c) 0'89	(p) 0'87	(d) 0'86	(e) 1'09	(b) 1,33,39,242	(c) 1,52,25,803	(e) 1,74,12,706	(d) 1,79,22,075	(e) 1,71,41,434	XVI
...	...	1'66	1'37	6'01	1'12	1'27	36,44,653	35,10,964	40,61,048	33,35,606	36,26,918	XI
5,88,378	6,22,739	3'41	1'84	1'77	1'34	1'62	32,24,405	49,25,617	49,93,786	49,85,048	54,08,059	XX
...		0'49					14,20,332					
...	...	1'16	0'87	0'89	0'77	0'87	17,14,684	17,65,961	21,04,257	31,16,711	31,23,241	XXV
...	...	1'02	0'90	1'20	1'59	1'51	1,82,50,182	1,87,01,348	1,92,80,263	1,90,59,340	1,89,94,983	XXXI
...	...	1'07	0'84	0'79	0'78	0'66	55,52,879	50,96,040	56,19,575	56,17,117	54,42,193	XXXII
...	...	0'50	0'42	0'59	0'42	0'52	47,36,854	52,92,507	50,09,408	53,72,474	49,84,654	XXXI'
...	...	0'42	(k) 0'36	(k) 0'37	(k) 0'51	(l) 1'15	34,44,262	(k) 35,56,368	(k) 40,26,991	(k) 41,76,267	(l) 37,58,204	
...	...	2'17	2'40	1'49	(m) 0'70	(m) 0'73	6,86,553	9,95,986	10,18,608	(n) 15,61,620	(n) 15,42,409	XL
...	...	2'34	1'19	1'93	1'48	1'38	5,50,230	5,38,724	5,66,585	7,80,585	9,71,521	LII

(k) Includes the Nellore branch of the Villupuram-Guntakal State railway.  
 (l) Includes the Nellore branch and the Villupuram-Tiruvannamalai section of the Villupuram-Guntakal State railway.  
 (m) Includes the Bezvada extension.  
 (n) Includes the Bezvada extension but excludes the charges incurred direct by the State.  
 (o) Includes the Bellary-Kistna railway.

## Statement showing the general results of working of the

Serial No.	RAILWAY.	RESULTS EXCLUSIVE OF												
		GROSS EARNINGS PER TRAIN-MILE—RUPEES.					EXPENDITURE PER TRAIN-MILE—RUPEES.					NET EARNINGS MILE—		
		1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.
I.	East Indian . . . . .	5'20	5'36	5'46	5'46	5'36	1'80	1'70	1'81	1'88	1'67	3'40	3'66	3'65
III.	Tirhoot . . . . .	2'67	2'63	2'68	3'05	3'02	1'74	1'53	1'44	1'42	1'29	0'93	1'10	1'24
	Bengal and North-Western . . . . .	2'36	2'53	2'65	2'68		1'33	1'44	1'42	1'39		1'03	1'09	1'22
V.	Bengal-Nágpur . . . . .	3'88	3'64	(b) 2'87	3'89	4'71	2'43	2'15	(b) 1'93	3'12	3'81	1'45	1'49	(b) 0'94
VI.	Indian Midland . . . . .	3'78	4'62	4'11	2'93	2'82	3'07	3'72	2'98	2'29	2'28	0'71	0'90	1'13
VIII.	Rajputana-Malwa . . . . .	2'99	3'18	3'07	3'16	3'32	1'53	1'62	1'48	1'45	1'67	1'46	1'56	1'59
XI.	Southern Mahratta . . . . .	2'34	2'40	(e) 2'31	2'60	2'50	1'63	1'60	(e) 1'74	1'98	1'95	0'71	0'80	(e) 0'57
XII.	Southern Mahratta (Mysore section). . . . .	3'17	2'98	3'25			1'87	2'16	2'48			1'30	0'82	0'77
XVII.	North Western . . . . .	(f) 4'15	(g) 3'39	(g) 3'46	(h) 3'62	(i) 3'58	(f) 2'17	(g) 2'45	(g) 2'33	(h) 2'30	(i) 2'25	(f) 1'98	(g) 0'94	(g) 1'13
XX.	Oudh and Rohilkhand . . . . .	3'14	3'46	3'44	3'49	3'29	1'76	1'83	1'67	1'54	1'62	1'38	1'63	1'47
XXI.	Eastern Bengal . . . . .	4'36	4'03	3'88	3'90	3'58	2'68	2'08	1'78	1'65	1'61	0'68	1'95	2'10
	Northern Bengal . . . . .	3'34												
XXVI.	Burma . . . . .	3'19	3'69	3'14	3'29	3'42	2'06	1'96	1'96	2'19	1'95	1'13	1'73	1'18
XXXII.	Great Indian Peninsula . . . . .	4'56	4'50	4'46	4'48	4'28	2'12	2'11	2'09	2'30	2'13	2'44	2'39	2'37
XXXIII.	Bombay, Baroda and Central India. . . . .	5'91	5'56	5'46	5'71	5'60	2'43	2'33	2'41	2'42	2'36	3'48	3'23	3'05
XXXIV.	Madras . . . . .	3'50	3'52	3'56	3'84	3'86	2'08	2'28	2'10	2'26	2'03	1'42	1'24	1'47
	South Indian . . . . .	2'54	(n) 2'50	(n) 2'57	(n) 2'71	(o) 2'70	1'78	(n) 1'73	(n) 1'83	(n) 1'91	(o) 1'58	0'76	(n) 0'77	(n) 0'74
XLV.	The Nizam's Guaranteed State. . . . .	3'56	3'63	3'90	3'88	3'94	1'77	2'33	2'24	2'60	2'36	1'79	1'30	1'66
LIII.	Bhánagar Gondal-Junágarh- Porbandar. . . . .	3'23	3'28	2'91	2'91	2'80	1'84	1'80	1'47	1'64	1'73	1'39	1'48	1'44

(b) Includes the Katni-Umaria branch from the 1st April 1888.

(c) Includes the capital expenditure on the Katni-Umaria branch.

(e) Includes the Bellary-Kistna railway.

(f) Includes the Amritsar-Pathánkot State railway.

(g) Includes the Amritsar-Pathánkot and Rájputa-Bhátinda State railways.

(h) Includes the Amritsar-Pathánkot State railway for the whole year and the Rájputa-Bhátinda State railway up to the 12th October 1889.

B—continued.

principal railways during the years 1886—1890—continued.

STEAM-BOAT SERVICE.							CAPITAL EXPENDED ON OPEN LINE, INCLUSIVE OF ROLLING-STOCK AND STEAM-BOAT, BUT EXCLUDING SUSPENSE—RUPEES.					Serial No.
PER TRAIN—RUPEES.		AVERAGE GROSS EARNINGS PER MILE PER WEEK—RUPEES.					1886.	1887.	1888.	1889.	1890.	
1889.	1890.	1886.	1887.	1888.	1889.	1890.						
3'58	3'69	591	576	567	557	538	34,48,69,250	35,08,09,927	35,04,52,693	35,17,58,908	35,17,49,640	I
1'63	...	109	122	133	122	121	1,65,61,802	1,87,97,019	2,04,51,849	2,07,00,031	2,28,51,202	III
1'20	1'73	106	90	113	103		2,13,44,760	2,31,01,334	2,44,79,993	2,46,86,064	2,47,87,907	
0'37	0'90	184	177	(b) 170	131	101	1,13,41,687	1,25,79,706	(c) 2,90,27,605	3,49,61,327	6,22,72,468	V
0'64	0'54	57	80	99	91	86	28,37,761	32,92,854	1,22,84,140	7,42,50,955	7,88,56,496	VI
1'71	1'65	212	191	215	230	200	12,37,35,981	12,38,95,213	12,43,12,627	12,48,93,585	12,51,86,464	VIII
0'62	0'55	92	86	(e) 86	84	83	3,41,78,801	6,10,38,163	(e) 7,20,11,558	9,49,14,758	10,50,42,640	XI
		64	71	78			62,88,348	63,11,425	68,83,123			
(h) 1'32	(i) 1'33	(f) 259	(g) 182	(g) 201	(h) 226	(i) 220	28,69,82,642	31,94,11,451	37,10,68,811	37,47,52,493	38,28,65,195	XVII
1'95	1'67	184	186	197	209	205	7,98,90,880	8,88,68,152	8,91,57,048	9,01,38,067	9,04,18,812	XX
2'25	1'97	402	268	283	282	271	4,84,30,841	8,40,97,566	8,70,76,194	9,48,69,043	9,74,27,275	XXI
		189					2,22,33,112					
1'10	1'47	156	194	176	169	190	2,78,96,233	2,80,70,159	3,38,20,621	4,94,14,183	4,99,69,474	XXVI
2'18	2'15	501	510	524	491	508	26,15,08,121	26,34,35,584	26,66,74,869	26,83,25,816	26,98,48,349	XXXII
3'29	3'24	563	507	531	552	540	9,08,84,931	9,14,90,160	9,18,78,575	9,24,52,414	9,21,07,465	XXXIII
1'58	1'83	178	189	196	209	218	11,27,84,058	11,07,01,322	11,30,73,456	11,42,76,811	11,49,41,050	XXXIV
(n) 0'80	(o) 1'12	143	(n) 144	(n) 146	(n) 153	(o) 165	4,44,36,217	4,51,69,182	4,57,15,607	4,59,58,914	4,62,65,978	
1'28	1'59	143	143	118	129	140	2,71,49,342	2,69,71,143	3,31,14,508	3,50,85,528	3,68,35,942	XLV
1'27	1'07	96	98	109	97	91	95,04,998	96,11,085	(g) 93,82,335	1,58,40,843	1,64,45,102	LIII

(i) Includes the Amritsar-Pathankot, and Jammu and Kashmir State Railways.  
 (n) Includes the Nellore branch of the Villupuram-Guntakal State railway.  
 (o) Includes the Nellore branch and the Villupuram-Tiruvannamalai section of the Villupuram-Guntakal State railway.  
 (g) Excludes the Jetalsar-Junagar h section.

Statement showing the general results of working of the

Serial No.	RAILWAY.	NET EARNINGS—RUPES.				
		1886.	1887.	1888.	1889.	1890.
I	East Indian . . . . .	3,05,26,224	3,14,63,149	3,03,30,676	2,94,09,061	2,98,22,775
III	Tirhoot . . . . .	5,01,189	6,95,725	7,98,876	9,78,246	25,73,364
	Bengal and North-Western . . . . .	8,09,189	8,37,005	9,88,844	10,53,664	
V	Bengal-Nágpur . . . . .	5,34,029	5,60,248	(c) 5,17,461	4,03,161	5,47,463
VI	Indian Midland . . . . .	17,412	33,870	1,80,429	5,96,049	5,99,780
VIII	Rajputana-Malwa . . . . .	89,55,975	81,25,472	96,31,727	1,07,97,218	86,42,525
XI	Southern Mahratta . . . . .	(d) 4,93,325	(d) 10,32,745	(f) 9,32,866	(d) 11,83,649	(g) 12,24,074
XII	Southern Mahratta (Mysore section) . . . . .	(d) 1,92,228	(d) 1,42,144	(d) 1,35,385		
XVII	North Western . . . . .	1,19,65,607	57,07,542	82,82,706	1,01,86,759	1,01,45,387
XX	Oudh and Rohilkhand . . . . .	28,60,755	31,35,249	30,16,005	42,04,077	37,54,478
XXI	Eastern Bengal . . . . .	19,78,954	45,04,782	55,25,424	61,91,626	60,70,323
	Northern Bengal . . . . .	12,67,373				
XXVI	Burma . . . . .	9,43,271	15,58,302	12,71,961	15,73,552	23,48,191
XXXII	Great Indian Peninsula . . . . .	2,10,07,725	2,12,26,120	2,17,78,956	1,80,09,475	1,91,50,259
XXXIII	Bombay, Baroda and Central India . . . . .	79,52,756	70,68,815	71,19,358	76,17,254	74,98,178
XXXIV	Madras . . . . .	32,29,244	28,80,029	35,21,645	37,38,421	45,21,480
	South Indian . . . . .	14,75,914	16,09,557	16,72,271	16,88,131	26,08,432
XLV	The Nizam's Guaranteed State . . . . .	6,94,524	5,52,905	7,57,467	7,72,513	10,39,590
LIII	Bhávnagar-Gondal-Junágarh-Porbandar . . . . .	4,15,149	4,42,103	5,53,675	5,99,832	6,00,267

(c) Includes the Katni-Umaria branch from the 1st April 1888.  
 (d) Net earnings before paying contribution to Provident Fund.  
 (e) Includes the Bellary-Kistna railway. Net earnings before paying contribution to Provident Fund.  
 (f) Net earnings after paying contribution to Provident Fund.  
 (g) Calculated on working expenses, excluding contribution to Provident Fund.  
 (h) Includes the Bellary-Kistna railway. Calculated on working expenses, excluding contribution to Provident Fund.

B—concluded.

principal railways during the years 1886—1890—concluded.

PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS.					PER CENT. OF NET EARNINGS PER ANNUM ON CAPITAL EXPENDITURE ON OPEN LINE, INCLUDING STEAM-BEAT, BUT EXCLUDING SUSPENSE.					Serial No.
1886.	1887.	1888.	1889.	1890.	1886.	1887.	1888.	1889.	1890.	
34'59	31'70	33'25	34'59	31'35	8'85	8'97	8'65	8'36	8'48	I
66'56	59'62	55'80	48'42	44'08	3'03	3'70	3'91	4'73	5'39	III
56'36	56'94	55'25	52'35		3'79	3'62	4'04	4'27		
62'51	59'10	(c) 67'32	80'25	80'89	4'71	4'45	(c) 1'78	1'15	0'88	V
81'14	82'62	72'53	78'10	80'80	0'51	1'03	1'47	0'80	0'76	VI
51'10	50'84	48'26	45'82	50'41	7'24	6'56	7'75	8'65	6'90	VIII
(h) 69'83	(h) 64'98	(j) 75'70	(h) 75'98	(k) 78'36	(l) 1'44	(l) 1'69	(m) 1'30	(l) 1'25	(o) 1'17	XI
(h) 50'04	(h) 72'31	(h) 76'28			(l) 3'06	(l) 2'25	(l) 1'97			
52'71	72'73	67'77	63'76	62'82	4'17	1'79	2'23	2'72	2'64	XVII
56'02	52'83	57'38	44'24	49'14	3'58	3'53	3'38	4'66	4'15	XX
61'97	52'23	47'47	44'60	47'12	4'09	5'36	6'35	6'52	6'23	XXI
52'85					5'70					
64'51	53'12	62'33	66'45	57'08	3'38	5'55	3'76	3'18	4'70	XXVI
46'49	46'84	46'36	51'41	49'80	8'03	8'06	8'17	6'71	7'10	XXXII
41'12	41'89	44'11	42'44	42'06	8'75	7'73	7'75	8'24	8'07	XXXIII
59'46	64'76	58'72	58'97	52'44	2'86	2'60	3'11	3'27	3'93	XXXIV
70'00	68'42	69'17	70'30	57'50	3'32	3'56	3'66	3'67	5'64	
49'71	64'30	57'35	66'90	59'74	2'56	2'05	2'29	2'20	2'83	XLV
57'00	54'93	50'58	56'55	61'81	4'37	4'60	(s) 5'90	5'79	3'65	LIII

(h) Calculated on working expenses, including contribution to Provident Fund.  
 (i) Contribution to Provident Fund treated as part of net earnings.  
 (j) Includes the Bellary-Kistna railway. Contribution to Provident Fund treated as part of net earnings.  
 (k) Contribution to Provident Fund treated as part of working expenses.  
 (l) Calculated on the outlay on the Bhavnagar-Gondal section only, as a small portion of the Jetalsar-Veraval section was open for traffic for only four months.



## Statement showing the mileage, age, cost and general results

[Steam boat earnings and expenses, and suspense items]

Serial Number.	RAILWAY.	Miles open at end of year.	Mean mileage open during year.	Mean age of line at end of year.	Capital outlay at end of year.	Cost per mile open.	Gross earnings.	Working expenses.	Net earnings.	PERCENTAGE ON CAPITAL COST.			Gross earnings per mean mile open per week.	REMARKS.
										Gross earnings.	Working expenses.	Net earnings.		
	<b>STANDARD GAUGE.</b>			Years.	₹	₹	₹	₹	₹					
	<b>STATE LINES WORKED BY COMPANIES.</b>		(a)											
I	East Indian . . . . .	1,525'44	1,525'44	27'47	35,15,04,792	2,30,428	4,33,75,109	1,35,37,629	2,98,37,480	12'34	3'85	8'49	(b)538	
II	Patna-Gya . . . . .	57'20	57'20	11'64	43,46,743	75,992	5,17,487	2,37,387	2,80,100	11'90	5'46	6'44	174	
V	Bengal-Nágpur . . . . .	586'01	544'92	3'48	6,22,72,468	1,06,265	28,64,578	23,17,116	5,47,462	4'60	3'72	0'88	101	
VI	Indian Midland . . . . .	677'35	677'35	3'23	7,88,56,496	1,16,419	31,24,365	25,24,585	5,99,780	3'96	3'20	0'76	(d)86	
VII	Bhopal-Itánsi (British section) . . . . .	13'00	13'00	8'23	12,85,077	98,852	87,764	1,04,337	-16,573	6'83	8'12	-1'29	130	
X	Dhond-Manmád . . . . .	145'5	(e)	12'74	1,09,81,595	75,475	2,75,942	12,808	2,63,134	...	...	2'40	...	
XIII	Bezvada Extension . . . . .	21'47	(h)	1'89	13,90,830	64,780	(f)18,689	(g)2,371	16,318	...	...	1'17	...	
	<b>STATE LINES WORKED BY THE STATE.</b>		(f)		(i)	(i)	(h)	(h)		(l)	(l)		(m)	
XVII	North Western . . . . .	2,392'50	2,379'70	12'98	37,94,18,928	1,58,587	2,72,82,913	1,70,59,339	1,02,23,574	7'06	4'41	2'69	2'9	
XVIII	Amritsar-Patháñkot . . . . .	64'79	(n)	6'89	56,06,703	86,537	1,12,214	...	1,12,214	...	...	2'00	...	
XIX	Jammu and Kashmir (British section) . . . . .	8'49	(n)	0'80	2,74,90	32,296	(n)	(n)	(n)	(n)	(n)	(n)	(n)	
XX	Oudh and Rohilkhand . . . . .	692'55	692'55	15'72	9,04,18,812	1,30,559	73,81,396	36,26,918	37,54,478	8'16	4'01	4'15	205	
XXI	Eastern Bengal (Eastern and Southern sections) . . . . .	249'29	242'36	21'06	5,33,24,258	2,13,905	65,62,757	27,85,194	37,77,563	12'30	5'22	7'08	521	
XXII	Bengal Central . . . . .	125'01	125'01	7'20	95,95,077	76,754	6,67,803	4,21,897	2,45,906	6'96	4'40	2'56	103	
	Wardha Coal (o) . . . . .	45'00	45'00	14'66	54,48,253	1,21,072	3,26,736	2,07,355	1,19,381	6'00	3'81	2'19	140	
	<b>LINES WORKED BY GUARANTEED COMPANIES.</b>		(p)							(q)	(q)			
XXXII	Great Indian Peninsula . . . . .	1,288'24	1,444'56	26'34	26,98,48,349	2,09,471	3,81,45,242	1,89,94,983	1,91,50,259	13'54	6'74	7'10	508	
XXXIII	Bombay, Baroda and Central India . . . . .	460'90	460'90	24'34	9,29,15,870	2,01,597	1,29,40,371	54,42,193	74,98,178	13'93	5'86	8'07	540	
XXXIV	Madras . . . . .	839'30	839'30	26'70	11,49,41,050	1,36,949	95,06,134	49,84,654	45,21,480	8'27	4'34	3'93	218	
XXXVI	Tárakeshwar . . . . .	22'23	22'23	6'00	17,28,778	77,768	2,86,526	1,42,243	1,44,283	16'57	8'23	8'34	248	
	<b>LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.</b>		(e)				(f)			(r)	(r)			
XLII	Khámgaon . . . . .	7'50	(e)	20'83	4,85,521	64,736	(f)26,092	...	26,092	...	...	5'37	...	
XLIII	Amráoti . . . . .	5'50	(e)	19'87	4,36,460	79,356	(f)47,138	(g)885	46,253	...	...	10'60	...	
XLIV	Bhopal-Itánsi (Native State section) . . . . .	44'11	44'11	6'12	48,58,033	1,10,815	2,97,050	3,53,142	-36,092	6'07	7'22	-1'15	130	
XLV	The Nizam's Guaranteed State . . . . .	329'20	353'77	8'04	3,68,35,942	1,11,895	25,81,999	15,42,408	10,39,591	6'75	4'03	2'82	140	
XLVIII	The Gaekwar's Patlád . . . . .	13'35	8'81	0'66	6,47,824	48,526	32,649	11,779	20,870	5'04	1'82	3'22	71	
	<b>LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.</b>		(n)				(f)							
LI	Rajpura-Bhatinda . . . . .	107'94	107'94	1'94	64,15,004	59,431	5,66,946	3,11,820	2,55,126	8'84	4'86	3'98	101	
	Jammu and Kashmir (Native State section) . . . . .	15'92	(n)	0'80	11,19,846	70,342	(f)13,771	...	13,771	...	...	1'23	...	
	<b>TOTAL AND AVERAGE</b>	<b>9,737'79</b>	<b>9,584'15</b>	<b>17'37</b>	<b>1,58,49,86,898</b>	<b>1,62,767</b>	<b>15,70,41,671</b>	<b>7,46,21,043</b>	<b>8,24,20,628</b>	<b>9'91</b>	<b>4'71</b>	<b>5'20</b>	<b>315</b>	

- (a) Excludes 1 mile of the Rajputana-Malwa railway and 23'24 miles of the Eastern Bengal State railway worked over by the Company.  
(b) Calculated on total mean mileage worked 1,540'68 miles.  
(c) Excludes 15'30 miles of the East Indian, 2'89 miles of the Rajputana-Malwa, and 1 mile of the Oudh and Rohilkhand railway worked over by the Company.  
(d) Calculated on total mean mileage worked, 696'54 miles.  
(e) Included with the Great Indian Peninsula railway.  
(f) Represents the amount received as rent for the lease of this line.  
(g) Expenditure incurred direct by the State.  
(h) Included with the Nizam's Guaranteed State railway.  
(i) Includes 112'16 miles either temporarily closed or constructed but not opened, the outlay on which is included with the outlay on the open length.  
(j) Excludes 13 miles of the East Indian railway and 7'48 miles of the Chenab (Khanki) Weir branch worked over.  
(k) Includes the Amritsar-Patháñkot State railway for the whole year and the Jammu and Kashmir railway from the 15th March to the 31st December 1890.  
(l) North Western and Amritsar-Patháñkot and Jammu and Kashmir railways combined.  
(m) Calculated on the total mean mileage worked, 2,400'18 miles.  
(n) Included with the North Western railway.  
(o) Excludes the Warora Colliery.  
(p) Includes the mileage of the branch lines worked by the Company.  
(q) Great Indian Peninsula, Dhond-Manmád, Khámgaon and Amráoti railways combined.  
(r) The Nizam's Guaranteed State and Bezvada Extension railways combined.

DIX C.

of working of Indian railways for the year 1890.

have been excluded from the following figures.]

Serial number.	RAILWAY.	Miles open at end of year.	Mean mileage open during year.	Mean age of line at end of year.	Capital outlay at end of year.	Cost per mile open.	Gross earnings.	Working expenses.	Net earnings.	PERCENTAGE ON CAPITAL COST.				REMARKS.	
										Gross earnings.	Working expenses.	Net earnings.	Gross earnings per mean mile open per week.		
<b>METRE AND OTHER NARROW GAUGES.</b>															
<b>STATE LINES WORKED BY COMPANIES.</b>															
III	Tirhoot . . . . .	322'53	294'57	7'31	2,22,98,798	69,137	42,22,890	18,02,460	24,20,430	9'27	3'96	5'31	121	Metre gauge.	
	Bengal and North-Western . . . . .	376'00	376'00	5'73	2,32,45,569	61,823									
	Bareilly-Pilibhit . . . . .	36'00	36'00	6'17	15,37,682	42,713	1,19,451	78,930	40,521	7'77	5'13	2'64	64		
VIII	Rajputana-Malwa . . . . .	1,671'83	1,671'69	11'30	12,51,86,464	74,880	1,74,28,281	87,85,756	86,42,525	13'92	7'02	6'90	300		
XI	Southern Mahratta . . . . .	1,043'70	1,013'82	4'42	9,09,53,991	87,146	44,71,095	34,96,359	9,74,736	4'91	3'84	1'07	85		
XII	Southern Mahratta, Mysore section . . . . .	296'00	296'00	4'78	1,40,88,649	47,597	11,86,318	9,24,617	2,61,701	8'42	6'56	1'86	77		
	Vilupuram-Guntakal-Nellore-Tirupati section . . . . .	82'94	82'94	3'30	62,26,219	75,069	2,42,601	1,90,239	52,362	3'90	3'06	0'84	56		
	Vilupuram Tiruvannamalai section . . . . .	42'45	5'23	0'12	14,36,000	33,828	19,948	13,436	6,512	1'39	0'94	0'45	73		
<b>STATE LINES WORKED BY THE STATE.</b>															
XXI	Lucknow-Sitapur-Seraman . . . . .	104'59	104'59	3'81	35,64,011	34,076	3,37,288	2,45,471	91,817	9'46	6'88	2'58	62		
	Eastern Bengal . . . . .	514'61	514'49	8'28	4,14,41,446	80,530	41,05,691	20,00,127	21,05,564	9'91	4'83	5'08	153		
XXIII	Nalhati . . . . .	27'25	27'25	27'04	3,20,919	11,777	1,00,823	78,653	22,170	31'42	24'51	6'91	71		
XXIV	Cherra-Companyganj . . . . .	7'50	7'50	4'55	3,46,692	46,226	17,490	20,346	-2,356	5'05	5'87	-0'82	45		
XXV	Jorhat . . . . .	28'40	27'28	5'58	7,21,851	25,417	61,967	55,815	6,162	8'58	7'73	0'85	44		
XXVI	Burma . . . . .	336'00	334'53	9'86	2,94,09,504	87,528	36,40,862	20,58,993	15,90,869	12'41	7'00	5'41	210		
XXVII	Toungoo-Mandalay . . . . .	220'00	220'00	2'12	2,05,59,970	93,454	18,21,570	10,64,248	7,57,322	8'86	5'18	3'68	159		
<b>LINES WORKED BY GUARANTEED COMPANIES.</b>															
	South Indian . . . . .	654'61	654'61	17'49	4,62,65,978	70,677	61,62,961	35,54,528	26,08,433	13'32	7'68	5'64	181		
<b>ASSISTED COMPANIES.</b>															
XXXVII	Deoghur . . . . .	4'79	4'79	7'88	2,81,180	58,701	26,095	15,180	10,915	9'28	5'40	3'88	105		
XXXVIII	Rohilkhand-Kumaun . . . . .	55'00	55'00	6'25	20,37,223	37,040	3,14,834	1,63,831	1,51,003	15'45	8'04	7'41	90		
XXXIX	Darjeeling-Himalayan . . . . .	51'00	51'00	10'12	28,50,547	55,893	5,76,436	3,43,541	2,32,895	20'22	12'05	8'17	217		
XL	Dibru-Sadiya . . . . .	78'00	78'00	6'99	56,75,818	72,767	5,14,266	3,37,306	1,76,960	9'66	5'94	3'12	127		
XLI	Thaton Duzinzak . . . . .	8'00	8'00	5'89	4,48,083	56,010	33,773	19,458	14,315	7'53	4'34	3'19	81		
<b>LINES OWNED BY NATIVE STATE AND WORKED BY COMPANIES.</b>															
XLVI	The Gaekwar's Dabhoi . . . . .	71'66	65'83	11'01	17,37,574	24,247	1,95,027	1,20,457	74,570	11'22	6'93	4'29	57		
XLVII	The Gaekwar's Mehsana . . . . .	27'73	27'73	3'34	9,19,835	33,171	59,241	35,933	23,308	6'44	3'91	2'53	41		
<b>LINES OWNED AND WORKED BY NATIVE STATES.</b>															
LII	Jodhpore . . . . .	124'00	124'00	5'39	22,73,338	18,333	3,70,826	1,74,634	1,96,192	16'31	7'68	8'63	58		
LIII	Bhavnagar-Gondal-Junagarh-Forbandar . . . . .	329'16	333'25	6'54	1,64,45,102	49,961	15,71,788	9,71,521	6,00,267	9'56	5'91	3'65	91		
LIV	Morvi . . . . .	94'00	94'00	3'37	19,96,988	21,245	2,95,227	2,07,677	87,550	14'78	10'40	4'38	60		
	<b>Total and average</b>	6,607'75	6,508'10	8'52	46,22,69,431	69,959	4,79,05,749	2,67,59,506	2,11,46,243	10'36	5'79	4'57	141		
	<b>Total and average, Guaranteed and Assisted</b>	3,462'07	3,618'39	23'29	53,69,92,876	1,55,107	6,85,06,638	3,39,97,917	3,45,08,721	12'76	6'33	6'43	363		
	<b>Total and average, State</b>	12,883'47	12,473'86	11'24	1,51,02,63,453	1,17,225	13,64,40,782	6,73,82,632	6,90,58,150	9'03	4'46	4'57	209		
	<b>GRAND TOTAL AND AVERAGE</b>	16,345'54	16,092'25	13'79	1,04,72,56,329	1,25,209	20,49,47,420	10,13,80,549	10,35,66,871	10'01	4'95	5'06	244		

(a) Excludes interest on capital during construction (R10,90,014).

(b) Calculated on the amount paid by the State for the purchase of the line and subsequent expenditure incurred thereon.

(c) Includes the amount received for working the Pondicherry railway, the expenses of which are included with those of the South Indian railway.

(d) Calculated upon 67 miles, including 12 miles of the Bareilly-Pilibhit State railway worked over by the Rohilkhand-Kumaun railway.

## APPENDIX D.

## Indian Railways constructed and in progress on 31st March 1891.

## INDEX.

Name of Railway.	Classification.	Serial No.	Name of Railway.	Classification.	Serial No.
Amráoti . . . .	Line owned by Native State and worked by Company	XLIII	Madras . . . .	Line worked by Guaranteed Company	XXXIV
Amritsar-Pathánekot . . . .	State Line worked by the State	XVIII	Máyavaram-Mutupet . . . .	State Line worked by Company	XVI
Bengal and North-Western* . . . .	State Line worked by Company	III	Míanwáli-Mari . . . .	State Line worked by the State	XXIX
Bengal Central* . . . .	State Line worked by the State	XXII	Morvi . . . .	Line owned and worked by Native State	LIV
Benga'-Nágpur . . . .	State Line worked by Company	V	Mu Valley . . . .	State Line worked by the State	XXXI
Bezváda Extension . . . .	State Line worked by Company	XIII	Nalháti . . . .	State Line worked by the State	XXIII
Bhávnagar-Gondal-Junágarh-Porbandar . . . .	Line owned and worked by Native States	LIII	Nílgeri . . . .	Assisted Company	XLIA
Bhopal-Itársi . . . .	Line owned by Native State and worked by Company	XLIV	Nizam's Guaranteed State.	Line owned by Native State and worked by Company	XLV
Bombay, Baroda and Central India . . . .	Line worked by Guaranteed Company	XXXIII	North Western . . . .	State Line worked by the State	XVII
Burma . . . .	State Line worked by the State	XXVI	Oudh and Rohilkhand . . . .	State Line worked by the State	XX
Cherra-Companyganj . . . .	State Line worked by the State	XXIV	Patna Gya . . . .	State Line worked by Company	II
Darjeeling-Himalayan . . . .	Assisted Company	XXXIX	Pondicherry . . . .	Foreign Line	LVII
Delhi-Umballa-Kalka . . . .	Assisted Company	XXXV			
Deoghur . . . .	Assisted Company	XXXVII			
Dhond-Manmád . . . .	State Line worked by Company	X	Rájpura-Bhátinda . . . .	Line owned by Native State and worked by State Railway agency	L
Díbru-Sadiya . . . .	Assisted Company	XL	Rajputana-Malwa . . . .	State Line worked by Company	VIII
East Coast . . . .	State Line worked by the State	XXX	Rohilkhand-Kumaun, (Company's Section)	Assisted Company	XXXVIII
Eastern Bengal . . . .	State Line worked by the State	XXI	Rohilkhand-Kumaun (Lucknow-Bareilly Section).	State Line worked by Company	IV
East Indian . . . .	State Line worked by Company	I	Sind-Pishin (Chaman Extension).	State Line worked by the State	XXVIII
Gaekwar's Dabhoi . . . .	Line owned by Native State and worked by Company	XLVI	Southern Mahratta . . . .	State Line worked by Company	XI
Gaekwar's Mehsána . . . .	Line owned by Native State and worked by Company	XLVII	Southern Mahratta (Mysore Section).	State Line worked by Company	XII
Gaekwar's Petlád . . . .	Line owned by Native State and worked by Company	XLVIII	South Indian . . . .	State Line worked by Company	XIV
Godhra-Rutlam . . . .	State Line worked by Company	XV			
Great Indian Peninsula . . . .	Line worked by Guaranteed Company	XXXII	Tárakeshwar . . . .	Assisted Company	XXXVI
Hyderabad-Umakot . . . .	State Line worked by the State	XXIXA	Thatón-Duyinzáik . . . .	Assisted Company	XLI
Indian Midland . . . .	State Line worked by Company	VI	Tirhoot . . . .	State Line worked by Company	III
Jammu and Kashmir . . . .	Line owned by Native State and worked by State Railway agency	LI	Toungoo-Mandalay . . . .	State Line worked by the State	XXVII
Jodhpore . . . .	Line owned and worked by Native State	LII			
Jodhpore-Bikanir . . . .	Line owned and worked by Native State	LV	Wardha Coal . . . .	State Line worked by Company	IX
Jorhát . . . .	State Line worked by the State	XXV	West of India Portuguese.	Foreign Line	LVI
Khámgaon . . . .	Line owned by Native State and worked by Company	XLII			
Kolhápur . . . .	Line owned by Native State and worked by Company	XLIX			

\* Although for convenience classed among the State Railways, this line is the property of the Bengal and North-Western Railway Company.  
Bengal Central Railway

APPENDIX  
RAIL

Constructed and in progress

STATE

Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total Mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
1	<b>East Indian—</b>		
	<b>STANDARD GAUGE.</b>		
	<i>Main line—</i>		<i>Main line—</i>
	Howrah to Khána Junction . . . . . 74½		Howrah to Hooghly . . . . . 15-8-54* 23½
	Khána Junction to Luckeeserai Junction . . . . . 250½		Hooghly to Pundooah . . . . . 1-9-54* 14½
	Luckeeserai Junction to Allahabad . . . . . 303½		Pundooah to Khána Junction . . . . . 3-2-55* 36½
	Allahabad to Delhi . . . . . 390½	1,018½	Khána Junction to River Adjai . . . . . 3-10-58 19
			River Adjai to Sainthia . . . . . 3-9-59 25½
			Sainthia to Tinpahár . . . . . 15-10-60 76½
			Tinpahár to Bhágalpur . . . . . 1-11-61 69½
			Bhágalpur to Jamálpur . . . . . 10-2-62 32½
			Jamálpur to Luckeeserai . . . . . 17-11-62 28½
			Luckeeserai to Dinapore . . . . . 17-11-62* 82
			Dinapore to Moghal Sarai . . . . . 22-12-62* 125½
			Moghal Sarai to Mirzapur . . . . . 1-1-64 39½
			Mirzapur to south bank, Jumna . . . . . 4-4-64 52½
			Jumna Bridge to Allahabad . . . . . 15-8-65 3
			Allahabad to Cawnpore . . . . . 3-3-59 119½
			Cawnpore to Etáwah . . . . . 1-7-61 86½
			Etáwah to Shikohabad . . . . . 13-11-61 34½
			Shikohabad to Tándla Junction . . . . . 1-4-62 22½
			Tándla Junction to Aligarh . . . . . 1-3-63 48½
			Aligarh to Chola (Bulandshahr Road) . . . . . 1-4-64 35½
			Chola to Delhi (S. Bank Jumna) . . . . . 1-8-64 41½
			Delhi Terminus . . . . . 1-1-67 1½
			1,018½
	<i>Chord line—</i>		<i>Chord line—</i>
	Khána Junction to Sítarámpur Junction . . . . . 62½		Khána Junction to Raneegunge . . . . . 3-2-55* 46
	Sítarámpur Junction to Luckeeserai Junction . . . . . 123½	186½	Raneegunge to Siátsol . . . . . 21-7-63* 1½
			Siátsol to Sítarámpur . . . . . 1-1-65* 15½
			Sítarámpur to Luckeeserai Junction . . . . . 1-1-71* 123½
			186½
	<i>Branches—</i>		<i>Branches—</i>
	Bhadreswar Junction (17½ miles from Howrah) to the river bank ( <i>Bhadreswar branch</i> ) . . . . . 2½		Bhadreswar branch . . . . . 6-12-82 2½
	Hooghly Junction (23½ miles from Howrah) to Naiháti on the Eastern Bengal State railway ( <i>Hooghly bridge branch</i> ) . . . . . 4½		Hooghly bridge branch . . . . . 15-3-87* 4½
	Ondál Junction (41½ miles from Khána Junction on the Chord Line) to Toposi ( <i>Singharon branch</i> ) . . . . . 7½		Singharon branch—
	Sítarámpur Junction (62½ miles from Khána Junction on the Chord Line) to Barákar ( <i>Barákar branch</i> ) . . . . . 5½		Ondál to Babasole . . . . . 1-5-64 2
	Madhupur Junction (108½ miles from Khána Junction on the Chord Line) to Kurhurbaree Collieries ( <i>Kurhurbaree branch</i> ) . . . . . 26½		Babasole to Mangalpur . . . . . 1-1-63 2½
			Mangalpur to Toposi . . . . . 2-2-63 2½
			Barákar branch . . . . . 1-1-65 5½
			Kurhurbaree branch . . . . . 1-1-71 26½
			Rajmehal branch . . . . . 15-10-60 7½
			Monghyr branch . . . . . 10-4-62 5½
			Mokameh branch . . . . . 1-5-83 2½
			Gya State railway branch . . . . . 2-6-79 ½
			62½
	Carried over . . . . . 62½	1,205	Carried over . . . . . { 1,205
			62½

\* These are the dates of opening the original single line which has

D—continued.

## WAYS

on 31st March 1891.

## LINES

## Companies.

Details of construction.	REMARKS.														
<p>The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have been since introduced, and these, as well as wooden sleepers, are used for renewals. The rails vary in weight from 74lbs to 82lbs per yard. The line is double from Howrah to Moghal Sarai.</p>	<p>The experimental line from Howrah to Raneeunge was commenced in January 1851. The first section, 23½ miles, was opened on 15th August 1854. The Chord line was commenced in February 1866, and was opened on 1st January 1871. This line diminishes the distance between Howrah and the Upper Provinces by 64 miles.</p>														
<p>The Singharon branch is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers.</p>	<p>The commencement of work on the Hooghly bridge branch (4½ miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on 15th March 1887.</p>														
<p>The Kurhurbaree branch is constructed for a single line. The width of formation in the embankments is 16 feet. On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails, 82lbs to the yard, have been used; the rest of the line has rails 74lbs to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sal.</p>	<p>The Jubbulpore branch was commenced under contract in February 1863, and was completed in 3½ years. There is a branch, ¾ of a mile, from Patna (331½ miles from Howrah <i>via</i> the Chord Line) to the Ganges bank, which is treated as a siding in the mileage returns. It is laid with two tracks on wooden cross-sleepers, and was opened on 17th November 1882.</p>														
<p>The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross-sleepers.</p>	<p>The Mokameh branch was originally only 1½ miles in length, and was used for goods traffic only. When the terminus of the Tirhoot State railway was changed from opposite Barh to opposite Mokameh, this branch was extended about ¾ths of a mile and opened to passenger traffic on 1st May 1883.</p>														
<p>The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10·15 miles of very short branches which it is not considered necessary to provide with additional sleepers.</p>	<p>The branch from Bankipore to Digha Ghát has been constructed to connect by a ferry across the Ganges with the Bengal and North-Western railway at Paleza Ghát near Sonopore. Sanction to construction was given on 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.</p>														
<p>The length of road relaid with steel rails up to the 31st December 1890 was 1,150·71 miles, as follows:—</p>	<p>A branch line, 5 miles in length, has been made by the Alipur Coal Company, connecting their collieries with the East Indian railway at mile 144½.</p>														
<table border="0"> <thead> <tr> <th></th> <th style="text-align: right;">Miles.</th> </tr> </thead> <tbody> <tr> <td>Howrah District . . . . .</td> <td style="text-align: right;">179·10</td> </tr> <tr> <td>Chord Line . . . . .</td> <td style="text-align: right;">267·50</td> </tr> <tr> <td>Dinapore District . . . . .</td> <td style="text-align: right;">207·29</td> </tr> <tr> <td>Allahabad „ . . . . .</td> <td style="text-align: right;">321·00</td> </tr> <tr> <td>Delhi „ . . . . .</td> <td style="text-align: right;">175·82</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">1,150·71</td> </tr> </tbody> </table>		Miles.	Howrah District . . . . .	179·10	Chord Line . . . . .	267·50	Dinapore District . . . . .	207·29	Allahabad „ . . . . .	321·00	Delhi „ . . . . .	175·82		1,150·71	<p>A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borraah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.</p>
	Miles.														
Howrah District . . . . .	179·10														
Chord Line . . . . .	267·50														
Dinapore District . . . . .	207·29														
Allahabad „ . . . . .	321·00														
Delhi „ . . . . .	175·82														
	1,150·71														
	<p>The east Indian railway was acquired by the State from the late Guaranteed Company on 1st January 1880.</p>														
	<p>On the 1st of January 1889 the Dildárnagar-Gházípur State railway was incorporated with the East Indian railway.</p>														
	<p>The Gwalior branch (Sindia State railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on 1st March 1889, and is now worked by that Company.</p>														
	<p>The East Indian Railway Company works under agreement the State branch to Gya; also the Tarakeshwar and the Delhi-Umballa-Kalka railways. The terms on which these branch lines are worked will be found in Appendices J, N and H, Part II of the Railway Administration Reports for 1883-84, 1887-88 and 1888-89, respectively.</p>														

since been doubled. For dates of opening the double lines. see p. xviii.

APPENDI  
RAI  
*Constructed and in progre.*  
STATI  
Worked b

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
I	<p>East Indian—concl'd. Brought forward . 62½ 1,205</p> <p>STANDARD GAUGE.</p> <p><i>Branches—concl'd.</i></p> <p>Bankipore Junction (337½ miles from Howrah <i>via</i> the Chord Line) to Digha Ghát (<i>Digha Ghát branch</i>) . 5½</p> <p>Dildárnagar (433 miles from Howrah <i>via</i> the Chord Line on the East Indian railway) to Tári Ghát on the Ganges opposite Gházipur . 12</p> <p>Naini Junction (559½ miles from Howrah <i>via</i> the Chord Line, or 4½ miles east of Allahabad) to Jubbulpore (<i>Jubbulpore branch</i>) . 223½</p> <p>Allahabad Junction (564½ miles from Howrah <i>via</i> the Chord Line) to Fort (<i>Allahabad Fort branch</i>) . 2½</p> <p>Cawnpore Junction (684½ miles from Howrah <i>via</i> the Chord Line) to the corn market in the city (<i>Cawnpore City branch</i>) . ½</p> <p>Túndla Junction (827½ miles from Howrah <i>via</i> the Chord Line) to Agra (<i>Agra branch</i>) . 13½</p> <p style="text-align: right;">320½</p> <p style="text-align: right;">TOTAL . 1,525½</p>	<p>Brought forward . 1,205</p> <p style="text-align: right;">62½</p> <p><i>Branches—concl'd.</i></p> <p>Dígha Ghát branch . 2-4-85 5½</p> <p>Dildárnagar to Gházipur . 5-10-80 12</p> <p>Jubbulpore branch . 1-8-67 223½</p> <p>Allahabad Fort branch . 3-3-59 2½</p> <p>Cawnpore City branch . 15-2-79 ½</p> <p>Agra branch . 1-4-62 13½</p> <p style="text-align: right;">320½</p> <p><i>Double—Main line and branches.</i></p> <p>Howrah to Serampore . 10-3-57 11½</p> <p>Serampore to Chandernagore . 1-2-58 8½</p> <p>Chandernagore to Hooghly . 1-5-58 3½</p> <p>Hooghly to Magra . 1-10-58 5½</p> <p>Magra to Pundooah . 25-2-59 8½</p> <p>Pundooah to Burdwan . 1-10-59 28½</p> <p>Burdwan to Khána . 1-1-59 8½</p> <p>Khána to Durgapur . 1-6-70 31½</p> <p>Durgapur to Raneegunge . 2-9-70 14½</p> <p>Raneegunge to Sítarámpur . 19-12-70 16½</p> <p>Sítarámpur to Luckeeserai . 1-1-71 124½</p> <p>Luckeeserai to Burhee . 22-6-70 9½</p> <p>Burhee to Barh . 22-2-68 27</p> <p>Barh to Futwah . 1-11-68 25½</p> <p>Futwah to Dinapore . 20-3-67 19½</p> <p>Dinapore to Bihta . 13-8-68 10½</p> <p>Bihta to Arrah . 28-3-70 13½</p> <p>Arrah to Buxar . 13-8-68 42½</p> <p>Buxar to Dildárnagar . 15-4-82 22½</p> <p>Dildárnagar to Zamánia . 20-5-82 8½</p> <p>Zamánia to Sakaldiha . 20-9-82 16½</p> <p>Sakaldiha to Moghal Sarai . 10-8-82 11½</p> <p>Hooghly bridge branch . 15-3-87 4½</p> <p style="text-align: right;">TOTAL DOUBLE LINE . 474½</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 1,525½</p>	
II	<p>Patna-Gya—</p> <p>STANDARD GAUGE.</p> <p>Bankipore (337½ miles from Howrah, on the Main Line of the East Indian railway) to Gya . 57½</p> <p style="text-align: right;">57½</p>	<p>Bankipore to Jehanabad . 21-4-79 28</p> <p>Jehanabad to Gya . 2-6-79 29½</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 57½</p>	

D—continued.

WAYS

on 31st March 1891.

LINES

Companies.

Details of construction.	REMARKS.
<p>The first 29 miles of the line are laid with rails, 64 lbs per yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted.</p>	<p>This line was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and the construction was commenced on 13th February 1878. The line was worked by State Agency from the date of opening up to 1st January 1883, on which date the working was made over to the East Indian Railway Company. The terms of the agreement will be found in Appendix J, Part II of the Railway Administration Report for 1883-84.</p>

APPENDIX  
RAIL  
Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
III	<b>Tirhoot—</b> METRE GAUGE.		
	<i>Main line—</i> Semaria Ghát on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah . . . . .	145½	<i>Main line—</i> Semaria to Dalsinghsarai . . . 1-5-83 22½ Dalsinghsarai to Samastipur . . . 1-11-75 14½ Samastipur to Mozufferpore . . . 24-2-77 32 Mozufferpore to Motiharee . . . 1-2-83 49½ Motiharee to Bettiah . . . . . 20-12-83 29 <hr/> 145½
	<i>Eastern branch—</i> Samastipur to Bháptiáhi . . . . . 76½ Bháptiáhi to Pratápganj . . . . . 14 Pratápganj to Khanwa Ghát . . . . . 8 <hr/> 98½	98½	<i>Eastern branch—</i> Samastipur to Durbhunga . . . 1-11-75 23 Durbhunga to Jhanjharpur . . . 1-2-83 24  Jhanjharpur to Ghoghardiha— For goods traffic . . . . . 8-4-86 } For passenger traffic . . . . . 6-5-86 } 13  Ghoghardiha to Nirmala— For goods traffic . . . . . 8-4-86 } For passenger traffic . . . . . 1-11-86 } 6½  Nirmala to Bháptiáhi— For goods traffic . . . . . 15-11-87 } For passenger traffic . . . . . 1-1-88 } 10  Bháptiáhi to Pratápganj— For goods traffic . . . . . 1-10-88 } For passenger traffic . . . . . 1-1-89 } 14 Pratápganj to Khanwa Ghát . . . 14-11-90 8 <hr/> 98½
	<i>Bairagnia branch—</i> Durbhunga to Bairagnia . . . . . 57	57	<i>Bairagnia branch—</i> Durbhunga to Sitamarhi— For goods traffic . . . . . 1-7-90 } For passenger traffic . . . . . 1-11-90 } 42  <i>Sitamarhi to Riga—</i> For goods traffic . . . . . 1-1-91 6 <hr/> 48
	<i>Hajeepore branch—</i> Mozufferpore to Hajeepore . . . . . 33½ Anwarpur to Sonepore (Gunduk bridge) . . . . . 3½ <hr/> 36½	36½	<i>Hajeepore branch—</i> Mozufferpore to Hajeepore . . . 26-10-84 33½  Anwarpur to Sonepore— For goods traffic . . . . . 1-8-87 } For passenger traffic . . . . . 25-4-87 } 3½ <hr/> 36½
	<b>TOTAL</b> . . . . .	<b>338½</b>	<b>TOTAL OPEN MILEAGE</b> . . . . . <b>329½</b>
	<b>Bengal and North-Western*—</b> METRE GAUGE.		
	<i>Main line—</i> Sonopore opposite Patna, <i>via</i> Chupra, Sewan, and Gorakhpur, to Bahraich 273½ Bahraich to Naipálganj Road . . . . . 33½ <hr/> 307	307	<i>Main line—</i> Sonopore to Mankapur . . . . . 15-1-85 218½ Mankapur to Bahraich . . . . . 2-4-84 55 Bahraich to Naipálganj Road . . . 15-12-86 33½ <hr/> 307
	Carried over . . . . .	307	Carried over . . . . . 307

\* Although for convenience classed among the State Railways, this line is the property of the Bengal and North-Western Railway Company.



D—continued.

## WAYS

on 31st March 1891.

## LINES

## Companies.

Details of construction.	REMARKS.
<p>The line is laid partly with iron rails, 40lbs. to the yard, and partly with steel rails, 41½lbs. to the yard, on transverse sleepers of sal, deodar, Denham-Olpherts' and Denham's iron sleepers. The country through which the line passes is easy.</p> <p>The line is fenced throughout with wire and stone posts.</p>	<p>The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic in April of that year, from the Ganges bank opposite Barh to Durbhunga. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai to Semaria was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route <i>via</i> Bajitpur and the Barh branch was closed.</p> <p>The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876.</p> <p>With the opening of the section from Pratápganj to Khanwa Ghát, the construction of the Kosi extension project was brought to completion.</p>
<p><i>Bairagnia branch—</i></p> <p>This branch is laid with second-hand iron rails, 60lbs. to the yard, received from the North Western railway.</p> <p>The sleepers used on it are of pynkado wood from Burma.</p>	<p>The Gunduk bridge connects the Tirhoot State railway with the Bengal and North-Western railway.</p> <p>The working of this railway was transferred from State Agency to the Bengal and North-Western Railway Company from the 1st July 1890, from which date the two railways have been worked as one undertaking. The terms of working will be found in Appendix L, Part II of the Railway Administration Report for 1890-91.</p>
<p>The country traversed is generally flat, but being subject in many places to inundation, heavy banking has at these places been necessary. Between Kopa Sambota and Sonopore, and Gorakhpur and Maghar, the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking; on the Uska Bazar branch, the works, both earth work and bridging, are heavy.</p>	<p>The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882.</p> <p>From the 1st January 1883 it was handed over to a Limited Liability Company, with a free gift of land, but no guarantee.</p> <p>The line is connected with the Tirhoot State railway by means of the Gunduk bridge between Sonopore and Hajeepore, sanctioned on 19th October 1883.</p>

APPENDIX  
RAIL  
Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
III	Bengal and North-Western—concl'd. Brought forward METRE GAUGE.		307	Brought forward	307
	<i>Branches—</i>			<i>Uska Bazar branch—</i>	
	Gorakhpur to Uska Bazar ( <i>Uska Bazar branch</i> )	39½		Gorakhpur to Uska Bazar . 15-12-86	39½
	Mankapur to Nawárganj and Ajodhya ( <i>Ajodhya branch</i> )	20			
	Sonepore to Bunwárchak ( <i>Loop line</i> )	9½		<i>Ajodhya branch—</i>	
	Chupra to Revelganj ( <i>Revelganj branch</i> )	7		Mankapur to Nawárganj . 2-4-84	14
				Nawárganj to Ajodhya . 1-12-84	6
					20
	Gonda to Bahramghát ( <i>Bahramghát branch</i> )	31½	107½	<i>Loop line—</i>	
				Sonepore to Bunwárchak . 15-1-85	9½
	TOTAL		TOTAL OPEN MILEAGE	375½	
		414½			
IV	Rohilkhand-Kumaun (Lucknow-Bareilly section)— METRE GAUGE.			<i>Lucknow—Gola Gokaran Náth section—</i>	
	<i>Lucknow-Gola Gokaran Náth section—</i>			Lucknow to Sitapur . 15-11-86	55½
	Lucknow (209 miles from Moghal Sarai, on the Oudh and Rohilkhand railway) to Sitapur, Kheri and Gola Gokaran Náth . . . . .	104½		Sitapur to Lakhimpur . 15-4-87	28½
				Lakhimpur to Gola Gokaran Náth . . . . . 15-12-87	21½
	<i>Gola Gokaran Náth—Pilibhit section—</i>				104½
	Gola Gokaran Náth to Pilibhit	58			
	<i>Dudwa branch—</i>			<i>Pilibhit-Bareilly section—</i>	
	Mailáni (118 miles from Lucknow) to Dudwa . . . . .	26		Pilibhit to Bhojeepera . 15-11-84	24
				Bhojeepera to Bareilly . 12-10-84	12
	<i>Pilibhit-Bareilly section—</i>				36
Pilibhit to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand railway) . . . . .	36	224½	TOTAL OPEN MILEAGE	140½	

D—continued.

## WAYS

on 31st March 1891.

## LINES

Companies.

Details of construction.	REMARKS.
<p>The line is laid with 41½ lbs steel rails on sleepers of sál and creosoted pine.</p> <p>The line is generally unfenced except in front of villages, and on each side of level-crossings, and near stations.</p>	<p>On the 1st November 1884, the Company took over the bridge-of-boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by a steamer.</p> <p>The branch from Gorakhpur to Uska Bazar, 39½ miles, was sanctioned on the 3rd August 1885, in substitution of a branch from Gorakhpur to Bánsi, 36 miles.</p> <p>During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, and the construction of the line was sanctioned by the Government of India in November 1889.</p> <p>The construction of the Gonda-Bahramghát branch was sanctioned in November 1889.</p> <p>Communication across the Ganges between Digha Ghát Station of the East Indian railway and Paleza Ghát Station of the Bengal and North-Western railway is maintained by means of a steam ferry.</p> <p>The working of the Tirhoot State railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L. Part II of the Railway Administration Report for 1890-91.</p>
<p>The country traversed is flat, and there have been no engineering difficulties. Up to mile 99, 28 chains, 28 feet, the line is laid with 41½ lbs steel rails, and beyond that point with 56 lbs iron rails.</p> <p>The only bridge of any magnitude is that over the Gumti at Lucknow.</p> <p>The line is laid for a single track with 41½ lbs steel rails on sál sleepers.</p> <p>The line has been laid for a single track with 41½ lbs steel rails on deodar and sál sleepers. It is ballasted throughout, and fenced for the first 4½ miles from Bareilly; the remainder is unfenced.</p>	<p>The sanction of the Secretary of State to commencement of the work was received on the 8th October 1884, and orders for construction issued on the 13th November 1884.</p> <p>The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on 27th December 1889.</p> <p>Orders for the construction of the first 4½ miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the line on the 24th February 1883. The point of junction with the Rohilkhand-Kumaun Railway Company's system has been established at Bhojepura, 12 miles from Bareilly.</p> <p>The Lucknow-Gola Gokaran Náth section and the Pilibhit-Bareilly section which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkhand Kumaun Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section, to the latter Company on the 1st January 1891. These sections now form one line, called the Lucknow-Bareilly section of the Rohilkhand Kumaun railway. The terms of working will be found in Appendix M, Part II of the Railway Administration Report for 1890-91.</p>

APPENDIX  
RAIL

Constructed and in progress

STATE

Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
V	<b>Bengal-Nágpur—</b>		
	<b>STANDARD GAUGE.</b>		<b>METRE GAUGE.</b>
	<i>Main line—</i>		
	Ásansol (131½ miles from Howrah, on the Chord Line, East Indian railway) to Biláspur . . . . .	371½	Nágpur to Tumsar— for goods traffic . . . . . 6-4-80 } for passenger traffic— Nágpur to Kamptee (9 miles) . . . . . 26-7-80 } 53 Kamptee to Tumsar (44 miles) . . . . . 8-11-80 }
	Biláspur to Nágpur (519½ miles from Bombay, on the Nágpur Branch of the Great Indian Peninsula railway) . . . . .	255½	Dowháli Junction to Tirora . . . . . 21-2-81 13 Tirora to Gondia . . . . . 18-5-81 18 Gondia to Amgaon . . . . . 25-11-81 14 Amgaon to Ráj-Nándgaon— for goods traffic . . . . . 16-12-82 } for passenger traffic . . . . . 7-2-83 } 51
		627	Total mileage now converted to Standard gauge . . . . . 145½*
			<b>STANDARD GAUGE.</b>
	<i>Main line—</i>		
	Ásansol to Damoodur— for coal traffic . . . . . 12-6-89 } for passenger and goods traffic . . . . . 15-12-89 } 4½		Damoodur to Purulia . . . . . 15-12-89 42½
	Purulia to Chakardharpore— for goods traffic . . . . . 22-1-90 } for passenger traffic . . . . . 1-4-90 } 72		Chakardharpore to Goilkera— for goods traffic . . . . . 15-5-90 } for passenger traffic . . . . . 28-3-91 } 20½
	Goilkera to Sambalpur Road— for goods traffic . . . . . 1-2-91 } for passenger traffic . . . . . 28-3-91 } 104½		Sambalpur Road to Raigarh— for goods traffic . . . . . 20-4-90 } for passenger traffic . . . . . 1-8-90 } 44½
	Raigarh to Biláspur— for goods traffic . . . . . 10-2-90 } for passenger traffic . . . . . 24-3-90 } 82½		Biláspur to Raipur— for goods traffic . . . . . 10-1-89 } for passenger traffic . . . . . 14-2-89 } 68½
			Raipur to Ráj-Nándgaon . . . . . 4-12-88 42 Ráj-Nándgaon to Nágpur . . . . . 27-11-88 145½
	<i>Branches—</i>		627
	From (Damoodur) a point at 4.88 miles from Ásansol Junction to the mines of the Equitable Coal Company ( <i>Sanctoria Coal branch</i> )	7	<i>Sanctoria Coal branch—</i> Damoodur to the Sanctoria Coal Mine— for coal traffic . . . . . 12-6-89 7
	Biláspur to Katni ( <i>Katni branch</i> ) . . . . .	197½	<i>Katni branch—</i> Biláspur to Birsinghpur— for goods traffic . . . . . 1-2-91 } for passenger traffic . . . . . 9-3-91 } 142½
		204½	Birsinghpur to Umaria— for goods traffic . . . . . 11-5-90 } for passenger traffic . . . . . 9-3-91 } 18½
			Umaria to Katni . . . . . 2-11-86 36½
			204½
	<b>TOTAL</b>	<b>831½</b>	<b>TOTAL OPEN MILEAGE . . . . . 831½</b>

\* Excludes the branch line from Dowháli to Tumsar (3½ miles) which has been abandoned.

D—continued

WAYS

on 31st March 1891.

LINES

Companies.

Details of construction.	REMARKS.
<p>The old metre-gauge line from Nágpur to Ráj Nándgaon was constructed with rails, weighing 40lbs. per yard, laid on creosoted pine, sál, and teakwood sleepers. It has been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders and the flattening of curves.</p> <p>The rails are 75lbs. steel, flat-footed, laid on transverse steel sleepers. Owing to the large number of tributaries of the Mahanadi river, which the line crosses, the amount of bridging in the first 220 miles out of Raj-Nándgaon is exceptionally heavy.</p> <p>The Umaria-Katni section is laid with second-hand East Indian railway permanent-way on sál sleepers; 82lbs. rails along three-fourths of the distance, and 74lbs. rails along the remainder. The ruling gradient is 1 in 100. The curves are of 1,910 feet in radius and upwards. Earthwork is heavy, there being much rock-cutting. The only noteworthy bridge is over the Mahanadi which separates the Central Provinces from Rewah. This bridge consists of 4 spans of 100 feet, one of 80 feet, and one of 40 feet.</p>	<p>Sanction for construction of the standard-gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork. Owing to the negotiations for the formation of a Company to construct and work this line not having been completed, and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates.</p> <p>In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre-gauge Nágpur-Chhattisgarh State railway, which existed from Nágpur to Ráj-Nándgaon (149 miles). Of this length, 145½ miles have been converted to the standard gauge, and the Tumsar branch, 3½ miles, has been abandoned.</p> <p>The system extends from Ásansol on the East Indian Railway to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with a branch (160½ miles) northwards from Biláspur to the Umaria Coal mines, where it joins the line from Umaria to Katni. There is another branch, 7 miles, from near Ásansol to the mines of the Equitable Coal Company.</p> <p>The Umaria-Katni line was taken over by the Company on the 1st April 1888.</p> <p>The dates of orders for survey and construction of the original metre-gauge line are as follows:—</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881.</p> <p>The line was opened through for goods traffic on 1st February 1891 and for passenger traffic on 28th March 1891. The tunnel at Saranda at mile 484 from Nágpur is, however, not yet ready, and at this place the traffic is being carried over a temporary diversion, about 1½ miles in length.</p> <p>The section from Ásansol to Goilkera, now worked by the East Indian railway, will be taken over by the Bengal-Nágpur Railway Company from 1st July 1891.</p>

APPENDIX  
RAIL  
Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
VI	Indian Midland—  STANDARD GAUGE.		
	<i>Main line—</i>		<i>Main line—</i>
	Bhopal (57 miles from Itársi on the Bhopal-Itársi State railway) to Jhánsi . . . . .	180½	Bhopal to Jhánsi . . . . . 1-1-89 180½
	Jhánsi <i>via</i> Gwalior to Agra Cantonment . . . . .	135	Jhánsi to Gwalior . . . . . 1-3-89 60½
		<u>315½</u>	Gwalior to Hetampur . . . . . 20-12-79 32½
			Hetampur to Dholpur . . . . . 15-5-81 8½
			Dholpur to Agra Cantonment 10-1-78 33½
			<u>315½</u>
	<i>Branches—</i>		<i>Branches—</i>
	Jhánsi to Mánikpur (617½ miles from Howrah on the Jubbulpore Line of the East Indian railway) ( <i>Mánikpur branch</i> ) . . . . .	180½	<i>Mánikpur branch—</i>
			Jhánsi to Mau Ranipur . . . . . 5-6-89 40
	Jhánsi to Cawnpore transfer sidings (684½ miles from Howrah on the East Indian railway) ( <i>Cawnpore branch</i> ) . . . . .	135½	Mau Ranipur to Bándá . . . . . 1-8-89 78½
			Bándá to Mánikpur . . . . . 15-2-89 62
			<u>180½</u>
	Bína (143 miles from Itársi on the main line) to Saugor ( <i>Saugor branch</i> ) . . . . .	46½	<i>Cawnpore branch—</i>
		<u>361½</u>	Jhánsi to Chaunrah . . . . . 1-2-88 95
			Chaunrah to Cawnpore . . . . . 1-4-86 40½
			<u>135½</u>
			<i>Saugor branch—</i>
			Bína to Saugor . . . . . 5-6-89 46½
			<u>46½</u>
	TOTAL . . . . .	<u>677½</u>	TOTAL OPEN MILEAGE . . . . . <u>677½</u>
VII	Bhopal-Itársi (British section)—See No. XLIV		

D—continued.

## WAYS

on 31st March 1891.

## LINES

Companies.

Details of construction.	REMARKS.																																																													
<p>The main line and branches are constructed for a single line, with flat-footed steel rails, 80 lbs. to the yard, and oval pot sleepers, weighing 80lbs. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi where the rails are 75 lbs. per yard, double-headed, on Denham-Olpherts' sleepers, with 20 feet width formation. There were no engineering difficulties on this section.</p> <p>From Bhopal to Jhánsi the ruling grade is 1 in 200; the chief bridges are—</p> <table border="1" data-bbox="173 1034 841 1249"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Betwa (Makrari) . . . . .</td> <td>9</td> <td>of 150</td> </tr> <tr> <td>Narain . . . . .</td> <td>4</td> <td>„ 150</td> </tr> <tr> <td>Bína . . . . .</td> <td>4</td> <td>„ 150</td> </tr> <tr> <td>Keotan . . . . .</td> <td>5</td> <td>„ 100</td> </tr> <tr> <td>Newan . . . . .</td> <td>8</td> <td>„ 60</td> </tr> <tr> <td>Betwa (Bhilsa) . . . . .</td> <td>4</td> <td>„ 100 &amp; 5 of 75.</td> </tr> </tbody> </table> <p>From Jhánsi to Gwalior the ruling grade is 1 in 150 with heavy rock cuttings in the Antri Pass and a bridge of 9 spans of 100 feet and 1 of 60 feet over the Sindh river.</p> <p>From Jhánsi to Mánikpur the ruling grade is 1 in 125; the principal bridges are—</p> <table border="1" data-bbox="173 1384 841 1639"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Betwa (Sujanpura) . . . . .</td> <td>13</td> <td>of 150 &amp; 1 of 60</td> </tr> <tr> <td>Dhassan (Mau) . . . . .</td> <td>13</td> <td>„ 100</td> </tr> <tr> <td>Ken . . . . .</td> <td>1</td> <td>„ 250 &amp; 12 of 100</td> </tr> <tr> <td>Bagain . . . . .</td> <td>8</td> <td>„ 100</td> </tr> <tr> <td>Barwa . . . . .</td> <td>1</td> <td>„ 100 &amp; 4 of 40</td> </tr> <tr> <td>Paisuni . . . . .</td> <td>4</td> <td>„ 100</td> </tr> <tr> <td>Ohan . . . . .</td> <td>1</td> <td>„ 100 &amp; 4 of 40.</td> </tr> </tbody> </table> <p>The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails.</p> <p>The ruling grade on the Bína-Saugor branch is 1 in 100. The only important works on this length are the heavy cutting at Bahhát and the Dhassan bridge (4 spans of 100 feet).</p> <p>The line is fenced throughout, except on the Jhánsi-Mánikpur section, between Bándá and Jhánsi.</p> <p>The late Sindia State railway which has been taken over by the Indian Midland Railway Company extends from Agra Cantonment to Gwalior, and is laid with rails 60lbs per yard on transverse deodar sleepers. The principal work on this section is the bridge over the Chambal river.</p>		Spans.	Feet.	Betwa (Makrari) . . . . .	9	of 150	Narain . . . . .	4	„ 150	Bína . . . . .	4	„ 150	Keotan . . . . .	5	„ 100	Newan . . . . .	8	„ 60	Betwa (Bhilsa) . . . . .	4	„ 100 & 5 of 75.		Spans.	Feet.	Betwa (Sujanpura) . . . . .	13	of 150 & 1 of 60	Dhassan (Mau) . . . . .	13	„ 100	Ken . . . . .	1	„ 250 & 12 of 100	Bagain . . . . .	8	„ 100	Barwa . . . . .	1	„ 100 & 4 of 40	Paisuni . . . . .	4	„ 100	Ohan . . . . .	1	„ 100 & 4 of 40.	<p>On the 2nd October 1885, the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior and the Jhánsi-Mánikpur railways with the section from Bína to Saugor of the Biláspur-Itáwa State railway.</p> <p>The contract also provides for the possible extension from Saugor to a point on the East Indian railway at or near Katni.</p> <p>Work was started on the several sections of the Indian Midland railway on the dates given below:—</p> <table border="1" data-bbox="902 1088 1536 1344"> <tbody> <tr> <td>Cawnpore-Kálpi section . . . . .</td> <td>Oct. 1884</td> </tr> <tr> <td>Kálpi-Jhánsi section . . . . .</td> <td>Jan. 1886</td> </tr> <tr> <td>Bhopal-Bhilsa section . . . . .</td> <td>Mar. 1886</td> </tr> <tr> <td>Bhilsa-Básoda section . . . . .</td> <td>Apl. 1886</td> </tr> <tr> <td>Jhánsi-Lalitpur section . . . . .</td> <td>May. 1886</td> </tr> <tr> <td>Básoda-Lalitpur section . . . . .</td> <td>June 1886</td> </tr> <tr> <td>Jhánsi-Gwalior section . . . . .</td> <td>Aug. 1886</td> </tr> <tr> <td>Bína-Saugor section . . . . .</td> <td>Aug. 1887</td> </tr> </tbody> </table> <p>The Jhánsi-Mánikpur section was originally sanctioned on 23rd August 1883, but work was stopped on 31st March 1885. A revised estimate was sanctioned on 25th January 1886, and work was resumed about that date.</p> <p>On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi State railway. The terms on which this line is being worked have only been provisionally settled <i>Vide</i> page 147 of Part II of the Railway Administration Report for 1889-90.</p> <p>Under the provisions of the contract, the Indian Midland Railway Company has acquired the Sindia State railway and worked it from 1st March 1889. The supplementary contract for the transfer of this line is printed as Appendix H to Part II of the Railway Administration Report for 1890-91.</p>	Cawnpore-Kálpi section . . . . .	Oct. 1884	Kálpi-Jhánsi section . . . . .	Jan. 1886	Bhopal-Bhilsa section . . . . .	Mar. 1886	Bhilsa-Básoda section . . . . .	Apl. 1886	Jhánsi-Lalitpur section . . . . .	May. 1886	Básoda-Lalitpur section . . . . .	June 1886	Jhánsi-Gwalior section . . . . .	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APPENDIX  
RAIL

Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
VIII	<b>Rajputana-Malwa—</b>		
	<b>STANDARD GAUGE.</b>		
	Junction of East Indian railway, Agra (Jumna East bank), to the limit of Agra Cantonment	3*	Jumna East Bank to Agra Cantonment . . . . . 1-1-76 } 3
	<b>METRE GAUGE.</b>		
	<b>RAJPUTANA SECTION.</b>		
	<i>Main line—</i>		<i>Main line—</i>
	Delhi to Bándikui (Junction with the Agra branch) . . . 135½		Delhi to Rewári—
	Bándikui to Ajmere . . . 139½		for salt traffic only . . . 14-2-73 } 51½
	Ajmere, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway 304½		for passenger traffic . . . 1-7-73 } 46½
	<b>Branches—</b>		Rewári to Ulwur . . . 15-9-74 37½
	Garhi Harsaru Junction (25½ miles from Delhi) to Farukhnagar ( <i>Farukhnagar Salt branch</i> ) . . . 7½		Ulwur to Bándikui . . . 7-12-74 17½
	Bándikui to Agra Fort ( <i>Agra branch</i> ) . . . 93½		Bándikui to Dausa . . . 20-4-74 38
	Agra Fort to Jumna East bank 1½		Dausa to Jeypore . . . 12-10-74 34½
	Phulera Junction (183½ miles from Agra) to Sámbar ( <i>Sámbar Lake Salt branch</i> ) . . . 4½		Jeypore to Phulera . . . 1-3-75 49½
	Extension of Sámbar branch to Japog . . . 4		Phulera to Ajmere . . . 1-8-75 32½
	Extension of Japog siding . . . 2		Ajmere to Beáwar . . . 15-5-78 21
	Extension of Sámbar branch across the lake to Gudha, and thence <i>via</i> Kucháman Road to Jhowra . . . 17		Beáwar to Haripúr . . . 12-8-79 20½
	Deodani siding . . . 2		Haripúr to Sojat Road . . . 20-10-80 148
	Kankaroola siding . . . 1½		Sojat Road to Pálanpur . . . 1-1-81 83
		133½	Pálanpur to Ahmedabad . . . 15-11-79 579½
			<b>Farukhnagar Salt branch—</b>
			for salt traffic only . . . 14-2-73 } 7½
			for passenger traffic . . . 1-7-73 } 60½
			<b>Agra branch—</b>
			Bándikui to Bhurtpore . . . 20-4-74 } 33
			Bhurtpore to Agra Fort—
			for goods traffic . . . 11-8-73 } 1½
			for passenger traffic . . . 20-10-73 } 4½
			Agra Fort to Jumna East bank 1-1-76 4
			Sámbar Lake Salt branch . . . Oct. 76 2
			Japog extension . . . 20-12-79 17
			Extension of the Japog siding to Jhowra . . . 20-12-79 2
			Deodani siding . . . 1-8-80 1½
			Kankaroola siding . . . 15-2-81 133½
			<b>Total Rajputana section . . . 713½</b>
			<b>DOUBLE—RAJPUTANA SECTION—</b>
			<i>Agra branch—</i>
			Agra Fort to Agra Cantonment—
			for goods traffic . . . 11-8-73 } 1½
			for passenger traffic . . . 20-10-73 } 1½
			<b>MALWA SECTION.</b>
			<i>Main line—</i>
			Khandwa to Sanáwad . . . 1-2-74 34½
			Sanáwad to Mortakka . . . 1-4-74 3½
			Mortakka to Choral . . . 20-1-75 20½
			Choral to Mhow . . . 1-1-78 15½
			Mhow to Indore . . . 3-8-76 13
			Nerbudda Bridge . . . 5-10-76 . . .
			Indore to Fatehabad . . . 3-8-76 24½
			Fatehabad Junction to Rutlam 11-7-78 48½
			Rutlam to Jaora . . . 25-2-80 20½
			Jaora to Mandsaur . . . 8-4-80 31½
			Mandsaur to Neemuch . . . 2-7-80 30½
			242½
			713½
			Carried over . . . 242½ } 713½
			Carried over . . . 242½ } 242½

\* These 3 miles are laid on both the standard and metre gauge, except on the Jumna bridge where a mixed gauge is laid.



D—continued.

## WAYS

on 31st March 1891.

## LINES

## Companies.

Details of construction.	REMARKS.																																														
<p>The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid hereafter if necessary.</p> <p>The rails originally used were 36lbs. and 40lbs. per yard, laid on transverse deodar and creosoted pine sleepers. The 36lbs. iron rails have nearly all been replaced by 41½lbs. steel rails. For future renewals, it has been decided to still further increase the weight of rails to a 50-lb section which has already been used in relaying certain lengths.</p> <p>The pine sleepers, which are perishing very fast, are being renewed with good deodar sleepers.</p> <p>The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravalli Range west of Ajmere.</p>	<p>The dates of orders for survey and construction are as follows:—</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <table border="0"> <tr><td>Delhi and Agra to Nusseerabad . . . . .</td><td>17-5-69</td></tr> <tr><td>Ajmere to Ahmedabad . . . . .</td><td>1-11-72</td></tr> <tr><td>Khandwa to Indore . . . . .</td><td>8-4-70</td></tr> <tr><td>Indore to Neemuch . . . . .</td><td>6-3-71</td></tr> <tr><td>Neemuch to Nusseerabad . . . . .</td><td>3-11-71</td></tr> <tr><td>Rewári to Hissar . . . . .</td><td>10-3-81</td></tr> <tr><td>Hissar to Ferozepore . . . . .</td><td>13-9-81</td></tr> </table> <p style="text-align: center;"><i>Dates for construction</i></p> <table border="0"> <tr><td>Delhi-Rewári section and Salt branch . . . . .</td><td>1-3-70</td></tr> <tr><td>Rewári to Bándikui . . . . .</td><td>14-8-72</td></tr> <tr><td>Agra to Phulera . . . . .</td><td>20-10-7</td></tr> <tr><td>Phulera to Sámbar . . . . .</td><td>8-4-73</td></tr> <tr><td>Phulera to Ajmere . . . . .</td><td>9-4-73</td></tr> <tr><td>Ajmere to Nusseerabad . . . . .</td><td>14-4-74</td></tr> <tr><td>Sámbar to Japog . . . . .</td><td>14-7-75</td></tr> <tr><td>Ajmere to Nusseerabad . . . . .</td><td>4-9-76</td></tr> <tr><td>Sámbar extension to Jhowra and extension of Japog siding . . . . .</td><td>15-5-78</td></tr> <tr><td>Khandwa to Indore . . . . .</td><td>8-1-72</td></tr> <tr><td>Indore to Rutlam, with branch to Ujjain . . . . .</td><td>29-10-73</td></tr> <tr><td>Rutlam to Neemuch . . . . .</td><td>5-10-77</td></tr> <tr><td>Neemuch to Nusseerabad . . . . .</td><td>30-4-79</td></tr> <tr><td>Rewári to Hissar . . . . .</td><td>13-9-81</td></tr> <tr><td>Hissar to Ferozepore . . . . .</td><td>8-10-82</td></tr> <tr><td>Extension of Ujjain branch to Ujjain City . . . . .</td><td>6-12-82</td></tr> </table>	Delhi and Agra to Nusseerabad . . . . .	17-5-69	Ajmere to Ahmedabad . . . . .	1-11-72	Khandwa to Indore . . . . .	8-4-70	Indore to Neemuch . . . . .	6-3-71	Neemuch to Nusseerabad . . . . .	3-11-71	Rewári to Hissar . . . . .	10-3-81	Hissar to Ferozepore . . . . .	13-9-81	Delhi-Rewári section and Salt branch . . . . .	1-3-70	Rewári to Bándikui . . . . .	14-8-72	Agra to Phulera . . . . .	20-10-7	Phulera to Sámbar . . . . .	8-4-73	Phulera to Ajmere . . . . .	9-4-73	Ajmere to Nusseerabad . . . . .	14-4-74	Sámbar to Japog . . . . .	14-7-75	Ajmere to Nusseerabad . . . . .	4-9-76	Sámbar extension to Jhowra and extension of Japog siding . . . . .	15-5-78	Khandwa to Indore . . . . .	8-1-72	Indore to Rutlam, with branch to Ujjain . . . . .	29-10-73	Rutlam to Neemuch . . . . .	5-10-77	Neemuch to Nusseerabad . . . . .	30-4-79	Rewári to Hissar . . . . .	13-9-81	Hissar to Ferozepore . . . . .	8-10-82	Extension of Ujjain branch to Ujjain City . . . . .	6-12-82
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Hissar to Ferozepore . . . . .	8-10-82																																														
Extension of Ujjain branch to Ujjain City . . . . .	6-12-82																																														
<p>The principal works on the Holkar railway are the ascent of the Vindhya Range, and the bridge over the Nerbudda River. The latter consists of 14 spans of 60 metres. The works generally are heavy.</p>	<p>The Maharaja Holkar lent the British Government 100 lakhs of rupees, at 4½ per cent. per annum, for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.</p>																																														
<p>With the exception of the bridging, the works on the Sindia-Neemuch section are light.</p>	<p>The Maharaja Sindia lent the British Government 75 lakhs, at 4 per cent. per annum, for the construction of the Indore-Neemuch section and the branch to Ujjain.</p>																																														

APPENDIX  
RAIL

Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
VIII	Rajputana-Malwa—concl'd.	Miles.	Miles.
	Brought forward	242½	713½
	METRE GAUGE.		
	MALWA SECTION—concl'd.		
	Main line—concl'd.		
	Neemuch to Ajmere	150½	
	Ujjain branch—		
	Fatehabad Junction (24½ miles from Indore) to Ujjain	12	
	Extension of Ujjain branch across the Sipra river to Ujjain City	2½	
		14½	
			407½
	CAWNPORE-ACHNERA SECTION.		
	Main line—		
	Cawnpore (683½ miles from Howrah, via the Chord line, on the East Indian railway) to Farukhabad	86½	
	Farukhabad to Háthras road Junction	101½	
	Háthras road Station (856½ miles from Howrah, on the East Indian railway) to the left bank of the Jumna opposite Muttra	29	
	Jumna bridge and approaches Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra	21½	
		239½	
	Branches—		
	Mandhana to Brahmávar (Brahmávar branch)	5	
Kásganj (153½ miles from Cawnpore City) to Soron (Soron branch)	9		
Muttra to Brindaban (Brindaban branch)	7½		
	21½		
		261	
REWÁRI-FEROZEPURE RAILWAY.			
Main line—			
Rewári (51½ miles from Delhi, via Hissar, Sirsa, Bhatinda and Faridkot) to Ferozepore	250½		
Fázilka branch—			
Kot Kapúra (212½ miles from Rewári) to Fázilka	50		
		290½	
		(a) 1,672½	
TOTAL			
			Miles.
Brought forward			713½
MALWA SECTION—concl'd.			242½
Main line—concl'd.			
Neemuch to Nimbahera	10-3-81	16½	
Nimbahera to Chitor	19-3-81	18	
Chitor to Nusseerabad	1-12-81	101	
Nusseerabad to Ajmere	14-2-76	14½	
		393	
Ujjain branch—			
Fatehabad to Ujjain	3-8-75	12	
Ujjain Branch extension across Sipra river to Ujjain City	1-3-84	2½	
		14½	
Total Malwa section		407½	
CAWNPORE-ACHNERA SECTION.			
Main line—			
Cawnpore to Kanauj	15-12-80	49½	
Kanauj to Farukhabad	1-2-81	36½	
Farukhabad to Kásganj	14-4-84	67½	
Kásganj to Háthras	1-7-84	34	
Háthras to Muttra	19-10-75	29	
Jumna bridge	1-7-84	1	
Muttra to Achnera	7-11-81	21½	
		239½	
Branches—			
Brahmávar branch	10-11-85	5	
Soron branch	4-1-85	9	
Brindaban branch	20-8-89	7½	
		21½	
Total Cawnpore-Achnera section		261	
REWÁRI-FEROZEPURE.			
Main line—			
Rewári to Hissar—			
for goods traffic	20-3-83	89	
for passenger traffic	1-5-83		
Hissar to Sirsa—			
for goods traffic	1-7-84	50½	
for passenger traffic	1-3-84		
Sirsa to Ferozepore	1-10-84	101½	
		240½	
Fázilka branch—			
Kot Kapúra to Fázilka	1-1-85	50	
Total Rewari-Ferozepore railway		290½	
			(a) 1,672½
TOTAL OPEN MILEAGE			

(a) The actual length of the Rajputana-Malwa Railway is 1671.829 miles, the difference being due to the length of

D—continued.

## WAYS

on 31st March 1891.

## LINES

Companies.

Details of construction.	REMARKS.
<p>The Sipra bridge consists of 6 spans of 150 feet girders, State railway type, laid on masonry piers.</p> <p>The Cawnpore-Farukhabad section is constructed for a single track, and is laid with steel rails, 40lbs. to the yard.</p> <p>The line from Farukhabad to Háthras road has been laid with 41½lbs. Bessemer steel rails.</p> <p>The Háthras-Muttra line is laid for a single track, and for 22 miles borders on the metalled road. Rails, 30lbs. to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½lbs. steel rails.</p> <p>The bridge over the Jumna consists of 7 spans of 150 feet on stone piers.</p> <p>The Muttra-Achnera section has been laid with steel rails, 41½lbs. to the yard.</p> <p>No engineering difficulties were encountered on the Rewári-Ferozepore line.</p> <p>The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced.</p> <p>The Fázilka branch is laid with steel rails and Denham-Olpherts' and Molesworth's iron sleepers; the line is unballasted and unfenced, except at stations.</p>	<p>The orders for survey of the Cawnpore-Farukhabad section issued on 27th November 1877, and for construction on 13th October 1878.</p> <p>The construction of the extension from Farukhabad to Háthras road was sanctioned on 13th July 1882.</p> <p>The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881.</p> <p>The construction of the Brahmávar branch was sanctioned on the 18th March 1884.</p> <p>The construction of the Soron branch was sanctioned on the 16th March 1883.</p> <p>The survey of the line from Háthras to Muttra was ordered on 2nd March 1874, and that from Muttra to Achnera on 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882.</p> <p>The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878.</p> <p>The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on 4th May 1888. Owing to delay in making over the land, construction work was not commenced till October 1888.</p> <p>The Cawnpore-Achnera line was leased to the Bombay Baroda and Central India Railway Company on 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.</p> <p>The Rajputana-Malwa State railway, of which, for the present, the Rewari-Ferozepore railway, with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from 1st January 1885 until 30th June 1900. The terms of working will be found in Appendix J., Part II of the Railway Administration Report for 1884-85.</p>

Branch lines shown in this statement having been taken from centres of stations instead of from the starting points.

APPENDIX  
RAIL  
*Constructed and in progress*  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
IX	<p><b>Wardha Coal—</b> Miles.</p> <p style="text-align: center;">STANDARD GAUGE.</p> <p>Wardha (471 miles from Bombay, on the Nágpur branch of the Great Indian Peninsula railway) to Warora coal pit . . . . . <u>46½</u></p>	Miles. 46½	<p style="text-align: right;">Miles.</p> <p>Wardha to 18½ miles . . . 1-2-74 . 18½</p> <p>18½ to 41st mile (for coal traffic only) . . . 24-12-75 . 22½</p> <p>41st mile to Warora coal pit (for coal traffic only) . . . 26-4-76 . 5½</p> <p>18½ to 21st mile, for public traffic . . . . . 16-6-77 . .</p> <p>21st mile to Warora (45th mile) for public traffic . . . 7-11-77 . .</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . <u>46½</u></p>
X	<p><b>Dhond-Manmád—</b></p> <p style="text-align: center;">STANDARD GAUGE.</p> <p>Dhond (166½ miles from Bombay, on the South-East line of the Great Indian Peninsula railway) to Manmád (161½ miles from Bombay, on the North-East line of the Great Indian Peninsula railway) . . . . . <u>145½</u></p>	Miles. 145½	<p>Dhond to Ahmednagar . . . 15-3-78 . 50½</p> <p>Ahmednagar to Manmád . . . 17-4-78 . 95</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . <u>145½</u></p>
XI	<p><b>Southern Mahratta—</b></p> <p style="text-align: center;">METRE GAUGE.</p> <p><i>Main line—</i> Portuguese Frontier near Dhárwár <i>viá</i> Guntakal and Nandyál to the Kistna River opposite Bezváda . . . . . 511½</p> <p><i>Branches—</i> Hubli to Harihar (<i>Harihar branch</i>) . . . . . 81½</p> <p>Gadag to Hotgi (<i>Bijápur branch</i>) 172½</p> <p style="text-align: right;">Carried over . 254½ 511½</p>		<p><i>Main line—</i> Frontier to Castle Rock . . . 3-2-88 . 3½</p> <p>Castle Rock to Deuli . . . 15-6-87 . 2½</p> <p>Deuli to Dhárwár . . . 24-1-87 . 56</p> <p>Dhárwár to Háspet . . . 1-7-85 . 101½</p> <p>Háspet to Bellary . . . 24-3-84 . 40½</p> <p>Bellary to Guntakal . . . 17-5-87 . 30½</p> <p>Guntakal to Nandyál . . . 11-7-87 . 90½</p> <p>Nandyál to Cumbum . . . 15-6-90 . 63½</p> <p>Cumbum to Tadépalli . . . 3-10-89 . 121½</p> <p>Tadépalli to Kistna Canal . . . 27-10-90 . 1½</p> <p><i>Harihar branch—</i> Hubli to Harihar (Temporary station) . . . 18-10-86 } 81½</p> <p>Temporary station to Permanent station . . . 21-2-89 } .</p> <p><i>Bijápur branch—</i> Gadag to Hotgi— for goods traffic . . . 1-8-84 } 172½</p> <p>for passenger traffic . . . 15-9-84 } .</p> <p style="text-align: right;">Carried over . 765½</p>

D—continued.

## WAYS

on 31st March 1891.

## LINES

## Companies.

Details of construction.	REMARKS.																																																							
<p>The line is constructed for a single track. The first 21 miles are laid with Great Indian Peninsula rails, 68 lbs. per yard, and the remainder with iron rails, 67 lbs. to the yard. The rails on the first 18½ miles are laid principally on creosoted pine sleepers, and on the rest of the line on teak and sal sleepers.</p>	<p>This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula Railway, and also for the benefit of Hinganghat, a great cotton mart. The orders for the survey of the line were issued on 3rd January 1870. Sanction for the construction of the first 18 miles was given on 5th February 1872, and for the remainder on 1st April 1874. The line has been worked and maintained by the Great Indian Peninsula Railway Company, from 1st January 1891. The terms of working will be found in Appendix I, Part II of the Railway Administration Report for 1890-91.</p>																																																							
<p>The line is constructed for a single track; the rails are double-headed steel, 70 lbs. to the yard, laid on iron pot sleepers, weighing 94 lbs. each. The line, as originally constructed, was unfenced, but fencing is being provided gradually.</p>	<p>The dates of orders for survey and construction are 18th March 1876 and 25th August 1877, respectively. The object of this Chord line is to connect the railway systems of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghats. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained under agreement by the Great Indian Peninsula railway. The terms of working will be found in Appendix W of the Railway Administration Report for 1881-82.</p>																																																							
<p>The permanent-way is of the ordinary State railway metre gauge type. The line is only partially fenced. The following are the large girder bridges:—</p> <table border="0" data-bbox="130 1975 833 2540"> <thead> <tr> <th></th> <th style="text-align: center;">Spans.</th> <th style="text-align: center;">Feet.</th> </tr> </thead> <tbody> <tr> <td colspan="3"><i>Main line—</i></td> </tr> <tr> <td>Tungabhadra river . . . . .</td> <td style="text-align: center;">38</td> <td style="text-align: center;">of 60</td> </tr> <tr> <td>Borra Nalla . . . . .</td> <td style="text-align: center;">10</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td rowspan="3">Dorabavi Viaduct . . . . .</td> <td style="text-align: center;">{ 1</td> <td style="text-align: center;">" 250</td> </tr> <tr> <td style="text-align: center;">{ 2</td> <td style="text-align: center;">" 150</td> </tr> <tr> <td style="text-align: center;">{ 1</td> <td style="text-align: center;">" 66½</td> </tr> <tr> <td colspan="3"><i>Harihar branch—</i></td> </tr> <tr> <td>Wardha river . . . . .</td> <td style="text-align: center;">15</td> <td style="text-align: center;">of 100</td> </tr> <tr> <td>Tungabhadra river . . . . .</td> <td style="text-align: center;">16</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td colspan="3"><i>Bijapur branch—</i></td> </tr> <tr> <td>Bhima river . . . . .</td> <td style="text-align: center;">14</td> <td style="text-align: center;">of 150</td> </tr> <tr> <td>Don river . . . . .</td> <td style="text-align: center;">8</td> <td style="text-align: center;">" 100</td> </tr> <tr> <td>Kistna river . . . . .</td> <td style="text-align: center;">21</td> <td style="text-align: center;">" 150</td> </tr> <tr> <td>Malprabha river . . . . .</td> <td style="text-align: center;">12</td> <td style="text-align: center;">" 100</td> </tr> <tr> <td colspan="3"><i>Poona branch—</i></td> </tr> <tr> <td>Kistna . . . . .</td> <td style="text-align: center;">14</td> <td style="text-align: center;">of 150</td> </tr> <tr> <td>Jugnoor Nalla . . . . .</td> <td style="text-align: center;">11</td> <td style="text-align: center;">" 30</td> </tr> <tr> <td>Ghatprabha . . . . .</td> <td style="text-align: center;">45</td> <td style="text-align: center;">" 40</td> </tr> </tbody> </table>		Spans.	Feet.	<i>Main line—</i>			Tungabhadra river . . . . .	38	of 60	Borra Nalla . . . . .	10	" 60	Dorabavi Viaduct . . . . .	{ 1	" 250	{ 2	" 150	{ 1	" 66½	<i>Harihar branch—</i>			Wardha river . . . . .	15	of 100	Tungabhadra river . . . . .	16	" 60	<i>Bijapur branch—</i>			Bhima river . . . . .	14	of 150	Don river . . . . .	8	" 100	Kistna river . . . . .	21	" 150	Malprabha river . . . . .	12	" 100	<i>Poona branch—</i>			Kistna . . . . .	14	of 150	Jugnoor Nalla . . . . .	11	" 30	Ghatprabha . . . . .	45	" 40	<p>The line from Hotgi, <i>via</i> Bijapur and Bagalkot to Gadag, was commenced as a famine relief work in April 1879. Work on this section and the Bellary-Hubli one was again started by Government in November 1881, but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company. The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from broad to metre gauge on the 16th May 1887. The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on 1st January 1888.</p>
	Spans.	Feet.																																																						
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APPENDIX  
RAIL  
*Constructed and in progress*  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XI	<b>Southern Mahratta—concl'd.</b>		
	Brought forward . 254½ 511½		Brought forward . 765½
	<b>METRE GAUGE.</b>		
	Londa to Poona (Ghorepuri) (Poona branch) . . . . . 278		<i>Poona branch—</i>
	<u>532½</u>	1,043½	Londa to Belgaum . . . . . 21-3-87 33
			Belgaum to Miraj . . . . . 22-12-87 85½
			Miraj to Koregaon . . . . . 2-5-87 76
			Koregaon to Ghorepuri . . . . . 18-11-86 82½
			Ghorepuri to Poona . . . . . 4-10-90 1.
			<u>278</u>
			<i>Total Southern Mahratta . . . . . 1,043½</i>
XII	<b>MYSORE SECTION.</b>		<b>MYSORE SECTION.</b>
	Mysore <i>via</i> Bangalore to Gubbi . . . . . 140		Mysore to Mandya . . . . . 25-2-82 27½
	Gubbi to Harihar . . . . . 155½		Mandya to Chennapatna . . . . . 20-3-81 23½
	Mysore to Nanjangúd . . . . . 15½		Chennapatna to Bangalore . . . . . 1-2-81 34½
	Bangalore to Mysore frontier . . . . . 54	365	Bangalore to Tumkur . . . . . 11-8-84 43
			Tumkur to Gubbi . . . . . 26-12-84 11½
			Gubbi to Birur . . . . . 12-8-89 76½
			Birur-Harihar . . . . . 21-2-89 79
			<u>295½</u>
			<i>Total Mysore section . . . . . 295½</i>
	<b>TOTAL</b> . . . . .	<u>1,408½</u>	<b>TOTAL OPEN MILEAGE</b> . . . . . 1 339½
XIII	<b>Bezváda extension—</b>		
	<b>STANDARD GAUGE.</b>		
	Hyderabad Frontier to Bezváda . . . . . 21½	21½	Hyderabad Frontier to Bezváda 10-2-89 . 21½

D—continued.

## WAYS

on 31st March 1891.

## LINES

Companies.

Details of construction.	REMARKS.								
<p><i>Main line—</i> The following are the tunnels on this line :—            Bear's Rock . . . . . 471 feet.            Castle Rock . . . . . 1,242 "            Nulla-Mulla Hills . . . . . 1,569 "            The Ghât incline for 3½ miles from the Portuguese Frontier has been constructed for a double line up to formation level.            The maximum gradient on the Ghât incline is 1 in 40, and on the rest of the line 1 in 100.            On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla Hills, the pass through which is 20 miles long, and comprises several heavy works. The rest of the line presents no difficulty.</p> <p>No works of special engineering difficulty occur on the Mysore section.            The line has been laid for a single track with rails, 41½ lbs. per yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet.            The sleepers on the Bangalore-Tumkur section are of creosoted pine. The road on the Tumkur to Gubbi length is fairly ballasted, and the permanent-way well laid: it has no steeper gradients than 1 in 100, nor curves sharper than 3,000 feet radius.</p>	<p>The dates of orders for survey and construction of the Mysore railway are as follows:—</p> <table data-bbox="894 1384 1571 1572"> <thead> <tr> <th><i>Date for survey.</i></th> <th><i>Dates for construction.</i></th> </tr> </thead> <tbody> <tr> <td>1st April 1870.</td> <td>Mysore line, 20th September 1877.</td> </tr> <tr> <td></td> <td>Tumkur line, 6th October 1882.</td> </tr> <tr> <td></td> <td>Tumkur to Gubbi, 18th January 1884.</td> </tr> </tbody> </table> <p>Earthwork between Bangalore and Chennapatna, 35 miles, was commenced for relief purposes during the famine of 1877-78.            The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L, Part II, of the Railway Administration Report for 1887-88.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	1st April 1870.	Mysore line, 20th September 1877.		Tumkur line, 6th October 1882.		Tumkur to Gubbi, 18th January 1884.
<i>Date for survey.</i>	<i>Dates for construction.</i>								
1st April 1870.	Mysore line, 20th September 1877.								
	Tumkur line, 6th October 1882.								
	Tumkur to Gubbi, 18th January 1884.								
<p>The line runs through an open and fairly level country mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½ lbs. steel rails on pea-pod sleepers.            There are no large bridges.</p>	<p>This line extends from the frontier of His Highness the Nizam's dominions to Bezvada. It is worked by the Nizam's Guaranteed State Railways Company as part of their system. For terms of working, see Appendix P, Part II, of the Railway Administration Report for 1889-90.</p>								

APPENDIX  
RAIL  
Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XIV	<b>South Indian— METRE GAUGE.</b>		<b>MADRAS-TUTICORIN SECTION—</b>
	<b>MADRAS-TUTICORIN SECTION—</b>		<b>Main line—</b>
	<i>Main line—</i>		Madras (Egmore) to Tindivanam . . . . . 1-9-76 75½
	Madras (Egmore) to Tuticorin . . . . . 443½		Tindivanam to Cuddalore . . . . . 1-1-77 52
			Cuddalore to Porto Novo . . . . . 1-7-77 17
			Porto Novo to Chidambaram . . . . . 1-10-78 6½
			Chidambaram to Coleroon . . . . . 1-7-79 4½
			Coleroon to Shiyáli . . . . . 1-1-78 6
			Shiyáli to Májavaram . . . . . 1-7-77 12½
			Májavaram to Tanjore . . . . . 15-2-77 43½
			Tanjore to Trichinopoly Junction . . . . . 11-3-62 31
			Trichinopoly to Madura . . . . . 1-9-75 96
			Madura to Tuticorin . . . . . 1-1-76 98½
			443½
	<b>Branches—</b>		<b>Branch—</b>
	Madras (Egmore) to Beach . . . . . 2½		Madras (Egmore) to Beach . . . . . 1-1-79 2½
	Chingleput (34½ miles from Madras) to Arkónam (42½ miles from Madras, on the Madras railway) ( <i>Arkónam branch</i> ) . . . . . 39		<b>Arkónam branch—</b>
			Chingleput to Wálajábád . . . . . 1-8-80 13½
			Wálajábád to Conjeeveram (new town) . . . . . 1-1-81 8
			Conjeeveram (new town) to Arkónam . . . . . 8-5-65 17½
			39
	Villupuram (98½ miles from Madras) to the Gingee River, to connect with Pondicherry railway ( <i>Pondicherry branch</i> ) . . . . . 16½		<b>Pondicherry branch—</b>
			Villupuram to Gingee River . . . . . 16-12-79 16½
	Tanjore (217½ miles from Madras) to Negapatam ( <i>Negapatam branch</i> ) . . . . . 48		<b>Negapatam branch—</b>
			Tanjore to Tiruvallúr . . . . . 2-12-61 33½
			Tiruvallúr to Negapatam . . . . . 15-7-61 14½
			48
	Trichinopoly (248½ miles from Madras) to Erode Junction (243 miles from Madras, on the Madras railway, South-West line) ( <i>Erode branch</i> ) . . . . . 87½		<b>Erode branch—</b>
			Trichinopoly Junction to Fort . . . . . 11-3-62 2½
			Trichinopoly Fort to Karúr . . . . . 3-12-66 44½
			Karúr to Kodumudi . . . . . 1-7-67 16½
			Kodumudi to Erode . . . . . 1-1-68 23½
			87½
	Maniyáchi (425 miles from Madras) to Tinnevelly ( <i>Tinnevelly branch</i> ) . . . . . 18½		<b>Tinnevelly branch—</b>
	211½		Maniyáchi to Tinnevelly . . . . . 1-1-76 18½
			18½
	<b>VILLUPURAM-GUNTAKAL SECTION—</b>		<b>Total Madras-Tuticorin section</b> . . . . . 654½
	<b>Main line—</b>		<b>VILLUPURAM-GUNTAKAL SECTION—</b>
	Villupuram (98½ miles from Madras on the South Indian railway) <i>via</i> Dharmavaram to Guntakal (275½ miles from Madras, on the North-West line, Madras railway) . . . . . 338		<b>Main line—</b>
			Villupuram to Tiruvannámalaí . . . . . 17-11-90 42½
			Tiruvannámalaí to Pákala . . . . . 18-3-91 95
			137½
	Carried over . . . . . 338		654½
		654½	Carried over . . . . . 137½



D—continued.

## WAYS

on 31st March 1891.

## LINES.

## Companies.

Details of construction.	REMARKS.
<p>The old line from Negapatam to Erode, 167 miles, which was constructed on the standard gauge, was converted to metre gauge in sections and on dates as under:—</p> <p>Negapatam to Trichinopoly, June and July 1875;  Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879.</p> <p>Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly, where the foundations and superstructure of bridges have been built for a double way. On the old line, between Negapatam and Erode, the rails weighing 68 lbs. to the yard, are laid partly on iron pots and partly on wooden sleepers.</p> <p>About 29 miles of the Negapatam branch have been renewed with 50 lbs. bull-headed rails on cast-iron pot sleepers, and on the Arkónam-Conjeeveram line, 17½ miles in length, the rails, weighing 35½ lbs. to the yard, have also been renewed with 50 lbs. bull-headed rails.</p> <p>The remainder of the system, which was laid with 40·3 lbs. rails on creosoted pine sleepers, is being gradually renewed with 50 lbs. bull-headed rails on cast-iron pot sleepers, 270 miles having been laid on the main line up to 28th February 1891. Five and a half miles of 40·3 lbs. rails are laid on steel transverse sleepers, and 6¼ miles on pot sleepers.</p>	<p>The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern of India Railway Company, and was completed on the standard gauge. The line from Arkónam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3' 6" gauge.</p> <p>A 3 per cent. guarantee, accorded on the 1st January 1868, was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878.</p> <p>On 1st July 1874 the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge.</p> <p>The estimates for the extensions from Trichinopoly to Tinnevely and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin this has become the main line, with branches to Arkónam, Pondicherry, Negapatam, Erode, and Tinnevely.</p> <p>The estimate for the connecting link between Chingleput and Conjeeveram, the earthwork of which was completed by famine labour, was sanctioned in November 1879.</p> <p>The estimate for the Villupuram-Gingee river section was sanctioned in May 1879.</p> <p>The increased waterways and pitched causeways considered necessary from the results of the floods of November 1884 have now been completed.</p> <p>On 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal State railway, to a new Company, called the South Indian Railway Company (Limited), the whole now forming the South Indian railway system.</p>
<p>On the Villupuram-Guntakal section, the ruling gradient is <math>\frac{1}{100}</math>. The country traversed is moderately easy, but the waterways are considerable, and include bridges over the Cheyár, Palar, Chitrávati, and Pennér rivers. The rails are of steel flat-footed, 41½ lbs. to the yard, laid on steel transverse sleepers of the "pea-pod" pattern. Second class rails are being laid in sidings. The Madras railway is crossed by an overbridge, 1½ miles to the west of Katpadi station, where extensive junction arrangements are in progress.</p>	<p>This line is required for famine protection purposes of certain districts which suffered severely in 1876-78. The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883, but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line (301 miles) from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888 and work was commenced in January 1889.</p>

APPENDIX  
RAIL  
Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XIV	<p>Brought forward . 338</p> <p><b>SOUTH INDIAN—concl'd.</b></p> <p><b>METRE GAUGE.</b> <b>VILLUPURAM-GUNTAKAL SECTION—concl'd.</b> <i>Branches—</i> Pákala to Nellore (<i>Nellore branch</i>) . 108½ Dharmavaram to Hindupur (<i>Hindupur branch</i>) . . . . . 46</p> <p style="text-align: right;">TOTAL . . . . .</p>	<p>Miles.</p> <p>654½</p> <p>492½</p> <p>1,147½</p>	<p>Miles.</p> <p>654½</p> <p>137½</p> <p><b>VILLUPURAM-GUNTAKAL SECTION—concl'd.</b> <i>Nellore branch—</i> Pákala to Tirupati . . . . . 18-3-91 26 Tirupati to Nellore . . . . . 15-9-87 82½</p> <p style="text-align: right;">108½</p> <p><i>Total Villupuram-Guntakal section</i> . . . . . 246½</p> <p style="text-align: right;"><b>TOTAL OPEN MILEAGE</b> . . . . . 900½</p>
XV	<p><b>Godhra-Rutlam—</b></p> <p><b>STANDARD GAUGE.</b></p> <p>Godhra (318½ miles from Bombay, on the Bombay, Baroda and Central India railway) to Rutlam (337½ miles from Ahmedabad, on the Malwa Section of the Rajputana-Malwa railway) . . . . .</p>	<p>113</p>	
XVI.	<p><b>Máyavaram-Mutupet—</b></p> <p><b>METRE GAUGE.</b></p> <p><i>Tiruvallúr-Mutupet section—</i></p> <p>Tiruvallúr (a station on the Negapatam Branch of the South Indian railway) to Mutupet . . . . . 29</p>	<p>29</p>	
TOTAL STATE LINES WORKED BY COMPANIES		8,652½	8,063½

D—continued.

## WAYS

on 31st March 1891.

## LINES

## Companies.

Details of construction.	REMARKS.
<p>From the junction of the Nellore branch with the main line to Pákala station, the line is double.</p> <p>On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and large waterways. The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built.</p> <p>The rails are of steel, flat-footed, 41½ lbs. to the yard, laid partly on Denham-Olpherts' sleepers, and partly on wrought steel trough or pea-pod sleepers.</p> <p>The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river.</p>	<p>The length between Dharmavaram and Guntakal (63 miles) was sanctioned in June 1889 and work was commenced almost immediately. The construction of the line is being carried out principally by Government Engineers under the direction of the Chief Engineer, South Indian railway.</p> <p>The length between Dharmavaram and Hindupur was sanctioned on 25th January 1891. This section, together with that from Guntakal to Dharmavaram, comprises the project originally known as the Hindupur extension.</p> <p>The Company works under agreement the portion (7½ miles) on the Pondicherry branch, lying within French territory, and known as the Pondicherry railway. The terms of working will be found in Appendix Q, Part II of the Railway Administration Report for 1890-91.</p>
	<p>Sanction to the commencement of work was given on the 29th October 1890, in anticipation of sanction to the revised estimates, and work was immediately started on the first section of 25 miles out of Godhra. This line, when completed, is to be worked by the Bombay, Baroda and Central India Railway Company.</p>
<p>The line traverses an easy country, the ruling gradient being <math>\frac{1}{100}</math>. It is proposed to use the 41½ lbs. flat-footed steel rails, released by laying the Villupuram-Guntakal State railway sidings with 2nd class rails taken from the South Indian railway. Pynkado transverse sleepers are to be used.</p>	<p>The funds for the line are provided, in nearly equal proportions, by the Tanjore District Board from a special cess, and by the Madras Government from provincial funds.</p> <p>The construction of this railway was sanctioned on 18th June 1890, and the work was commenced immediately by the South Indian Railway Company, under their additional Powers Act, 1888.</p> <p>The survey of an extension from Mutupet to Adrampatam was sanctioned in November 1890.</p>

APPENDIX  
RAIL

Constructed and in progress

STATE

Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.		Date of opening for public traffic.			
		Miles.	Miles.		Miles.		
XVII	<b>North Western—</b> <b>STANDARD GAUGE.</b> <b>MAIN LINE AND BRANCHES (COMMERCIAL).</b>  <i>Main line—</i> Gháziabad (12½ miles east of Delhi, on the East Indian railway) to Amritsar . . . . . 303½ Amritsar to Lahore . . . . . 32½ <hr/> 335½           Lahore to Ráwalpindi . . . . 173½ Ráwalpindi to Pesháwar . . . . 104½ <hr/> 278						
	Carried over . . . . . 613½						
				<b>MAIN LINE AND BRANCHES (COMMERCIAL)—</b>  <i>Main line—</i> Gháziabad to Meerut City . . . 18-4-67 27½ Meerut City to Umballa Can- tonment . . . . . 1-1-69 121 Umballa Cantonment to Lu- dhíána . . . . . 12-10-69 70½ Ludhíána to Phillour . . . . . 15-10-70 8½ Phillour to Jullundur Canton- ment . . . . . 1-4-70 24½ Jullundur Cantonment to Beas 15-11-69 25½ Beas to Amritsar . . . . . 1-11-67 26 Amritsar to Lahore . . . . . 10-4-62 32½ <hr/> 335½           Temporary line on metre- gauge (62 miles), Lahore to Wazirabad, 12th April 1875. Wazirabad to Naurungabad (38½ miles), 10th April 1876. Naurungabad to Jhelum (2½ miles), 14th September 1876. Lahore to Jhelum . . . . . 6-10-78 102½ Jhelum to Ratial . . . . . 1-1-80 15 Ratial to Ráwalpindi . . . . . 1-10-80 55½ Ráwalpindi to Háji Shah (59 miles) opened on 1st Jan- uary 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881, but this ag- gregate of 63 miles to Fort Attock was reduced to 58½ miles to Attock bridge con- sequent on the opening of the permanent line between Golra and Margala and the section from mile 225 to 236 (Campbellpur to Khairabad) on 31st May 1883. Thus Ráwalpindi to Attock bridge . . . . . 58½ Attock to Khairabad . . . . . 31-5-83 2½ Khairabad to Pesháwar City . . . . 1-5-82 41 Pesháwar City to Pesháwar Cantonment . . . . . 1-1-83 2½ <hr/> 278 Carried over . . . . . 613½			
				Carried over . . . . . 613½			

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.
<p>From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60lbs. bull-headed iron (steel faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails, 143 miles having been relaid with 68lbs. double-headed, and 34 miles with 75lbs. flat-footed steel rails up to 31st March 1891.</p> <p>On the Phillour-Amritsar section the earthwork from Amritsar to the Beas (26 miles) is for a double line, the rest is for a single line. The bridge foundations and superstructure are for a single line, with some exceptions.</p> <p>The original Delhi section bull-headed 60lbs. rails have been renewed with the bull-headed 68lbs. rails with the exception of some short lengths on bridges.</p> <p>From Phillour to Amritsar the rails are laid on wooden sleepers for 46 miles, and on cast-iron (oval and round) pots for 28 miles. On the Beas and East Bayn bridges (aggregating 1½ miles) the rails are flat-footed 70lbs. steel laid on longitudinal timbers.</p> <p>From Amritsar to Lahore the earthwork and bridges are for a single line; 18½ miles have been relaid with bull-headed 68lbs. steel rails, of which 11½ miles are on cast-iron pots and 7½ miles on wooden sleepers; of the remaining 13½ miles of the old Punjab section 68lbs. rails, 7 miles have been relaid with 75lbs. flat-footed rails on wooden sleepers, and the renewal of the remaining 6½ miles is in progress.</p> <p>The line from Lahore to Pesháwar is constructed for a single track. From Lahore to the 25th mile the old flat-footed 60lbs. iron rails have been replaced by the double-headed 75lbs. steel rails on wooden sleepers, with the exception of ½ mile, from ½ to 1st mile, which has been relaid with 75lbs. flat-footed rails on wooden sleepers.</p> <p>From the 25th mile to Gujrát the rails are 75lbs. flat-footed steel, with the exception of the station-yards of Kámoke, Gujránwála, Ghakkar and Wazirabad, where the rails are of iron 60lbs. flat-footed, also excepting three lengths, making up 4½ miles (which includes the Alexandra bridge) where flat-footed 62lbs. steel rails are used; the sleepers throughout are wooden.</p> <p>From Gujrát to Pesháwar the rails are flat-footed 62lbs. steel, with the exception of isolated lengths, making up 10½ miles of double-headed 64lbs. steel rails, and 1 mile of 72lbs. double-headed, and 40.3 miles of 75lbs. flat-footed steel rails. The whole length is laid with wooden sleepers, except 1 mile (272-273) which is laid on cast-iron pots.</p> <p>The chief works on the Lahore-Pindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original <math>\frac{1}{10}</math> grades are now being improved to <math>\frac{1}{100}</math>; and the Taraki quarry.</p> <p>The chief works on the Pindi-Pesháwar section are the Indus (Attock) and Haro bridges, and the tunnels at the Margala pass and Indus approach.</p>	<p>The first period of the contract with the Sind, Punjab and Delhi railway having expired, the State assumed charge of the undertaking on the 1st January 1886, and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the Southern section of the Sind-Pishin State railways, to be worked as one Imperial system under the name of the North Western railway.</p> <p>The section from Gháziabad to Amritsar (first called the Delhi, and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey &amp; Co. entered into a contract for the construction of the line in five years. Of the entire length, 191½ miles are in the Punjab, and 112 in the North Western Provinces.</p> <p>The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and delayed an earlier completion of the line.</p> <p>The section from Amritsar to Lahore was commenced on 8th February 1859.</p> <p>The Delhi section of the late Sind, Punjab and Delhi railway suffered during 1871 and 1872 considerable damage at the Beas, the Sutlej, and elsewhere, necessitating interruption to through communication for some time. The section between Amritsar and Jullundur also suffered severely during the floods of 1875.</p> <p>In August 1876 two piers of the Sutlej bridge were carried away, and through communication was not re-established till the middle of December.</p> <p>In August 1878 the line was again considerably damaged, and through communication stopped until 3rd October.</p> <p>In 1886 the line between Umballa and the Jumna river (mile 225) was much damaged by floods resulting in through communication being interrupted for three weeks.</p> <p>Again in 1887 heavy floods between Sirhind and Umballa resulted in through communication being interrupted for a week.</p> <p>The dates of orders for survey and construction of the Lahore-Pesháwar section are as follows:—</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Jhelum to Ráwalpindi, 8th November 1864.  Ráwalpindi to Khusálgarh, September 1879.  Lála Músa to Miani Junction, September 1877.  Jhelum to Ráwalpindi, for improvement of grades, February 1885.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Lahore to Jhelum . . . . . 2-10-69  Jhelum to Ráwalpindi . . . . . 17-9-77  Lála Músa to Miani Junction . . . . . 24-7-78  Ráwalpindi to Khusálgarh . . . . . Sept. 79  Ráwalpindi to Pesháwar . . . . . 3-10-79  Miani Junction to Jhelum River . . . . . 4-3-81  Miani Junction to Bhera . . . . . 25-10-81  Miani Junction to Khewra . . . . . 27-1-82  Wazirabad to Siálkot . . . . . 19-4-83</p>

APPENDI  
RAI  
*Constructed and in progre*  
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Worked t

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles
XVII	North Western—contd.		
	Brought forward . 613½		Brought forward . 613½
	STANDARD GAUGE.		
	MAIN LINE AND BRANCHES (COMMERCIAL)— <i>contd.</i>		MAIN LINE AND BRANCHES (COMMERCIAL)— <i>contd.</i>
	<i>Sialkot branch—</i>		<i>Sialkot branch—</i>
	Wazirabad to Sialkot . . . . . 26½		Wazirabad to Sialkot . . . . . 1-1-84 26½
	<i>Main line—</i>		<i>Main line—</i>
	Lahore to Khanpur . . . . . 355½		Lahore to Mooltan . . . . . 27-4-55 208 Mooltan to Muzaffarabad Junc- tion . . . . . 21-8-70 7 Muzaffarabad Junction to Khan- pur . . . . . 1-7-78 140½ <u>355½</u>
	Carried over . 995½		Carried over . 995½

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.
<p>The line from Wazirabad Junction to Siálkot is constructed for a single track. The rails are flat-footed iron, 60lbs. to the yard, spiked to transverse wooden sleepers.</p> <p>From Lahore to Ráewind the earthwork and bridges are for a single track.</p> <p>From Ráewind south distant signal to Muzaffarabad Junction (189½ miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lbs. iron rails have been in parts (making up 15½ miles) replaced with double-headed 68lbs. and flat-footed 75lbs. and 62lbs. steel rails, and in addition, 55 miles are being replaced with 75lbs. flat-footed steel rails, and the work is nearly completed; 91½ miles will be laid on round pots, 27½ miles on oval pots, 2½ miles on steel trough, and 67½ miles on wooden sleepers, when the renewals now in progress and almost complete are finished.</p> <p>Muzaffarabad to Khánpur (140½ miles) is constructed for a single track. The line was originally laid with flat-footed iron rails, 60lbs. to the yard, but 19½ miles have been replaced with 62lbs. and 67½ miles with 75lbs. steel flat-footed rails; the sleepers throughout are wooden, except on the 67½ miles, laid with 75lbs. flat-footed steel rails, where steel transverse sleepers have been used.</p> <p>On 1st January 1889 Muzaffarabad Junction was closed, and Sher Shah Junction was opened in connection with the Sind-Sagar loop.</p>	<p>Conversion of the Salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge . . . 27-11-84  Grades, Jhelum to Domeli . . . . . Nov. 86  „ Soháwa to Gujar Khan . . . . . 18-4-89</p> <p>It was originally intended to construct the line from Lahore to Pesháwar (formerly known as the Punjab Northern State railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles, from Lahore to Jhelum, were constructed on this gauge previous to September 1873, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the Railway, and in July 1874 orders were given for the standard gauge to be reverted to. Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned. The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on 6th October 1878, and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes.</p> <p>In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre-gauge line to that place was opened for traffic on 12th April 1875, including the bridge over the Ravi. The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening of the Attock bridge on the 24th May 1883 supplied the last link in a continuous chain of railway communication from Calcutta to Pesháwar, a distance of 1,555 miles.</p> <p>The section from Lahore to Mooltan and Sher Shah (formerly, with the section from Amritsar to Lahore, called the Punjab railway) was commenced on 8th February 1859.</p> <p>The dates of orders for survey and construction of the section from Muzaffarabad Junction to Khánpur are 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre-gauge railway, and works had been well advanced when orders were received to adopt the standard gauge.</p>

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
XVII	<b>North Western—(contd.)</b>				
	Brought forward . . . . .	995½		Brought forward . . . . .	995½
	<b>STANDARD GAUGE.</b>				
	<b>MAIN LINE AND BRANCHES (COMMERCIAL)—</b> <i>concl'd.</i>			<b>MAIN LINE AND BRANCHES (COMMERCIAL)—</b> <i>concl'd.</i>	
	<i>Main line—</i>			<i>Main line—</i>	
	Khánpur to Rohri . . . . .	131½		Khánpur to Rohri . . . . .	1-7-78 131½
	Rohri to Sukkur . . . . .	3½		Rohri to Sukkur . . . . .	27-3-89 3½
	Sukkur to Kotri . . . . .	224½		Sukkur to Rádhan . . . . .	1-10-78 78½
		<u>359½</u>		Rádhan to Laki . . . . .	27-10-78 71
				Laki to Kotri . . . . .	8-10-78 75
					<u>359½</u>
	Kotri to Kurrachee Cantonment . . . . .	102½		Kotri to Kurrachee Cantonment . . . . .	13-5-61 102½
	Kurrachee Cantonment to Kurrachee City . . . . .	2½		Kurrachee Cantonment to Kurrachee City . . . . .	13-5-61 2½
	Kurrachee City to Kiámári (including Napier Mole line) . . . . .	3½		Kurrachee City to Kiámári ( <i>vid</i> Napier Mole line) for goods traffic . . . . .	16-6-89 3½
		<u>108</u>			<u>108</u>
	<i>Meean Meer chord line*—</i>				
	Meean Meer East to Meean Meer West* . . . . .	2			
	<i>Ferozepore branch—</i>			<i>Ferozepore branch—</i>	
	Ráewind to Ganda Singhwála . . . . .	23		Ráewind to Kasúr . . . . .	15-4-83 16
	Ganda Singhwála to Ganda Singh Bandar . . . . .	2½		Kasúr to Ganda Singhwála . . . . .	10-6-83 7
	Ganda Singh Bandar to Ferozepore Cantonment . . . . .	6½		Ganda Singhwála to Ganda Singh Bandar . . . . .	15-12-83 2½
	Ferozepore Cantonment to Ferozepore City . . . . .	1½		Ganda Singh Bandar to Ferozepore Cantonment . . . . .	8-5-87 6½
		<u>34½</u>		Ferozepore Cantonment to Ferozepore City . . . . .	1-10-88 1½
			1,499		<u>34½</u>
				<b>TOTAL MAIN LINE AND BRANCHES</b>	<b>1,497</b>
	Carried over . . . . .		1,499	Carried over . . . . .	1,497

\* This is a military line, and is not intended to be used for ordinary public traffic. The line was completed on 1st July 1888.



D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.
<p>The section from Khánpur to Kotri is constructed for a single track and is laid with flat-footed iron rails 60lbs. and steel 62lbs. and 75lbs. to the yard on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the bridge over the Indus between Sukkur and Rohri, and the cutting through the Laki Hills. The lengths relaid with 75lbs. and 62lbs. flat-footed steel rails up to 31st March 1891 are 167½ miles and 22½ miles, respectively.</p> <p>On the section from Kotri to Kurrachee (formerly the Sind Section of the Sind, Punjab and Delhi railway) the earthwork is for a single line; masonry of bridges is for a double line, superstructure for a single line, some of the piers of the Mulleer Viaduct for a double, and the rest for a single, line. The masonry viaduct at Bahrún is for a double line. Ordinary double-headed rails, 65lbs. to the yard, were originally laid on sleepers of creosoted pine, but they are being renewed with steel rails, 16½ miles having been relaid with 75lbs. flat-footed, and 31 miles with 68 lbs. double-headed steel rails, up to 31st March 1891.</p> <p>From Kurrachee Cantonment station to Kurrachee City station (2½ miles) the line is double.</p> <p>From Meean Meer East to Meean Meer West, with siding to Commissariat yard, the line is constructed of second-hand 68lbs. double-headed iron rails and second-hand wooden sleepers. The line is unballasted throughout and is fenced.</p> <p>The Ferozepore branch was originally laid with partly worn Delhi section bull-headed 60lbs. steel-faced rails on second class wooden sleepers. These have been replaced in miles 1 to 5 with 68lbs. bull-headed steel rails on cast-iron pot sleepers and in miles 13 to 23 inclusive with 75lbs. flat-footed steel rails on steel trough sleepers; the rails over the Kaiser-i-Hind bridge also are 75lbs. flat-footed steel.</p> <p>The line is half ballasted and fully fenced all the way to Ferozepore, and the banks and bridges have been made up to the full width of 20 feet for a single track. The old rail bridge across the Dehmu Creek has been replaced by 4 spans of 40 feet girders on brick piers, and from this to the Kaiser-i-Hind bridge, and thence on to Hassaniwála, the line is carried on a raised embankment through the old bed of the river.</p>	<p>The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows:—</p> <p style="text-align: center;"><i>Date for survey.</i></p> <p>Khánpur to Kotri . . . . . 30-10-69</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Khánpur to Rohri . . . . . 8-11-71 Sukkur to Kotri . . . . . 4-11-72</p> <p>The construction of the bridge over the Indus at Sukkur commenced in April 1883 and was completed in March 1889. The opening of this bridge has dispensed with the length Rohri to Rohri Bandar. The section Sukkur Bandar to Sukkur Main is retained for goods traffic and considered as a siding.</p> <p>This line (Khánpur to Kotri) was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. The section from Kotri to Kurrachee was commenced on 29th April 1858. The extension of the line from Kurrachee City to Kíamári (2½ miles) was virtually completed on the 12th November 1887.</p> <p>The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on 14th June 1887 and finished on 30th June 1888. The estimate for doubling the line was sanctioned on 4th October 1888 and work completed on 31st December 1890.</p> <p>The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on 8th May 1887.</p>

APPENDIX  
RAIL  
Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
XVII	North Western—contd.				
	Brought forward . . . . .		1,499	Brought forward . . . . .	1,497
	<b>STANDARD GAUGE.</b>				
	<b>FRONTIER SECTION (MILITARY)—</b>			<b>FRONTIER SECTION (MILITARY)—</b>	
	<i>Sind-Sagar railway and Khusálgarh branch—</i>				0
	<i>Khusálgarh branch—</i>			<i>Khusálgarh branch—</i>	0
	Golra Junction to Khusálgarh . . . . .	70½		Golra Junction to Langar . . . . .	60½
				Langar to Khusálgarh . . . . .	9½
				Khusálgarh, new station . . . . .	9½
					70½
	<i>Sind-Sagar railway—</i>			<i>Sind-Sagar railway—</i>	
	<i>Main line—</i>			<i>Main line—</i>	
	Lála Músa (82½ miles from Lahore) to Malakwál . . . . .	45		Lála Músa to Malakwál . . . . .	45
	Malakwál to Chenab West Bank . . . . .	295		Malakwál to Bhakkar . . . . .	174½
	Chenab West Bank to Chenab East Bank . . . . .	1½		Bhakkar to Chenab West Bank . . . . .	120½
	Chenab East Bank to Sher Shah . . . . .	3½		Chenab West Bank to Chenab East Bank . . . . .	1½
		344½		Chenab East Bank to Sher Shah . . . . .	3½
					344½
	<i>Branches—</i>			<i>Branches—</i>	
	Malakwál to Bhera ( <i>Bhera branch</i> ) . . . . .	17½		<i>Bhera branch—</i>	
				Malakwál to Bhera . . . . .	17½
	<i>Khewra branch—</i>			<i>Khewra branch—</i>	
	Haranpur to Khewra Salt Mines . . . . .	9		Haranpur to Khewra Salt Mines . . . . .	9
	Khewra to Kalapani . . . . .	3		Khewra to Kalapani— for coal traffic . . . . .	3
		12			
	Kundián to Miánwáli ( <i>Miánwáli branch</i> ) . . . . .	9		<i>Dera Gházi Khan branch—</i>	
	Mahmúd Kot to Gházi Ghât ( <i>Dera Gházi Khan branch</i> ) . . . . .	10½		Mahmúd Kot to Gházi Ghât . . . . .	10½
		48½			39½
				<i>Total Sind-Sagar railway and Khusálgarh branch</i> . . . . .	455
	Carried over . . . . .	464	1,499	Carried over . . . . .	1,497
					455

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.										
<p>The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge.</p> <p>The line from Golra Junction to Khusálgarh is constructed for a single track.</p> <p>The rails are flat-footed steel, 62lbs. to the yard, spiked on transverse wooden sleepers.</p>											
<p>The Sind-Sagar, Eastern section (formerly known as the Salt Branch of the Punjab Northern State railway), was made chiefly for salt traffic, and was laid for a metre-gauge single track with 40lb rails. It has since been converted into a single standard gauge line. From Lála Músa Junction to Malakwál (45 miles) the rails are flat-footed steel, 75lbs. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera (17½ miles) the rails are old iron flat-footed, 60lbs. to the yard, taken from the Main Line, laid on wooden sleepers.</p> <p>The rails used on the Sind-Sagar, Western section, are steel, 75lbs. per yard.</p> <p>About ¾ths of the line are laid with steel sleepers and the remainder with wooden sleepers.</p> <p>The ruling gradient on the main line is 1 in 200.</p> <p>On the Khewra branch there are gradients of ¾ of a mile each of 1 in 53 and 1 in 60, and ¼ a mile of 1 in 100.</p> <p>The sharpest curve on the Main line is 1°; on the branches, 2 000 feet is the sharpest, except on the Khewra Branch, where there are two curves of 4°.</p> <p>The earthwork is light throughout.</p> <p>The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the longest on the Main line is a bridge of 10 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.</p> <p>On the Dera Gházi Khan branch over the Chitta Wah, a branch of the river Indus, there is a bridge of 2 spans of 100 feet, with rails on the bottom booms. The foundations are on wells sunk 30 feet below low-water level.</p> <p>Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53.</p> <p>The bridge over the Chenab at Ramuwála is of 17 spans of 200 feet on wells founded 107 feet below rail-level, and 77 feet below low-water.</p> <p>The Victoria bridge over the river Jhelum near Chak Nizam was opened on 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter, and sunk 82 feet below lowest water-level.</p>	<p>The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian Railway systems.</p> <p>The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Jhelum bridge at Chak Nizam, and the work on the portion of the line (3½ miles) between Malakwál and the Jhelum river.</p> <p>Sanction to the construction of the branch from Kundían to Miánwáli was given on the 27th February 1886.</p> <p>The lines Darya Khan to Dera Ismail Khan ferry and Gházi Ghát to Dera Gházi Khan ferry were opened on 10th February 1888 and closed to traffic from May 1888.</p> <p>[The lines from Lála Músa to Malakwál and from Malakwál to Bhera have superseded the old metre-gauge line, <i>vis.</i> :—</p> <table data-bbox="946 2056 1519 2244"> <tr> <td>Lála Músa to Miani on the Jhelum</td> <td></td> </tr> <tr> <td>    opposite Pind Dádan Khán . . .</td> <td>53½</td> </tr> <tr> <td>Miani to Bhera . . . . .</td> <td>8½</td> </tr> <tr> <td>Miani to Khewra (abandoned) . . .</td> <td>10</td> </tr> <tr> <td></td> <td style="border-top: 1px solid black;">72½</td> </tr> </table> <p>The dates of opening of the metre-gauge line were as follows :—</p> <p>Lála Músa to Bahá-uddín (28½ miles) on 1st January 1880.</p> <p>Bahá-uddín to Hariah (10½ miles) on 1st February 1880.</p> <p>Hariah to Miani (14½ miles) on 10th April 1880.</p> <p>Miani to Bhera (8½ miles) on 2nd February 1882.</p> <p>Miani to Khewra (10 miles) on 1st January 1883.]</p>	Lála Músa to Miani on the Jhelum		opposite Pind Dádan Khán . . .	53½	Miani to Bhera . . . . .	8½	Miani to Khewra (abandoned) . . .	10		72½
Lála Músa to Miani on the Jhelum											
opposite Pind Dádan Khán . . .	53½										
Miani to Bhera . . . . .	8½										
Miani to Khewra (abandoned) . . .	10										
	72½										

APPENDIX  
RAIL  
Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XVII	North Western—contd.	Miles.	Miles.
	Brought forward 464	1,499	Brought forward $\left\{ \begin{matrix} 1,497 \\ 455 \end{matrix} \right.$
	STANDARD GAUGE.		
	FRONTIER SECTION (MILITARY)—contd.		FRONTIER SECTION (MILITARY)—contd.
	<i>Sind-Pishin railway—</i>		<i>Sind-Pishin railway—</i>
	<i>Main line—</i>		<i>Main line—</i>
	Ruk Junction to Sibi . . . 133 Sibi to Bostán . . . 134 Bostán to Gulistán . . . 30½ Gulistán to Kila Abdulla . . . 8	305½	Ruk to Sibi— for coaching traffic . . . 2-5-80 } for goods traffic . . . 1-7-80 } 133  Sibi to Sharigh— for goods and parcels traffic 20-3-87 } for coaching traffic . . . 28-8-87 } 73½  Sharigh to Bostán . . . 28 8-87 60½  Bostán to Kila Abdulla— for goods traffic . . . 25-1-88 } for coaching traffic . . . 8-2-88 } 38½  <i>Total Sind-Pishin railway</i> . . . 305½
	<i>Quetta loop—</i>		<i>Quetta loop—</i>
	Sibi to Rindli . . . 16½ Rindli to Hirók . . . 48½ 65½		Sibi to Pirchowki for military traffic on 11-10-80, and for general traffic from Sibi to Rindli (16½ miles) on 1-5-82, and Rindli to Pirchowki (2½ miles) for goods traffic on 20-3-87. 19½  Pirchowki to Hirók— for goods traffic . . . 20-3-87 } for coaching traffic . . . 1-4-87 } 46 65½
	Carried over . 65½ 769½	1,499	Carried over $\left\{ \begin{matrix} 1,497 \\ 760½ \\ 65½ \end{matrix} \right.$

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.
<p>The wells of the Victoria bridge are continued as piers to girder bed-level. The brick steining is 5½ feet thick. All the wells are hearted with a 10-foot plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete.</p> <p>The girders are the ordinary triangulated type with rails on bottom booms. The cross-girders are lengthened out on each side to support two footways.</p> <p>Somewhat extensive protective works have been carried out to train the river through the bridge.</p>	
<p>The section from Ruk to Sibi (formerly the Sind-Pishin railway, Southern section) is a surface line laid for a single track with various types of rails, <i>vis.</i>, flat-footed 60 and 62lbs. per yard, and double-headed varying from 68 to 84lbs. per yard, on transverse sleepers of deodar. The buildings from Ruk to Jacobabad, and at Sibi, Bell-pat, Nuttall and Lindsay, which were of a temporary nature, have been replaced by permanent structures.</p>	<p>The dates of orders for survey and construction of the section from Ruk to Pirchowki are as follows:— Ruk Junction to Sibi, October 1879. Sibi to Pirchowki, September 1880.</p>
<p>From Sibi for a length of 40 miles the line is laid with double-headed rails, 75lbs. to the yard, on Denham-Olphert's sleepers. The remainder of the line is laid with flat-footed steel rails, 75lbs. to the yard, on steel trough sleepers.</p> <p>The line throughout has been constructed for a single track only, except from Gulistán to Kila Abdulla, which is double.</p>	
<p>Ruling gradients are— 1 in 200 between Sibi and Nárf. 1 in 67 between Nárf and Bábar Kachh. 1 in 60 between Bábar Kachh and Kóchálí. 1 in 64 between Kóchálí and Spintangi. 1 in 45 between Spintangi and Násák Frontier. 1 in 42 between Násák Frontier and Sharigh. 1 in 50 between Sharigh and Khost. 1 in 43 between Khost and Khanai. 1 in 80 between Khanai and Bostán. 1 in 100 between Bostán and Gulistán. 1 in 40 between Gulistán and Kila Abdulla.</p>	<p>Sanction for the construction of the Sibi-Quetta Section was given in July 1884. Bostán-Shebo, Shebo-Kila Abdulla and Gulistán in May 1885.</p>
<p>From Nárf (140th mile from Ruk Junction) to Spintangi (175th mile) and from Dirgi (224th mile) to Ghurkai (256th mile), 67 miles in all, work was exceptionally heavy on bridging, tunnelling and earthwork.</p>	<p>Regrading operations are in progress by which the ruling gradient between Sibi and Násák will be reduced to 1 in 55.</p>
<p>From Sibi to Rindli the line is of a permanent character with a bridge over the Nárf, but from Rindli to Hirók it is laid in the bed of the Bolán river; the bridges crossing the stream were originally formed of crib piers made of sleepers with 10-foot span openings, but have in most cases been replaced by causeways. The permanent-way varies and consists of the following:— East Indian railway 75lbs. steel rails and Denham-Olphert's sleepers. East Indian railway 80lbs. iron rails and wooden sleepers. Sind, Punjab and Delhi railway 68lbs. iron rails and wooden sleepers. Sind-Pishin State railway 75lbs. steel rails and Denham-Olphert's sleepers.</p>	<p>The line from Sibi to Pirchowki was ordered in September 1880. The lower section from Pirchowki to Hirók was commenced on 23rd April 1885 and completed on 19th November 1885.</p>

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XVII	<p>North Western—concl'd.</p> <p>Brought forward 65½ 769½</p> <p>STANDARD GAUGE.</p> <p>FRONTIER SECTION (MILITARY)—concl'd.</p> <p>Quetta loop—concl'd.</p> <p>Hirók to Kolpur (high level line) 8</p> <p>Kolpur to Quetta . . . . . 25</p> <p>Quetta to Bostán . . . . . 20½</p> <p>Mithri chord line*—</p> <p>From a new station, called Bolán Junction, 2 miles south of Sibi, to enable trains to proceed direct from Mithri to Rindli . . . . . 1½</p> <p style="text-align: right;">120½</p> <p style="text-align: right;">TOTAL . . . . .</p>	<p>1,499</p> <p>889½</p> <p>2,388½</p>	<p>Brought forward } 1,497</p> <p>                          } 760½</p> <p>                          } 65½</p> <p>FRONTIER SECTION (MILITARY)—concl'd.</p> <p>Quetta loop—concl'd.</p> <p>Kolpur to Quetta —</p> <p>for goods traffic . . . . . 20-3-87 } 25</p> <p>for coaching traffic . . . . . 1-4-87 }</p> <p>Quetta to Bostán . . . . . 28-8-87 } 20½</p> <p style="text-align: right;">Total Quetta loop . . . . . 110½</p> <p style="text-align: right;">TOTAL FRONTIER SECTION . . . . . 871½</p> <p>DOUBLE-MAIN LINE AND BRANCHES—(Commercial)—</p> <p>Main line—</p> <p>Kurrachee Cantonment to Kurrachee City . . . . . 13-5-61 } 2½</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . . . 2,368½</p>
XVIII	<p>Amritsar-Patháńkot—</p> <p>STANDARD GAUGE.</p> <p>Junction at about 1½ miles below Amritsar Station on the Main Line of the North Western railway, <i>via</i> Batála and Gurdáspur to Patháńkot . . . . .</p> <p style="text-align: right;">64½</p>	<p>64½</p>	<p>Junction with the North Western railway to Dinanagar . . . . . 1-1-84 } 49½</p> <p>Dinanagar to Patháńkot . . . . . 8-6-84 } 15½</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . . . 64½</p>
XIX	Jammu and Kashmir (British section). See No. LI.		

This is a military line, and is not intended to be used for ordinary public traffic. This line was completed in November 1890.

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.																
<p>The line from Kótal Darwáza to Quetta was originally laid on the standard gauge, and the new high level line from Kolpur joins it about 2 miles from old Kótal Darwáza.</p> <p>The whole line from Hirók to Quetta is laid with 75 lbs. flat-footed rails on steel sleepers, the first mile above Hirók being also fitted with the Abt Rack.</p> <p>The ruling gradients are as follows:—</p> <table data-bbox="204 1392 763 1634"> <tr> <td>1 in 400 . . .</td> <td>Sibi to Rindli.</td> </tr> <tr> <td>1 in 56 . . .</td> <td>Rindli to Kirtá.</td> </tr> <tr> <td>1 in 64 . . .</td> <td>Kirtá to Lalaj.</td> </tr> <tr> <td>1 in 50 . . .</td> <td>Lalaj to New Bank.</td> </tr> <tr> <td>1 in 30 . . .</td> <td>New Bank to Mach.</td> </tr> <tr> <td>1 in 25 . . .</td> <td>Mach to Kolpur.</td> </tr> <tr> <td>1 in 100 . . .</td> <td>Kolpur to Quetta.</td> </tr> <tr> <td>1 in 100 . . .</td> <td>Quetta to Bostán.</td> </tr> </table>	1 in 400 . . .	Sibi to Rindli.	1 in 56 . . .	Rindli to Kirtá.	1 in 64 . . .	Kirtá to Lalaj.	1 in 50 . . .	Lalaj to New Bank.	1 in 30 . . .	New Bank to Mach.	1 in 25 . . .	Mach to Kolpur.	1 in 100 . . .	Kolpur to Quetta.	1 in 100 . . .	Quetta to Bostán.	<p>The Darwáza-Quetta section was commenced in August 1885 and completed in August 1886.</p> <p>The Quetta-Bostán section was completed in October 1886.</p> <p>The line from Hirók to Kótal Darwáza was originally laid on the metre gauge up the bed of the nullah as a temporary expedient for military purposes. It was commenced in August 1885, completed on 7th March 1886, and opened for goods and passenger traffic on 20th March and 1st April 1887, respectively, and has now been pulled up.</p> <p>The construction of the high level line (in lieu of the old metre gauge line) from Hirók to Kolpur was commenced in December 1887. It was passed for traffic in April 1889, but has never been opened in consequence of the damage done to it by the floods of 1889 and 1890, which have proved the necessity for its almost entire reconstruction. The whole of the line from Sibi to Quetta is at present closed.</p> <p>The Amritsar-Pathánkot, Jammu and Kashmir and Rájpura-Bhátinda railways are also worked by the North Western railway. The terms of working the first two lines will be found on page 88 of Part II of the Railway Administration Report for 1889-90 and Appendix S, Part II of the report for 1890-91, respectively. The terms of working the Rájpura-Bhátinda railway has not yet been finally settled.</p>
1 in 400 . . .	Sibi to Rindli.																
1 in 56 . . .	Rindli to Kirtá.																
1 in 64 . . .	Kirtá to Lalaj.																
1 in 50 . . .	Lalaj to New Bank.																
1 in 30 . . .	New Bank to Mach.																
1 in 25 . . .	Mach to Kolpur.																
1 in 100 . . .	Kolpur to Quetta.																
1 in 100 . . .	Quetta to Bostán.																
<p>The line diverges from the North Western railway at the 34th mile from Lahore, and 1½ miles from Amritsar station, with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot, the only bridges of any importance being those which cross the Bari Doáb Canal and its branches. The line presented no engineering difficulties. The rise on the whole length between Amritsar and Pathánkot is 355 feet, the steepest gradient being 1 in 170, and the sharpest curve 2,300 feet radius.</p> <p>Steel rails, 62 lbs. to the yard, have been used.</p>	<p>The survey of this line was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881.</p> <p>The line is worked under agreement by the North Western railway. The terms of working are given on page 88 of Part II of the Railway Administration Report for 1889-90.</p>																

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XX	<b>Oudh and Rohilkhand—</b>  STANDARD GAUGE.		
	<i>Main Line—</i> Junction with the East Indian railway near Moghal Sarai through Benares, Akbarpur, Fyzabad, Bara Banki (late Nawabganj) Junction, Lucknow Junction, Sháhjahánpur, Bareilly and Chandausi Junction to Saháranpur . . . . .	544½	<i>Main line—</i> Moghal Sarai to ¾th mile . 22-12-62 . . 3½ From ¾th mile over the Dufferin bridge to near Rájghát (Benares Ganges river station) . . . . . 1-10-87 . 4½ From near Rájghát (Benares Ganges river station) to Benares Cantt. . . . . 18-6-83 . 1½ Benares Cantt. to Sháhganj . 5-1-74 . 56 Sháhganj to Bilwái . . . . . 1-5-74 . 7 Bilwái to Málipur . . . . . 17-4-74 . 9 Málipur to Akbarpur . . . . . 2-3-74 . 12 Akbarpur to Fyzabad . . . . . 10-6-73 . 36 Fyzabad to Bara Banki . . . . . 25-11-72 . 62 Bara Banki to Lucknow . . . . . 1-4-72 . 17 Lucknow to Sandíla . . . . . 1-2-72 . 30 Sandíla to Hardoi . . . . . 15-7-72 . 33 Hardoi to Sháhjahánpur . . . . . 1-3-73 . 39 Sháhjahánpur to Farídpur . . . . . 8-9-73 . 32 Farídpur to Bareilly . . . . . 1-11-73 . 12 Bareilly to Ukka . . . . . 22-12-73 . 6 Ukka to Aonla . . . . . 1-11-73 . 11 Aonla to Chandausi . . . . . 10-6-73 . 27 Chandausi to Moradabad . . . . . 28-10-72 . 27½ Moradabad to Nagína . . . . . 8-10-84 . 47½ Nagína to Najíbabad . . . . . 1-4-85 . 13½ Najíbabad to Saháranpur . . . . . 1-1-86 . 58½  544½
	<i>Branches—</i> Ajodhya branch Junction (126¾ miles from Moghal Sarai Junction on the main line) to the right bank of the Gogra at Ajodhya . . . . .	3½	<i>Branches—</i> Ajodhya branch . . . . . 15-11-86 . 3½ <i>Bahramghát branch—</i> Bara Banki to Bahramghát . 20-11-72 . 21½
	Bara Banki (late Nawabganj) Junction (191½ miles from Moghal Sarai Junction on the main line) to Bahramghát ( <i>Bahramghát branch</i> ) . . . . .	21½	<i>Cawnpore branch—</i> Lucknow to Cawnpore . 23-4-67 . 42 Left bank Ganges to Junction with East Indian railway at Cawnpore . . . . . 15-7-75 . 3½ Passenger approach to East Indian railway at Cawnpore . . . . . 21-2-88 . ½  45½
	Lucknow Junction (209 miles from Moghal Sarai Junction on main line) to the East Indian railway at Cawnpore Junction ( <i>Cawnpore branch</i> ) . . . . .	45½	<i>Aligarh branch—</i> Aligarh to Rájghát . . . . . 1-2-72 . 30 Rájghát to Chandausi . . . . . 28-10-72 . 30½  60½
	Chandausi Junction (398½ miles from Moghal Sarai Junction on the main line) to the East Indian railway at Aligarh Junction ( <i>Aligarh branch</i> ) . . . . .	60½	<i>Hardwar branch—</i> Lhaksar Junction to left bank Ganges Canal near Jawálapur . . . . . 1-1-86 . 13½ Left bank Ganges Canal near Jawálapur to Hardwar . . . . . 20-8-86 . 3½  17
	Lhaksar Junction (512½ miles from Moghal Sarai Junction on the main line) to Hardwar ( <i>Hardwar branch</i> ) . . . . .	17	
	Moradabad (425¾ miles from Moghal Sarai Junction on the main line) to Rámnnagar ( <i>Rámnnagar branch</i> ) . . . . .	47*	
	<b>TOTAL</b>	<b>739½</b>	<b>TOTAL OPEN MILEAGE . 692½</b>

\* In abeyance.



D—continued.

WAYS

on 31st March 1891.

LINES

the State.

Details of construction.		REMARKS.				
<p>Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.</p> <p>The permanent-way at first adopted for the system was a 60lb. iron rail, laid partly on cast-iron oval bowl and partly on wrought iron saddle back sleepers. The Cawnpore branch was originally laid with 30lb. rails on corrugated iron pressure plates; these have since been entirely removed and a large number of steel bowl sleepers have been worked in; and the original iron rails have been replaced by 60lb. steel rails over 176.83 miles.</p> <p>On the Northern extension from Moradabad to Saharanpur and the Hardwar branch, 75lb. steel rails are laid on steel bowls, and since 1889, when the stock of 60lb. steel rails and 75lb. Northern extension type rails were exhausted, all renewals have been made with 75lb. steel rails of the Indian State railway pattern. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.</p> <p>The length of permanent-way of the different types as existing on 31st December 1890 is shown in the following table:—</p>		<p>The branch from Lucknow to Cawnpore, 45½ miles, was commenced in January 1864. Like the Nalhāti and Azimganj line, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.</p> <p>In 1880 the Company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, 118½ miles, and it was agreed that in lieu thereof the Company should construct a bridge over the Ganges at Benares, and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881 and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai Junction station and the "Dufferin" bridge.</p> <p>The construction of the Moradabad Saharanpur extension (119 miles) was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government, pending negotiations as to its incorporation in the general system of that Company. The inclusion of the Roorkee-Hardwar line (19 miles) in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar (17 miles), sanction to which was given on 15th May 1883.</p> <p>Sanction to the construction of the Moradabad line and Hardwar branch, as an integral part of the Company's undertaking, was given on the 10th September 1883.</p> <p>Sanction to the construction of the Ajodhya branch (3½ miles) was given on 16th December 1884.</p> <p>A tramway, constructed at the expense of Messrs. Carew &amp; Co., connects the Rosa Sugar Factory with the Oudh and Rohilkhand railway near Sháhjahánpur. This tramway is 3½ miles long, and is worked by manual power. It is used for goods traffic only.</p> <p>The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st of January 1889.</p>				
<i>Rails.</i>						
Locality.	75lbs. East Indian Railway pattern double-headed iron-rail.	60lbs. flat-footed iron-rail.	60lbs. flat-footed steel-rail.	75lbs. flat-footed Indian State Railway steel-rail.	75lbs. flat-footed Oudh and Rohilkhand Railway pattern steel-rail.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
From Moghal Sarai—zero to 3.02 miles .	3.02	...	...	...	...	3.02
From miles 3.02 to Moradabad, including Bahramghát, Cawnpore and Aligarh branches .	...	307.66	173.62	68.60	...	549.88
Ajodhya Ghát branch	...	...	3.21	...	...	3.21
Moradabad to Saharanpur and Hardwar branch .	...	...	...	...	136.44	136.44
<b>TOTAL MILES</b>	<b>3.02</b>	<b>307.66</b>	<b>176.83</b>	<b>68.60</b>	<b>136.44</b>	<b>692.55</b>
<i>Sleep. rs.</i>						
Cast-iron oval bowl.	Wrought-iron saddle.	Steel Macellan and Smith's Patent.	Wooden.	TOTAL.		
Miles.	Miles.	Miles.	Miles.	Miles.		
407.55	68.21	198.90	17.89	692.55		

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXI	<b>Eastern Bengal—</b>		
	<b>EASTERN SECTION—</b>		<b>EASTERN SECTION—</b>
	STANDARD GAUGE.		
	<i>Main line—</i>		<i>Main line—</i>
	Calcutta to Jagati Junction . . . . . 107½		Calcutta to Ránaghat . . . . . 29-9-62 . 45½
	Jagati Junction to 145th mile . . . . . 37½		Ránaghat to Jagati Junction . . . . . 15-11-62 . 62
	145		Jagati Junction to 145th mile . . . . . 1-1-71 . 37½
			145
	<i>Branches—</i>		<i>Branches—</i>
	Jagati Junction to river Ganges (Kooshtea branch) . . . . . 3½		Jagati Junction to river Gan- ges (Kooshtea branch) . . . . . 16-2-64 . 3½
	Kooshtea loop line . . . . . 1½		Kooshtea loop line . . . . . 1-8-81 . 1½
	Canal Junction to Chitpore ( <i>Chit- pore branch</i> ) . . . . . 2		Canal Junction to Chitpore ( <i>Chitpore branch</i> ) . . . . . 25-8-73 . 1½
	Rajbári to Goalundo . . . . . 4½		Portion in Chitpore yard for goods traffic . . . . . 13-4-88 . ½
	Mile 145 to Puchoorea . . . . . 4½		Rajbári to Goalundo . . . . . 10-6-87 . 4½
	16½		Mile 145 to Puchoorea . . . . . 1-4-90 . 4½
			16½
	<i>Porádaha branch—</i>		<i>Porádaha branch—</i>
	Porádaha (102½ miles from Cal- cutta) to Bhairámára on the right bank of the Ganges . . . . . 12		Porádaha to Bhairámára . . . . . 19-1-78 . 12
	Bhairámára to Golabnuggur (Dá- mukhdia Ghât station) . . . . . 5½		Bhairámára to Golabnuggur (Dámukhdia Ghât) . . . . . 8-12-83 . 5½
	17½		17½
		179½	17½
			<i>Total Eastern section</i> . . . . . 179½
	<b>SOUTHERN SECTION—</b>		<b>SOUTHERN SECTION—</b>
	STANDARD GAUGE.		
	<i>Original line—</i>		<i>Original line—</i>
	Calcutta to Port Canning . . . . . 28		Calcutta to Chámpaháti . . . . . 2-1-62 . 15
	28		Chámpaháti to Port Canning . . . . . 15-5-63 . 13
			28
	Carried over . . . . . 28	179½	Carried over . . . . . 179½
			28

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.
<p>The land and earthwork are for a double line, as also the masonry of bridges and viaducts, but the girders put up are for a single line, and only one track laid, except from Calcutta to Naiháti, 23½ miles, which was doubled in 1886. The rails are double-headed, weighing 74lbs. per yard, except over 77 miles where the 74lb. rails have been replaced by steel 30' rails, weighing 73lbs. to the yard. The second track between Sealdah and Naiháti has been laid with double-headed steel rails, weighing 73lbs. per yard on Denham-Olphert's plate sleepers.</p> <p>The Goalundo extension embankment is for a single track only. All small bridges are built for a double line, and the inside piles and girders of screw-pile bridges are made strong enough for a double line. The permanent-way is similar to that on the main line.</p>	<p>The line from Calcutta to Kooshtea was commenced on 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868.</p> <p>The Goalundo extension was commenced in the cold season of 1865-66.</p> <p>The estimate for the Chitpore branch was sanctioned on 12th April 1873. The line was completed and opened for goods traffic on 25th August 1873, but the length was not included with the open mileage until 1874.</p> <p>There is a branch, ½ mile in length, at Shámnagar, which is treated as a siding. It was opened in April 1868.</p> <p>Owing to the encroachments of the river Ganges, it became necessary in 1882 to construct a diversion between the 147th mile and Goalundo; 3 miles of this were opened on the 9th, and the remainder on the 15th August 1882.</p> <p>In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Puchooora, 6 miles east of Rajbári, was opened for goods traffic in August 1887, and used for country-boat traffic only. It was opened for passenger traffic on 1st April 1890.</p> <p>The Kooshtea branch has been reduced from 4 to 3½ miles, owing to part of it having become a siding since the construction of the Kooshtea loop line.</p> <p>The rails on the portion of line from Kooshtea engineered to old Kooshtea, ¾th mile, have been taken up.</p> <p>The Eastern Bengal railway was acquired by the State from the late Guaranteed Eastern Bengal railway Company on 1st July 1884, and on the same date the Porádaha branch (17½ miles) of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal railway.</p>
<p>The Porádaha branch is laid with rails, 74lbs. to the yard, on iron pot sleepers.</p> <p>The Dámukdia Ghát extension has been laid on sál sleepers with second-hand rails, 74lbs. per yard, obtained from the East Indian railway.</p>	<p>Sanction to the construction of the Porádaha-Dámukdia and Dámukdia-Golabnuggur sections was given on 4th April 1876 and 22nd September 1883, respectively.</p> <p>A steam ferry in connection with the train plies on the Ganges between Golabnuggur and Sára Ghát.</p>
<p>The Calcutta to Canning section is laid with a single track, but sufficient land has been taken up for a double line, and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolley's Nullah and Píáli bridges, which are adapted to carry a double line of rails. The rails, 74lbs. to the yard, are laid generally on wooden sleepers; a short length, ¼ mile, has been laid with Greaves's bows.</p>	<p>The doubling of the line between Naiháti and Sealdah was sanctioned in July 1884 and completed in 1886.</p> <p>The line from Calcutta to Port Canning was constructed under guarantee. In consequence of its having been worked at a loss since its opening, the Company surrendered it to Government, under the provisions of the contract, on 1st April 1868.</p>

APPENDIX  
RAIL

*Constructed and in progress*

STATE

Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXI	<b>Eastern Bengal—contd.</b> Miles.	Miles.	Miles.
	Brought forward . . . . . 28	497½	Brought forward . . . . . 179½
	<b>SOUTHERN SECTION—concl'd.</b> <b>STANDARD GAUGE.</b>		<b>SOUTHERN SECTION—concl'd.</b>
	<i>Diamond Harbour line—</i>		<i>Diamond Harbour line—</i>
	Sonárpur to Magra Hát . . . . . 15		Sonárpur to Baruipur . . . . . 10-6-82 5
	Magra Hát to Diamond Harbour . . . . . 12½		Baruipur to Magra Hát . . . . . 18-12-82 10
	Diamond Harbour towards Hara Fort . . . . . ½		Magra Hát to Diamond Harbour . . . . . 25-4-83 12½
	Junction with Eastern Section . . . . . ½		Diamond Harbour towards Hara Fort . . . . . 25-4-83 ½
	— 28½		Junction with Eastern Section . . . . . 15-8-85 ½
			— 28½
	<i>Budge-Budge extension—</i>		<i>Budge-Budge extension—</i>
	Ballygunge (4½ miles from Sealdah on the Southern section; to Budge-Budge . . . . . 13½	69½	Ballygunge to Budge-Budge— for goods traffic . . . . . 1-5-90 } 13½ for passenger traffic . . . . . 1-6-90 }
			<i>Total Southern section . . . . . 69½</i>
	<b>NORTHERN SECTION—</b>		<b>NORTHERN SECTION—</b>
	<b>METRE GAUGE.</b>		<i>Main line—</i>
	<i>Main line—</i>		Sára to Atrai . . . . . 19-1-78 38½
	Sára Ghát to Párbatipur Junction . . . . . 111½		Atrai to Jalpáiguri . . . . . 28-8-74 134½
	Párbatipur Junction to Siliguri . . . . . 8¼		Jalpáiguri to Siliguri— for goods traffic . . . . . 10-6-78 } 23 for general traffic . . . . . 1-11-78 }
	<i>Rungpore branch—</i>		— 196
	Párbatipur Junction to Rungpore . . . . . 22½		<i>Rungpore branch—</i>
	Rungpore to Kaunia on the right bank of the Teesta . . . . . 11½	34	Párbatipur Junction to Shámpur . . . . . 19-5-78 15½
			Shámpur to Rungpore . . . . . 2-7-78 7½
			Rungpore to Kaunia . . . . . 1-6-79 11½
			— 34
	<i>Dinagepore branch—</i>		<i>Dinagepore branch—</i>
	Párbatipur to Dinagepore . . . . . 19½		Párbatipur to Chirirbandar . . . . . 1-7-83 9
			Chirirbandar to Dinagepore . . . . . 16-5-84 10½
			— 10½
	Carried over . . . . . 249½	249	Carried over . . . . . 249
			— 249½

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.
<p>With the exception of the Usti Khal bridge, 1 span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid for the first 2 miles with iron rails on wooden sleepers; the remaining length, 27 miles, being laid with new steel rails, 64lbs. to the yard, for 17 miles on ordinary iron pot sleepers, and for 10 miles on Denham's plate sleepers.</p>	<p>Orders for the Diamond Harbour survey were issued by the Government of Bengal in November 1878, and on 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur to Magra Hát Section; on the 1st July 1884 the Calcutta and South Eastern Railway, 57 miles, was temporarily transferred from the control of the Government of Bengal to that of the Government of India. Since 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways have been re-transferred from "Imperial" to "Provincial," and having been amalgamated with the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Bihar railways, are being worked as one combined system.</p> <p>The Beliagháta Station, the Calcutta terminus of the late Calcutta and South-Eastern State railway, has been permanently closed, and trains of the Southern section are now worked from the main station at Sealdah.</p>
<p>The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock Junction, and for a single line only between Dock Junction and Budge-Budge. The laying of the second line is in progress. The only important work on this extension is the bridge over the Tolley's Nullah, the main span of which is 115 feet 10 inches. The rails are 73lbs. per yard and of steel throughout, mostly 30 feet in length, and the sleepers are almost entirely Denham and Olphert's.</p>	<p>Sanction to the construction of the Kidderpore Dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate amounting to Rs 9,92,058, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge, and the construction of a branch line from the latter station to Tolley's Nullah which is crossed by a bridge. The extension to the docks undertaken by the Port Commissioners has been finished.</p> <p>Sanction to the construction of the Budge-Budge extension was given in November 1888 on an estimate amounting to Rs 6,41,590.</p> <p>The Port Commissioners' Tramway from Tolley's Nullah to Akra Junction (4.63 miles) has been taken over and now forms part of the Budge-Budge extension.</p> <p>Sanction to the construction of the double line from Ballygunge to the Port Commissioners' Dock Junction No. 2 was given in November 1889.</p>
<p>Rails, 40lbs. to the yard, and sleepers of creosoted pine, sál, red gum and wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section.</p> <p>Iron rails, 40lbs. to the yard, are being replaced by steel rails, 50lbs. per yard from Sára northwards. 50½ miles of the 50lb rails are now laid.</p>	<p style="text-align: center;"><i>Dates of orders for survey.</i></p> <p>Trial survey on 20th January 1870.  Final survey of main line on 7th November 1871.  Rungpore Branch on 23rd March 1872.  Extension to banks of the Teesta and on to Dhubri, 20th November 1875.  Extension to Siliguri, 1875-76.</p> <p style="text-align: center;"><i>Date of orders for construction.</i></p> <p>Main line, 12th February 1874.  The railway to Darjeeling starts from the Siliguri terminus, which is about 7 miles from the foot of the Darjeeling hills.</p>

APPENDIX  
RAIL

*Constructed and in progress*

STATE

Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XXI	<b>Eastern Bengal—concl'd.</b>				
	Brought forward . . . . .	249½	249	Brought forward	249½
	<b>NORTHERN SECTION—concl'd.</b>				
	2' 6" GAUGE.				
	<i>Kaunia-Dharlla branch—</i>			<i>Kaunia-Dharlla branch—</i>	
	Teesta Junction to Jatrapur . . . . .	23½		Teesta Junction to Dharlla . . . . .	18-7-81 18½
	Teesta Junction to Mogalhát . . . . .	13½		Teesta Junction to Mogalhát . . . . .	6-2-82 13½
		37		Dharlla to Jatrapur . . . . .	1-7-84 4½
			286½		37
				<i>Total Northern section</i>	286½
	<b>DACCA SECTION—</b>			<b>DACCA SECTION—</b>	
	METRE GAUGE.				
	Náráyanganj Ghát to Mymensingh . . . . .	86	86	Náráyanganj Ghát to Dacca 4-1-85	10½
				Dacca to Jaydebpúr—	
				for goods traffic . . . . .	1-8-85 } 20
				for passenger traffic . . . . .	12-12-85 }
				Jaydebpúr to Gáfargáon—	
			for goods traffic . . . . .	1-8-85 } 32½	
			for passenger traffic . . . . .	18-2-86 }	
			Gáfargáon to Mymensingh . . . . .	29-8-85 23½	
			<i>Total Dacca section</i>	86	
<b>ASSAM-BEHAR SECTION—</b>			<b>ASSAM-BEHAR SECTION—</b>		
METRE GAUGE.			<i>Main line—</i>		
<i>Main line—</i>			Manihári to Katihár . . . . .	1-4-87 15½	
Manihári to Katihár . . . . .	15½		Katihár to Ráyganj . . . . .	1-7-89 37½	
Katihár to Ráyganj . . . . .	37½		Ráyganj to Dinagepore . . . . .	15-2-88 31½	
Ráyganj to Dinagepore . . . . .	31½	84½		84½	
			<i>Kosi branch—</i>		
<i>Kosi branch—</i>			Katihár to Kasba . . . . .	1-4-87 22½	
Katihár to Kasba . . . . .	22½		Kasba to Forbesganj . . . . .	1-7-89 36½	
Kasba to Arariyá . . . . .	21½		Forbesganj to Ancharághát . . . . .	1-1-91 13½	
Arariyá to Forbesganj . . . . .	15			72½	
Forbesganj to Debiganj . . . . .	7½		<i>Total Assam-Bihar section</i>	157	
Debiganj to Ancharághát . . . . .	6½	72½			
		157	<b>DOUBLE—EASTERN SECTION—</b>		
			<i>Main line—</i>		
			Calcutta to Naiháti . . . . .	1-8-86 23½	
			Canal Junction to Chitpore . . . . .	21-3-87 ¼	
				13-4-88 1½	
				25½	
			<b>DOUBLE—SOUTHERN SECTION—</b>		
			<i>Main line—</i>		
			Sealdah to Ballygunge . . . . .	20-10-88 3½	
				19-9-90 ¼	
				4½	
			<b>TOTAL DOUBLE LINE</b>	29½	
			<b>TOTAL OPEN MILEAGE</b>	778½	
	<b>TOTAL</b>	<b>778½</b>			

D—continued.

WAYS

on 31st March 1891.

LINES

the State.

Details of construction.	REMARKS.
<p>The Kaunia-Dharilla branch has been laid without ballast. The rails are steel, weighing 25lbs. and 30lbs. to the yard, laid on sál sleepers.</p>	<p>The Kaunia-Dharilla branch was constructed by the Bengal Government out of Provincial revenues. Steam ferries over the Teesta and Dharilla, and between Jatrapur on the Brahmaputra and Dhubri, are worked in connection with the trains.</p>
<p>The Dacca section is laid with permanent-way material of the ordinary metre-gauge type, the rails being of steel, 41½lbs. to the yard, on sál sleepers. The work on the northern half of the line is heavy, but gradients are easy.</p>	<p>The construction of the line was sanctioned on the 11th August 1882. The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned. The Dacca section is connected with the Eastern section by a ferry worked between Goalundo and Náráyananj Ghát.</p>
<p>The Assam-Bihar section consists of a single track line laid with 41½lbs. steel rails on sál and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule, the works are heavy and bridging very considerable, owing to the flooded country through which the line passes.</p>	<p>The line from Manihári through Katihár Junction to Dinagepore connects the East Indian railway at Saheb-gunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár Junction through Purneah and Kasba towards Aircha Ghát on the Kosi, opposite the Eastern extension of the Tirhoot State railway system. The Assam-Bihar section of the Eastern Bengal State railway is connected with the terminal station on the Tirhoot State railway by a ferry across the Kosi river. The Bengal Central railway is also worked by the Eastern Bengal State railway under an agreement, the terms of which will be found in Appendix R, Part II, Railway Administration Report for 1890-91.</p>

APPENDIX  
RAIL  
*Constructed and in progress*  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
XXII	<p><b>Bengal Central*—</b></p> <p style="text-align: center;">STANDARD GAUGE.</p> <p>Dum-Dum (4½ miles from Calcutta on the Eastern Section, Eastern Bengal State railway) <i>via</i> Baraset and Bongong to Kholna . . . . . 104½</p> <p>Ránaghat (45½ miles from Calcutta on the Eastern section of the Eastern Bengal State railway) to Bongong . . . . . 20½</p>	125	<p>Dum-Dum Junction to Dattapukur . . . . . 2-4-83 . 14½</p> <p>Dattapukur to Gobardánga . 7-12-83 . 17</p> <p>Gobardánga to Bongong . 22-4-84 . 12</p> <p>Bongong to Kholna . . 16-2-84 . 61½</p> <p style="text-align: right;">104½</p> <p>Ránaghat to Bongong . 16-10-82 . 20½</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 125</p>
XXIII	<p><b>Nalháti—</b></p> <p style="text-align: center;">4' 0" GAUGE.</p> <p>Nalháti (144½ miles from Howrah on the loop line of the East Indian railway) to Azínganj . . . . . 27½</p>	27½	<p>Nalháti to Azínganj . . 21-12-63 . 27½</p>
XXIV	<p><b>Cherra-Companyganj—</b></p> <p style="text-align: center;">2' 6" GAUGE.</p> <p>Companyganj to Thariághât . . . . . 7½</p>	7½	<p>Companyganj to Thariághât . 16-6-86 . 7½</p>

\* Although for convenience classed among State railways, this line is the property of the Bengal Central Railway Company.



D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.
<p>The line is single throughout.</p> <p>The permanent-way consists of steel rails of the Vignole section, 62lbs. to the yard, laid on sleepers of creosoted pine. S&amp;I sleepers are now being used for renewals instead of creosoted pine.</p> <p>At first the line was sand ballasted, and brick ballast was used at bridges, and in a few short lengths where the soil was bad, but since then it has been decided to ballast the portion of line between Dum-Dum Junction and Singia, including sidings, with brick; this work is partly completed and the rest will be done as soon as possible.</p> <p>The line is fenced throughout; iron gates are provided at level crossings.</p> <p>Viaducts and bridges are constructed for a single line.</p>	<p>The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881.</p> <p>The original contract with the Company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State, which came into force with retrospective effect from the 1st July 1885.</p> <p>The survey of the proposed extension of the Bengal Central railway from Singia to Madareepur has been completed and the high flood-levels were checked after last rainy season and were found correct.</p> <p>Estimates for additional waterways and for raising the line where necessary (owing to the floods of September 1890 having breached the line) have lately been sanctioned.</p> <p>The line is worked by the Eastern Bengal State railway under a working agreement with the Company, the terms of which will be found in Appendix R, Part II of the Railway Administration Report for 1890-91.</p>
<p>The road was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The rails, which weigh 31lbs. to the yard, were originally laid on teak, s&amp;I and pine sleepers. A small section of the line has been relaid with steel rails, 41½lbs. per yard. Two miles of 41½lb rails are laid on Denham-Olphert's pattern iron sleepers with Molesworth's wedges. All the pine sleepers have been removed and replaced with second-hand s&amp;I sleepers.</p> <p>There is very little ballast on the line but sufficient considering the low rate of speed.</p>	<p>This line was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company. It was purchased by the State on the 31st of March 1872 for a sum of £30,000.</p>
<p>This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lbs. to the yard. The sleepers are steel having a central corrugation, with the convexity laid downwards.</p> <p>The foot of the rail, exteriorly, is held down by a clip, which is fastened to the sleeper by two bolts, and, interiorly, by a single flat hook with a horizontal shank, which passes under the rail and clip plate just mentioned, and has its end attached by means of a screw and nut to the nearest end of the sleepers. The interior hook is used mainly, therefore, to keep the line to gauge. The sleepers are 45 inches long and 8 are laid to each rail of 21 feet.</p>	<p>The hill inclines which were included in the "Total mileage" in the statement last published have been abandoned from 1st January 1891.</p>

APPENDI  
RAI  
*Constructed and in progre*  
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Worked t

No.	Name and gauge of line, and mileage sanctioned	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles
XXV	<p><b>Jorhát—</b></p> <p style="text-align: center;"><b>2' GAUGE.</b></p> <p><i>Main line—</i></p> <p>Gosáigáon to Titábar . . . . . 18½                      Alternative cold weather section to steamer ghát . . . . . 3½</p> <p><i>Mariani branch—</i></p> <p>Chenimara to Mariani . . . . . <u>7</u></p>	28½	<p><i>Main line—</i></p> <p>Gosáigáon to Jorhát—                      for goods traffic . . . 15-12-84 }                      for passenger traffic . . . 17-10-85 } 9</p> <p>Jorhát to Dhali river—</p> <p>for goods traffic . . . 15-12-84 }                      for passenger traffic . . . 26-2-88 } 9½                      Dhali River to Titábar . . . 16-7-87 } 1½                      Alternative cold weather section to steamer ghát 25-11-89 } 3½</p> <p style="text-align: right;"><u>21½</u></p> <p><i>Mariani branch—</i></p> <p>Chenimara Junction to Mariani—</p> <p>for goods traffic . . . 7-1-85 }                      for passenger traffic . . . 26-2-88 } 7</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 28½</p>
XXVI	<p><b>Burma—</b></p> <p style="text-align: center;"><b>METRE GAUGE.</b></p> <p>Rangoon to Prome . . . . . 161                      Rangoon to Toungoo . . . . . 166                      Suburban lines . . . . . <u>9</u></p>	336	<p>Rangoon to Prome . . . 2-5-77 161</p> <p>Rangoon to Pegu—                      for goods traffic . . . 4-2-84 }                      for passenger traffic . . . 26-2-84 } 46½</p> <p>Pegu to Pyuntaza—                      for goods traffic . . . 4-2-84 }                      for passenger traffic . . . 10-7-84 } 41½</p> <p>Pyuntaza to Nyaunglebin—                      for goods traffic . . . 4-2-84 }                      for passenger traffic . . . 1-8-84 } 5                      Nyaunglebin to Toungoo . . . 1-7-85 } 73</p> <p>Suburban lines—                      for goods traffic { 1-3-80 6                      15-7-90 3</p> <p style="text-align: right;"><u>336</u></p> <p>DOUBLE—                      Rangoon to Kemmendine . 30-10-89 3½                      Kemmendine to Insein . 10-1-90 5½</p> <p style="text-align: right;"><u>9</u></p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 336</p>

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.									
<p>The main line, branch line and station sidings are laid with steel rails 18lbs. to the yard, Vignole pattern, spiked down to, transverse wooden sleepers. The extension to Titábar and the branch are laid on the existing roads. The sharpest curve has a 400 feet radius, and the steepest gradient is 1 in 100.</p> <p>The alternative cold weather section from Gosáigáon to outer ghát is laid with steel rails, 14lbs. to the yard, Fowler's patent.</p>	<p>This line has been constructed out of Provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhát. The extension to Titábar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on 13th September 1883.</p> <p>The section from Gosáigáon to Baraghop (<i>river siding</i>, 5½ miles), which has been replaced by the alternative cold weather section to steamer ghat, is abandoned permanently. Three and a half miles of this siding have been lifted up to construct the chur line, the remaining 2 miles taken up to avoid being washed away by the river, as it has encroached upon the works so much this last season.</p>									
<p>The Irrawaddy line is laid for a double track with steel rails, 50lbs. to the yard, from Rangoon to Insein (9 miles) and for a single track with rails, 40lbs. to the yard, from Insein (9th mile) to Prome 161st mile.</p> <p>The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low.</p> <p>The Sittang line is also laid for a single track with steel rails, 41½lbs. to the yard, on pynkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of waterway provided against 8,165 lineal feet on the Irrawaddy line.</p>	<p>The dates of orders for survey and construction are as follows:—</p> <table data-bbox="887 1849 1593 1970"> <thead> <tr> <th></th> <th style="text-align: center;"><i>Dates for survey.</i></th> <th style="text-align: center;"><i>Dates for construction.</i></th> </tr> </thead> <tbody> <tr> <td>Rangoon to Prome</td> <td style="text-align: center;">16-10-69</td> <td style="text-align: center;">25-9-74</td> </tr> <tr> <td>Rangoon to Toungoo</td> <td style="text-align: center;">17-8-74</td> <td style="text-align: center;">23-5-81</td> </tr> </tbody> </table>		<i>Dates for survey.</i>	<i>Dates for construction.</i>	Rangoon to Prome	16-10-69	25-9-74	Rangoon to Toungoo	17-8-74	23-5-81
	<i>Dates for survey.</i>	<i>Dates for construction.</i>								
Rangoon to Prome	16-10-69	25-9-74								
Rangoon to Toungoo	17-8-74	23-5-81								

APPENDIX  
RAIL  
Constructed and in progress  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXVII	<p><b>Toungoo-Mandalay—</b></p> <p>METRE GAUGE.</p> <p>Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay</p> <p style="text-align: right;">220</p>	<p>(a)</p> <p>220</p>	<p>Toungoo to Thawutti—</p> <p>for goods traffic . . . 1-5-88 } 44</p> <p>for passenger traffic . . . 11-7-88 }</p> <p>Thawutti to Pyinmana—</p> <p>for goods traffic . . . 1-5-88 } 15</p> <p>for passenger traffic . . . 26-9-88 }</p> <p>Pyinmana to Yamèthin—</p> <p>for goods traffic . . . 15-11-88 } 49</p> <p>for passenger traffic . . . 1-3-89 }</p> <p>Yamèthin to Mandalay . . . 1-3-89 . 112</p> <p style="text-align: right;"><b>TOTAL OPEN MILEAGE 220</b></p>
XXVIII	<p><b>Sind-Pishin (Chaman extension) —</b></p> <p>STANDARD GAUGE.</p> <p>Kila Abdulla to Chaman . . . . .</p>	<p>32</p>	
XXIX	<p><b>Miánwáli-Mari—</b></p> <p>STANDARD GAUGE.</p> <p>Miánwáli (9 miles from Kundián on the Sind-Sagar railway, <i>Miánwáli branch</i>) to Mari . . . . .</p>	<p>27</p>	
XXIXA	<p><b>Hyderabad-Umarkot—</b></p> <p>STANDARD GAUGE.</p> <p>Gidu Bandar on the Indus near Hyderabad to the right bank of the Nara River . . . . .</p>	<p>77½</p>	

(a) Excludes the branch from Meiktla Road station to Meiktla

D—continued.

WAYS

on 31st March 1891.

LINES

the State.

Details of construction.	REMARKS.																																				
<p>The permanent-way consists of 50lb steel flat-footed rails, with deep web fish-plates of Bessemer steel. The ballast on the southern 50 miles is chiefly burnt clay or laterite; on the remainder of the line it is either shingle or broken stone.</p> <p><i>Bridges—</i></p> <table border="0" style="margin-left: 20px;"> <thead> <tr> <th></th> <th style="text-align: right;">Spans.</th> <th style="text-align: right;">Feet.</th> </tr> </thead> <tbody> <tr> <td>Swa river . . . . .</td> <td style="text-align: right;">3</td> <td style="text-align: right;">100</td> </tr> <tr> <td></td> <td style="text-align: right;">1</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Nagalike . . . . .</td> <td style="text-align: right;">3</td> <td style="text-align: right;">100</td> </tr> <tr> <td></td> <td style="text-align: right;">2</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Sinthe . . . . .</td> <td style="text-align: right;">4</td> <td style="text-align: right;">100</td> </tr> <tr> <td>Pyawbwè . . . . .</td> <td style="text-align: right;">4</td> <td style="text-align: right;">100</td> </tr> <tr> <td>Samôn . . . . .</td> <td style="text-align: right;">1</td> <td style="text-align: right;">150</td> </tr> <tr> <td></td> <td style="text-align: right;">2</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Panlounç . . . . .</td> <td style="text-align: right;">5</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Myitngè . . . . .</td> <td style="text-align: right;">4</td> <td style="text-align: right;">150</td> </tr> <tr> <td></td> <td style="text-align: right;">2</td> <td style="text-align: right;">40</td> </tr> </tbody> </table> <p>There are several other bridges with waterways up to 200 lineal feet. All girder bridges are provided with floors and hand-rails for military purposes. There are no great engineering difficulties, but much of the line is through thick jungle.</p>		Spans.	Feet.	Swa river . . . . .	3	100		1	40	Nagalike . . . . .	3	100		2	40	Sinthe . . . . .	4	100	Pyawbwè . . . . .	4	100	Samôn . . . . .	1	150		2	40	Panlounç . . . . .	5	60	Myitngè . . . . .	4	150		2	40	<p>The orders for the survey were issued in March 1886. The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards, in January 1887; on the section from mile 60 to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.</p> <p>Surveys have been made for a branch from Samôn, the 329th mile, to Myingyan, orders for which were issued in March 1890.</p>
	Spans.	Feet.																																			
Swa river . . . . .	3	100																																			
	1	40																																			
Nagalike . . . . .	3	100																																			
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	2	40																																			
Panlounç . . . . .	5	60																																			
Myitngè . . . . .	4	150																																			
	2	40																																			
<p>The extension from Kila Abdulla to Chaman is being constructed for a double line of railway, the ruling grade being 1 in 40, and the radius of the sharpest curve 819 feet. For 14 miles the work is heavy, including the main tunnel, the length of which is 2½ miles, and minor tunnels and arched cuttings aggregating 2,450 feet. The remaining 18 miles are comparatively easy.</p>	<p>The extension was commenced in November 1887. Main tunnel commenced April 1888.</p>																																				
<p>The construction is that usual for a single broad gauge line. The earthworks are light and the grades easy. The permanent-way is second-hand Indus Valley flat-footed 60lb rail laid on second class deodar sleepers, there being 9 sleepers to each 24-foot rail.</p>	<p>The problem of waterway is very complex, owing to the native system of damming the streams and forcing the water on to the land for irrigation. One of the stations is being built as a specimen "defensible post." The line is expected to be opened for traffic in October 1891.</p>																																				
	<p>The construction of this line was sanctioned on 5th March 1891. It is proposed to be worked by the North Western railway for 45 per cent. of the gross receipts, including the use of rolling-stock, plus actual cost of maintenance.</p>																																				

town, 13 miles, the construction of which has been postponed for the present.

APPENDIX  
RAIL  
*Constructed and in progress*  
STATE  
Worked by

No.	Name and gauge of line, and mileage sanctioned	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXX	<p>East Coast—</p> <p style="text-align: center;">STANDARD GAUGE.</p> <p>Bezváda, which is the terminus of the Bezváda extension railway, to Naraj, a village on the right bank of the Mahanuddy river, about 5 miles from Cuttack 504½</p>	504½	
XXXI	<p>Mu Valley—</p> <p style="text-align: center;">METRE GAUGE.</p> <p><i>Main line—</i></p> <p>Sagaing, right bank of the Irrawaddy, to Kawlin . . . . . 144½</p> <p>Kawlin through Wuntho to Gyodoung . . . . . 18</p> <hr/> <p><i>Branches—</i></p> <p>Myohaung (3 miles south of Mandalay station on the Toungoo-Mandalay State railway) to the left bank of the Irrawaddy opposite Sagaing (<i>Myohaung branch</i>) . . . . . 6</p> <p>Manle on the main line to Katha on the right bank of the Irrawaddy (<i>Katha branch</i>) . . . . . 15</p>	162½             21 183½	
Total State Lines worked by the State		5,540	4,648

D—continued.

## WAYS

on 31st March 1891.

## LINES

the State.

Details of construction.	REMARKS.														
<p>The works on the line present no special difficulty anywhere. The ruling gradient is 1 in 150. The permanent way to be of 70lb flat-bottomed rails on steel sleepers for 300 miles, and on timber for 200.</p> <p>The following are the important bridges:—</p> <table data-bbox="147 1016 789 1231"> <tr> <td>Kistna . . . . .</td> <td>12 spans of 300'</td> </tr> <tr> <td>Anakápalle . . . . .</td> <td>6 spans of 100'</td> </tr> <tr> <td>Beemasingha . . . . .</td> <td>5 spans of 100'</td> </tr> <tr> <td>Nelamarla . . . . .</td> <td>4 spans of 100'</td> </tr> <tr> <td>Saugulia . . . . .</td> <td>6 spans of 150'</td> </tr> <tr> <td>Vainsdhara . . . . .</td> <td>7 spans of 150'</td> </tr> <tr> <td>Rushikulya . . . . .</td> <td>10 spans of 150'</td> </tr> </table> <p>The Godávari river will probably be bridged, but the scheme has not yet been worked out.</p>	Kistna . . . . .	12 spans of 300'	Anakápalle . . . . .	6 spans of 100'	Beemasingha . . . . .	5 spans of 100'	Nelamarla . . . . .	4 spans of 100'	Saugulia . . . . .	6 spans of 150'	Vainsdhara . . . . .	7 spans of 150'	Rushikulya . . . . .	10 spans of 150'	<p>The survey was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by State Agency. Work has been commenced generally all over the line. The survey is not yet quite completed as modifications in the first alignment between Ellore and Pithápuram are now being investigated.</p> <p>The estimated cost of the line is 480 lakhs.</p>
Kistna . . . . .	12 spans of 300'														
Anakápalle . . . . .	6 spans of 100'														
Beemasingha . . . . .	5 spans of 100'														
Nelamarla . . . . .	4 spans of 100'														
Saugulia . . . . .	6 spans of 150'														
Vainsdhara . . . . .	7 spans of 150'														
Rushikulya . . . . .	10 spans of 150'														
<p>Earthwork from Myohaung to Kawlin is practically finished. Bridge masonry about one-third finished. About 40 miles of rails are laid and 60 miles of track ballasted.</p> <p>All staff-quarters are finished and station buildings nearly finished.</p> <p>Buildings are generally of teak, and masonry of bridges is mostly of brick-work.</p> <p>The permanent-way consists of 41½lb flat-footed steel rails, laid on sleepers 6' x 8" x 4½" of teak, pyinkado, ingyin and theya</p> <p>The ballast is all of broken stone or shingle.</p> <p>The ruling gradient is 1 in 200, and the sharpest curve of 900 feet radius.</p> <p>The line is unfenced.</p>	<p>Construction of main line, Sagaing to Kawlin and Myohaung branch, was sanctioned on 17th October 1889, and construction commenced about 1st January 1890.</p> <p>Construction of extension, Kawlin to Gyodoung, was sanctioned on 6th February 1891, but construction has not yet been commenced owing to the Wuntho insurrection.</p> <p>The extension to Katha was sanctioned on 10th March 1891.</p> <p>The section from Sagaing to Shwebo (53½ miles) will be opened for traffic on 1st June 1891, and the Myohaung branch about 1st November 1891.</p>														

Constructed and in progress  
LINES WORKED BY

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXII	<b>Great Indian Peninsula—</b>	<b>Miles.</b>	<b>NORTH-EAST LINE—</b>
	<b>STANDARD GAUGE.</b>		<b>Miles.</b>
	<b>NORTH-EAST LINE—</b>		<i>Main line—</i>
	<i>Main line—</i>		Bombay to Thána . . . 18-4-53 20½
	Bombay to Kalyán Junction . . . 33½		Thána to Kalyán . . . 1-5-54 12½
	Kalyán Junction to Bhusával Junction . . . 242½		Kalyán to Vásind . . . 1-10-55 16½
	Bhusával Junction to Jubbulpore (point of junction with East Indian railway) . . . 339½		Vásind to Ásangaon . . . 6-2-60 3½
	<b>615½</b>		Ásangaon to Kására . . . 1-1-61 22
			Kására to Igatpuri (Thul Ghát) . . . 1-1-65 0½
			Igatpuri to Násik . . . 28-1-61 31½
		Násik to Chálisgaon . . . 1-10-61 87½	
		Chálisgaon to Jalgaon . . . 6-10-62 57½	
		Jalgaon to Bhusával . . . 20-5-63 15	
		Bhusával to Burhánpur . . . 20-11-65 34½	
		Burhánpur to Khandwa . . . 3-9-66 42½	
		Khandwa to Bir . . . 17-2-68 21	
		Bir to Itársi . . . 1-1-70 89½	
		Itársi to Sohágpur . . . 1-2-70 30½	
		Sohágpur to Jubbulpore . . . 8-3-70 121½	
		<b>615½</b>	
		<i>Nágpur branch—</i>	
		Bhusával Junction to Malkápur . . . 20-5-63 31½	
		Malkápur to Shegaon . . . 24-10-64 32½	
		Shegaon to Badnera . . . 18-12-65 72½	
		Badnera to Pulgaon . . . 16-7-66 40½	
		Pulgaon to Sindi . . . 5-11-66 38½	
		Sindi to Nágpur . . . 20-2-67 29½	
		<b>244½</b>	
		<i>Mohpáni branch—</i>	
		Gádarváda to Mohpáni—	
		for coal traffic only . . . 3-9-72 } 12½	
		for public traffic . . . 1-1-81 }	
		<b>872½</b>	
		<i>Branches—</i>	
		Bhusával Junction (276 miles from Bombay) to Nágpur ( <i>Nágpur branch</i> ) . . . 244½	
		Gádarváda Junction (535½ miles from Bombay) to Mohpáni Coalfields ( <i>Mohpáni branch</i> ) . . . 12½	
		<b>12½</b>	
		<b>SOUTH-EAST LINE—</b>	
		<i>Main line—</i>	
		Kalyán Junction (33½ miles from Bombay) to Ráichúr (point of junction with the Madras railway) . . . 408½	
		<b>408½</b>	
		<i>Khopoli branch—</i>	
		Palasdhari (64 miles from Bombay) to Khopoli . . . 7½	
		<b>7½</b>	
		<b>416</b>	
		<b>1,288½</b>	
		<b>1,288½</b>	
		<b>Carried over . . . 1,288½</b>	
		<b>SOUTH-EAST LINE—</b>	
		<i>Main line—</i>	
		Kalyán to Palasdhari (Karjat) . . . 12-5-56 30½	
		Palasdhari to Khandála (Bhore Ghát) . . . 14-5-63 13½	
		Khandála to Lonávla (Bhore Ghát) . . . 14-6-58 2½	
		Lonávla to Poona . . . 14-6-58 39½	
		Poona to Diksál . . . 15-12-58 64½	
		Diksál to Bársi Road . . . 23-10-59 50½	
		Bársi Road to Mohol . . . 20-1-60 28½	
		Mohol to Sholápur . . . 6-6-60 20½	
		Sholápur to Gulbarga . . . 1-2-70 70	
		Gulbarga to the Kistna . . . 1-12-70 73½	
		Kistna to Ráichúr . . . 1-5-71 15½	
		<b>408½</b>	
		<i>Khopoli branch—</i>	
		Palasdhari to Khopoli . . . 12-5-56 7½	
		<b>7½</b>	
		<b>Carried over . . . 1,288½</b>	



D—continued.

## WAYS

on 31st March 1891.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.
<p>The North-East line to Khandwa, 350 miles 13·38 chains, 59·61 chains near Bāgra, 46 miles 34 chains from Kal-yān Junction to Lonāvā on the South-East line, and 61 miles 49·60 chains from Bhusāval to Shegaon on the Nāgpur branch; in all 458 miles 76·59 chains are double. On the rest of the line generally the earth-work is for a single line, and the bridges and viaducts for a double line of rails.</p> <p>The rails originally laid were iron, weighing 68lbs. and 84lbs. per yard. These are now being gradually replaced by steel rails weighing 69lbs., 82lbs., and 86lbs. per yard.</p> <p>The sleepers originally laid were chiefly wooden sleepers which are now being in part replaced by iron bowls.</p> <p>A portion of the South-East line is laid with iron bowls.</p>	<p>The line from Bombay to Thāna was commenced on the 31st October 1850, and that from Bhusāval Junction to Malkāpur towards the close of 1859.</p> <p>From Sholāpur to Gulbarga the contractors commenced work on 3rd August 1865, and from Gulbarga to Rāichūr, 89½ miles, the contract was let in December 1865. The Kistna bridge on the Gulbarga-Rāichūr section was opened on 9th October 1873.</p> <p>The Khopoli branch is worked during fair weather only.</p>

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXII	Great Indian Peninsula—concl'd.		
	Brought forward	1,288½	Brought forward . 1,288½
			DOUBLE—NORTH-EAST LINE—
			Bombay to Thána . . . 18-4-53 . . . 20½
			Thána to Kalyán . . . . . 1-5-54 . . . 12½
			Kalyán to Vásind . . . . . 22-10-66 . . . 16½
			Vásind to Atgaon . . . . . 20-2-67 . . . 9½
			Atgaon to Kására . . . . . 25-4-67 . . . 16
			Kására to Igatpuri . . . . . 1-1-65 . . . 9½
			Igatpuri to Násik . . . . . 10-1-69 . . . 31½
			Násik to Chálisgaon . . . . . 10-1-69 . . . 27½
			Chálisgaon to Kajgaon . . . . . 10-1-69 . . . 12
			Kajgaon to Páchora . . . . . 17-3-69 . . . 16
			Páchora to Máheji . . . . . 27-5-69 . . . 9½
			Máheji to Mhasávad . . . . . 6-3-73 . . . } 35
			Mhasávad to Bhusával . . . . . 6-6-73 . . . }
			Between Itársi and Sohágpur . . . . . }
			Bhusával to Khandwa . . . . . 11-1-89 . . . 74½
			351
			DOUBLE—SOUTH-EAST LINE—
			Kalyán to Palasdhari . . . . . 25-7-70 . . . 30½
			Palasdhari to Khandála . . . . . } Bhore Ghát { 14-5-63 . . . 13½
			Khandála to Lonávla . . . . . } 14-6-58 . . . 2½
			46½
			DOUBLE—NÁGPUR BRANCH—
			Bhusával to Nálgaon . . . . . 11-1-89 . . . 17
			Nálgaon to Shegaon . . . . . 1-4-90 . . . 44½
			61½
			TOTAL DOUBLE LINE . 459
	TOTAL	1,288½	TOTAL OPEN MILEAGE . 1,288½
XXXIII	Bombay, Baroda and Central India—		
	STANDARD GAUGE.		
	Main line—		Main line—
	Bombay (Colába) Terminus to Ahmedabad . . . . . 309½		Colába to Marine lines . . . 18-1-70 . . . 2
	Extension to Viramgám Junction and Wadhván . . . . . 80		Marine lines to Charni Road . . . 19-6-69 . . . ¾
	389½		Charni Road to Bellasis Road . . . . . 13-9-68 . . . ¾
			Bellasis Road to Bukár . . . . . 28-11-64 . . . 121
			Bulsár to Navsári . . . . . 2-9-61 . . . 24½
			Navsári to Sachin . . . . . 20-5-61 . . . 9½
			Sachin to Surat . . . . . 18-3-61 . . . 9
			Surat to Amroli . . . . . 19-11-60 . . . 2½
			Amroli to Anklesvar . . . . . 10-2-60 . . . 28½
			Anklesvar to the Nerbudda . . . . . 5-12-60 . . . } 5½
			Nerbudda to Broach . . . . . 22-6-61 . . . }
			Broach to Baroda . . . . . 9-1-61 . . . 43½
			Baroda to Dholia . . . . . 22-4-61 . . . 11½
			Dholia to Mehmabad . . . . . 3-9-62 . . . 33½
			Mehmabad to Ahmedabad . . . . . 21-1-63 . . . 17½
			Ahmedabad to Sábarmati . . . . . 1-1-70 . . . 3½
			Sábarmati to Sanand . . . . . 24-5-71 . . . 13½
			Sánand to Viramgám . . . . . 30-11-71 . . . 22½
			Viramgám to Wadhván . . . . . 25-5-72 . . . 39½
	Carried over	389½	Carried over . 369½

D—continued.

## WAYS

on 31st March 1891.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.
	<p>This Company works, under agreement, the Dhond-Manmád railway, the Berar branches, and the Wardha Coal State railway. The terms on which the branch lines are worked will be found in Appendices W and K, J and I, Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.</p>
<p>The line is double from Colába to Virár, 38½ miles; from Sachin to Amroli, 11¼ miles; and Bárejádi to Amedabad, 10¼ miles; in all 60 miles. On the rest of the line except the Nerbudda and Bassein valleys, the earth-work is for a single line, and the bridge piers and abutments for a double line; superstructure for a double line has only been provided in the Mahi viaducts. The Nerbudda viaduct had also a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion, only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been superseded by an entirely new bridge which was opened on 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.</p> <p>The line is laid with double-headed rails, weighing 68 and 69lbs. to the yard.</p> <p>The rails are laid generally on a wooden road, but in suitable places iron bowls have been used in renewing the wooden sleepers.</p> <p>The Wadhwan extension is laid with rails, 60lbs. to the yard, on iron bowl sleepers.</p>	<p>The section from Colába to Marine lines was commenced in May 1865.</p> <p>The estimates of the extension to Wadhwan were sanctioned on the 24th October 1870.</p>

Constructed and in progre  
LINES WORKED B

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles
XXXIII	<b>Bombay, Baroda and Central India—concl'd.</b>		
	Brought forward . 389½		Brought forward . 389½
	STANDARD GAUGE.		
	<i>Godhra branch—</i>		<i>Godhra branch—</i>
	Anand Junction (269½ miles from Bombay) to Godhra . . . . . 49½	438½	Anand to Dákor . . . . . 8-4-74 . 16½
			Dákor to Rukhyal . . . . . 6-1-75 . 1½
			Rukhyal to Hungari . . . . . 6-12-76 . 9
			Hungari to Páli . . . . . 29 1-77 . 4½
			Páli to Godhra . . . . . 26-2-82 . 1
			49½
	<i>Páli branch—</i>		<i>Páli branch—</i>
	Páli in the Runn of Cutch to Viramgám Junction (349½ miles from Bombay) on the Wadhwan Extension of the Bombay, Baroda and Central India Railway . . . . . 22½	22½	Páli to Viramgám . . . . . 12-5-73 . 22½
			<b>DOUBLE—MAIN LINE—</b>
			Colába to Marine lines . . . . . 18-1-70 . 2
			Marine lines to Charni Road . . . . . 19-6-69 . ½
			Charni Road to Bellasis Road . . . . . 13-9-68 . 1
			Bellasis Road to Máhim . . . . . 20-7-65 . } 11½
			Máhim to Bándra . . . . . 23-2-66 . }
			Bándra to Santa Cruz . . . . . 23 5-66 . }
			Santa Cruz to Andheri . . . . . 29-8-67 . }
			Andheri to Bháyndar . . . . . 27-4 85 . 13½
			Bháyndar to Virár . . . . . 1-10-85 . 10½
			Sachin to Kánkra Khádi . . . . . 4-7-87 . 6
			Kánkra Khádi to Surat . . . . . 5-6-68 . 2½
			Surat to Amroli . . . . . 9-10-67 . 2½
			Bárejadi to Ahmedabad . . . . . 2-6-87 . 10½
			TOTAL DOUBLE LINE . . . . . 60
	TOTAL . . . . . 460½		TOTAL OPEN MILEAGE . . . . . 460½
XXXIV	<b>Madras—</b>		<b>SOUTH-WEST LINE—</b>
	STANDARD GAUGE.		<i>Main line—</i>
	<b>SOUTH-WEST LINE—</b>		Madras to Veyasarpady . . . . . 7-4-73 . 2½
	<i>Main line—</i>		Veyasarpady to Arcot . . . . . 1-7-56 . 63½
	Madras to Veyasarpady Junction . . . . . 2½		Arcot to Kátpádi . . . . . 7-5-57 . 15½
	Veyasarpady Junction to Arkónam Junction . . . . . 40½		Kátpádi to Gudiyátam . . . . . 19-5-58 . 15½
	Arkónam Junction to Calicut . . . . . 37½		Gudiyátam to Ambúr . . . . . 16-1-60 . 17
	414		Ambúr to Vániyambádi . . . . . 1-2-60 . 10
	<i>Ráyapuram branch—</i>		Vániyambádi to Tirupatúr . . . . . 23-5-60 . 14½
	Veyasarpady Junction to Ráyapuram . . . . . 2½		Tirupatúr to Salem . . . . . 1-2-61 . 70
	Carried over 416½	...	Salem to Sankaridrug . . . . . 1-12-61 . 23½
			Sankaridrug to Pódanúr . . . . . 12-5-62 . 71½
			Pódanúr to Pattámbi . . . . . 14-4-62 . 64½
			Pattámbi to Kuttipuram . . . . . 23-9-61 . 11½
			Kuttipuram to Tirúr . . . . . 1-5-61 . 9½
			Tirúr to Kadalundi . . . . . 12-3-61 . 16½
			Kadalundi to Calicut . . . . . 2-1-68 . 9
			414
			<i>Ráyapuram branch—</i>
			Veyasarpady to Ráyapuram . . . . . 1-7-56 . 2½
			Carried over 416½

D—continued.

## WAYS

on 31st March 1891.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.
<p>The formation and earthwork of the Godhra Branch are for a single line, and rails, weighing 60lbs to the yard, are laid on iron pot sleepers. The line is located on the Trunk road.</p> <p>The rails are flat-footed, weighing 4<sup>o</sup>lbs. per yard.</p>	<p>This line was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works Grant. The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively.</p> <p>The Gaekwar's Dabhoi, Mehsána and Peltád Railways are worked, under agreement, by this Company.</p> <p>The Rajputana Malwa State Railway has been leased to this Company from 1st January 1885 to 30th June 1900. The terms of the lease are given in Appendix J., Part II of the Railway Administration Report for 1884-85.</p>
<p>The embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri branch, the Calicut extension, and in a few isolated instances. The rails, which vary in weight from 65 to 84lbs. per yard, are laid on iron pot sleepers.</p> <p>The section between Madras and Arkónam, 42½ miles, is double.</p> <p>The South-West line was originally laid with sleepers of indigenous woods, but an experiment was made of using stone blocks 2' 0" x 2' 0" x 1' 0" as sleepers. As the experiment proved to be unsatisfactory, the blocks were all removed in 1857.</p> <p>Jungle-wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves's patent cast-iron bowl sleepers, and this alteration has proved to be economical and in every way satisfactory.</p>	<p>Work was commenced on the South-West line on 9th June 1853. The main line originally commenced at Ráyapuram, but on the opening of the length between Veyasarpady Junction and the central station, this became a portion of the main line, and the old line, from the junction to Ráyapuram, became a branch.</p> <p>The extension of the South-West line from near Beypore to Calicut, which was sanctioned in August 1884, was opened for traffic on the 2nd of January 1888. The new line has cost about 19 lakhs of rupees, of which 1½ lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic. The line takes off at 2¼ miles short of Beypore, which length, together with Beypore station, has been abandoned.</p>

APPENDIX  
RAIL

Constructed and in progress  
LINES WORKED BY

No.	Name and gauge of line, and mileage sanctioned	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
XXXIV	Madras—concl'd.				
	Brought forward	416½	...	Brought forward	416½
	<b>STANDARD GAUGE.</b>				
	<b>SOUTH-WEST LINE—concl'd.</b>			<b>SOUTH-WEST LINE—concl'd.</b>	
	<i>Bangalore branch—</i>			<i>Bangalore branch—</i>	0
	Jalárpét Junction (132 miles from Madras) to Bangalore Cantonment . . . . .	84½		Jalárpét Junction to Bangalore Cantonment . . . . .	1-8-64 84½
	Bangalore Cantonment to Bangalore City . . . . .	2½		Bangalore Cantonment to City . . . . .	1-7-82 2½
		<u>87½</u>			<u>87½</u>
	<i>Nilgiri branch—</i>			<i>Nilgiri branch—</i>	
	Pódanúr Junction (301½ miles from Madras) to Mettupálaiyam, at the foot of the hills . . . . .	25½		Pódanúr Junction to Coimbatore . . . . .	1-2-73 3½
				Coimbatore to Mettupálaiyam . . . . .	31-8-73 22
					<u>25½</u>
	<i>Pálghat branch—</i>			<i>Pálghat branch—</i>	
	Olavakotu (332 miles from Madras) to Pálghat Town . . . . .	2½		Olavakotu to Pálghat . . . . .	2-1-88 2½
		<u>2½</u>	531½		<u>2½</u>
	<b>NORTH-WEST LINE—</b>			<b>NORTH-WEST LINE—</b>	
	<i>Main line—</i>			<i>Main line—</i>	
	Arkónam Junction (42½ miles from Madras) to Guntakal . . . . .	232½		Arkónam to Nagari . . . . .	4-3-61 17
	Guntakal to Ráichúr (point of Junction with the Great Indian Peninsula railway) . . . . .	75		Nagari to Puttúr . . . . .	8-12-61 9½
				Puttúr to Rénigunta . . . . .	15-9-62 14½
				Rénigunta to Reddipalle . . . . .	1-10-64 28
				Reddipalle to Cuddapah . . . . .	1-9-65 39½
				Cuddapah to Muddanúr . . . . .	1-8-66 34½
				Muddanúr to Tadpatri . . . . .	1-9-68 32½
				Tadpatri to Gooty . . . . .	1-8-69 29½
			307½	Gooty to the Tungabhadra River . . . . .	12-12-70 75½
				Tungabhadra to Ráichúr . . . . .	15-3-71 17½
					<u>307½</u>
				<b>DOUBLE—SOUTH-WEST LINE—</b>	
				Madras to Veyasarpady Junction . . . . .	7-4-73 2½
				Veyasarpady Junction to Perambúr . . . . .	7-2-74 1½
				Perambúr to Ávadi . . . . .	1-5-77 9½
				Ávadi to Tiruvallúr . . . . .	20-7-77 12½
				Tiruvallúr to Arkónam . . . . .	28-8-77 16½
					<u>42½</u>
	<b>TOTAL</b>		<b>839½</b>	<b>TOTAL OPEN MILEAGE</b>	<b>839½</b>
	Total Lines worked by Guaranteed Companies		2,508½		2,588½

D—continued.

## WAYS

on 31st March 1891.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.
	<p>The line from Bangalore Cantonment to Bangalore City, 2½ miles, was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company.</p> <p>The estimate, amounting to ₹1,39,535, for the construction of the Pálghat branch, was sanctioned on the 4th January 1887, and the branch was opened for traffic on the 2nd of January 1888.</p> <p>The station buildings at Pálghat town are at present of a temporary nature. The bridge over the Ponáni river is of four 64-foot girders, and is 16' 6" wide between railings, and carries the railway as well as a public road. The local authorities contributed ₹30,000 towards the construction of the bridge.</p> <p>The Bellary branch from Guntakal Junction to Bellary has been purchased by the Southern Mahratta Railway, and was handed over to that Company on the 1st February 1887.</p> <p>The new bridges over the Pennér and Chitrávati rivers, North-West line, consisting of 13 spans of 131 feet and 19 spans of 131 feet, respectively, were opened on the 1st October 1889 and 6th March 1890; that over the Pápaghni river, consisting of 15 spans of 131 feet, is in progress.</p> <p>Extensive works in connection with the Junction of this line with the Villupuram-Guntakal State railway at Kát pádi are in progress.</p>

APPENDIX  
RAIL  
Constructed and in progress  
ASSISTED

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXV	<p><b>Delhi-Umballa-Kalka—</b></p> <p style="text-align: center;">STANDARD GAUGE.</p> <p>Delhi on the East Indian railway, <i>via</i> Karnál and Umballa to Kalka . . . . .</p>	162	Delhi to Kalka . . . . . 1-3-91 162
XXXVI	<p><b>Tárakeshwar—</b></p> <p style="text-align: center;">STANDARD GAUGE.</p> <p>Seoraphuli (14 miles from Howrah on the East Indian railway) to Tárakeshwar in the Hooghly District . . . . .</p>	22½	Seoraphuli to Tárakeshwar . . . 1-1-85 22½
XXXVII	<p><b>Deoghur—</b></p> <p style="text-align: center;">METRE GAUGE.</p> <p>Baidyanáth (200½ miles from Howrah on the Chord Line, East Indian railway) to Deoghur . . . . .</p>	4½	Baidyanáth to Deoghur . . . 23-12-82 4½
XXXVIII	<p><b>Rohilkhand-Kumaun (Company's Section)—</b></p> <p style="text-align: center;">METRE GAUGE.</p> <p>Bhojeeपुरa Junction (11½ miles from Bareilly on the Lucknow-Bareilly Section) to Káthgodám, at the foot of the Naini Tal Hills . . . . .</p>	54½	Bhojeeपुरa to Káthgodám . . 12-10-84 54½



D—continued.

## WAYS

on 31st March 1891.

## COMPANIES.

Details of construction.	REMARKS.
<p>The line is constructed and equipped on the standard of the East Indian railway. Rails, double-headed steel, 75 lbs. to the yard, are laid on Denham and Olphert's sleepers.</p>	<p>The Delhi-Umballa-Kalka Railway Company was formed in January 1889, and the capital share lists closed on the 26th of that month.</p> <p>A survey between Delhi and Umballa was completed during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the Company.</p> <p>The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H, Part II of the Railway Administration Report for 1888-89.</p>
<p>The gradients and curves are easy, and the line is fenced and ballasted throughout. The transverse plate sleepers used are of cast-iron of the Denham-Olphert's latest pattern. The line is laid with rails and fastenings of wrought iron purchased from the East Indian railway.</p>	<p>The construction of this railway was sanctioned by the Secretary of State on 20th February 1883.</p> <p>This is one of the first railways constructed in India by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line, excepting the cost of survey and the cost of acquiring the necessary land which has been given free by the Government of Bengal.</p> <p>This line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N, Part II of the Railway Administration Report for 1887-88.</p>
<p>The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. The steepest gradient is 1 in 60 for a length of 800 feet. The permanent-way is laid with 36 lb steel rails on wooden sleepers. The line is ballasted throughout.</p>	<p>Messrs. Burn &amp; Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881.</p> <p>The Rohini branch (1½ miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.</p>
<p>The rails are of the metre gauge type, laid on sál sleepers. The line is unfenced throughout.</p> <p>From Káthgodám to Haldwáni, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate.</p>	<p>The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a Company formed in England.</p> <p>The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882.</p> <p>The Local Government gives a subsidy of ₹40,000 per annum.</p> <p>This Company also works the Lucknow-Bareilly line. The terms of working will be found in Appendix M, Part II of the Railway Administration Report for 1890-91.</p>

APPENDIX  
RAIL  
*Constructed and in progress*  
ASSISTED

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXIX	<p>Darjeeling-Himalayan— 2' GAUGE. Siliguri (317 miles from Calcutta on the Northern section of the Eastern Bengal State railway) to Kurseong and Darjeeling . . . . . 51</p>	51	<p>Siliguri to Kurseong . . . . . 23-8-80 31½ Kurseong to Sonáda . . . . . 1-2-81 9½ Sonáda to Ghúm . . . . . 5-4-81 5½ Ghúm to Darjeeling . . . . . 4-7-81 3½ Darjeeling to Darjeeling Bazaar 16-6-86 ¼</p> <p>TOTAL OPEN MILEAGE . . . . . 51</p>
XL	<p>Dibru-Sadiya— METRE GAUGE. <i>Main line—</i> Dibrugarh on the bank of the Brahmaputra river, <i>viâ</i> Tinsukia and Dum-Duma to Tálap . . . . . 54½</p> <p><i>Makum branch—</i> Makum Junction, <i>viâ</i> Digboy to Dihing bridge . . . . . 23</p>	77½	<p><i>Main line—</i> Lower Steamer Ghât, on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles). Dibrugarh to Makum Junction 16-7-83. 38½ Makum Junction to Dum-Duma . . . . . 2-5-84. 8 Dum-Duma to Tálap . . . . . 5-2-85. 8</p> <p><i>Makum branch—</i> Makum Junction to Dihing bridge . . . . . 2-5-84. 23</p> <p>TOTAL OPEN MILEAGE . . . . . 77½</p>
XLI	<p>Thatôn-Duyinzáik— 2' 6" GAUGE. From Thatôn to Duyinzáik on the Donedamie river . . . . . 8</p>	8	<p>Thatôn to Duyinzáik . . . . . 11-2-85 8</p>
XLIA	<p>Nílgiri— GAUGE (<i>not decided</i>). Mettupálaiyam to Coonoor and Ootacamund . . . . . 42</p>	42	
TOTAL ASSISTED COMPANIES . . . . .		422	380

D—continued.

## WAYS

on 31st March 1891.

## COMPANIES.

Details of construction.	REMARKS.
<p>The line is throughout single. The road has almost continuous curves and windings as it passes across the mountains, a radius of 60 feet being the sharpest curve, and 1 in 28 the steepest gradient.</p> <p>The line, originally laid with iron rails, 30lbs. to the yard on the plain portion, is now relaid with iron rails, 40lbs to the yard. Steel rails, 40lbs. to the yard, are laid on the hill road portion. Nine sleepers have been laid under the 40lb rails throughout. Half the width of the cart-road has been reserved for cart and other traffic.</p>	<p>This railway, which was originally known as the Darjeeling Steam Tramway, was constructed by a private Company with a Provincial guarantee from the Government of Bengal that the gross receipts shall be made up to R2,00,000 per annum.</p>
<p>Steel rails, 41½lbs. to the yard, are laid throughout the whole line.</p> <p>The main line is constructed on the existing Government road, except for 2¾ miles from the Ghât, 1¼ miles from Dibrugarh station east, 2 miles at the 43rd and 44th miles, and ½ mile from Dum-Duma river to Bisakopi, and all bridges, culverts, &amp;c., which were in existence, have been utilised, as far as practicable, with such slight additions and alterations as were necessary with the following exceptions.—Dinjan river, Sessa river, Singlijan, Bor Hapjan, Dibru river, Bisakopi and Tiphak,—at which places timber bridges have been erected. The line is unfenced and unballasted.</p> <p>The extension to Tálap (8 miles) is nowhere fenced, except for a few yards at two or three level-crossings: it is wholly unballasted. The permanent-way is of the same description as on the main line.</p> <p>The Makum branch is cut entirely through thick forest, and has been partly ballasted with broken stone.</p>	<p>The contract with this Company, which was formed in England by Messrs. Shaw, Finlayson &amp; Co., is dated 26th May 1880. Government has to pay an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, subject to a maximum charge of R1,00,000.</p>
<p>The rails are steel, Vignole section; the sleepers are of steel and wood. The line is ballasted and only partially fenced. There are no large bridges.</p>	<p>This line is constructed along the public road, which has been specially made in view to tramway communication being established. Its construction and working has been undertaken by Mr. G. E. L. Dawson. Burma originally guaranteed in 1883 a subsidy of R8,100 per annum for three years, but the amount was reduced from 11th February 1888 to R6,000 per annum, with a further guarantee for two years.</p>
	<p>This line is to be constructed by the Nilgiri Railway Company, formed in February 1886. Permission to proceed with the construction of the line was given on the 23rd June 1890, but construction operations have not yet been commenced.</p>

Constructed and in progress  
LINES OWNED BY  
and worked by

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
	STANDARD GAUGE.				
XLII	<b>Khámgaon—</b> Jalamb Junction (332½ miles from Bombay on the Nágpur branch of the Great Indian Peninsula railway) to Khámgaon . . . . . 7½	7½	7½	Jalamb to Khámgaon . . . 4-3-70 . . . 7½ TOTAL OPEN MILEAGE . . . 7½	7½
XLIII	<b>Amráoti—</b> Badnera Junction (412½ miles from Bombay on the Nágpur branch of the Great Indian Peninsula railway) to Amráoti . . . . . 5½	5½	5½	Badnera to Amráoti . . . 16-2-71 . . . 5½ TOTAL OPEN MILEAGE . . . 5½	5½
XLIV	<b>Bhopal-Itársi—</b> STANDARD GAUGE. Itársi (463½ miles from Bombay on the North-East line of the Great Indian Peninsula railway) to Bhopal . . . . . 57	57	57	Itársi to Hoshangabad . . . 1-6-82 . . . 11½ Hoshangabad to Bhopal . . . 18-11-84 . . . 45½ TOTAL OPEN MILEAGE . . . 57	57
XLV	<b>The Nizam's Guaranteed State—</b> STANDARD GAUGE. <i>Main line—</i> Wádi (375½ miles from Bombay on the South-East line, Great Indian Peninsula railway), <i>viá</i> Secunderabad to South-East frontier . . . . . 310 <i>Branches—</i> Husain Ságar Junction (111½ miles from Wádi) to Hyderabad ( <i>Hyderabad branch</i> ) . . . . . 3½ Dornakal to Singareni coal-fields ( <i>Mineral branch</i> ) . . . . . 16½ Junction of new line to Trimulgherry ( <i>Troop siding</i> ) . . . . . 2½ Warangal to Frontier near Chanda . . . 160*	492½	492½	<i>Main line—</i> Wádi Junction to Secunderabad and to junction of new line . . . 9-10-74 . . . 115½ Junction of new line to Warangal . . . 8-4-86 . . . 86½ Warangal to Dornakal . . . 1-1-88 . . . 52½ Dornakal to Bóna Kálu . . . 5-8-88 . . . 31½ Bóna Kálu to Frontier . . . 10-2-89 . . . 23½ 310 <i>Hyderabad branch—</i> Husain Ságar to Hyderabad . . . . . 9-10-74 . . . 3½ <i>Mineral branch—</i> Dornakal to Singareni coal-fields . . . . . 1-1-88 . . . 16½ <i>Troop siding—</i> Junction of new line to Trimulgherry . . . . . 9-10-74 . . . 2½ 22½ TOTAL OPEN MILEAGE . . . 332½	332½

\* In abeyance—under survey.

D—continued.

## WAYS

on 31st March 1891.

## NATIVE STATES

## Companies.

Details of construction.	REMARKS.				
<p>The Khámgaon line has been constructed for a single track with a formation of 16 feet, and is laid with flat-footed rails, 60 lbs. to the yard, on oval bowl sleepers.</p> <p>The permanent-way used on the Amráoti line is of iron, the rails weighing 68lbs per yard.</p>	<p>The dates of orders for survey and construction are as follows:—</p> <table border="0"> <tr> <td style="text-align: center;"><i>Date for survey.</i></td> <td style="text-align: center;"><i>Dates for construction.</i></td> </tr> <tr> <td style="text-align: center;">8th April 1870.</td> <td style="text-align: center;">7th June 1869. 11th June 1870.</td> </tr> </table> <p>These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the cotton marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in Appendices J and K, Part II of the Railway Administration Report for 1890-91.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	8th April 1870.	7th June 1869. 11th June 1870.
<i>Date for survey.</i>	<i>Dates for construction.</i>				
8th April 1870.	7th June 1869. 11th June 1870.				
<p>The line has been laid for a single track with 62lbs. steel rails. From Hoshangabad to Bhopal it is practically unfenced. The sleepers are partly of steel and partly of creosoted pine and other kinds of wood.</p> <p>The Ghát Section, Budni to Barkhera, which was originally laid with jungle-wood sleepers, was during the year 1890 relaid with Indian Midland Railway cast-iron oval pot sleepers, weighing 80lbs. per bowl.</p>	<p>The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively.</p> <p>The British Government has paid for the portion, 13 miles, in its territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are to be shared between Her Highness the Begum and the British Government in proportion to the mileage constructed at the cost of either party. The line was constructed on contract by Messrs. Glover &amp; Co., and is being worked by the Indian Midland Railway Company from 1st January 1889. The terms of working have only been provisionally settled—<i>vide</i> page 147 of Part II of the Railway Administration Report for 1889-90.</p>				
<p>The whole line from Wádi to His Highness the Nizam's frontier is constructed for a single track. About 65 miles are laid with double-headed 68lb iron rails† on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company, 6 miles with Vignole's steel rails, 66½lbs. on Bessemer steel sleepers, and the remainder of the main line with 66½lb steel rails on steel pea-pod sleepers.</p> <p>Branch lines to Trimulgherry and the mines are laid with second-hand 60lb flat-footed rails on timber sleepers. The branches are also constructed for a single track.</p>	<p>The dates of orders for survey and construction are 30th October 1869 and 25th March 1871, respectively.</p> <p>The Government of the Nizam provided the capital, and the British Government constructed the line.</p> <p>The broad gauge was finally adopted on the 30th October 1871. 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 31st December 1884 it was worked by the State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.</p> <p>This Company was formed for the purpose of acquiring and working the then existing line of 119½ miles and of constructing on the same (standard) gauge and working the new lines, 373 miles in length.</p> <p>The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886.</p> <p>The construction of the section from Warangal to Dornakal, 52½ miles, and the coal branch, 16½ miles, were commenced in May 1886. The extension between Dornakal and the Frontier, 55 miles in length, was commenced in January 1887 and completed in January 1889.</p> <p>This Company also work, under agreement, the Bezwála Extension as part of their own system. The terms of working will be found in Appendix P, Part II of the Railway Administration Report for 1889-90.</p>				

† These are about to be renewed with steel rails.

APPENDIX  
RAIL  
*Constructed and in progress*  
LINES OWNED BY  
and worked

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLVI	<p>The Gaekwar's Dabhoi— 2' 6" GAUGE.</p> <p>Miyágám [228½ miles from Bombay (Colába), on the Bombay, Baroda and Central India railway] to Dabhoi . . . . . 20                      Dabhoi to Báhádarpur . . . . . 9½                      Báhádarpur to Bodeli . . . . . 13                      Dabhoi to Chándod . . . . . 10½                      Dabhoi to Vishvámitri . . . . . 1½</p>	71½	<p>Miyágám to Dabhoi . . . 8-4-73 . . . 20                      Dabhoi to Chándod . . . 15-4-79 . . . 10½                      Dabhoi to Báhádarpur . . . 17-9-79 . . . 9½                      Dabhoi to Goya Gate . . . 1-7-80 . . . 17                      Goya Gate to Vishvámitri . . . 24-1-81 . . . 1½                      Báhádarpur to Bodeli . . . 16-6-90 . . . 13</p> <p>TOTAL OPEN MILEAGE . . . 71½</p>
XLVII	<p>The Gaekwar's Mehsána— METRE GAUGE.</p> <p>Viramgám (40½ miles from Ahmedabad on the Bombay, Baroda and Central India rialway), <i>via</i> Mehsána to Kherálu . . . . . 68                      Mehsána to Pátan . . . . . 24½</p>	92½	<p>Viramgám to Mehsána . . . 1-2-91 . . . 40½                      Mehsána to Vadnagar . . . 21-3-87 . . . 20½                      Vadnagar to Kherálu . . . 12-12-88 . . . 7</p> <p>TOTAL OPEN MILEAGE . . . 68</p>
XLVIII	<p>The Gaekwar's Petlád— STANDARD GAUGE.</p> <p>Ánand (269½ miles from Bombay on the Bombay, Baroda and Central India railway) to Petlád . . . . . 13½</p>	13½	<p>Ánand to Petlád . . . 5-5-90 . . . 13½</p>

D—continued.

## WAYS

on 31st March 1891.

## NATIVE STATES

by Companies.

Details of construction.	REMARKS.												
<p>The rails used are flat-footed, 30 lbs. to the yard, spiked to wooden sleepers. The width at formation level is 12 feet. The entire line is on embankment. There are a few small bridges, some of one 40 feet span and some of two 20 and 30 feet spans each, but the drainage of the country is mostly by small nullahs which are dry for the greater part of the year. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line.</p>	<p>The dates of orders for survey and construction are as follows:—</p> <table border="0" data-bbox="859 766 1571 954"> <thead> <tr> <th></th> <th style="text-align: center;"><i>Dates for survey.</i></th> <th style="text-align: center;"><i>Dates for construction.</i></th> </tr> </thead> <tbody> <tr> <td>Miyágám to Dabhoi</td> <td style="text-align: center;">17-4-69</td> <td style="text-align: center;">21-3-72</td> </tr> <tr> <td>Dabhoi to Chándod and Báhádarpur</td> <td style="text-align: center;">6-6-77</td> <td style="text-align: center;">27-11-77</td> </tr> <tr> <td>Dabhoi to Baroda</td> <td style="text-align: center;">July 77</td> <td style="text-align: center;">29-1-79</td> </tr> </tbody> </table> <p>The line is the property of His Highness the Gaekwar of Baroda</p> <p>The Dabhoi-Báhádarpur line has been extended to Bodeli, 13 miles. The survey was ordered in February 1887 and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890.</p> <p>This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found on page 150, Part II of the Railway Administration Report for 1889-90.</p>		<i>Dates for survey.</i>	<i>Dates for construction.</i>	Miyágám to Dabhoi	17-4-69	21-3-72	Dabhoi to Chándod and Báhádarpur	6-6-77	27-11-77	Dabhoi to Baroda	July 77	29-1-79
	<i>Dates for survey.</i>	<i>Dates for construction.</i>											
Miyágám to Dabhoi	17-4-69	21-3-72											
Dabhoi to Chándod and Báhádarpur	6-6-77	27-11-77											
Dabhoi to Baroda	July 77	29-1-79											
<p>The line is constructed for a single track. The rails are steel, 41½ lbs. to the yard, laid on transverse steel trough sleepers.</p> <p>The line runs through an easy country, and there have been no engineering difficulties.</p>	<p>The survey of the line from Mehsána to Vadnagar was commenced in May 1884 and construction in August 1886. In March 1887 the line was completed by the Bombay, Baroda and Central India Railway Company. The funds for this branch were supplied by His Highness the Gaekwar of Baroda.</p> <p>The construction of an extension from Visnagar to Vijápur, which was sanctioned on 18th April 1887, has been deferred for the present.</p> <p>The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. In December 1888 the extension was completed by the Bombay, Baroda and Central India Railway Company.</p> <p>Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889 and construction of the lengths between Mehsána and Viramgam, 40½ miles, and Mehsána and Pátan, 24½ miles, were commenced in May and November 1889, respectively.</p> <p>This line is worked by the Bombay, Baroda and Central India Railway Company.</p>												
<p>The rails used are flat-footed, 66½ lbs. to the yard, 30 feet long, laid on steel sleepers with wrought iron keys. The width at formation level is 18 feet. The centre line is on embankment. There are a few bridges of one or two spans of 20 feet each, but the drainage of the country is mostly by nullahs.</p>	<p>The orders for the survey of this line were given in December 1887. Construction was sanctioned in December 1888; work commenced in January 1889 and was completed on 5th May 1890.</p> <p>The cost has been defrayed by His Highness the Gaekwar.</p> <p>This line is worked and maintained by the Bombay, Baroda and Central India Railway Company.</p>												

APPENDIX  
RAIL  
*Constructed and in progress*  
**LINES OWNED BY**  
and worked

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLIX	<p><b>Kolhápur—</b></p> <p style="text-align: center;"><b>METRE GAUGE.</b></p> <p>Kolhápur to Miraj (159½ miles from Poona on the Poona branch of the Southern Mahratta railway) . . . . . 29½</p>	29½	
	<b>TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES . . . . .</b>	<b>769½</b>	<b>555½</b>



D—continued.

## WAYS

on 31st March 1891.

## NATIVE STATES.

by Companies.

Details of construction.	REMARKS.
<p>The line is constructed for a single track. The rails are steel, 41½ lbs. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100.</p> <p>The following important rivers are crossed :—  Kistna river, 14 spans, 60' girders.  Panchganga 10 „ 60' „</p>	<p>The Government of India authorised the commencement of work in February 1888.</p> <p>The cost is estimated at ₹22,72,520. The necessary funds will be provided by the Kolhápur Darbar, and the line, when completed, will be worked by the Southern Mahratta Railway Company.</p> <p>The line will be opened for traffic on 21st April 1891.</p>

APPENDIX  
RAIL  
*Constructed and in progress*  
LINES OWNED BY  
and worked by State

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
L	<p>Rájpura-Bhátinda—</p> <p style="text-align: right;">Miles.</p> <p style="text-align: center;">STANDARD GAUGE.</p> <p>Rájpura (179 miles from Delhi on the North Western railway, main line), via Patiala to Bhátinda . . . . . 107½</p>	<p>Miles.</p> <p style="text-align: center;">107½</p>	<p style="text-align: right;">Miles.</p> <p>Rájpura to Patiala . . . . . 1-11-84 . . . 15½ Patiala to Bhátinda . . . . . 13-10-89 . . . 92 <hr style="width: 100px; margin-left: 0;"/>107½</p>
LI	<p>Jammu and Kashmir—</p> <p style="text-align: center;">STANDARD GAUGE.</p> <p>Siálkot (436½ miles from Delhi on the Siálkot branch of the North Western railway) to the left bank of the Tawi river near Jammu . . . . . 24½</p>	<p>Miles.</p> <p style="text-align: center;">24½</p>	<p>Siálkot to the left bank of the Tawi river . . . . . 15-3-90 . . . 24½</p>
<p>TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY</p>		<p>132½</p>	

D—continued.

## WAYS

on 31st March 1891.

## NATIVE STATES

## Railway Agency.

Details of construction.	REMARKS.
<p>The country traversed is eminently favourable. The line is practically a surface one for a single track with steel rails, 68lbs. per yard, laid on deodar sleepers.</p>	<p>The line from Rájpara to Patiala was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiala Darbar. Sanction was given to it on the 7th December 1883. The extension to Bhátinda (92 miles) was surveyed in 1887, and construction was commenced in April 1888. The line is worked and maintained under an agreement by the North Western railway.</p>
<p>This line has been constructed according to the standard dimensions. The rails in the British section are second-hand 60lbs. iron ones taken out of the North Western railway, main line; those in the Kashmir State are 75lbs. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers are used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality.</p>	<p>Sanction was given to the construction of this line on the 25th February 1888. It is 24.41 miles in length, of which 8.49 miles lie in British territory and 15.92 miles in Kashmir. The whole line has been constructed by the Kashmir Darbar. The Darbar has provided the capital for the portion of the line which lies within the Kashmir territory, and the Government of India for the outlay on the British section. The British section now forms an integral part of the main line of the North Western railway, and the Kashmir section is maintained and worked by the latter as a leased line under an agreement for five years. The terms of working will be found in Appendix S, Part II, of the Railway Administration Report for 1890-91.</p>

LINES OWNED AND WORKED

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LII	<p><b>Jodhpore—</b></p> <p>METRE GAUGE.</p> <p><i>Main line—</i>                      Marwar Railway Junction (320 miles from Agra on the Rajputana-Malwa railway) to Marwar Páli . . . . . 19                      Marwar Páli to Lúni Junction . . . . . 25                      Lúni Junction to Jodhpore . . . . . 20                      ————— 64</p> <p><i>Pachpadra extension—</i>                      Lúni Junction to Pachpadra . . . . . 59½</p>	123½	<p><i>Main line—</i>                      Marwar Railway Junction to Marwar Páli—                      for goods traffic . . . . . 24-6-82 }                      for passenger traffic . . . . . 27-7-82 } 19                      Marwar Páli to Lúni Junction 17-6-84 . . . . . 25                      Lúni Junction to Jodhpore . . . . . 9-3-85 . . . . . 20                      ————— 64</p> <p><i>Pachpadra extension—</i>                      Lúni Junction to Pachpadra . . . . . 22-3-87 . . . . . 59½</p> <p>TOTAL OPEN MILEAGE . . . . . 123½</p>
LIII	<p><b>Bhávnaġar-Gondal-Junáġarh-Porbandar—</b></p> <p>METRE GAUGE.</p> <p>Bhávnaġar Bandar to Wadhván Junction . . . . . 104½</p> <p>Dhola Junction (32 miles from Bhávnaġar Bandar) to Porbandar Bandar . . . . . 159</p> <p>Jetalsar Junction (112 miles from Bhávnaġar Bandar) to Verával Bandar, including 2½ miles of Junáġarh Quarry line . . . . . 69½</p>	333½	<p>Bhávnaġar to Wadhván 20-12-80 . . . . . (a) 104½</p> <p>Dhola to Dhoráġi . . . . . 19-1-81 . . . . . 88½</p> <p>Dhoráġi to Porbandar 17-12-89 . . . . . 69½</p> <p>Porbandar to Porbandar Bandar—                      for goods traffic . . . . . 15-3-90 . . . . . 1</p> <p>Jetalsar to Junáġarh . . . . . 1-9-88 . . . . . 16</p> <p>Junáġarh to Verával (including Junáġarh Quarry line) . . . . . 1-2-89 . . . . . (b) 53½</p> <p>Verával to Verával Bandar—                      for goods traffic . . . . . 1-12-90 . . . . . ½</p> <p>TOTAL OPEN MILEAGE . . . . . 333½</p>
LIV	<p><b>Morvi—</b></p> <p>2' 6" GAUGE.</p> <p><i>Main line—</i>                      Wadhván (389½ miles from Bombay on the Bombay, Baroda and Central India Railway), <i>via</i> Vánkáner to Morvi . . . . . 68½</p> <p><i>Ráġkot branch—</i>                      Vánkáner to Ráġkot . . . . . 25½</p>	93½	<p><i>Main line—</i>                      Wadhván to Dolia . . . . . 11-3-86 . . . . . 24                      Dolia to Vánkáner . . . . . 20-11-86 . . . . . 27½                      Vánkáner to Morvi . . . . . 24-3-87 . . . . . 16½                      ————— 68½</p> <p><i>Ráġkot branch—</i>                      Vánkáner to Ráġkot . . . . . 1-1-90 . . . . . 25½</p> <p>TOTAL OPEN MILEAGE . . . . . 93½</p>

(a) Of this the Bhávnaġar Dock estate line (0.89 mile) is worked for goods traffic only.  
 (b) Of this the Junáġarh Quarry line (2.3 miles) is worked for goods traffic only.

D—continued.

## WAYS

on 31st March 1891.

## BY NATIVE STATES.

Details of construction.	REMARKS.
<p>The works are very light. The permanent-way consists of second-hand 36lbs. rails (obtained from the Rajputana-Malwa railway) laid for the first 19 miles on creosoted pine sleepers. On the remaining length of the main line the rails are laid on jungle-wood sleepers. On the Pachpadra extension the rails are new steel, 36lbs. to the yard, laid on transverse steel sleepers. There is a telegraph on the main line, but not on the Pachpadra extension. The line is unfenced.</p>	<p>This line has been constructed at the expense of, and is worked by, the Jodhpore State. The extension of a fair weather line to the Lúni river was sanctioned during 1883. The extension to Jodhpore was sanctioned during 1884. The Lúni river is crossed by a fair weather causeway. A further extension from Lúni to Pachpadra was sanctioned on the 31st December 1885, and opened on the 22nd March 1887.</p>
<p>The line from Bhávnagar to Wadhván and Dhoráji has been constructed for a single track with 41½lb flat-footed steel rails on half-round pine sleepers. The ruling gradient is practically 1 in 200, but there is a short length (½ mile) of 1 in 100 at Ránpur Bridge. The ruling gradient on the Jetalsar-Verával section is 1 in 150. The permanent-way consists of 41½lb flat-footed steel rails, laid on jungle-wood sleepers obtained locally from the Gir Forest. The permanent-way on the Dhoráji-Forbandar section consists of 41½lb flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient on this section is 1 in 200.</p>	<p>The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native States by the British Government, and is worked under the direction of a committee of management consisting of representatives of each of the proprietary States. The Political Agent in Káthiáwár is President of this committee of delegates. The portions from Bhávnagar to Wadhván on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State. The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on 24th December 1886. The line has been constructed at the expense of the Junágarh State, within whose territory it lies. The survey of the Dhoráji-Forbandar section was sanctioned by the Government of India on 1st November 1886 and commenced in March 1887. The construction was sanctioned on 24th January 1888. The line has been constructed at the joint expense of the Gondal and Forbandar States.</p>
<p>The line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way consists of steel rails, weighing 19lbs. and 29lbs. to the yard, laid partly on patent steel and partly on timber sleepers. The main line was opened through its full length, 68½ miles, on 24th March 1887, being fully bridged and completed. The permanent-way on the Rájkot branch consists of 19lb rails laid on light sleepers, and curves have been laid with 29lb rails and sleepers, partly patent and partly timber.</p>	<p>Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhván to Rájkot. The scheme was afterwards modified, and the line was carried to Morvi, <i>via</i> Vánkáner, instead of to Rájkot. Plans and estimates for an extension to Rájkot were submitted to Government on the 20th February 1888. The extension line was completed and opened for traffic on the 1st January 1890.</p>

APPENDIX.  
RAIL

*Constructed and in progress*

**LINES OWNED AND WORKED**

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.		Date of opening for public traffic.
	Miles.	Miles.		Miles.
LV	Jodhpore-Bikanir—  METRE GAUGE.  <i>Main line—</i> Jodhpore to Jodhpore Frontier . . . . . 123½ Jhodhpore Frontier to Bikanir town . . . . . 45½ <span style="margin-left: 100px;">—————</span>	169		
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES . . . . .	720		551

D - continued.

## WAYS

on 31st March 1891.

## BY NATIVE STATES.

Details of construction.	REMARKS.
<p>The permanent-way consists of 36lb steel rails laid for the first 20 miles out from Jodhpore on deodar sleepers, and beyond that on Rendel's steel Sleepers.</p>	<p>The expense of constructing this line will be defrayed by the Jodhpore and Bikanir Darbars, each paying for the portion in their own territory.</p> <p>The construction of the section from Jodhpore to Jodhpore Frontier was sanctioned on the 12th May 1890 and that of the section from Jodhpore Frontier to Bikanir Town on the 27th September 1890.</p> <p>The line from Jodhpore to Merta Road, 64½ miles, will be opened for traffic on the 8th April 1891, and the remaining portion probably in August 1891.</p>

APPENDIX  
RAIL  
*Constructed and in progress*  
FOREIGN

No.	Name and gauge of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LVI	<p>West of India Portuguese— METRE GAUGE. Mormugao to the Portuguese Frontier . 51</p>	51	<p>Mormugao to Sonauli . . . 17-1-87 41                  Sonauli to Frontier . . . 3-2-88 10                  TOTAL OPEN MILEAGE . 51</p>
LVII	<p>Pondicherry. METRE GAUGE. Gingee River (French Frontier) to Pondicherry . . . . . 7½</p>	7½	<p>Gingee River to Pondicherry . 16-12-79 7½</p>
<b>TOTAL FOREIGN LINES .</b>		<b>58½</b>	<b>58½</b>



## WAYS

on 31st March 1891.

## LINES.

Details of construction.	REMARKS.
<p>The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails.</p> <p>The permanent-way throughout is of the 62lbs State railway type, with 10 sleepers to the rail. The sleepers used are creosoted pine, sal and teak.</p> <p>The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts.</p> <p>On the Ghâts there are 12 tunnels and 2 covered ways and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhoré Ghât on the Great Indian Peninsula Railway.</p>	<p>The West of India Portuguese line has been undertaken by a Company under a guarantee given in April 1881 by the Portuguese Government; it extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier. The railway works were, in the first instance, given out on contract and work was commenced on 22nd February 1882. The contractors having, however, failed to make satisfactory progress, the works were taken over by the Company at the end of January 1884, and arrangements made to carry them on departmentally.</p> <p>The harbour and line to the 41st mile were opened for public traffic on the 17th January 1887, and the remaining Ghât Section of 10 miles on the 3rd February 1888.</p>
<p>The line is single, and is laid with 40·3lb iron rails on wooden sleepers, except over the Gingee bridge which was laid, when rebuilt, with 50lb steel rails on pot sleepers.</p>	<p>This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government.</p> <p>The bridge of seven spans of 150 feet each over the Gingee river was almost entirely washed away by the floods of December 1884; it was re-opened for traffic in September 1886.</p> <p>This line is worked and maintained by the South Indian Railway Company under an agreement, the terms of which will be found in Appendix Q, Part II of the Railway Administration Report for 1890-91.</p>

## Statement showing the distribution of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-West- ern Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
<b>STATE LINES WORKED BY COMPANIES.</b>								
Opened for traffic . . . . .	1,273½	911½	1,433¾	1,712½	368¾	713¾	...	...
In progress . . . . .	275½	59½	16	115¾	...	...	...	...
Total length sanctioned . . . . .	1,549	970½	1,449¾	1,828	368¾	713¾	...	...
<b>STATE LINES WORKED BY THE STATE.</b>								
Opened for traffic . . . . .	...	...	930½	799	1,491½	...	36	556
In progress . . . . .	425½	...	79	(a) 47	(b) 38	...	...	183½
Total length sanctioned . . . . .	425½	...	1,009½	846	1,529½	...	36	739½
<b>LINES WORKED BY GUARANTEED COMPANIES.</b>								
Opened for traffic . . . . .	760	1,088	...	...	...	391	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . . . .	760	1,088	...	...	...	391	...	...
<b>ASSISTED COMPANIES.</b>								
Opened for traffic . . . . .	...	...	78	54½	162	...	77½	8
In progress . . . . .	42	...	...	...	...	...	...	...
Total length sanctioned . . . . .	42	...	78	54½	162	...	77½	8
<b>LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.</b>								
Opened for traffic . . . . .	...	153	...	...	...	13	...	...
In progress . . . . .	...	54	...	...	...	...	...	...
Total length sanctioned . . . . .	...	207	...	...	...	13	...	...
<b>LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.</b>								
Opened for traffic . . . . .	...	...	...	...	116½	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . . . .	...	...	...	...	116½	...	...	...
<b>LINES OWNED AND WORKED BY NATIVE STATES.</b>								
Opened for traffic . . . . .	...	...	...	...	...	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . . . .	...	...	...	...	...	...	...	...
<b>FOREIGN LINES.</b>								
Opened for traffic . . . . .	...	...	...	...	...	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . . . .	...	...	...	...	...	...	...	...
<b>TOTAL.</b>								
Opened for traffic . . . . .	2,033½	2,152½	2,442½	2,565¾	2,138½	1,117¾	113½	564
In progress . . . . .	743	113½	95	162¾	38	...	...	183½
Total length sanctioned . . . . .	2,776½	2,265½	2,537¾	2,728½	2,176½	1,117¾	113½	747½

(a) In abeyance.

(b) Of this 11 miles are constructed but not yet opened for public traffic.

E.

of railways by provinces on the 31st March 1891.

Hyderabad.	Mysore.	Rajputana.	Central India.	Baluchistan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese Territory.	French Territory.	TOTAL.
35½	295½	647	671½	...	...	...	...	...	...	...	8,063½
...	69½	...	53½	...	...	...	...	...	...	...	589½
35½	365	647	725½	...	...	...	...	...	...	...	8,652½
...	...	...	...	371½	463½	...	...	...	...	...	4,648
...	...	...	...	(c) 41½	77½	...	...	...	...	...	89a
...	...	...	...	413	541	...	...	...	...	...	5,540
139½	57½	...	...	...	...	...	152	...	...	...	2,588½
...	...	...	...	...	...	...	...	...	...	...	...
139½	57½	...	...	...	...	...	152	...	...	...	2,588½
...	...	...	...	...	...	...	...	...	...	...	380
...	...	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	...	422
332½	...	...	44	...	...	...	13	...	...	...	555½
(a) 160	...	...	...	...	...	...	...	...	...	...	214
492½	...	...	44	...	...	...	13	...	...	...	769½
...	...	...	...	...	...	...	...	16	...	...	132½
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	16	...	...	132½
...	...	123½	...	...	...	427½	...	...	...	...	551
...	...	169	...	...	...	...	...	...	...	...	169
...	...	292½	...	...	...	427½	...	...	...	...	720
...	...	...	...	...	...	...	...	...	51	7½	58½
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	51	7½	58½
507½	353½	770½	715½	371½	463½	427½	165	16	51	7½	16,976½
160	69½	169	53½	41½	77½	...	...	...	...	...	1,906½
667½	422½	939½	769½	413	541	427½	165	16	51	7½	18,883½

(c) Of this 9½ miles are constructed, but not yet opened for public traffic.

APPENDIX F.

Table of railways constructed in or traversing Native States.

Serial No.	RAILWAY.	NATIVE STATES TRAVERSED.							
		Names of States.	COMMENCES AT		ENDS AT				
			Distance from Naini Junction.	Nearest Railway Station.	Distance from Naini Junction.	Nearest Railway Station.			
		Miles.	Feet.	Miles.	Feet.				
I	†EAST INDIAN	Rewah*	29	295	Shiurájpur	34	990	Bargarh.	
		Rewah*	43	2,715	Bargarh	46	3,012	Dabhaura.	
		Rewah*	47	372	Dabhaura	51	2,482	Dabhaura.	
		Rewah*	98	1,683	Jaitwár	112	3,241	Sutna.	
		Putter Kacher*	83	4,121	Majhgawán	84	1,510	Majhgawán.	
		Kothi*	84	1,510	Majhgawán	85	2,711	Majhgawán.	
		Kothi*	90	896	Majhgawán	91	321	Majhgawán.	
		Sohawal*	85	2,711	Majhgawán	87	3,990	Majhgawán.	
		Sohawal*	91	321	Majhgawán	95	5,156	Jaitwár.	
		Panna*	87	3,990	Majhgawán	90	896	Majhgawán.	
		Nagode*	95	5,156	Jaitwár	98	1,683	Jaitwár.	
		Nagode*	112	3,241	Sutna	128	2,099	Maihar.	
		Maihar*	128	2,099	Maihar	160	4,525	Jukehi.	
		Distance from Nágpur Junction.		Distance from Nágpur Junction.					
V	BENGAL-NÁGPUR	Khairagarh	114	3,960	Bortaláo	139	581	Musrá.	
		Nándgaon	139	581	Musrá	158	634	Muripár.	
		Sakti	302	...	Báráduár	311	1,901	Sakti.	
		Raigarh	311	1,901	Sakti	359	3,010	Kanika.	
		Gángpur	359	3,010	Kanika	365	4,858	Belpahár.	
		Gángpur	397	2,798	Bágdehi	403	1,584	Bámra.	
		Gángpur	421	1,901	Kumarkela	463	4,066	Manharpur.	
		Bámra	403	1,584	Bámra	419	4,752	Gárpos.	
		Banksai	519	4,224	Amda	524	3,696	Amda.	
		Dugni	528	1,584	Sini	531	1,584	Sini.	
		Rewah	329	4,910	Kahairi	431	1,742	Chandia.	
		Distance from Itársi Junction.		Distance from Itársi Junction.					
VI	INDIAN MIDLAND—	BHOPAL-JHÁNSI-AGRA SECTION.	Bhopal	56	5,023	Bhopal	87	3,105	Bhílsa.
			Gwalior	87	3,105	Bhílsa	116	3,160	Básoda.
			Kurwai	116	3,160	Básoda	117	1,096	Básoda.
			Gwalior	117	1,096	Básoda	120	2,756	Bágru.
			Kurwai	120	2,756	Bágru	122	216	Bágru.
			Gwalior	122	216	Bágru	128	2,206	Kalhar.
			Bhopal	128	2,206	Kalhar	129	5,206	Bawara.
			Kurwai	129	5,206	Bawara	131	3,186	Bawara.
			Kurwai	132	4,866	Bawara	137	4,316	Kethora.
			Orchha	212	129	Basai	213	3,534	Basai.
			Khaniadhána	213	3,534	Basai	217	2,539	Basai.
			Datia	248	1,961	Datia	266	4,990	Dabra.
			Gwalior	266	4,990	Dabra	334	1,591	Hetampur.
			Dholpur	334	1,591	Hetampur	353	4,745	Saiya.
	JHÁNSI-MÁNIKPUR SECTION	Orchha	242	477	Jhánsi	243	2,547	Jhánsi.	
		Orchha	244	1,097	Jhánsi	246	357	Barwa Ságar.	
		Orchha	246	3,937	Barwa Ságar	249	2,907	Barwa Ságar.	
		Orchha	252	437	Barwa Ságar	258	647	Teharka.	
		Orchha	258	4,287	Teharka	258	4,587	Teharka.	
		Orchha	260	1,087	Teharka	267	3,467	Teharka.	
		Alipura	286	2,217	Harpálpur	290	4,107	Harpálpur.	
		Alipura	292	3,927	Harpálpur	293	1,517	Harpálpur.	
		Ganouli	300	827	Jaitpur	301	1,327	Jaitpur.	
		Pahra	391	322	Tamliá	391	2,322	Tamliá.	
		Taraon	391	2,322	Tamliá	396	2,467	Chitukot.	
		JHÁNSI-CAWNPORE SECTION	Samther	263	4,907	Moth	268	1,617	Moth.
			Samther	276	4,317	Púnch	279	2,877	Púnch.
			Samther	281	767	Púnch	284	3,277	Púnch.

† The lands occupied by this line in the States marked with asterisks have been ceded to the British Government in full sovereignty, and therefore now form part of British India.

## APPENDIX F—continued.

Table of railways constructed in or traversing Native States—continued.

Serial No.	RAILWAY.	NATIVE STATES TRAVERSED.								
		Names of States.	COMMENCES AT			ENDS AT				
			Distance from Delhi Junction.		Nearest Railway Station.	Distance from Delhi Junction.		Nearest Railway Station.		
Miles.	Feet.	Miles.	Feet.							
VIII	RAJPUTANA-MALWA— DELHI TO AHMEDABAD	Patandi . . . . .	35	194	Játaoli . . . . .	39	177	Játaoli.		
		Patandi . . . . .	41	218	Játaoli . . . . .	41	255	Játaoli.		
		Nábha . . . . .	57	180	Báwal . . . . .	68	5	Ajeráka.		
		Ulwur . . . . .	68	5	Ajeráka . . . . .	125	...	Baswa.		
		Jeypore . . . . .	125	...	Baswa . . . . .	245	3,100	Sáli.		
		Jeypore . . . . .	245	4,460	Sáli . . . . .	246	570	Sáli.		
		Jeypore . . . . .	246	1,025	Sáli . . . . .	247	2,645	Tilaunia.		
		Kishengurh . . . . .	245	3,100	Sáli . . . . .	245	4,460	Sáli.		
		Kishengurh . . . . .	246	570	Sáli . . . . .	246	1,025	Sáli.		
		Kishengurh . . . . .	247	2,645	Tilaunia . . . . .	249	1,173	Tilaunia.		
		Kishengurh . . . . .	251	1,109	Tilaunia . . . . .	261	217	Kishengurh.		
		Jodhpore . . . . .	318	...	Sendra . . . . .	431	4,070	Keshavganj.		
		Sirohee . . . . .	431	4,070	Keshavganj . . . . .	471	2,750	Maval.		
		Pálanpur . . . . .	471	2,750	Maval . . . . .	508	250	Chhápi.		
		Baroda . . . . .	508	250	Chhápi . . . . .	564	170	Kálol.		
					Distance from Phulera Junction.		Distance from Phulera Junction.			
			SAMBHAR BRANCH	Jeypore and Jodhpore	1	48	Phulera . . . . .	6	7	Sámbar.
				Jodhpore . . . . .	6	7	Sámbar . . . . .	21	5,214	Kucháman Road.
					Distance from Agra Junction.		Distance from Agra Junction.			
			AGAR BRANCH	Bhurtpore . . . . .	21	88	Ikran . . . . .	58	119	Kherli.
				Ulwur . . . . .	58	119	Kherli . . . . .	67	83	Ghosrána.
				Ulwur . . . . .	68	168	Ghosrána . . . . .	69	150	Ghosrána.
				Ulwur . . . . .	76	...	Hindaun Road . . . . .	77	50	Rámpura.
				Ulwur . . . . .	78	25	Rámpura . . . . .	83	145	Biwai.
				Ulwur . . . . .	85	...	Biwai . . . . .	87	43	Biwai.
				Jeypore . . . . .	67	83	Ghosrána . . . . .	68	168	Ghosrána.
				Jeypore . . . . .	69	150	Ghosrána . . . . .	76	...	Hindaun Road.
				Jeypore . . . . .	77	50	Rámpura . . . . .	78	25	Rámpura.
				Jeypore . . . . .	83	145	Biwai . . . . .	85	...	Biwai.
				Jeypore . . . . .	87	43	Biwai . . . . .	93	2,758	Bándikui.
					Distance from Ajmere Junction.		Distance from Ajmere Junction.			
			MALWA SECTION (AJMERE TO KHANDWA).	Oodeypur . . . . .	41	1,950	Barl . . . . .	122	5,030	Shambhúpara.
				Oodeypur . . . . .	125	5,090	Shambhúpara . . . . .	127	1,250	Shambhúpara.
				Tonk . . . . .	122	5,030	Shambhúpara . . . . .	125	5,090	Shambhúpara.
				Tonk . . . . .	127	1,250	Shambhúpara . . . . .	138	2,200	Kesarpura.
				Tonk . . . . .	143	2,700	Kesarpura . . . . .	145	1,200	Neemuch.
				Sindia . . . . .	138	2,200	Kesarpura . . . . .	143	2,700	Kesarpura.
				Sindia . . . . .	145	1,200	Neemuch . . . . .	163	2,400	Malhárganh.
				Sindia . . . . .	174	2,720	Tharod . . . . .	205	5,130	Dhodhar.
				Sindia . . . . .	249	3,900	Runija . . . . .	258	3,160	Barnagar.
				Sindia . . . . .	250	4,070	Barnagar . . . . .	271	1,700	Chambal.
				Sindia . . . . .	278	2,360	Fatehabad . . . . .	281	3,600	Fatehabad.
				Holkar and Sindia combined.	282	2,900	Fatehabad . . . . .	285	4,800	Fatehabad.
				Sindia . . . . .	287	2,700	Ajnod . . . . .	287	3,300	Ajnod.
				Holkar and Sindia combined.	288	1,700	Ajnod . . . . .	289	2,800	Ajnod.
				Holkar and Sindia combined.	291	2,900	Ajnod . . . . .	292	150	Ajnod.
				Sindia . . . . .	292	150	Ajnod . . . . .	294	150	Pália.
				Jaora . . . . .	163	2,400	Malhárganh . . . . .	170	1,700	Píplia.
				Jaora . . . . .	171	4,980	Tharod . . . . .	172	4,280	Tharod.
				Jaora . . . . .	173	1,000	Tharod . . . . .	173	1,650	Tharod.
				Jaora . . . . .	205	5,130	Dhodhar . . . . .	219	4,080	Námli.
				Holkar . . . . .	170	1,700	Píplia . . . . .	171	4,980	Tharod.
				Holkar . . . . .	172	4,280	Tharod . . . . .	173	1,500	Tharod.
				Holkar . . . . .	173	1,650	Tharod . . . . .	174	2,720	Tharod.
				Holkar . . . . .	271	1,700	Chambal . . . . .	278	2,360	Fatehabad.
				Holkar . . . . .	281	3,600	Fatehabad . . . . .	282	2,900	Fatehabad.
				Holkar . . . . .	285	4,800	Fatehabad . . . . .	287	2,700	Ajnod.

APPENDIX F—continued.

Table of railways constructed in or traversing Native States—continued.

Serial No.	RAILWAY.	NATIVE STATES TRAVERSED.							
		Names of States.	COMMENCES AT		ENDS AT		Nearest Railway Station.		
			Distance from Ajmere Junction.	Nearest Railway Station.	Distance from Ajmere Junction.	Nearest Railway Station.			
		Miles.	Feet.			Miles.	Feet.		
VIII	RAJPUTANA-MALWA—concl'd. MALWA SECTION (AJMERE TO KHANDWA)—concl'd.	Holkar . . . . .	287	3,300	Ajnod . . . . .	288	1,700	Ajnod.	
		Holkar . . . . .	289	2,800	Ajnod . . . . .	291	2,900	Ajnod.	
		Holkar . . . . .	294	150	Pália . . . . .	355	...	Mortakka.	
		Holkar . . . . .	358	1,200	Sanáwad . . . . .	363	1,800	Nimar-Kheri.	
		Holkar . . . . .	366	3,300	Nimar-Kheri . . . . .	367	1,450	Nimar-Kheri.	
		Rutlam . . . . .	219	4,080	Námli . . . . .	222	3,050	Námli.	
		Rutlam . . . . .	222	5,050	Námli . . . . .	226	650	Námli.	
		Rutlam . . . . .	229	550	Rutlam . . . . .	235	400	Rutlam.	
		Rutlam . . . . .	235	1,050	Rutlam . . . . .	242	4,830	Naugánwán.	
		Rutlam . . . . .	244	4,880	Naugánwán . . . . .	246	4,930	Naugánwán.	
		Sailána . . . . .	222	3,050	Námli . . . . .	222	5,050	Námli.	
		Sailána . . . . .	226	650	Námli . . . . .	229	550	Rutlam.	
		Sailána . . . . .	235	400	Rutlam . . . . .	235	1,050	Rutlam.	
		Sailána . . . . .	242	4,830	Naugánwán . . . . .	244	4,880	Naugánwán.	
		Sailána . . . . .	246	4,930	Naugánwán . . . . .	249	600	Runija.	
		Dhár . . . . .	249	600	Runija . . . . .	249	3,900	Runija.	
		Dhár . . . . .	258	3,160	Barnagar . . . . .	259	4,070	Barnagar.	
				Distance from Fatehabad Junction.			Distance from Fatehabad Junction.		
			UJJAIN BRANCH . . . . .	Sindia . . . . .	...	...	Fatehabad . . . . .	10	400
		Holkar . . . . .	10	400	Ujjain . . . . .	10	2,700	Ujjain.	
		Sindia . . . . .	10	2,700	Ujjain . . . . .	14	1,500	Ujjain.	
			Distance from Rewári Junction.			Distance from Rewári Junction.			
	REWÁRI TO FEROEPCRE . . . . .	Dujána . . . . .	19	1,300	Kosli . . . . .	19	3,350	Kosli.	
		Dujána . . . . .	20	220	Kosli . . . . .	22	430	Jhárlí.	
		Jánd . . . . .	29	2,975	Jhárlí . . . . .	45	2,000	Mánheru.	
		Patíála . . . . .	164	2,100	Kalánwáli . . . . .	190	2,330	Goniána.	
		Patíála . . . . .	190	4,000	Goniána . . . . .	191	300	Goniána.	
		Farídkot . . . . .	190	2,330	Goniána . . . . .	190	4,000	Goniána.	
		Farídkot . . . . .	191	300	Goniána . . . . .	195	2,400	Goniána.	
		Farídkot . . . . .	203	2,475	Jaitu . . . . .	231	2,200	Golehwála.	
		Nábha . . . . .	195	2,400	Goniána . . . . .	203	2,475	Jaitu.	
			Distance from Kot Kapúra Junction.			Distance from Kot Kapúra Junction.			
	FÁZILKA BRANCH . . . . .	Faridkot . . . . .	...	...	Kot Kapúra . . . . .	7	2,350	Bariwála.	
			Distance from Cawnpore.			Distance from Cawnpore.			
	CAWNPORE TO ACHNERA . . . . .	Bhurtpore . . . . .	221	3,540	Bhainsa . . . . .	225	384	Bhainsa.	
			Distance from Dhond Junction.			Distance from Dhond Junction.			
X	DHOND-MÁNMAĐ . . . . .	Nizam's Domi- nions.	105	3,432	Puptámba . . . . .	107	2,145	Samvatsar.	
			Distance from Portuguese Frontier.			Distance from Portuguese Frontier.			
XI	SOUTHERN MAHRATTA— MAIN LINE.	Nizam's Domini- ons.	126	3,813	Harlápúr . . . . .	161	488	Munirabad.	
		Venkatagiri . . . . .	395	4,488	Tarlupádu . . . . .	405	3,549	Márkapur Road.	
		Venkatagiri . . . . .	408	3,436	Márkapur Road . . . . .	409	2,845	Gajjalakonda.	
		Venkatagiri . . . . .	412	1,883	Gajjalakonda . . . . .	429	3,300	Kurichédu.	

## APPENDIX F—continued.

Table of railways constructed in or traversing Native States—continued.

Serial No.	RAILWAY.	NATIVE STATES TRAVERSED.							
		Names of States.	COMMENCES AT		ENDS AT				
			Distance from Londa Junction.	Nearest Railway Station.	Distance from Londa Junction.	Nearest Railway Station.			
XI	SOUTHERN MAHRATTA— concl'd. POONA BRANCH		Miles	Feet.		Miles	Feet.		
		Kurundvād . . . . .	26	1,125	Desur . . . . .	28	4,325	Desur.	
		Sangli . . . . .	37	4,150	Sulebhāvi . . . . .	38	2,975	Sulebhāvi.	
		Sangli . . . . .	41	2,625	Sulebhāvi . . . . .	47	1,250	Suldhāl.	
		Kurundvād . . . . .	49	3,375	Suldhāl . . . . .	50	2,200	Suldhāl.	
		Kolhāpur . . . . .	79	3,500	Chikodi Road . . . . .	80	3,100	Chikodi Road.	
		Kurundvād . . . . .	80	3,100	Chikodi Road . . . . .	82	3,350	Raibag.	
		Kolhāpur . . . . .	82	3,350	Raibag . . . . .	88	4,125	Raibag.	
		Kolhāpur . . . . .	91	50	Raibag . . . . .	49	4,000	Kudchi.	
		Sangli . . . . .	99	950	Kudchi . . . . .	103	1,825	Shedbal.	
		Miraj . . . . .	108	1,875	Shedbal . . . . .	110	4,280	Shedbal.	
		Sangli . . . . .	110	4,280	Shedbal . . . . .	113	5,125	Miraj.	
		Miraj . . . . .	113	5,125	Miraj . . . . .	119	5,230	Miraj.	
		Sangli . . . . .	123	1,900	Sangli . . . . .	123	2,200	Sangli.	
		Miraj . . . . .	123	2,000	Sangli . . . . .	125	2,480	Sangli.	
		Sangli . . . . .	125	2,480	Sangli . . . . .	126	2,950	Sangli.	
		Sangli . . . . .	127	1,600	Sangli . . . . .	130	2,120	Ashta Road.	
		Aundh . . . . .	142	1,800	Kundal Road . . . . .	143	2,590	Kundal Road.	
		Sangli . . . . .	143	2,575	Kundal Road . . . . .	143	4,825	Kundal Road.	
		Aundh . . . . .	144	2,825	Kundal Road . . . . .	145	1,575	Takari.	
		Sangli . . . . .	145	1,575	Takari . . . . .	146	1,850	Takari.	
		Sangli . . . . .	146	3,950	Takari . . . . .	147	1,340	Takari.	
		Aundh . . . . .	150	3,420	Takari . . . . .	151	3,160	Shenoli.	
		Aundh . . . . .	164	4,225	Karad . . . . .	165	1,380	Karad.	
		Jamkhandi . . . . .	169	3,250	Masur . . . . .	171	1,675	Masur.	
		Phaltan . . . . .	212	2,575	Wathar . . . . .	224	140	Lonand.	
					Distance from Gadag Junction.		Distance from Gadag Junction.		
	BIJAPUR BRANCH	Rāmdurg . . . . .	21	2,030	Mallāpur . . . . .	26	3,380	Ālūr.	
		Sangli . . . . .	149	3,980	Lachyān . . . . .	153	5,250	Lachyān.	
		Akalkot . . . . .	156	1,320	Lachyān . . . . .	166	2,860	Tadval.	
			Distance from Hubli Junction.		Distance from Hubli Junction.				
	HARIHAR BRANCH	Jamkhandi . . . . .	5	807	Kundgol . . . . .	18	4,826	Gudgeri.	
		Miraj Mulla . . . . .	18	4,826	Gudgeri . . . . .	23	4,284	Yalvigi.	
		Savanūr . . . . .	30	2,009	Hattimattur . . . . .	30	2,656	Hattimattur.	
		Savanūr . . . . .	37	588	Karajgi . . . . .	38	4,558	Karajgi.	
XII	SOUTHERN MAHRATTA (MYSORE SECTION).	Mysore . . . . .	81	1,320	Harihar . . . . .	377	2,956	Mysore.	
				Distance from Kurrachee.		Distance from Kurrachee.			
XVII	NORTH WESTERN	Patiāla . . . . .	951	808	Sānahwāl . . . . .	955	1,668	Dorāha.	
		Patiāla . . . . .	956	3,474	Dorāha . . . . .	957	2,550	Dorāha.	
		Patiāla . . . . .	963	375	Khanna . . . . .	963	4,029	Khanna.	
		Patiāla . . . . .	969	3,817	Khanna . . . . .	970	4,023	Khanna.	
		Nābha . . . . .	970	4,023	Khanna . . . . .	970	5,037	Khanna.	
		Patiāla . . . . .	970	5,037	Khanna . . . . .	971	3,126	Sirhind.	
		Nābha . . . . .	971	3,126	Sirhind . . . . .	971	3,500	Sirhind.	
		Patiāla . . . . .	971	3,500	Sirhind . . . . .	1,002	3,892	Umballa City.	
		Kapurthala . . . . .	882	3,803	East Bank Beas . . . . .	893	1,133	Hamira.	
		Kapurthala . . . . .	910	509	Jullundur Cantonment.	921	918	Phagwāra.	
		Bahawalpur . . . . .	407	1,668	Reti . . . . .	554	3,777	Adamwahan Bridge.	
		Kalāt . . . . .	359	4,100	Jacobabad . . . . .	Ends beyond limit of main line Section.		...	
					Distance from Sāra.		Distance from Sāra.		
		XXI	EASTERN BENGAL	Cooch Behar . . . . .	157	2,253	Haldibāri . . . . .	163	1,891

## APPENDIX F—continued.

Table of railways constructed in or traversing Native States—continued.

Serial No.	RAILWAY.	NATIVE STATES TRAVERSED.							
		Names of States.	COMMENCES AT		ENDS AT				
			Distance from Bombay.	Nearest Railway Station.	Distance from Bombay.	Nearest Railway Station.			
			Miles. Feet.		Miles. Feet.				
XXXII	†GREAT INDIAN PENINSULA	Akalkot* . . .	298	4,257	Tilate (crossing station).	315	2,970	Boroti.	
		Kurundvād . . .	315	2,970	Boroti . . .	324	478	Dudhni.	
		Nizam's Domi- nions.	324	478	Dudhni . . .	442	236	Ráichúr.	
		Hyderabad As- signed Districts.	300	1,402	Khámkhed . . .	452	825	Pulgaon.	
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA— BOMBAY TO AHMEDABAD	Jawhár Raja . . .	72	2,587	Vángaon . . .	74	3,383	Vángaon.	
		Baroda . . .	134	2,290	Bilimora . . .	137	3,855	Amalsád.	
		Baroda . . .	137	5,157	Amalsád . . .	138	2,797	Amalsád.	
		Sachín . . .	142	2,230	Amalsád . . .	143	4,676	Vedcha.	
		Baroda . . .	148	1,942	Navsári . . .	156	2,134	Sachín.	
		Sachín . . .	156	2,134	Sachín . . .	160	4,446	Sachín.	
		Baroda . . .	177	1,994	Sáyan . . .	177	2,657	Sáyan.	
		Baroda . . .	182	4,237	Kim . . .	190	2,344	Pánoli.	
		Baroda . . .	217	4,285	Pálej . . .	218	3,980	Pálej.	
		Baroda . . .	219	4,898	Pálej . . .	258	3,140	Vásad.	
		Baroda . . .	286	1,296	Nadiád . . .	287	3,261	Mehmadabad.	
		AHMEDABAD TO WADHWÁN.	Bhojwa . . .	351	2,065	Viramgám . . .	351	3,085	Viramgám.
			Bajána . . .	357	3,960	Sábli Road . . .	359	1,760	Sábli Road.
Bajána . . .	360		1,795	Sábli Road . . .	366	3,510	Lilápur Road.		
Lakhtar . . .	366		3,510	Lilápur Road . . .	366	3,750	Lilápur Road.		
Lakhtar . . .	369		4,240	Lilápur Road . . .	378	4,170	Lakhtar.		
Wadhván . . .	378		4,170	Lakhtar . . .	389	3,020	Wadhván.		
PÁTRI BRANCH . . .	Bhojwa . . .	...	3,745	Viramgám . . .	4	2,818	Jhund.		
	Pátri . . .	6	3,829	Jhund . . .	9	2,326	Jhund.		
	Bajána . . .	9	2,336	Jhund . . .	11	196	Jhund.		
	Pátri . . .	11	196	Jhund . . .	20	2,340	Pátri.		
XXXIII	ÁNAND TO GODHRA	Pandu Mewas . . .	33	1,100	Sevalia . . .	34	3,540	Timba.	
		Baroda . . .	34	3,540	Timba . . .	36	460	Timba.	
XXXIV	MADRAS— SOUTH WEST LINE—BAN- GALORE BRANCH. NORTH WEST LINE	Mysore Terri- tory.	163	1,459	Kámasamudram	219	1,875	Bangalore City.	
		Nizam's Domi- nions.	333	5,170	Tungabhadra . . .	350	4,310	Ráichúr.	
XXXV	DELHI-UMBALLA-KALKA	Patiála . . .	130	5,130	Lalru . . .	136	2,150	Lalru.	
		Patiála . . .	137	4,140	Lalru . . .	138	4,410	Lalru.	
		Patiála . . .	154	3,800	Chandigarh . . .	160	3,700	Kalka.	
		Kalsia . . .	136	2,150	Lalru . . .	137	4,140	Lalru.	
		Kalsia . . .	138	4,410	Ghaggar . . .	142	3,900	Ghaggar.	
		Kalsia . . .	144	2,600	Ghaggar . . .	147	2,600	Ghaggar.	
XLII	KHÁNGAON . . .	Hyderabad As- signed Districts.	...	Jalamb . . .	7	2,889	Khámgaon.		

† The lands occupied by this line in the State marked with an asterisk have been ceded to the British Government in full sovereignty, and therefore now form part of British India.



## APPENDIX F—continued.

Table of railways constructed in or traversing Native States—continued

Serial No.	RAILWAY.	Names of States.	NATIVE STATES TRAVERSED.			
			COMMENCES AT		ENDS AT	
			Distance from Badnera Junction.	Nearest Railway Station.	Distance from Badnera Junction.	Nearest Railway Station.
XLIII	AMRÁOTI . . . .	Hyderabad As- signed Districts.	Miles. . . . Feet . . . .	Budnera . . . .	Miles. . . . Feet . . . .	Amráoti.
			Distance from Itársi Junction.		Distance from Itársi Junction.	
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	Bhopal . . . .	13 . . . . 660	Hoshangabad . . . .	56 . . . . 5,023	Bhopal.
			Distance from Wádi Junction.		Distance from Wádi Junction.	
XLV	THE NIZAM'S GUARANTEED STATE.	Hyderabad . . . . Hyderabad . . . . Hyderabad . . . . Hyderabad . . . .	. . . . 111 . . . . 115 . . . . 254 . . . .	Wádi Husain Ságar . . . . Trimuigherry . . . . Dornakal . . . .	. . . . 309 . . . . 115 . . . . 117 . . . . 271 . . . .	Gangineni. Hyderabad Ter- minus. Trimulgherry Troops siding. Mineral Termi- nus.
			Distance from Miyágám Junction.		Distance from Miyágám Junction.	
XLVI	THE GAEKWAR'S DABHOI— MIYÁGÁM TO BODELI . . . .	Baroda . . . .	. . . .	Miyágám . . . .	42 . . . . 1,051	Bodeli.
			Distance from Vishvámitri Junc- tion.		Distance from Vishvámitri Junc- tion.	
	VISHVÁMITRI TO CHÁNDOD . . . .	Baroda . . . . Sankheda Mewas (Rewa Kántha Agency).	. . . . 26 . . . . 2,010	Vishvámitri Ten Taláv . . . .	. . . . 26 . . . . 2,010 29 . . . . 3,000	Ten Taláv. Chándod.
			Distance from Mehsána Junction.		Distance from Mehsána Junction.	
XLVII	THE GAEKWAR'S MEHSÁNA VIRANGÁM BRANCH . . . . PÁTAN BRANCH . . . . KHERÁLU BRANCH . . . .	Baroda . . . . Mahi Kántha . . . . Baroda . . . . Baroda . . . .	. . . . 10 . . . . 313 . . . . . . . .	Mehsána . . . . Jhotana . . . . Mehsána . . . . Mehsána . . . .	. . . . 10 . . . . 313 12 . . . . 261 25 . . . . 27 . . . . 25	Jhotana. Jhotana. Pátan. Kherálu.
			Distance from Anand Junction.		Distance from Anand Junction.	
XLVIII	THE GAEKWAR'S PETLÁD— ANAND TO PETLÁD . . . .	Baroda . . . .	6 . . . . 420	Agás . . . .	13 . . . . 1,860	Petlád.
			Distance from Miraj Junction.		Distance from Miraj Junction.	
XLIX	KOLHÁPUR . . . .	Miraj Senior State Kolhápúr State . . . .	. . . . 5 . . . . 2,323	Miraj . . . . Shirol Road . . . .	. . . . 3 . . . . 2,112 29 . . . . 1,056	Miraj. Kolhápúr.
			Distance from Kurrachee.		Distance from Kurrachee.	
I	RÁJPURA-BHÁTINDA . . . .	Patiála . . . . Nábha . . . . Patiála . . . . Nábha . . . . Patiála . . . .	. . . . 992 . . . . 3,865 1,014 . . . . 665 1,017 . . . . 1,705 1,019 . . . . 2,365 1,019 . . . . 2,365 1,025 . . . . 2,297 1,025 . . . . 2,297	Rájpura . . . . Dhablán . . . . Dhablán . . . . Nábha . . . . Nábha . . . .	. . . . 1,014 . . . . 665 1,017 . . . . 1,705 1,019 . . . . 2,365 1,025 . . . . 2,297 1,027 . . . . 2,323	Dhablán. Dhablán. Dhablán. Nábha. Nábha.

APPENDIX F—continued.

Table of railways constructed in or traversing Native States—continued.

Serial No.	RAILWAY.	NATIVE STATES TRAVERSED.								
		Names of States.	COMMENCES AT		ENDS AT					
			Distance from Kurrachee.	Nearest Railway Station.	Distance from Kurrachee.	Nearest Railway Station.				
		Miles.	Feet.		Miles.	Feet.				
L	RÁJPURA-BHÁTINDA—concl'd.	Nábha . . . . .	1,027	2,323	Nábha . . . . .	1,028	1,726	Chintanwala.		
		Patiála . . . . .	1,028	1,726	Chintanwala . . . . .	1,033	1,199	Chintanwala.		
		Nábha . . . . .	1,033	1,199	Chintanwala . . . . .	1,035	1,526	Chintanwala.		
		Patiála . . . . .	1,035	1,526	Chintanwala . . . . .	1,073	4,340	Tappa.		
		Nábha . . . . .	1,075	908	Tappa . . . . .	1,080	2,286	Rámpura Phal.		
		Patiála . . . . .	1,080	2,286	Rámpura Phul . . . . .	1,081	3,078	Rámpura Phal.		
		Patiála . . . . .	1,093	2,117	Bhuchchu . . . . .	1,100	2,941	Bhátinda.		
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Kashmir . . . . .	920	2,640	Suchetgarh . . . . .	936	1,320	Tawi river.		
			Distance from Marwar Railway Junction.		Distance from Marwar Railway Junction.					
LII	JODHPORE . . . . .	Jodhpore . . . . .	...	...	...	...	This line is entirely in the Native State of Jodhpore.			
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR— BHÁVNAGAR TO WADHWÁN	Bhávnapar . . . . .	...	...	Bhávnapar . . . . .	3	3,900	Ghadechi.		
		Bhávnapar . . . . .	5	1,500	Ghadechi . . . . .	9	2,920	Vartej.		
		Shampura Girasia . . . . .	9	2,920	Vartej . . . . .	10	4,380	Vartej.		
		Bhávnapar . . . . .	10	4,380	Vartej . . . . .	11	300	Vartej.		
		Bhojpura Girasia . . . . .	11	300	Vartej . . . . .	11	2,500	Sihor.		
		Bhávnapar . . . . .	11	2,500	Sihor . . . . .	18	1,900	Songad.		
		Songad Girasia . . . . .	18	1,900	Songad . . . . .	19	3,380	Songad.		
		Bhávnapar . . . . .	19	3,380	Songad . . . . .	25	2,900	Sanosra.		
		Vaori Girasia . . . . .	25	2,900	Sanosra . . . . .	28	1,800	Sanosra.		
		Bhávnapar . . . . .	28	1,800	Sanosra . . . . .	32	3,360	Dhola.		
		Wangdra Girasia . . . . .	32	3,360	Dhola . . . . .	33	1,850	Dhola.		
		Bhojavadar Girasia . . . . .	33	1,850	Dhola . . . . .	35	3,100	Dhola.		
		Chabbaria Girasia . . . . .	35	3,100	Dhola . . . . .	38	1,200	Ujalváv.		
		Bhávnapar . . . . .	38	1,200	Ujalváv . . . . .	38	2,700	Ujalváv.		
		Ramanka Girasia . . . . .	38	2,700	Ujalváv . . . . .	39	2,950	Ujalváv.		
		Chitravad Girasia . . . . .	39	2,950	Ujalváv . . . . .	40	4,280	Ujalváv.		
		Ahungpur Girasia . . . . .	40	4,280	Ujalváv . . . . .	43	2,700	Ningála.		
		Vala . . . . .	43	2,700	Ningála . . . . .	44	1,550	Ningála.		
		Ishwaria Girasia . . . . .	44	1,550	Ningála . . . . .	44	2,400	Ningála.		
		Bhávnapar . . . . .	44	2,400	Ningála . . . . .	60	4,420	Botád.		
		Chuda . . . . .	75	1,360	Ránpur . . . . .	82	2,100	Chuda.		
		Karol . . . . .	82	2,100	Chuda . . . . .	85	20	Chuda.		
		Limbdi . . . . .	85	20	Chuda . . . . .	93	1,530	Limbdi.		
		Wadhván . . . . .	93	1,530	Limbdi . . . . .	104	1,600	Wadhván City.		
			DHOLA TO PORBANDAR	Bhávnapar . . . . .	32	...	Dhola . . . . .	32	4,820	Dhola.
				Wangdra Girasia . . . . .	32	4,820	Dhola . . . . .	33	500	Dhola.
				Bhojavadar Girasia . . . . .	33	500	Dhola . . . . .	34	880	Dhola.
				Bhávnapar . . . . .	34	880	Dhola . . . . .	34	1,100	Dhola.
				Ingorala Girasia . . . . .	34	1,100	Dhola . . . . .	37	850	Jália.
				Limbda Girasia . . . . .	37	850	Jália . . . . .	40	2,000	Jália.
				Jalia Girasia . . . . .	40	2,000	Jália . . . . .	41	1,000	Jália.
				Bhávnapar . . . . .	41	1,000	Jália . . . . .	47	1,350	Dhasa.
				Baroda . . . . .	47	1,350	Dhasa . . . . .	54	4,900	Láthi.
Láthi . . . . .	54			4,900	Láthi . . . . .	58	2,520	Láthi.		
Jetpur . . . . .	58			2,520	Láthi . . . . .	63	480	Chital.		
Baroda . . . . .	63			480	Chital . . . . .	65	100	Chital.		
Jetpur . . . . .	65			100	Chital . . . . .	70	3,620	Chital.		
Kotra Pitha . . . . .	70			3,620	Chital . . . . .	73	2,930	Luni-dhár.		
Jetpur . . . . .	73			2,930	Luni-dhár . . . . .	78	1,700	Luni-dhár.		
Junágarh . . . . .	78	1,700	Luni-dhár . . . . .	78	3,950	Luni-dhár.				
Jetpur . . . . .	78	3,950	Luni-dhár . . . . .	87	5,110	Kunkáváv.				
Junágarh . . . . .	87	5,110	Kunkáváv . . . . .	91	3,860	Khákharya.				

## APPENDIX F—concluded.

Table of railways constructed in or traversing Native States—concluded.

Serial No.	RAILWAY.	NATIVE STATES TRAVERSED.								
		Names of States.	COMMENCES AT		ENDS AT					
			Distance from Bhavnagar Bandar.	Nearest Railway Station.	Distance from Bhavnagar Bandar.	Nearest Railway Station.				
		Miles.	Feet.		Miles.	Feet.				
LIII.	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR—concl'd. DHOLA TO PORBANDAR—concl'd.	Jetpur . . . . .	91	3,860	Khákharya	94	2,400	Khákharya.		
		Junágarh . . . . .	94	2,400	Khákharya	96	800	Vávdí.		
		Bantwa . . . . .	96	800	Vávdí . . . . .	96	4,500	Vávdí.		
		Junágarh . . . . .	96	4,500	Vávdí . . . . .	97	1,420	Vávdí.		
		Bantwa . . . . .	97	1,420	Vávdí . . . . .	98	1,660	Vávdí.		
		Junágarh . . . . .	98	1,660	Vávdí . . . . .	101	4,700	Vávdí.		
		Jetpur . . . . .	101	4,700	Vávdí . . . . .	110	3,100	Jetalsar.		
		Gondal . . . . .	110	3,100	Jetalsar . . . . .	112	4,100	Jetalsar.		
		Junágarh . . . . .	112	4,100	Jetalsar . . . . .	117	1,200	Dhoraji.		
		Gondal . . . . .	117	1,200	Dhoraji . . . . .	151	2,330	Jám Jodhpur.		
		Navangar . . . . .	151	2,330	Jám Jodhpur . . . . .	173	300	Sakhpur.		
		Porbandar . . . . .	173	300	Sakhpur . . . . .	189	5,150	Porbandar.		
				Distance from Jetalsar Junction.			Distance from Jetalsar Junction.			
			JETALSAR TO VIRÁVAL	Gondal . . . . .	1	4,670	Jetalsar . . . . .	1	4,670	Jetalsar.
				Jetpur . . . . .	4	2,055	Jetalsar . . . . .	4	2,055	Choki.
		Gondal . . . . .	4	3,610	Choki . . . . .	4	3,610	Choki.		
		Junágarh . . . . .	40	5,010	Choki . . . . .	40	5,010	Keshod.		
		Mangrol . . . . .	47	1,050	Keshod . . . . .	47	1,050	Mália.		
		Junágarh . . . . .	47	1,050	Mália . . . . .	67	980	Verával.		
			Distance from Wadhván Junction.			Distance from Wadhván Junction.				
LIV.	MORVI . . . . .	Wadhván . . . . .	1	...	Wadhván . . . . .	2	1,440	Wadhván.		
		Kherali . . . . .	2	1,440	Wadhván . . . . .	4	1,440	Wadhván.		
		Múli . . . . .	4	1,440	Wadhván . . . . .	19	192	Múli.		
		Sáyla . . . . .	19	192	Múli . . . . .	31	2,280	Dolia.		
		Chotila . . . . .	31	2,280	Dolia . . . . .	33	72	Thán.		
		Lakhtar . . . . .	33	72	Thán . . . . .	42	408	Thán.		
		Vánkáner . . . . .	42	408	Thán . . . . .	59	3,420	Vánkáner.		
		Morvi . . . . .	59	3,420	Vánkáner . . . . .	63	500	Morvi terminus.		
				Vánkáner . . . . .	51	4,800	Vánkáner . . . . .	64	3,000	Sindhávar.
				Dhrob . . . . .	64	3,000	Sindhávar . . . . .	65	3,168	Sindhávar.
				Khoráná . . . . .	65	3,168	Sindhávar . . . . .	70	1,248	Khoráná.
				Gavoridar . . . . .	70	1,248	Khoráná . . . . .	73	3,384	Rájkot.
				Rájkot . . . . .	73	3,384	Rájkot . . . . .	77	1,728	Rájkot terminus.
					Distance from Marwar Railway Junction.			Distance from Marwar Railway Junction.		
		LV.	JODHPORE-BIKANIR (MERTA ROAD-NÁGAUR SECTION).	Jodhpore . . . . .	128	...	Merta Road	163	...	Nágaur.

Details of Capital expenditure and mileage cost of State railways at the

MAIN HEAD AND SUB-HEAD.	STANDARD							
	STATE LINES CONSTRUCTED							
	PATNA-GYA. (37 MILES.) HALF-YEAR ENDING 30TH JUNE 1879.		DHOND-MANMAD. (145.50 MILES.) HALF-YEAR ENDING 30TH JUNE 1878.		LATE PUNJAB NORTH- ERN. (b) (415.5 MILES.) HALF-YEAR ENDING 30TH JUNE 1881.		LATE INDUS VALLEY.(b) (651 MILES.) HALF-YEAR ENDING 30TH JUNE 1882.	
Total of each main of sub-head.	Cost per mile open.	Total of each sub- head.	Cost per mile open.	Total of each sub- head.	Cost per mile open.	Total of each sub- head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
<b>I.—PRELIMINARY EXPENSES—</b>	6,719	118	...	...	...	...	...	
1. Survey Expenses . . .	...	...	22,545	155	3,32,006	748	8,01,420	
2. Plant . . .	...	...	580	4	14,811	33	60,113	
3. Establishment. . .	...	...	1,02,983	708	7,44,629	1,671	4,39,705	
<b>II.—LAND . . . . .</b>	56,396	989	30,359	209	8,33,480	1,871	3,17,344	
<b>III.—FORMATION—</b>	...	...	...	...	...	...	...	
1. Earthwork . . .	1,95,559	3,431	9,47,608	6,513	77,23,051	17,336	66,23,820	
2. Tunnels . . .	...	...	...	...	8,04,571	2,008	...	
<b>IV.—BRIDGEWORK—</b>	...	...	...	...	...	...	...	
1. Large bridges . . .	95,581	1,767	57,175	393	1,01,97,672	43,092	1,33,42,769	
2. Minor bridges. . .	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	
<b>V.—FENCING, &amp;c.—</b>	...	...	...	...	...	...	...	
1. Fencing . . . . .	826	14	115	1	4,62,226	1,038	1,16,785	
2. Road crossings } 3. Mile and gradient posts }	13,096	230	1,191	8	2,78,277	625	3,36,679	
<b>VI.—ELECTRIC TELEGRAPH . . .</b>	...	...	...	...	17,190	38	68,011	
<b>VII.—BALLAST AND PERMANENT- WAY—</b>	...	...	...	...	...	...	...	
1. Ballast . . . . .	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,662	
2. Permanent-way . . .	15,15,140	26,581	36,47,121	25,066	1,19,90,892	33,650	2,13,70,558	
<b>VIII.—STATIONS AND BUILDINGS—</b>	...	...	...	...	...	...	...	
1. Stations and Offices . . .	81,814	1,488	22,043	151	21,94,900	4,927	14,79,731	
2. Workshops, store build- ings, &c. . . . .	2,056	56	1,107	8	8,24,816	1,851	8,14,428	
3. Staff quarters . . .	35,492	623	25,512	175	16,05,655	3,604	21,14,409	
4. Station Machinery . . .	63,057	1,110	3,0915	254	15,43,374	3,464	15,88,816	
<b>IX.—PLANT—</b>	...	...	...	...	...	...	...	
1. Engineering . . . . .	33,612	590	1,00,897	693	25,25,391	5,669	15,39,380	
2. Locomotive . . . . .	...	...	...	...	4,25,579	955	30,669	
3. Carriage and Wagon . . .	2,372	41	...	...	3,385	8	22,946	
4. Station and Office Fur- niture . . . . .	9,825	172	5,351	37	2,02,503	454	2,93,527	
<b>X.—FERRIES, &amp;c.—</b>	...	...	...	...	...	...	...	
1. Ferries . . . . . } 2. Floating Bridges . . . }	...	...	...	...	...	...	4,19,789	
<b>XI.—ROLLING-STOCK—</b>	...	...	...	...	...	...	...	
1. Locomotive . . . . .	...	...	1,64,427	1,130	26,03,780	5,845	40,44,662	
2. Carriage and Wagon . . .	28,922	507	98,165	675	46,32,350	10,398	67,24,473	
<b>XII.—GENERAL CHARGES—</b>	...	...	...	...	...	...	...	
1. Direction or General . . .	47,115	6	31,176	216	12,09,163	2,714	14,85,028	
2. Engineering . . . . .	90,086	1,686	2,12,084	1,457	35,79,430	7,945	43,50,510	
3. Stores . . . . .	24,619	432	37,577	258	6,40,970	1,452	6,97,198	
4. Audit and Account . . .	12,231	215	24,294	167	4,55,550	1,022	4,38,078	
5. Medical and Sanitation . .	802	15	14,690	101	1,15,691	260	2,38,306	
Loss by Exchange . . . . .	...	...	...	...	...	...	...	
<b>TOTAL</b>	(a) 24,97,130	(a) 43,809	(a) 58,60,956	(a) 40,281	(a) 7,25,48,225	(a) 1,62,847	(a) 7,76,88,880	(a) 1,19,337

(a) Less receipts on capital account.

(b) Now amalgamated with the North Western Railway.

G.

end of the half-year in which the last open section of each line was completed.

GUAGE.

BY THE STATE.

SIND-SAGAR (EASTERN SECTION), (b) (62½ MILES.) HALF-YEAR ENDING 30TH JUNE 1877.		SIND-SAGAR (WESTERN SECTION), (b) (31½ MILES.) HALF-YEAR ENDING 31ST DECEMBER 1877.		AMRITSAR-PATHAN-KOT. (64½ MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JAMMU AND KASHMIR (BRITISH SECTION),† (240 MILES.) HALF-YEAR ENDING 30TH JUNE 1880.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
9	...	75,953	242	...	...	4,642	547	I.—PRELIMINARY EXPENSES—
...	...	...	...	6,131	95	...	...	1. Survey Expenses
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	38,238	590	...	...	3. Establishment.
31,912	510	2,30,637	733	1,73,635	2,757	7,327	863	II.—LAND.
...	...	...	...	...	...	7,865	926	III.—FORMATION—
...	...	...	...	4,10,038	6,320	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
...	...	...	...	...	...	5,635	664	IV.—BRIDGEWORK—
1,44,122	2,306	40,28,071	12,803	4,40,582	6,806	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
...	...	...	...	...	...	3,357	395	V.—FENCING, &C.—
...	...	...	...	1,19,272	1,841	...	...	1. Fencing.
...	...	...	...	22,208	343	...	...	2. Road crossings.
...	...	...	...	...	...	...	...	3. Mile and gradient posts.
...	...	...	...	6,694	103	...	...	VI.—ELECTRIC TELEGRAPH.
11,16,158	17,958	90,55,497	28,793	...	...	1,64,457	19,371	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	7,53,084	11,623	...	...	1. Ballast.
...	...	...	...	21,03,253	32,463	...	...	2. Permanent-way.
1,14,236	1,828	1,26,231	3,581	...	...	31,436	3,703	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	2,56,155	3,951	...	...	1. Stations and Offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	1,10,016	1,698	...	...	3. Staff quarters.
...	...	...	...	1,74,868	2,099	...	...	4. Station Machinery.
7,389	118	2,65,822	845	...	...	1,258	148	IX.—PLANT—
...	...	...	...	2,435	38	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and Wagon.
...	...	...	...	33,985	525	...	...	4. Station and Office Furniture.
...	...	8,628	27	...	...	...	...	X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	1. Ferries.
...	...	...	...	...	...	...	...	2. Floating Bridges.
2,50,408	4,007	15,47,971	4,922	...	...	...	...	XI.—ROLLING-STOCK—
...	...	...	...	1,33,102	2,079	...	...	1. Locomotive.
...	...	...	...	2,94,958	4,513	...	...	2. Carriage and Wagon.
9,077	160	6,16,151	1,959	...	...	15,144	1,784	XII.—GENERAL CHARGES—
...	...	...	...	1,38,330	2,135	...	...	1. Direction or General.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and Account.
...	...	...	...	...	...	...	...	5. Medical and Sanitation.
91,170	1,459	12,11,660	3,853	...	...	...	...	Loss by Exchange.
17,65,381	28,246	1,81,66,621	57,763	(a)	(a)	2,41,121	28,401	TOTAL.

† Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.

Details of Capital expenditure and mileage cost of State railways at the

MAIN HEAD AND SUB-HEAD.	STANDARD							
	STATE LINES CONSTRUCTED BY THE STATE—concl.d.				STATE LINES			
	WARDHA COAL. (44 MILES.) (d) HALF-YEAR ENDING 31ST DECEMBER 1877.		DILDARNAGAR-GHAZI- PUR. (12 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1880.		PÁTRI. (22½ MILES.) HALF-YEAR ENDING 30TH JUNE 1873.		BENGAL-NÁGPUR. (58½ MILES.) HALF-YEAR ENDING 30TH JUNE 1890.	
	Total of each sub- head.	Cost per mile open.	Total of each sub- head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
R	R	R	R	R	R	R	R	
I.—PRELIMINARY EXPENSES—	...	...	...	...	9,008	407	14,83,480	2,531
1. Survey Expenses . . .	84,737	1,822	2,218	185	...	...	...	...
2. Plant . . . . .	...	...	...	...	...	...	...	...
3. Establishment . . .	6,905	140	...	...	...	...	...	...
II.—LAND . . . . .	3,866	83	4,048	337	23,812	1,076	1,96,106	335
III.—FORMATION—	...	...	...	...	...	...	59,31,891	10,122
1. Earthwork . . . . .	3,07,132	6,605	22,207	1,851	51,955	2,348	...	...
2. Tunnels . . . . .	...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—	...	...	...	...	...	...	1,32,51,844	22,614
1. Large bridges . . .	10,06,784	21,651	26,674	2,223	1,00,959	4,562	...	...
2. Minor bridges . . .	...	...	27,399	2,283			...	...
V.—FENCING, &c.—	...	...	...	...	...	...	1,60,803	274
1. Fencing . . . . .	1,96,595	4,228	2,992	249	...	...	...	...
2. Road crossings . . .	28,067	604	177	15	1,936	87	...	...
3. Mile and gradient posts } . . .							...	...
VI.—ELECTRIC TELEGRAPH—	1,382	30	...	...	17,326	783	...	...
VII.—BALLAST AND PERMANENT- WAY—	...	...	...	...	...	...	2,22,92,721	38,042
1. Ballast . . . . .	3,05,050	6,560	46,135	3,845	49,893	2,255	...	...
2. Permanent-way . . .	17,30,803	37,222	3,01,381	25,115	4,65,947	21,055	...	...
III.—STATIONS AND BUILDINGS—	...	...	...	...	...	...	44,28,450	7,557
1. Stations and Offices . .	91,647	1,971	29,965	2,497	4,999	226	...	...
2. Workshops, store build- ings, &c. . . . .	1,330	29	...	...	11,568	523	...	...
3. Staff quarters . . . .	76,166	1,638	3,343	279	11,192	506	...	...
4. Station Machinery . . .	1,61,954	3,483	34,911	2,909	7,380	333	...	...
IX.—PLANT—	...	...	...	...	...	...	16,41,516	2,801
1. Engineering . . . . .	1,50,776	3,242	4,388	365	375	17	...	...
2. Locomotive . . . . .	20,198	434	...	...	...	...	...	...
3. Carriage and Wagon . .	...	...	...	...	...	...	...	...
4. Station and Office Furni- ture . . . . .	3,708	80	888	74	...	...	...	...
X.—FERRIES, &c.—	...	...	...	...	...	...	...	...
1. Ferries . . . . .	...	...	...	...	...	...	...	...
2. Floating Bridges . . .							...	...
XI.—ROLLING-STOCK—	3,025	65	...	...	...	...	(b) 69,89,082	11,927
1. Locomotive . . . . .	...	...	...	...	...	...	...	...
2. Carriage and Wagon . .	...	...	...	...	...	...	...	...
XII.—GENERAL CHARGES—	...	...	...	...	...	...	37,49,489	6,398
1. Direction or General . .	68,296	1,469	13,918	1,160	...	...	...	...
2. Engineering . . . . .	2,93,905	6,322	37,902	3,166	46,284	2,091	...	...
3. Stores . . . . .	23,015	495	1,360	113	7,134	322	...	...
4. Audit and Account . . .	35,405	761	3,419	285	...	...	...	...
5. Medical and Sanitation . .	4,265	92	...	...	...	...	...	...
Loss by Exchange . . . . .	...	...	...	...	...	...	6,53,185	1,115
TOTAL	(a) & (e) 45,99,369	(a) 98,911	5,63,415	46,951	8,09,768	36,591	6,07,78,567	1,03,716

(a) Less receipts on capital account.  
 (b) Represents the total value of rolling-stock, i.e., on both the open and unopen sections.  
 (c) Includes Government supervision, audit and control and commission, &c., on loans.  
 (d) Includes 1½ miles to pit's mouth.  
 † Now amalgamated with the East Indian Railway.  
 ‡ This now forms a part of the Bombay, Baroda and Central India Railway.

G—continued.

end of the half-year in which the last open section of each line was completed—contd.

GAUGE—contd.

CONSTRUCTED BY COMPANIES.

† INDIAN MIDLAND. (677.35 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		BEZVÁDA EXTENSION. (21.27 Miles.) HALF-YEAR ENDING 30TH JUNE 1889.		LATE SIND, PUNJAB AND DELHI.* (663.35 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1870.		GUDH AND ROHIL- KHAND. (691.07 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1887.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
9,03,173	1,335	15,319	714	...	...	6,84,160	990	I.—PRELIMINARY EXPENSES—
...	...	...	...	4,76,295	718	...	...	1. Survey Expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
4,93,480	728	47,008	2,189	63,133	95	1,47,461	213	II.—LAND.
...	...	...	...	...	...	...	...	III.—FORMATION—
...	...	...	...	56,60,637	8,535	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
...	...	...	...	...	...	...	...	IV.—BRIDGEWORK—
3,01,28,005	44,479	2,76,516	12,879	1,52,21,433	22,950	2,87,63,062	41,621	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
...	...	...	...	...	...	...	...	V.—FENCING, &C.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	28,84,675	4,349	...	...	2. Road crossings.
...	...	...	...	4,04,816	610	...	...	3. Mile and gradient posts.
...	...	...	...	...	...	...	...	VI.—ELECTRIC TELEGRAPH.
...	...	...	...	7,08,907	1,069	46,128	67	...
2,74,81,967	40,573	6,04,944	28,176	...	...	2,45,14,855	35,474	VII.—BALLAST AND PERMANENT- WAY—
...	...	...	...	46,84,475	7,063	...	...	1. Ballast
...	...	...	...	2,65,32,834	40,004	...	...	2. Permanent-way.
...	...	...	...	...	...	...	...	VIII.—STATIONS AND BUILDINGS—
50,61,580	7,473	2,58,221	12,027	...	...	91,14,451	13,189	1. Stations and Offices.
...	...	...	...	69,91,608	10,542	...	...	2. Workshops, store build- ings, &c.
...	...	...	...	27,27,176	4,112	...	...	3. Staff quarters.
...	...	...	...	14,58,718	2,199	...	...	4. Station Machinery.
...	...	...	...	49,677	75	...	...	IX.—PLANT—
3,79,558	560	8,990	419	12,61,606	1,902	19,62,808	2,840	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and Wagon.
...	...	...	...	...	...	...	...	4. Station and Office Fur- niture.
...	...	...	...	...	...	...	...	X.—FERRIES, &C.
...	...	...	...	48,98,454	386	...	...	1. Ferries.
...	...	...	...	...	...	...	...	2. Floating Bridges.
57,65,284	8,511	20,384	949	...	...	1,44,51,552	20,912	XI.—ROLLING-STOCK—
...	...	...	...	58,95,340	8,888	...	...	1. Locomotive.
...	...	...	...	1,06,73,511	16,093	...	...	2. Carriage and Wagon.
...	...	...	...	...	...	...	...	XII.—GENERAL CHARGES—
(e) 37,95,858	5,589	1,15,977	5,402	81,99,624	12,363	83,26,389	12,049	1. Direction or General.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and Account.
...	...	...	...	...	...	...	...	5. Medical and Sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
2,52,050	372	...	...	...	...	...	...	
7,42,50,955	1,09,620	(f) 13,47,359	62,755	9,87,92,919	1,48,952	(g) 8,88,68,152	1,28,595	TOTAL.

(e) Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.

(f) Includes Rs. 1,164 on account of receipts on capital account which cannot be deducted from the several main heads.

(g) Includes Rs. 8,57,286 on account of maintenance, commission on debentures, Nalhati Railway, and lines abandoned.

† Includes Sindia Railway, which was constructed by the State.

\* Now amalgamated with the North Western Railway.

## Details of Capital expenditure and mileage cost of State railways at the end

MAIN HEAD AND SUB-HEAD.	STANDARD GAUGE—concl'd.							
	NATIVE STATE LINES CONSTRUCTED BY GOVERNMENT OF INDIA.							
	KHÁMGAON, (7½ MILES.) HALF-YEAR ENDING 30TH JUNE 1870.		AMRÁOTI, (5½ MILES.) HALF-YEAR ENDING 30TH JUNE 1871.		BHOPAL-ITÁRSI, (57½ MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.		RAJPURA-BHÁTINDA, (107½ MILES.) (b) HALF-YEAR ENDING 31ST DECEMBER 1889.	
Total of each sub- head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub- head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
<b>I.—PRELIMINARY EXPENSES—</b>	...	...	...	...	...	...	...	
1. Survey Expenses . . . . .	369	49	1,117	203	...	12,112	112	
2. Plant . . . . .	...	...	...	...	...	5,976	55	
3. Establishment . . . . .	...	...	...	...	...	41,334	383	
<b>II.—LAND . . . . .</b>	...	...	2,450	446	13,152	230	(c) 14,758	1370
<b>III.—FORMATION—</b>	...	...	...	...	...	...	...	
1. Earthwork . . . . .	38,542	5,139	17,926	3,259	14,66,278	25,675	2,59,841	2,407
2. Tunnels . . . . .	...	...	...	...	...	...	...	
<b>IV.—BRIDGEWORK—</b>	...	...	...	...	...	...	...	
1. Large bridges . . . . .	...	...	...	...	16,81,384	29,441	...	...
2. Minor bridges . . . . .	54,037	7,205	53,880	10,706	1,67,168	2,927	5,13,915	4,761
<b>V.—FENCING, &amp;c.—</b>	...	...	...	...	...	...	...	
1. Fencing . . . . .	7,215	962	2,042	371	17,713	310	75,674	701
2. Road crossings . . . . .	...	...	...	...	...	...	...	
3. Mile and gradient posts . . . . .	8	1	255	46	25,145	440	1,08,689	1,007
<b>VI.—ELECTRIC TELEGRAPH—</b>	1,247	166	1,099	200	3,340	58	...	...
<b>VII.—BALLAST AND PERMANENT- WAY—</b>	...	...	...	...	...	...	...	
1. Ballast . . . . .	18,493	2,466	14,765	2,685	1,87,035	3,275	9,65,594	8,946
2. Permanent-way . . . . .	2,56,936	34,258	2,58,552	47,009	14,54,617	25,470	29,28,299	27,129
<b>VIII.—STATIONS AND BUILDINGS—</b>	...	...	...	...	...	...	...	
1. Stations and Offices . . . . .	7,233	964	15,412	2,802	1,12,005	1,961	3,41,696	3,166
2. Workshops, store buildings, &c. . . . .	3,277	437	634	115	...	...	7,509	70
3. Staff quarters . . . . .	6,057	808	1,171	213	53,322	934	1,86,936	1,732
4. Station Machinery . . . . .	3,836	512	2,522	459	1,11,687	1,956	2,77,204	2,568
<b>IX.—PLANT—</b>	...	...	...	...	...	...	...	
1. Engineering . . . . .	3,096	413	2,636	479	3,752	66	47,910	444
2. Locomotive . . . . .	...	...	...	...	...	...	...	
3. Carriage and Wagon . . . . .	...	...	...	...	...	...	...	
4. Station and Office Furni- ture . . . . .	76	10	176	32	2,553	45	35,644	330
<b>X.—FERRIES, &amp;c.—</b>	...	...	...	...	...	...	...	
1. Ferries . . . . .	...	...	...	...	...	...	...	
2. Floating bridges . . . . .	...	...	...	...	...	...	...	
<b>XI.—ROLLING-STOCK—</b>	...	...	...	...	...	...	...	
1. Locomotive . . . . .	...	...	...	...	...	...	...	
2. Carriage and Wagon . . . . .	316	42	60	11	...	...	...	
<b>XII.—GENERAL CHARGES—</b>	...	...	...	...	...	...	...	
1. Direction or General . . . . .	...	...	...	...	1,11,768	1,957	37,123	344
2. Engineering . . . . .	23,293	3,104	33,485	6,088	1,83,007	3,205	1,91,625	1,775
3. Stores . . . . .	141	19	96	18	4,516	79	31,800	294
4. Audit and Account . . . . .	792	106	4,077	741	34,231	599	1,383	13
5. Medical and Sanitation . . . . .	...	...	...	...	...	...	...	
Loss by Exchange . . . . .	...	...	...	...	3,189	56	...	...
<b>TOTAL</b>	4,24,954	56,661	4,17,355	75,883	(a) 56,32,823	(a) 98,631	(a) 60,84,715	(a) 56,371

(a) Less receipts  
(b) Of this 16 miles were constructed by the late  
(c) Includes debit of ₹7,200 against  
\* Funds were provided and the line



G—continued.

of the half-year in which the last open section of each line was completed—contd.

METRE GAUGE.								MAIN HEAD AND SUB-HEAD.
STATE LINES CONSTRUCTED BY THE STATE.								
JAMMU AND KASHMIR (NATIVE STATE SECTION.) <sup>a</sup> (15.92 Miles.) HALF-YEAR ENDING 30TH JUNE 1890.		TIRHOOT. (32.53 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1890.		BAREILLY-PILIBHIT. (36 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1884.		RAJPUTANA-MALWA. (1.41 Miles.) HALF-YEAR ENDING 30TH JUNE 1883.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
23,937	1,504	1,83,607	569	...	...	...	...	I.—PRELIMINARY EXPENSES—
...	...	...	...	—18	—1	5,05,727	358	1. Survey Expenses.
...	...	...	...	3,114	87	83,116	59	2. Plant.
...	...	...	...	47,523	1,320	16,11,838	1,142	3. Establishment.
...	...	7,51,702	2,331	36,034	1,003	8,36,218	593	II.—LAND.
33,896	2,129	10,21,501	3,167	...	...	...	...	III.—FORMATION—
...	...	...	...	93,080	2,586	62,20,489	4,409	1. Earthwork.
...	...	...	...	...	...	4,28,063	303	2. Tunnels.
2,33,246	14,651	39,18,293	12,149	...	...	...	...	IV.—BRIDGEWORK—
...	...	...	...	77,018	2,139	1,56,62,747	11,100	1. Large bridges.
...	...	...	...	73,694	2,047	40,92,720	2,901	2. Minor bridges.
1,818	114	8,64,757	2,681	...	...	...	...	V.—FENCING, &c.—
...	...	...	...	14,882	413	9,05,230	642	1. Fencing.
...	...	...	...	15,515	431	5,55,095	393	{ 2. Road crossings. 3. Mile and gradient posts.
...	...	...	...	...	...	15,972	11	VI.—ELECTRIC TELEGRAPH.
5,39,566	33,892	76,65,825	23,768	...	...	...	...	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	72,592	2,016	38,68,803	2,742	1. Ballast.
...	...	...	...	5,68,905	15,803	2,78,76,953	19,756	2. Permanent-way.
1,05,946	6,655	29,60,595	9,179	...	...	...	...	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	83,357	2,316	42,53,692	3,015	1. Stations and Offices.
...	...	...	...	12	...	18,08,935	1,282	2. Workshops, store buildings, &c.
...	...	...	...	33,740	937	46,80,834	3,317	3. Staff quarters.
...	...	...	...	77,264	2,146	33,91,100	2,403	4. Station Machinery.
54,461	3,421	5,91,904	1,835	...	...	...	...	IX.—PLANT—
...	...	...	...	14,169	394	10,21,797	724	1. Engineering.
...	...	...	...	...	...	6,81,691	483	2. Locomotive.
...	...	...	...	...	...	1,96,806	140	3. Carriage and Wagon.
...	...	...	...	4,159	116	5,84,665	414	4. Station and Office Furniture.
...	...	5,52,404	1,713	...	...	...	...	X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	{ 1. Ferries. 2. Floating bridges.
...	...	22,99,082	7,128	...	...	...	...	XI.—ROLLING-STOCK—
...	...	...	...	...	...	64,84,266	4,596	1. Locomotive.
...	...	...	...	...	...	1,01,01,934	7,159	2. Carriage and Wagon.
66,598	4,183	13,36,762	4,145	...	...	...	...	XII.—GENERAL CHARGES—
...	...	...	...	18,195	505	14,56,740	1,032	1. Direction or General.
...	...	...	...	46,934	1,304	45,88,107	3,252	2. Engineering.
...	...	...	...	7,174	199	7,04,911	459	3. Stores.
...	...	...	...	5,113	142	5,62,788	399	4. Audit and Account.
...	...	...	...	...	...	2,56,498	182	5. Medical and Sanitation.
...	...	7,04,770	2,185	42,070	1,169	...	...	Loss by Exchange.
10,59,468	66,549	2,28,51,202	70,850	(a) 13,32,358	(a) 37,010	(a) 10,33,31,793	(a) 73,234	TOTAL.

on capital account.  
Sind, Punjab and Delhi Railway Company.  
Provincial grant of ₹10,000.  
was constructed by the Kashmir Darbar.

## Details of Capital expenditure and mileage cost of State railways at the end

MAIN HEAD AND SUB-HEAD.	STATE LINES CONSTRUCTED							
	*CAWNPORE-ACHNERA. (200.05 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		SOUTHERN MAHRATTA (MYSORE SECTION.) (a) (206 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		VILLUPURAM-GUNTA- KAL, (NELLORE- TIRUPATI SECTION), (85.77 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		LUCKNOW-SITAPUR- SERAMAU, (104.50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.	
	Total of each sub- head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
R	R	R	R	R	R	R	R	
<b>I.—PRELIMINARY EXPENSES—</b>	...	...	2,95,941	1,000	48,997	592	77,640	742
1. Survey Expenses . . . . .	12,744	49	...	...	...	...	...	...
2. Plant . . . . .	2,252	9	...	...	...	...	...	...
3. Establishment . . . . .	56,382	217	...	...	...	...	...	...
<b>II.—LAND . . . . .</b>	2,37,395	911	68,825	232	63,103	762	1,01,986	975
<b>III.—FORMATION—</b>	...	...	...	...	...	...	...	...
1. Earthwork . . . . .	5,13,612	1,970	...	...	...	...	...	...
2. Tunnels . . . . .	...	...	...	...	...	...	...	...
<b>IV.—BRIDGEWORK—</b>	...	...	...	...	...	...	...	...
1. Large bridges . . . . .	12,11,115	4,647	...	...	...	...	...	...
2. Minor bridges . . . . .	4,58,833	1,760	...	...	...	...	...	...
			43,05,769	14,546	23,07,686	27,881	5,20,644	4,978
<b>V.—FENCING, &amp;C.—</b>	...	...	...	...	...	...	...	...
1. Fencing . . . . .	2,04,379	784	...	...	...	...	...	...
2. Road crossings . . . . .	...	...	...	...	...	...	...	...
3. Mile and gradient posts . . . . .	1,04,924	403	...	...	...	...	...	...
<b>VI.—ELECTRIC TELEGRAPH . . . . .</b>	2,469	9	...	...	...	...	...	...
<b>VII.—BALLAST AND PERMANENT- WAY—</b>	...	...	50,74,212	17,143	15,67,555	18,939	14,46,573	13,831
1. Ballast . . . . .	6,81,843	2,616	...	...	...	...	...	...
2. Permanent-way . . . . .	38,99,417	14,926	...	...	...	...	...	...
<b>VIII.—STATIONS AND BUILDINGS—</b>	...	...	9,21,417	3,113	3,79,981	4,591	3,54,682	3,391
1. Stations and Offices . . . . .	4,33,311	1,662	...	...	...	...	...	...
2. Workshops, store build- ings, &c. . . . .	1,17,724	452	...	...	...	...	...	...
3. Staff quarters . . . . .	3,27,500	1,256	...	...	...	...	...	...
4. Station Machinery . . . . .	4,12,999	1,585	...	...	...	...	...	...
<b>IX.—PLANT—</b>	...	...	2,82,087	953	2,02,639	2,448	1,02,424	979
1. Engineering . . . . .	15,085	58	...	...	...	...	...	...
2. Locomotive . . . . .	79,760	306	...	...	...	...	...	...
3. Carriage and Wagon . . . . .	46,599	179	...	...	...	...	...	...
4. Station and Office Furni- ture . . . . .	63,781	244	...	...	...	...	...	...
<b>X.—FERRIES, &amp;C.—</b>	...	...	...	...	...	...	...	...
1. Ferries . . . . .	...	...	...	...	...	...	...	...
2. Floating bridges . . . . .	...	...	...	...	...	...	...	...
<b>XI.—ROLLING-STOCK—</b>	...	...	29,87,381	7,052	4,92,065	5,945	7,05,295	6,743
1. Locomotive . . . . .	5,94,955	2,282	...	...	...	...	...	...
2. Carriage and Wagon . . . . .	10,65,690	4,089	...	...	...	...	...	...
<b>XII.—GENERAL CHARGES—</b>	...	...	8,64,580	2,921	5,59,694	6,762	1,63,832	1,567
1. Direction or General . . . . .	1,62,443	622	...	...	...	...	...	...
2. Engineering . . . . .	3,79,333	1,455	...	...	...	...	...	...
3. Stores . . . . .	38,160	147	...	...	...	...	...	...
4. Audit and Account . . . . .	39,234	151	...	...	...	...	...	...
5. Medical and Sanitation . . . . .	166	1	...	...	...	...	...	...
Loss by Exchange . . . . .	3,65,480	1,402	...	...	2,42,360	2,928	80	1
<b>TOTAL</b>	<b>1,15,18,785</b>	<b>44,192</b>	<b>1,39,00,212</b>	<b>46,960</b>	<b>(b)</b>	<b>70,848</b>	<b>34,73,156</b>	<b>33,207</b>

\* This now forms a part of the Rajputana-Malwa Railway.

(a) Gubbi-Harihar section was constructed by the Southern Mahratta Railway Company.

(b) Includes Rs.631 on account of receipts on capital account which cannot be deducted from the several main heads.

G—continued.

of the half-year in which the last open section of each line was completed—contd.

GAUGE—contd.								MAIN HEAD AND SUB-HEAD.
BY THE STATE—contd.								
NORTHERN BENGAL. (240 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.		DACCA. (86 MILES.) HALF-YEAR ENDING 30TH JUNE 1885.		ASSAM-BIHAR, (150.50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		BURMA. (327 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1885.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub- head.	Cost per mile open.	Total of each main head or sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
96,768	389	1,27,938	1,487	...	...	2,87,279	878	I.—PRELIMINARY EXPENSES—
...	...	...	...	88,703	567	...	...	1. Survey Expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
8,15,722	3,276	4,46,381	5,190	3,18,580	2,036	2,71,658	831	II.—LAND.
...	...	...	...	...	...	...	...	III.—FORMATION—
...	...	...	...	13,63,596	8,713	32,40,803	9,911	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
...	...	...	...	...	...	...	...	IV.—BRIDGEWORK—
...	...	...	...	31,07,753	19,858	13,89,139	4,248	1. Large bridges.
57,17,876	22,963	13,68,484	15,913	4,35,158	2,780	31,21,404	9,545	2. Minor bridges.
...	...	...	...	...	...	...	...	V.—FENCING, &C.—
...	...	...	...	2,70,012	1,725	10,87,600	3,326	1. Fencing.
...	...	...	...	1,48,637	950	3,00,316	918	2. Road crossings.
...	...	...	...	...	...	...	...	3. Mile and gradient posts.
...	...	...	...	18,903	121	655	2	VI.—ELECTRIC TELEGRAPH.
54,77,900	22,000	17,22,430	20,028	...	...	...	...	VII.—BALLAST AND PERMANENT- WAY—
...	...	...	...	10,37,935	6,632	22,77,119	6,964	1. Ballast.
...	...	...	...	24,44,495	15,619	52,55,352	16,071	2. Permanent-way.
26,29,765	10,561	10,44,473	12,145	...	...	...	...	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	3,24,569	2,074	12,96,933	3,966	1. Stations and Offices.
...	...	...	...	18,829	120	5,07,975	1,554	2. Workshops, store buildings, &c.
...	...	...	...	3,32,151	2,122	5,03,899	1,511	3. Staff quarters.
...	...	...	...	2,22,167	1,420	6,79,480	2,078	4. Station Machinery.
8,66,514	3,480	2,56,056	2,977	...	...	...	...	IX.—PLANT—
...	...	...	...	1,82,770	1,168	4,44,418	1,359	1. Engineering.
...	...	...	...	45,466	291	1,89,895	581	2. Locomotive.
...	...	...	...	287	2			3. Carriage and Wagon.
...	...	...	...	26,348	168	85,699	262	4. Station and Office Fur- niture.
4,7,048	1,795	...	...	...	...	...	...	X.—FERRIES, &C.—
...	...	...	...	10,417	67	...	...	1. Ferries.
...	...	...	...	...	...	...	...	2. Floating bridges.
24,46,682	9,826	7,04,760	8,195	...	...	35,62,697	10,895	XI.—ROLLING-STOCK—
...	...	...	...	1,75,721	1,123	...	...	1. Locomotive.
...	...	...	...	7,88,873	5,041	...	...	2. Carriage and Wagon.
21,94,569	8,814	3,47,809	4,044	...	...	...	...	XII.—GENERAL CHARGES—
...	...	...	...	1,82,507	1,166	2,27,935	697	1. Direction or General.
...	...	...	...	4,51,599	2,836	15,00,406	4,588	2. Engineering.
...	...	...	...	45,062	288	1,34,322	411	3. Stores.
...	...	...	...	48,281	308	1,44,798	443	4. Audit and Account.
...	...	...	...	18,953	121	22,311	68	5. Medical and Sanitation.
...	...	...	...	1,35,841	868	...	...	Loss by Exchange.
2,06,92,844	83,104	60,18,231	69,997	(c) 1,22,28,381	(c) 78,137	2,65,32,093	81,137	TOTAL.

(c) Less receipts on capital account.

Details of Capital expenditure and mileage cost of State railways at the

MAIN HEAD AND SUB-HEAD.	METRE GAUGE—concl'd.							
	STATE LINES CONSTD. BY THE STATE—concl'd.		STATE LINES CONSTRUC- TED BY COMPANIES.		NATIVE STATE LINES CON- STRUCTED BY GOVT. OF INDIA.		KAUNIA-DHARLA. (37'03 MILES, 2' 6" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1884.	
	TOUNGOO-MANDALAY. (220 MILES.) HALF-YEAR ENDING 30TH JUNE 1889.		SOUTHERN MAHRATTA. (1,043'70 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		BHÁVNAGAR-GONDAL-JUNÁ- GARH-PORBANDAR. (339'16 Miles.) (a) HALF-YEAR ENDING 31ST DECEMBER 1890.			
	Total of each main head.	Cost per mlie open.	Total of each main head.	Cost per mlie open.	Total of each main head.	Cost per mlie open.	Total of each main head.	Cost per mlie open.
R	R	R	R	R	R	R	R	
I.—PRELIMINARY EXPENSES—	1,71,251	778	10,90,911	1,045	1,19,442	363	910	25
1. Survey Expenses . . . . .	...	...	...	...	...	...	...	...
2. Plant . . . . .	...	...	...	...	...	...	...	...
3. Establishment . . . . .	...	...	...	...	...	...	...	...
II.—LAND . . . . .	3,16,081	1,437	10,25,442	982	...	...	14,432	390
III.—FORMATION—			1,88,17,573	18,030	16,74,017	5,086		
1. Earthwork . . . . .			...	...	...	...		
2. Tunnels . . . . .			...	...	...	...		
IV.—BRIDGEWORK—			1,83,66,507	17,597	41,19,819	12,516		
1. Large bridges . . . . .			...	...	...	...		
2. Minor bridges . . . . .			...	...	...	...		
	65,78,182	29,900					88,841	2,401
V.—FENCING, &c.—			13,47,110	1,291	71,451	217		
1. Fencing . . . . .			...	...	...	...		
2. Road crossings . . . . .			...	...	...	...		
3. Mile and gradient posts . . . . .			...	...	...	...		
VI.—ELECTRIC TELEGRAPH . . . . .			...	...	10,425	32		
VII.—BALLAST AND PERMANENT- WAY—	57,83,275	26,288	2,15,49,213	20,647	49,16,242	14,935	4,98,680	13,478
1. Ballast . . . . .	...	...	...	...	...	...	...	...
2. Permanent-way . . . . .	...	...	...	...	...	...	...	...
VIII.—STATIONS AND BUILD- INGS—	18,22,563	8,284	94,23,387	9,029	21,49,764	6,531	21,470	580
1. Stations and Offices . . . . .	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c. . . . .	...	...	...	...	...	...	...	...
3. Staff quarters . . . . .	...	...	...	...	...	...	...	...
4. Station Machinery . . . . .	...	...	...	...	...	...	...	...
IX.—PLANT—	4,16,257	1,892	25,76,012	2,468	3,52,828	1,072	8,444	228
1. Engineering . . . . .	...	...	...	...	...	...	...	...
2. Locomotive . . . . .	...	...	...	...	...	...	...	...
3. Carriage and Wagon . . . . .	...	...	...	...	...	...	...	...
4. Station and Office Furniture . . . . .	...	...	...	...	...	...	...	...
X.—FERRIES, &c.—							1,20,677	3,261
1. Ferries . . . . .							...	...
2. Floating bridges . . . . .							...	...
XI.—ROLLING-STOCK—	33,94,051	15,429	99,03,576	9,489	21,57,548	6,555	1,60,637	4,342
1. Locomotive . . . . .	...	...	...	...	...	...	...	...
2. Carriage and Wagon . . . . .	...	...	...	...	...	...	...	...
XII.—GENERAL CHARGES—	14,67,669	6,671	63,63,170	6,097	8,73,566	2,654	8,291	224
1. Direction or General . . . . .	...	...	...	...	...	...	...	...
2. Engineering . . . . .	...	...	...	...	...	...	...	...
3. Stores . . . . .	...	...	...	...	...	...	...	...
4. Audit and Account . . . . .	...	...	...	...	...	...	...	...
5. Medical and Sanita- tion . . . . .	...	...	...	...	...	...	...	...
Loss by Exchange . . . . .	...	...	4,91,090	471	...	...	...	...
<b>TOTAL</b> . . . . .	<b>1,99,49,332</b>	<b>90,679</b>	<b>9,09,53,991</b>	<b>87,146</b>	<b>1,64,45,102</b>	<b>49,961</b>	<b>9,22,382</b>	<b>24,929</b>

(a) Excludes 4'50 miles of State mileage in dock estates and quarry lines constructed and maintained by the States themselves.

G—concluded.

end of the half-year in which the last open section of each line was completed—concl'd.

SPECIAL GAUGES.						MAIN HEAD AND SUB-HEAD.
STATE LINES CONSTRUCTED BY THE STATE.						
NALHÁTI. (27 <sup>25</sup> MILES, 4' GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1880.		CHERRA-COMPANYGANL. (7 <sup>5</sup> MILES, 2' 6" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1886.		JORHÁT. (30 <sup>66</sup> MILES, 2' GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.		
Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	
...	...	...	...	388	13	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	1. Survey Expenses.
...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	3. Establishment.
...	...	...	...	4,728	155	II.—LAND.
...	...	...	...	...	...	III.—FORMATION—
...	...	53,025	7,070	...	...	1. Earthwork.
...	...	...	...	...	...	2. Tunnels.
...	...	...	...	...	...	IV.—BRIDGEWORK—
...	...	12,745	1,699	...	...	1. Large bridges.
(b)	796	2,058	275	1,18,590	3,875	2. Minor bridges.
21,690		...	...	...	...	V.—FENCING, &C.—
...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	{ 2. Road crossings.
...	...	...	...	...	...	{ 3. Mile and gradient posts.
...	...	...	...	...	...	VI.—ELECTRIC TELEGRAPH.
(b)	6,988	...	...	3,09,346	10,109	VII.—BALLAST AND PERMANENT-WAY—
1,90,420		...	...	...	...	1. Ballast.
...	...	78,933	10,524	...	...	2. Permanent-way.
...	...	...	...	...	...	VIII.—STATIONS AND BUILDINGS—
(b)	939	...	...	62,578	2,045	1. Stations and Offices.
25,600		2,012	268	...	...	2. Workshops, store buildings, &c.
...	...	5,444	726	...	...	3. Staff quarters
...	...	672	80	...	...	4. Station Machinery.
...	...	8,592	1,134	...	...	IX.—PLANT—
(b)	275	...	...	20,606	673	1. Engineering.
7,500		...	...	...	...	2. Locomotive.
...	...	914	126	...	...	3. Carriage and Wagon.
...	...	1,175	157	...	...	4. Station and Office Furniture.
...	...	...	...	...	...	X.—FERRIES, &C.—
...	...	1,000	133	...	...	{ 1. Ferries.
...	...	...	...	...	...	{ 2. Floating bridges.
(b)	1,835	...	...	1,18,901	3,886	XI.—ROLLING-STOCK—
50,000		...	...	...	...	1. Locomotive.
...	...	17,672	2,356	...	...	2. Carriage and Wagon.
...	...	20,611	2,748	...	...	XII.—GENERAL CHARGES—
(b)	1,101	23,253	3,101	36,622	1,197	1. Direction or General.
30,000		...	...	...	...	2. Engineering.
...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	4. Audit and Account.
...	...	...	...	...	...	5. Medical and Sanitation.
...	...	...	...	...	...	Loss by Exchange.
...	...	...	...	...	...	TOTAL.
3,25,210	11,934	(c) 2,30,408	30,721	6,71,759	21,953	

(b) Approximate.  
(c) Includes Rs. 2,362 on account of percentage for establishment.

## APPENDIX H.

This Indenture made the 18th day of March 1890, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (herein-after called the Secretary of State) of the one part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (herein-after called the Company), of the other part, and supplemental to an Indenture made between the same parties, and dated the 2nd day of October 1885, which is herein-after referred to as the principal Contract, and to another Indenture made between the same parties, and dated the 25th day of January 1889, which is herein-after referred to as the Debenture Contract.

WHEREAS the projected railway mentioned in the principal Contract has been opened for public traffic between Jhansi and Gwalior.

AND WHEREAS the Sindia State Railway, which is in the principal Contract referred to as the line of Railway between Gwalior and Agra, and is hereinafter called the Sindia Railway, extends from Gwalior to a junction with the Rajputana-Malwa Railway near the Cantonment Station at Agra.

AND WHEREAS the Company having in exercise of the power in that behalf contained in the 58th section of the principal Contract required the Secretary of State to transfer to the Company, to be maintained and worked by the Company, the Sindia Railway, together with all the appurtenances thereof belonging to the Secretary of State, the Secretary of State on the 1st day of March 1889 transferred and handed over to the Company the said railway and appurtenances other than and except electric telegraphs and buildings, machinery, works, and appliances connected with the construction, maintenance, use, or working of electric telegraphs.

AND WHEREAS the capital outlay on the Sindia Railway to the 28th day of February 1889 was Rs 2,11,880-8-5, and the Secretary of State has fixed the sum of 736,950*l.* 8*s.* 10*d.* as the fair equivalent thereof, it being, when converted into rupee currency at the rate of 12½ rupees to the pound sterling mentioned in clause 36 (1) of the principal Contract, equal to the said capital outlay of Rs 2,11,880-8-5.

AND WHEREAS the Company has, with the sanction of the Secretary of State, in connection with the transfer of the Sindia Railway and for other purposes, raised a total sum of 754,421*l.* 16*s.* 6*d.* by the issue at a small premium of debentures for 754,100*l.*, bearing interest at 3½ per cent. per annum and to run for seven years, and has paid the said sum of 754,421*l.* 16*s.* 6*d.* into the Bank of England to the credit of the Secretary of State.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

1. The Company shall as from the said 1st day of March 1889, and during the continuance of the principal Contract, maintain and work the Sindia Railway as part of its undertaking according to the provisions of the principal Contract and of these Presents.

2. The Secretary of State shall, during the continuance of the principal Contract, be and continue exclusively entitled to the electric telegraphs and buildings, machinery, works, and appliances, connected with the construction, maintenance, use and working of electric telegraphs along or upon the Sindia Railway, in the like manner, and with the like powers, and subject to the like provisions as are provided by the principal Contract with respect to electric telegraphs and buildings, machinery, works, and appliances connected with electric telegraphs established by the Secretary of State along or upon the projected railway mentioned in the same Contract, or any land or works belonging thereto.

3. If and whenever His Highness the Maharajah of Gwalior for the time being desires to travel over or upon the Sindia Railway, or any part thereof, the Company shall provide, free of cost, for the Maharajah and his suite all or such as shall be required of the following accommodation (that is to say):—one first-class carriage, one second-class carriage, one third-class carriage, and one luggage van, with all necessary and proper attendants.

4. The provisions of the Debenture Contract shall extend and be applicable to the debentures for 754,100*l.* so issued by the Company as aforesaid and to the principal

APPENDIX H.

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moneys and interest thereby secured, and to the moneys raised by the issue of the said debentures and paid into the Bank of England as herein-before recited.

In witness whereof SIR ALEXANDER JAMES ARBUTHNOT, K.C.S.I., C.I.E., and SIR ALFRED COMYNS LYALL, K.C.B., K.C.I.E., being two Members of the Council of India, have hereunto set their hands and seals, and the Indian Midland Railway Company, Limited, has hereunto caused its common seal to be affixed, the day and year first above written.

## APPENDIX I.

**Memorandum of Agreement**, made the sixth day of May eighteen hundred and ninety, between the **SECRETARY OF STATE FOR INDIA IN COUNCIL** and the **GREAT INDIAN PENINSULA RAILWAY COMPANY**, for the working and maintenance of the **Wardha Coal State Railway** (hereinafter called the **State Railway**) by the **Great Indian Peninsula Railway Company** (hereinafter called the **Railway Company**).

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meanings set opposite to each of them respectively, Interpretation Clause.
- namely :—
- (a) **Traffic** includes everything that is carried over the State Railway.
  - (b) **Coaching Traffic** includes Passengers, Horses, Carriages, Dogs, Parcels, Luggage, and all that is booked at what are commonly known as Coaching Rates.
  - (c) **Goods Traffic** includes Coal, Material, and Merchandize of all kinds, also Cattle, Sheep, &c., and all that is booked at what are commonly known as Goods Rates.
  - (d) **Telegraph** includes Posts, Wires, Batteries, Instruments (of the patterns in use, from time to time, on the Great Indian Peninsula Railway), and all that is necessary for working the Telegraph.
  - (e) **Capital Expenditure** includes all expenditure of all kinds which amounts to more than one thousand rupees which would, under the rules in force, from time to time, on the Great Indian Peninsula Railway, be charged to the Capital account.
  - (f) **Revenue Expenditure** includes all expenditure of all kinds of not more than one thousand rupees which would, under the rules in force, from time to time, on the Great Indian Peninsula Railway, be charged to the Revenue account.
  - (g.) **Limit of Expenditure.** Provided, as regards definitions *e* and *f*, that the total expenditure on minor works which may be charged against Revenue in any one half-year shall not exceed a sum of fifteen rupees per mile of the State Railway.
  - (h) **Stations** include Sidings, Platforms (where necessary), Points, Sheds, Tank Houses, Wells, Water Cranes, Signals, Approaches, Roads, Buildings for Traffic purposes, Dwellings for the Traffic Station Staff, Furniture, Fittings, Lamps, and all other appliances that are required for working Traffic, &c., at Stations.
  - (i) **Locomotive Premises** include Running Sheds, Repairing Shops, and all other appliances necessary for maintaining and keeping Rolling Stock in working order.
  - (k) **Rolling Stock** includes Engines, Travelling Cranes, Brake Vans, Water Tanks (on their own wheels), Pilot Trucks and all other Goods and Coaching vehicles which are necessary for working the Traffic of the Railway.
  - (l) The term "**State Railway**" includes all Stations, Locomotive Premises, Dwellings for the Staff, Telegraph and Appliances, &c., which form part of the complete undertaking.
  - (m) **Local Traffic and Telegraph Receipts.** Local Traffic and Telegraph Receipts are those which relate to Traffic and Telegrams which do not pass off the State Railway, and include the receipts for Traffic and Telegrams between Wardha and any station of the State Railway.
  - (n) **Through Traffic and Telegraph Receipts.** Through Traffic and Telegraph Receipts are the share of the receipts due to the State Railway for Traffic and Telegrams which pass between stations of the State Railway, and stations of the Great Indian Peninsula and other Railways, beyond the Great Indian Peninsula Railway.



- (o) The Gross Receipts include the State Railway share of all Local and Through Traffic and Telegraph Receipts; all amounts received for rent which are to be collected under the rules in force, from time to time, on the Great Indian Peninsula Railway and all other sums received by the Railway Company for or on account of the State Railway.
2. (a) The State Railway as hereinbefore defined is to be taken charge of by the Railway Company to work and maintain State Railway. Railway Company from the first day of January eighteen hundred and ninety-one, and from that date it is, during the term of this Agreement, to continue to be worked and maintained by the Railway Company as part of its own undertaking in all respects, as if it actually belonged to the Railway Company, subject only to the same control of Government, through the Consulting Engineer to the Government of Bombay, as is in force upon the Great Indian Peninsula Railway itself, under their contract with Government, the intention being that the State Railway is to be considered and dealt with exactly as if it were the property of the Railway Company, except only as to the provision of funds for Capital Expenditure, which is to be made by Government as provided in clause three.
- (b) This agreement is to remain in force until it is cancelled by one year's notice which may be given by Government or the Railway Company at any time, but only so as to expire on either the thirtieth of June or the thirty-first of December in any year.
- (c) All previous Agreements between Government and the Railway Company, in regard to the Wardha Coal State Railway, are to be considered as having been cancelled after the date when the Railway Company take charge of the State Railway as provided in para. a of this clause.
3. Additional works as well as the provision of non-consumable stores for further equipment of stations on the State Railway, are to be sanctioned and paid for by Government as, and when, they are considered to be necessary by Government.
4. (a) The same Rates, Fares, Tolls, Conditions, Arrangements, &c., both for Public Traffic and for Troops, &c., are to be in force upon the State Railway as are in force, from time to time, upon the Great Indian Peninsula Railway, except in the case of coal, the charge for which is not to be reduced over the State line below the existing rate of 4½ pies per ton per mile without the sanction of Government.
- (b) The Railway Company agree to carry, over the Great Indian Peninsula Railway and over the State Railway, material, &c., required for Capital Works on State Railway. Capital Works upon the State Railway, at the same rate as is charged and under the same arrangement as is in force, from time to time, for material, &c., required for Capital Works upon their own Railway.
5. The Railway Company are to be responsible for all accidents, losses, or damages, of all kinds, upon the State Railway, to the Public, to the Traffic, to the Railway Company, to the way or works of the State Railway, and otherwise, except that, in the case of any accident or damage caused by the failure of way or works due to defective construction or extraordinary casualty, Government shall be responsible, and Government shall be responsible for the cost of repair and replacement of any way and works as well as for any accident or damage that the Company could not have prevented, which may result from any such failure.
6. The Railway Company are to provide and maintain all Rolling Stock that may be necessary for working the State Railway.
7. (a) The station, for Traffic purposes, at Wardha, including Dwellings for the Traffic Station Staff, at that place, is to be provided by the Railway Company.
- (b) All Locomotive Premises and Dwellings for the Staff of all Departments (exclusive of the Traffic Station Staff, for which see paragraph a of this clause) required at Wardha, are to be provided by, and at the cost of, the Railway Company, a payment being made to the Company by Government, proportionate to the requirements of the State Railway at that Junction, to cover interest, at the rate of five per cent. per annum, on the additional Capital outlay of the Company due to these requirements.
8. (a) The Railway Company are to maintain the State Railway in the same manner as they do their own railway, but any expenditure that would not be chargeable to Revenue under the Rules in force on

the Great Indian Peninsula Railway, or that may arise from extraordinary casualty as provided for in clause five, is to be borne by Government.

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

9. The gross receipts of the State Railway, as hereinbefore defined are to be collected and treated as receipts of the Railway Company. But the balance, after deducting the payment to the Railway Company as defined in clause ten of this Agreement, is to be paid over to Government as soon after the end of each half-year as the accounts have been made up, and have been finally passed by Government.

10. The Railway Company is to be paid, for working and maintenance of the State Railway, the same percentage of gross receipts of the State Railway as the Railway Company expend on working and maintenance of the whole of the undertaking, including branches, which the Railway Company work and maintain from time to time, with the addition of a payment, for the use of the Railway Company's Rolling Stock, of a sum of five per cent. upon the gross receipts of the State Railway for each half-year.

11. All questions in dispute which may arise under this Agreement are to be settled by arbitration, in some way to be agreed between the Railway Company and Government, but failing such Agreement, either Government or the Railway Company may, within not less than three months, or more than six months, after notice given by either party to the other, appoint an arbitrator, whose decision shall be final.

12. This Agreement is to be subject to the sanction of the Government of India, and of the Board of Directors of the Railway Company.

[NOTE - The sanction of the Government of India to this Agreement was accorded in their letter No. 471 R. T., dated the 15th June 1891, and of the Board of Directors of the Railway Company in their letter No. 3, dated the 16th January 1891.]

## APPENDIX J.

**Memorandum of Agreement**, made the sixth day of May eighteen hundred and ninety, between the SECRETARY OF STATE FOR INDIA IN COUNCIL, and the GREAT INDIAN PENINSULA RAILWAY COMPANY, for the working and maintenance of the Khámgaon State Railway (hereinafter called the State Railway) by the Great Indian Peninsula Railway Company (hereinafter called the Railway Company).

1. Throughout this Agreement, unless otherwise stated or unless there is something

Interpretation Clause.

repugnant in the context, the following terms are to have the meanings set opposite to each of them respectively, namely:—

Traffic.

(a) Traffic includes everything that is carried over the State Railway.

(b) Coaching Traffic includes Passengers, Horses, Carriages, Dogs, Parcels, Luggage, and all that is booked at what are commonly known as Coaching Rates.

(c) Goods Traffic includes Coal, Material, and Merchandize of all kinds, also Cattle, Sheep, &c., and all that is booked at what are commonly known as Goods Rates.

(d) Telegraph includes Posts, Wires, Batteries, Instruments (of the patterns in use, from time to time, on the Great Indian Peninsula Railway), and all that is necessary for working the Telegraph.

(e) Capital Expenditure includes all expenditure of all kinds which amounts to more than one thousand rupees which would, under the rules in force, from time to time, on the Great Indian Peninsula Railway, be charged to the Capital account.

(f) Revenue Expenditure includes all expenditure of all kinds of not more than one thousand rupees which would, under the rules in force from time to time, on the Great Indian Peninsula Railway, be charged to the Revenue account.

(g) Provided, as regards definitions (e) and (f), that the total expenditure on minor works, which may be charged against Revenue in any one half-year, shall not exceed a sum of fifteen rupees per mile of the State Railway.

(h) Stations include Sidings, Platforms (where necessary), Points, Sheds, Tank Houses, Wells, Water Cranes, Signals, Approaches, Roads, Buildings for Traffic purposes, Dwellings for the Traffic Station Staff, Furniture, Fittings, Lamps, and all other appliances that are required for working Traffic, &c., at stations.

(i) Locomotive Premises include Running Sheds, Repairing Shops, and all other appliances necessary for maintaining and keeping Rolling Stock in working order.

(j) Rolling Stock includes Engines, Travelling Cranes, Brake Vans, Water Tanks (on their own wheels), Pilot Trucks, and all other Goods and Coaching vehicles which are necessary for working the Traffic of the Railway.

(l) The term "State Railway" includes all Stations, Locomotive Premises, Dwellings for the Staff, Telegraph and Appliances, &c., which form part of the complete undertaking.

(m) Local Traffic and Telegraph Receipts are those which relate to Traffic and Telegrams which do not pass off the State Railway, and include the receipts for Traffic and Telegrams between Jalamb and Khámgaon.

(n) Through Traffic and Telegraph Receipts are the share of the receipts due to the State Railway for Traffic Telegrams which pass between stations of the State Railway, and stations of the Great Indian Peninsula and other Railways beyond the Great Indian Peninsula Railway.

(a) The Gross Receipts include the State Railway share of all Local and Through Traffic and Telegraph Receipts; all amounts received from time to time on the Great Indian Peninsula Railway), and all other sums received by the Railway Company for or on account of the State Railway.

2. (a) The Khámgaon State Railway is now in charge of the Railway Company and from the first day of January eighteen hundred and ninety, it is, during the term of this Agreement, to continue to be worked and maintained by the Railway Company under this Agreement, a part of his own undertaking in all respects as if it actually belonged to the Railway Company, subject only to the same control of Government, through the Consulting Engineer to the Government of Bombay, as is in force upon the Great Indian Peninsula Railway itself, under their contract with Government, the intention being that the State Railway is to be considered and dealt with exactly as if it were the property of the Railway Company, except only as to the provision of funds for Capital Expenditure, which has to be made by Government, as provided in clause three.

(b) This Agreement is to remain in force until the time when Government have again the option of purchasing the G. I. P. Railway.

(c) All previous Agreements between Government and the Railway Company, in regard to the Khámgaon State Railway, are to be considered as having been cancelled after the date of this Agreement as provided in para. (a) of this clause.

3. Additional works on the State Railway, as well as the provision of non-consumable Stores for the equipment of the State line and the station at Khámgaon are to be sanctioned and paid for by Government, as, and when, they are considered to be necessary by Government.

4. (a) The same Rates, Fares, Tolls, Conditions, Arrangements, &c., both for Public Traffic and for troops, &c., are to be in force upon the State Railway as are in force, from time to time, upon the Great Indian Peninsula Railway.

(b) The Railway Company agree to carry over the Great Indian Peninsula Railway and over the State Railway, material, &c., required for Capital Works upon the State Railway, at the same rate as is charged and under the same arrangement as is in force, from time to time, for material, &c., required for Capital Works upon their own Railway.

5. The Railway Company are to be responsible for all accidents, losses, or damages, of all kinds, upon the State Railway, to the Public, to the Traffic, to the Railway Company, to the way or works of the State Railway, and otherwise, except that, in the case of any accident or damage caused by the failure of way or works due to defective construction or extraordinary casualty, Government shall be responsible, and Government shall be responsible for the cost of repair and replacement of any way and works and stock, as well as for any accident or damage of any kind that the Company could not have prevented, which may result from any such failure.

6. The Railway Company are to provide and maintain all Rolling Stock that may be necessary for working the State Railway.

7. (a) The Station, for Traffic purposes, at Jalamb, including dwellings for the Traffic Station Staff at that place, is to be provided by the Railway Company.

(b) All Locomotive Premises and Dwellings for the Staff of all Departments (exclusive of the Traffic Station Staff, for which see paragraph (a) of this clause) required at Jalamb are to be provided by, and at the cost of, the Railway Company, a payment being made to the Company by Government proportionate to the requirements of the State Railway at that Junction, to cover interest, at the rate of five per cent. per annum, on the additional Capital outlay of the Company due to these requirements.

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

(b) The width for banks and cuttings at formation level, which has been adopted on the State Railway, is sixteen feet, and the width of Ballast is nine feet six inches, with a depth of ten inches. The Railway Company are not to be required to do more than maintain these respective standards.

9. The gross receipts of the State Railway, as hereinbefore defined, are to be collected and treated as receipts of the Railway Company. But the balance, after deducting the payment to the Railway Company, as defined in clause ten of this Agreement, is to be paid over to Government as soon after the end of each half-year as the accounts have been made up and have been finally passed by Government.

10. The Railway Company is to be paid, for working and maintenance of the State Railway, the same percentage of gross receipts of the State Railway as the Railway Company expend on working and maintenance of the whole of the undertaking, including branches which the Railway Company work and maintain, from time to time, with the addition of a payment for the use of the Railway Company's Rolling Stock, of a sum of five per cent. upon the gross receipts of the State Railway for each half-year.

11. All questions in dispute which may arise under this Agreement are to be settled by arbitration, in some way to be agreed between the Railway Company and Government, but failing such Agreement, either Government or the Railway Company may, within not less than three months, or more than six months, after notice given by either party to the other, appoint an Arbitrator, whose decision shall be final.

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

[Note.—The sanction of the Government of India to this Agreement was accorded by their No. 329 B. T., dated 1st July 1890, and the sanction of the Board by their No. 19 of the 26th September 1890.]

## APPENDIX K.

**Memorandum of Agreement**, made the sixth day of May eighteen hundred and ninety, between the SECRETARY OF STATE FOR INDIA in Council, and the GREAT INDIAN PENINSULA RAILWAY COMPANY, for the working and maintenance of the Amráoti State Railway (hereinafter called the State Railway) by the Great Indian Peninsula Railway Company (hereinafter called the Railway Company).

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them respectively, namely:—
- Interpretation Clause.**
- Traffic.** (a) Traffic includes everything that is carried over the State Railway.
- (b) **Coaching Traffic** includes Passengers, Horses, Carriages, Dogs, Parcels, Luggage, and all that is booked at what are commonly known as Coaching Rates.
- (c) **Goods Traffic** includes Coal, Material, and Merchandize of all kinds, also Cattle, Sheep, &c., and all that is booked at what are commonly known as Goods Rates.
- (d) **Telegraph** includes Posts, Wires, Batteries, Instruments (of the patterns in use, from time to time on the Great Indian Peninsula Railway), and all that is necessary for working the Telegraph.
- (e) **Capital Expenditure** includes all expenditure of all kinds which amounts to more than one thousand rupees which would, under the rules in force, from time to time, on the Great Indian Peninsula Railway, be charged to the Capital account.
- (f) **Revenue Expenditure** includes all expenditure of all kinds of not more than one thousand rupees which would, under the rules in force, from time to time, on the Great Indian Peninsula Railway, be charged to the Revenue account.
- (g) **Limit of Expenditure.** Provided, as regards definitions (e) and (f), that the total expenditure on minor works, which may be charged against Revenue in any one half-year, shall not exceed a sum of fifteen rupees per mile of the State Railway.
- (h) **Stations** include Sidings, Platforms (where necessary), Points, Sheds, Tank Houses, Wells, Water Cranes, Signals, Approaches, Roads, Buildings for Traffic purposes, Dwellings for the Traffic Station Staff, Furniture, Fittings, Lamps, and all other appliances that are required for working Traffic, &c., at stations.
- (i) **Locomotive Premises** include Running Sheds, Repairing Shops, and all other appliances necessary for maintaining and keeping Rolling Stock in working order.
- (k) **Rolling Stock** includes Engines, Travelling Cranes, Brake Vans, Water Tanks (on their own wheels), Pilot Trucks, and all other Goods and Coaching vehicles which are necessary for working the Traffic of the Railway.
- (l) **State Railway.** The term "State Railway" includes all Stations, Locomotive Premises, Dwellings for the Staff, Telegraph and Appliances, &c., which form part of the complete undertaking.
- (m) **Local Traffic and Telegraph Receipts.** Local Traffic and Telegraph Receipts are those which relate to Traffic and Telegrams which do not pass off the State Railway, and include the receipts for Traffic and Telegrams between Radnera and Amráoti.
- (n) **Through Traffic and Telegraph Receipts.** Through Traffic and Telegraph Receipts are the share of the receipts due to the State Railway for Traffic and Telegrams which pass between stations of the State Railway, and stations of the Great Indian Peninsula and other Railways beyond the Great Indian Peninsula Railway.

- (a) The Gross Receipts include the State Railway share of all Local and Through Traffic and Telegraph receipts; all amounts received for rent (which are to be collected under the rules in force, from time to time, on the Great Indian Peninsula Railway), and all other sums received by the Railway Company for or on account of the State Railway.
2. (a) The Amráoti State Railway is now in charge of the Railway Company, and from the first day of January eighteen hundred and ninety, it is, during the term of this Agreement, to continue to be worked and maintained by the Railway Company under this Agreement, as part of its own undertaking in all respects, as if it actually belonged to the Railway Company, subject only to the same control of Government, through the Consulting Engineer to the Government of Bombay, as is in force, upon the Great Indian Peninsula Railway itself, under their contract with Government, the intention being that the State Railway is to be considered and dealt with exactly as if it were the property of the Railway Company, except only as to the provision of funds for Capital Expenditure, which has been and is to be made by Government, as provided in clause three.
- (b) This Agreement is to remain in force until the time when Government have again the option of purchasing the Great Indian Peninsula Railway.
- (c) All previous Agreements between Government and the Railway Company in regard to the Amráoti State Railway are to be considered as having been cancelled after the date of this Agreement as provided in para. (a) of this clause.
3. Additional works on the State Railway, as well as the provision of non-consumable Stores for the equipment of the line and the station at Amráoti, are to be sanctioned and paid for by Government as, and when, they are considered to be necessary by Government.
4. (a) The same Rates, Fares, Tolls, Conditions, Arrangements, &c., both for Public Traffic and for Troops, &c., are to be in force upon the State Railway, as are in force, from time to time, upon the Great Indian Peninsula Railway. But the extra tolls, heretofore levied over the Amráoti Line, as per margin,\* to be retained.
- (b) The Railway Company agree to carry, over the Great Indian Peninsula Railway and over the State Railway, material, &c., required for Capital Works upon the State Railway, and the same rate as is charged, and under the same arrangement as is in force, from time to time, for material, &c., required for Capital Works upon their own Railway.
5. The Railway Company are to be responsible for all accidents, losses, or damages of all kinds, upon the State Railway, to the public, to the Traffic, to the Railway Company, to the way or works of the State Railway, and otherwise, except that, in the case of any accident or damage caused by the failure of way or works due to defective construction or extraordinary casualty, Government shall be responsible, and Government shall be responsible for the cost of repair and replacement of any way and works and stock, as well as for any accident or damage of any kind that the Company could not have prevented which may result from any such failure.
6. The Railway Company are to provide and maintain all Rolling Stock that may be necessary for working the State Railway.
7. (a) The station, for Traffic purposes at Badnera, including Dwellings for the Traffic Station Staff at that place, is to be provided by the Railway Company.
- (b) All Locomotive Premises and Dwellings for the Staff of all Departments (exclusive of the Traffic Station Staff, for which see paragraph (a) of this clause) required at Badnera are to be provided by, and at the cost of, the Railway Company, a payment being made to the Company by Government, proportionate to the requirements of the State Railway at that Junction to cover interest, at the rate of five per cent. per annum, on the additional Capital outlay of the Company due to these requirements.
8. (a) The Railway Company are to maintain the State Railway in the same manner as they do their own Railway, but any expenditure that would not be chargeable to Revenue under the Rules in

force on the Great Indian Peninsula Railway, or that may arise from extraordinary casualty as provided for in clause five, is to be borne by Government.

(b) The width for banks and cuttings at formation level, which has been adopted on the State Railway, is sixteen feet, and the width of Ballast is nine feet six inches with a depth of eighteen inches. The Railway Company are not to be required to do more than maintain these respective standards.

9. The gross receipts of the State Railway, as hereinbefore defined, are to be collected and treated as receipts of the Railway Company. But the Earnings. balance, after deducting the payment to the Railway Company, as defined in clause ten of this agreement, is to be paid over to Government as soon after the end of each half-year as the accounts have been made up and have been finally passed by Government.

10. The Railway Company is to be paid for working and maintenance of the State Railway the same percentage of gross receipts of the State Railway, as the Railway Company expend on working and maintenance of the whole of the undertaking, including branches which the Railway Company work and maintain, from time to time, with the addition of a payment, for the use of the Railway Company's Rolling Stock, of a sum of five per cent. upon the gross receipts of the State Railway for each half-year.

11. All questions in dispute which may arise under this Agreement are to be settled by arbitration, in some way to be agreed between the Arbitration in case of dispute. Railway Company and Government, but failing such Agreement, either Government or the Railway Company may, within not less than three months, or more than six months, after notice given by either party to the other, appoint an Arbitrator, whose decision shall be final.

12. This agreement is to be subject to the sanction of the Government of India, and Sanction to Agreement. of the Board of Directors of the Railway Company.

[NOTE.—The sanction of the Government of India to this Agreement was accorded by their No. 329 R. F., dated 1st July 1890, and the sanction of the Board by their No. 15 of the 26th September 1890.]



## APPENDIX L.

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**This Indenture**, made the 18th day of July 1890, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and the BENGAL AND NORTH-WESTERN RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability, having its registered office in London, of the other part.

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

### *Interpretation of Terms.*

**1. In this Contract—**

- (1) The expression "the Secretary of State" means the Secretary of State in Council of India.
- (2) The expression "the Company" means the Bengal and North-Western Railway Company, Limited.
- (3) The expression "the original Contract" means the Indenture dated the 12th day of December 1882, and made between the Secretary of State of the one part and the Company of the other part, as supplemented by an Indenture dated the 22nd day of February 1886, and made between the same parties.
- (4) The expression "the Company's railway" means the railways situated in the tract of country between the rivers Gunduk and Gogra and the ferries in connection with the said railways worked by the Company on the 30th day of June 1890, with any improvements, alterations, and additions of whatever description that may from time to time be made by the Company in or to the said railways or ferries, either in accordance with the provisions of the original Contract, including the Bahram Ghat and Revelganj branches recently sanctioned by the Secretary of State, or by or with the subsequent sanction of the Secretary of State, but not so as to include any railways or works comprised in "the undertaking" as hereinafter defined: Provided always, that if the Secretary of State shall not concur with the Company in the inclusion in the expression "the Company's railway" for the purposes of this Contract of any extension or branch thereof of which he may hereafter sanction the construction by the Company, the same shall be worked by the Company as part thereof but subject to the special terms (if any) which may be agreed upon between the Secretary of State and the Company or otherwise determined pursuant to these presents for its being worked by the Company.
- (5) The expression "the Tirhoot Railway" means the lines of State railway, including any ferries in connection therewith, worked by the Secretary of State on the 30th day of June 1890, situated north of the River Ganges, and between the Rivers Kosi and Gunduk, including the bridge over the Gunduk and the extension of the State railway on the right bank thereof connecting the bridge with the Company's railway at the eastern boundary of the Sonapore Station.
- (6) The expression "the undertaking" means the Tirhoot Railway with any improvements, alterations, and additions of whatever description including ferries that may from time to time be made in or to the said railway by or with the sanction of the Secretary of State, but with the exception of the telegraphs and telegraphic appliances used or to be used thereon. The Sitamarhi branch and any extension or branch of the said railway in process of construction or sanctioned by the Secretary of State at the date of this Contract or any part thereof shall be accepted by the Company and included in the undertaking on being declared in a fit state for opening for public traffic: Provided always, that if the Company shall not concur with the Secretary of State in making any other extension or branch thereof under the provision in that behalf hereinafter contained

then the inclusion of each such extension or branch in the expression "the undertaking" shall be subject to the special terms (if any) which may be agreed upon between the Secretary of State and the Company or otherwise determined pursuant to these presents as to its working.

- (7) The expression "the open system" means and includes such portion of the undertaking and of the Company's railway as may for the time being have been opened for public traffic.
- (8) The expression "the gross earnings of the Company's railway" means and includes all receipts from coaching and merchandise traffic over the Company's railway exclusively, from the use of the telegraphs and the carriage of mails thereon, and all sums (except interest on the Company's capital balances) received in respect thereof as rents, tolls on bridges, and from all other sources, including ferries in connection therewith, the receipts from which are treated as revenue on Indian railways generally. It does not include the sums received by the Company from the Secretary of State in terms of sub-section 3 of section 46 hereof.
- (9) The expression "the gross earnings of the undertaking" means and includes all receipts from coaching and merchandise traffic over such portion of the undertaking as is for the time being opened for public traffic from the use of the telegraphs and the carriage of mails thereon, and all other sums received in respect thereof as rents, tolls on bridges, and from other sources, including ferries in connection therewith, the receipts from which are treated as revenue on Indian railways generally.
- (10) The expression "working expenses," when not qualified or limited, means and includes the expenses of maintaining and working the open system, including roadways and ferries in connection therewith, of which expenses one account only is to be kept.

*Duration of Contract.*

2. This Contract shall continue in force for a period of time, commencing upon the 1st day of July 1890, and terminating on the 31st day of December 1904, subject to the provisions hereinafter contained for determining the same.

*As to the railways to be transferred to the Company and matters connected therewith.*

3. On the 1st day of July 1890, the Secretary of State shall hand over to the Company for the purposes of this Contract the Tirhoot Railway, together with all works connected therewith then made or in progress, and the rolling-stock, plant, and machinery then used thereon, or appropriated or in course of construction therefor, together with copies of all plans, specifications, and working drawings of the works, rolling-stock, and other equipments, but with the exception of the telegraphs and all telegraphic appliances belonging to the said railway, which shall remain vested in the Secretary of State. And thereafter the Secretary of State shall, in like manner, hand over to the Company any extension or branch, the construction of which shall have been decided upon by him at the date of this Contract or any part thereof, as and when declared to be fit for opening for public traffic. As from such date or dates of transfer the Company shall manage, maintain, and work the said railways.

4. As soon as may be after the said 1st day of July 1890 an inventory No. 1 of the Tirhoot Railway, plant, and machinery, and of the plans, specifications, and working drawings, and an inventory No. 2 of the rolling-stock, of the Tirhoot Railway to be so handed over as aforesaid as on the said 1st day of July 1890, shall be made and signed by or on behalf of the Secretary of State and the Company, and the value of the same (including the land occupied or used by or for the purposes of the railway) at cost price, including in each case exchange on all payments made in England in part of the said cost as shown in the accounts of the said railway, shall be entered as to inventory No. 1 in Part I, and as to inventory No. 2 in Part II of the Capital Account of the undertaking as hereinafter provided. A third inventory No. 3 of the rolling-stock for working the Company's railway provided by and at the expense of the Company shall be similarly made and signed, and the value of the same at cost-price as shown in the books of the Company shall be entered in Part II, of the Capital Account of the undertaking as hereinafter provided.

5. On the said 1st day of July 1890, or as soon after as may be the Secretary of State shall deliver to the Company and the Company shall accept for the purposes of this Con-

tract all serviceable stores belonging to the Tirhoot Railway that may be in hand or in the course of delivery on the said 1st day of July 1890, except such, if any, as belong to the telegraphs or telegraphic appliances or to the extensions or branches referred to in section 3. An inventory No. 4 of the same shall be made with all reasonable expedition and signed by or on behalf of the Secretary of State and the Company, with the value at cost price including exchange on all payments made in England in part of the said cost as shown in the accounts of the said railway. And on the said date, or as soon after as may be, the Company shall deliver to the Secretary of State an inventory No. 5 of all serviceable stores appertaining to the Company's railway at that date, with their value at cost-price as shown in the books of the Company. The stores included in inventories Nos. 4 and 5 shall be entered in the Joint Stores Accounts as hereinafter provided, to which also shall be carried on the transfer to the open system of any extension or branch duly sanctioned by the Secretary of State either of the undertaking or of the Company's railway the value of the serviceable stores appertaining to any such extension or branch.

*As to Land.*

6. The Secretary of State shall from time to time at the reasonable request of the Company provide any additional land which he shall consider requisite for additions to or alterations and improvements in the undertaking made with his sanction from time to time, and shall allow the Company to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, go out of possession of and relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract for the purposes of the undertaking as shall have from time to time become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this section the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and, if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question, and the Secretary of State shall be exclusively entitled to possession thereof.

*As to Telegraphs.*

7. The Secretary of State may from time to time construct and provide such new or additional telegraphs and telegraphic appliances as he shall think fit along or upon the railways for the time being comprised in the undertaking or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the existing telegraphs and telegraphic appliances and all or any of such new or additional telegraphs and telegraphic appliances as he shall think fit, and it shall be lawful for him from time to time to erect, maintain, make, do, and execute on any part of the said railways, land, or works all such buildings, machinery, works, acts, and things as he shall consider necessary or proper in relation to the maintenance, construction, use, and working of the said existing and new or additional telegraphs and telegraphic appliances, but so that due regard be had to the convenience of the working of the undertaking in respect of the time and place of such erections, maintenance, making, and execution. The Company shall at all times furnish the Secretary of State with such free passes over all or any part of the railways comprised in the undertaking and over all or any part of the Company's railway as he may require for persons employed by him in or about or in connection with the maintenance, construction, working, or inspection of the said telegraphs and telegraphic appliances or any buildings or works appertaining thereto.

8. The Secretary of State shall from time to time allow the Company to have the exclusive use of such of the said telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the railways comprised in the undertaking, and shall keep the same telegraphs and telegraphic appliances in good repair and in good working order and condition. And the Company shall upon demand pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State

the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made by the Government Telegraph Department for rent, maintenance, and inspection of the telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the exclusive use. All amounts paid by the Company under this provision shall be included amongst working expenses.

9. The Company, if so directed by the Secretary of State, shall, in working any telegraphs or telegraphic appliances of which they shall for the time being be allowed to have the exclusive use under the last preceding section, observe the rules as to working telegraphs and telegraphic appliances for the time being in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe for the Company's observance, and if so directed by the Secretary of State shall account in such manner as shall be prescribed by the rules for the time being in force in the case of the State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

*As to Police.*

10. The Secretary of State shall provide and maintain for the purposes of so much of the undertaking as shall for the time being have been opened for public traffic such a force of police as the Company with the approval of the Secretary of State shall from time to time require; and if the Secretary of State shall consider that any addition to the force is required for the preservation of law and order for the purposes of the undertaking, his determination on that point shall be final, and such addition shall be made accordingly. The cost of providing and maintaining the force of police required for the purposes aforesaid shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State, and the remaining seven-tenths shall be included in working expenses.

11. If the Company shall so desire, the Secretary of State will provide at the sole cost of the undertaking such a force of police as with the approval of the Secretary of State the Company shall from time to time require for the protection of so much of the undertaking (if any) as shall for the time being be under construction by the Company.

*As to Additions to or Alterations and Improvements in the Undertaking.*

12. The Secretary of State shall have power to determine the situation and dimensions of and the particulars of all additions to or alterations and improvements in the stations, station yards, offices, warehouses, houses for employes, conveniences and works to be constructed or carried out from time to time in connection with, or as part of, the undertaking.

13. The Company shall with due diligence equip the undertaking with all such additional rolling-stock, plant, and machinery as shall from time to time in the opinion of the Secretary of State be necessary for the purpose of working the undertaking, and shall make such alterations or improvements in the equipment as may in his opinion be required from time to time; and if the Secretary of State shall be of opinion that the Company shall at any time have failed duly to perform its obligations under this section he may himself from time to time complete or alter or improve the equipment of the undertaking or any part thereof in respect of all or any of the particulars specified in this section.

*As to the Maintenance and Management of the Undertaking.*

14. The Company shall keep the undertaking in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery to the satisfaction of the Secretary of State. If the Company shall fail for the space of one calendar month to comply with any requirement in writing of the Secretary of State in regard to the matters aforesaid, or any of them, the Secretary of State may enter on the undertaking and execute all such works and provide all such rolling-stock, plant, and machinery as may in his opinion be required for the purposes of the undertaking.

15. The Company shall keep the rolling-stock, plant, and machinery belonging or appropriated to the use of the undertaking in good repair and in good working condition to the satisfaction of the Secretary of State.

16. The Company shall maintain a sufficient staff for the purposes of the undertaking to the satisfaction of the Secretary of State, and shall, if required so to do by the Secretary of State, continue all or any of the Government staff now engaged for the purposes of the Tirhoot Railway in their present employments, and fill up vacancies occurring from

time to time in such staff and for filling which there shall be no suitable persons or person available among those for the time being employed on the open system from the Government Service, and no such person now engaged, unless he is now liable to be discharged by the Manager of the Tirhoot Railway on his own responsibility, shall be discharged from his employment by the Company if after notice of the intention of the Company so to discharge him, the Secretary of State shall object to such discharge. The debit of any contributions on account of pensions and furlough allowances which the Secretary of State may require to be paid to him on behalf of such persons shall follow the incidence of the debit of the salaries of such persons severally.

17. The Secretary of State may from time to time, by notice in writing, require the Company to carry out any alteration or improvement in the undertaking, or any addition thereto, that may in his opinion be necessary for the safety of passengers, or for the safety of the public, or for the effectual working of the undertaking. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration, improvement, or addition. On receiving any such notice, the Company shall with all reasonable speed commence and proceed to execute the works described therein. The Secretary of State shall provide any land that may be required for the purposes aforesaid, and shall supply the funds necessary for the purchase of such land and for the execution of such works, and the cost of such land, and of such of the said works as shall be properly chargeable to capital, shall be charged in Part I of the Capital Account of the undertaking, and the cost of all other such works shall be charged as working expenses. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the undertaking and execute the said works, and charge the cost of the same, as if done by the Company.

*As to the Use and Working of the Undertaking and the Conveyance of Traffic.*

18. The Company shall cause to be run on so much of the undertaking as shall for the time being have been opened for public traffic so many trains, at such times, and at such rates of speed between such places, and with such conveniences and accommodations as the Secretary of State shall from time to time require.

19. The Secretary of State may from time to time require the Company to carry out any alteration or improvement in the working of the undertaking which may in his opinion be necessary for the safety of passengers, or for the safety of the public, or for the safe and effectual working of the undertaking.

20. The Secretary of State shall have power from time to time, during the continuance of this Contract, to fix and vary both maximum and minimum rates (which, for goods, shall, until otherwise fixed, be as follows, *vis.*, maximum 1 pie, minimum  $\frac{1}{10}$ th pie, per maund per mile) with a reasonable difference between them, for the carriage of through passengers and goods over the Company's railway, and of all passengers and goods, through and local, over the undertaking, and the fares and rates to be charged by the Company for the carriage of such passengers and goods shall not exceed the maximum and shall not be less than the minimum rates so fixed; and the Company, in respect of all passengers and goods derived from or delivered to the undertaking, or any railway in connection therewith, and which may be carried over the Company's railway or any part thereof, or any foreign railway in connection with the Company's railway, shall book through between all stations comprised in the undertaking and all stations on the Company's railway, and shall charge not more than the same mileage rates for the distance which such passengers or goods shall be carried over the Company's railway, or any part thereof, as shall be charged on the undertaking.

21. All stores required for use on the Company's railway or any part thereof, and on the undertaking or any part thereof, shall be carried at the same mileage rates over the Company's railway and over the undertaking, such rates being the same as those in force for the time being on other metre-gauge State railways.

22. All services which the Secretary of State shall require the Company to perform, on so much of the undertaking as shall for the time being have been opened for public traffic for the Post Office, the Military Department, the Police Department, or any other department of the State, or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India, the conveyance of the Post Office servants when on duty, the conveyance of troops or sailors, military and naval establishments, horses and other animals used for military purposes, guns, military stores and equipments, the conveyance of police, prisoners, and paupers, the conveyance of telegraph stores, instruments, officers, and work-

men, and of any public stores whatever, including stores for State railways) shall be performed by the Company on the same general conditions and at the same rates as may for the time being be in force on other metre-gauge State railways, subject to the provisions as to free passes contained in the 7th section of this Contract.

23. The Company shall convey over the undertaking or so much thereof as shall for the time being have been opened for public traffic, gold and silver bullion and coin, and copper coin, belonging to the Secretary of State, and the persons in charge thereof, at special rates to be from time to time approved by the Secretary of State.

24. The Company shall from time to time, upon the requisition of the Secretary of State, give the precedence to the demands of the Secretary of State over all other traffic on the undertaking or so much thereof as shall for the time being have been opened for public traffic.

25. No undue or unreasonable preference or advantage to or in favour of any particular person or Company, or any particular description of traffic in any respect whatsoever, shall be made or given by the Company, nor shall any particular person or Company be subjected by the Company to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. The Secretary of State shall have absolute power for the purposes of this section to decide whether any preference, advantage, prejudice, or disadvantage is undue or unreasonable.

*As to Receipts, Payments, and Expenditure.*

26. All moneys whatsoever which shall during the continuance of this Contract be received by or on behalf of the Company in respect of the undertaking or pursuant to this Contract, either in England or India, or elsewhere (including all moneys received from the use and working of the telegraphs and telegraphic appliances, of which the Company shall for the time being be allowed to have the exclusive use, but excepting interest on the Company's Capital balances and any moneys which shall be paid to the Company by the Secretary of State pursuant to section 46 of this Contract), and the gross earnings of the Company's railway shall at such times and in such manner as the Secretary of State may from time to time direct, and without deduction, be paid as to moneys received in England into the Bank of England to the credit of the Secretary of State, and as to moneys received in India or elsewhere into some Government Treasury in India to be from time to time approved for the purpose by the Secretary of State.

27. Of the moneys mentioned in the last preceding section, and not the subject of the exception therein contained, such as shall arise from the sale of any property forming part of the undertaking sold for any purpose other than that of purchasing property of the same or similar character in the place thereof shall be treated as received on account of capital; the residue shall be treated as received on account of revenue; Provided always that no sale of any property forming part of the undertaking for any purpose other than that of purchasing property of the same or similar character in the place thereof, shall be made without the sanction of the Secretary of State.

28. All moneys which the Company shall with the sanction of the Secretary of State from time to time require for the purposes of this Contract shall be supplied to the Company by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

29. No moneys shall be expended by the Company, whether on or in connection with the Company's railway or the undertaking, or either on account of capital or revenue account, without the previous sanction of the Secretary of State, and all moneys expended by the Company on account of the undertaking or in pursuance of this Contract shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

*As to Additional Capital.*

30. Any additional capital which the Secretary of State and the Company may from time to time agree is required for the purposes of this Contract may be raised by the Company, or may be advanced to the Company by the Secretary of State at his option upon terms to be agreed upon between the Secretary of State and the Company.

*As to Accounts and Audit.*

31. The Company shall keep all such accounts relating to the undertaking and all such accounts as between the Company and the Secretary of State as the Secretary of

State shall from time to time require, and shall keep the accounts relating to the undertaking separate and distinct from the accounts relating to the Company's railway except the accounts of working expenses. Such accounts as are required to be kept by this section shall be kept in such form, and under such heads or divisions, and for such sections of the undertaking, and for such periods, and with such details, and shall be submitted to the Secretary of State at such times as he shall from time to time prescribe. The said accounts, so far as the same are kept in India, shall be kept in rupees of the Government of India, and so far as they are kept in England shall be kept in sterling money. Such of the said accounts as are kept in England shall from time to time be transmitted by the Secretary of State to the Government in India and incorporated in the accounts of the Company in India, each account transmitted being for the purpose of such incorporation converted into rupees at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn by him on India during the half-year immediately preceding that in which the incorporation is to be effected, or if the Secretary of State shall not have drawn bills on India for so much as three months out of the half-year immediately preceding, then at the average rate obtained during the half-year immediately preceding that in which the incorporation is to be effected for the best commercial bills, payable on demand, drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.

32. Unless and until otherwise directed the Company shall keep for the purposes of this Contract the following accounts:—

A Capital Advance Account relating to the undertaking and, in respect of its maintenance, working, and equipment with rolling-stock and stores, to the Company's railway;

A Capital Account relating to the undertaking and, in respect of rolling-stock only, to the Company's railway;

A Revenue Account } relating to the undertaking and to the Company's rail-  
A Joint Stores Account } way;

all which accounts shall be kept separate and distinct from the "accounts" which the Company shall be required under the original Contract to keep for the Company's railway.

33. All moneys advanced by the Secretary of State to the Company or received by the Company in respect of rolling-stock and stores shall be entered in the Capital Advance Account, and shall from time to time, as expended with the sanction of the Secretary of State, be transferred therefrom to the Capital Account, the Revenue Account, or the Joint Stores Account, as the case may require. The balance of the Capital Advance Account shall be made up and submitted to the Secretary of State from time to time as he shall require.

34. The Capital Account shall be in two parts.

In Part I shall be entered to Debit—

- (1) The value at cost price as shown in the Government accounts of the railways, plant, machinery, and land, or any part thereof, to be handed over to the Company pursuant to the 3rd and 4th sections of these presents, as and from the date or dates of such transfer.
- (2) The value, as certified by the Secretary of State, of all land provided by him under this Contract after the said 1st day of July 1890 for the purposes of the undertaking.
- (3) All moneys which shall be actually expended by the Company, with the sanction of the Secretary of State, out of the funds provided by him or by the Secretary of State upon works, plant, or machinery for the purposes of the undertaking, the cost of which is chargeable to capital.
- (4) The cost of providing and maintaining a police force in relation to any such part or parts of the undertaking as for the time being shall be under construction by the Company or shall not have been opened for public traffic.
- (5) The charges of the Government Telegraph Department for rent, maintenance, and inspection of such electric telegraphs and telegraphic appliances (if any) as the Secretary of State may allow the Company to use in relation to the construction of the undertaking or any part thereof, or in relation to any part of the undertaking which shall not for the time being have been opened for public traffic.
- (6) So much as ought, pursuant to this Contract, from time to time to be charged to account of capital in respect of the half-yearly amount to be charged by the Secretary of State under the provisions hereinafter contained for his supervision, audit, and control of the affairs of the Company.



- (7) Any amount which the Secretary of State may from time to time require to be charged to account of capital in respect of the cost to him of any of his legal expenses incurred in relation to this Contract or to any matters arising out of this Contract.
- (8) The cost to the Secretary of State, as certified by him, of works, acts, and things which shall be executed or done by him under any of the provisions of this Contract, provided that the cost thereof if executed or done by the Company would have been expenditure chargeable to account of capital.
- (9) All such other sums (if any) as ought, under the provisions of this Contract, to be entered to debit in the Capital Account.

And to Credit—

- (10) All such of the moneys to be received by or on behalf of the Company as are herein provided to be treated as received on account of capital.
- (11) The value (to be determined by the Secretary of State) of any land of which the Company shall have been allowed to take possession for the purposes of this Contract and which shall have been subsequently relinquished to the Secretary of State under the provisions of this Contract.

In Part II (which shall be a joint rolling-stock account) shall be entered—

The value at cost price, as shown in the books of the Company and of the Secretary of State, of the rolling-stock provided at the date of this Contract for working the Company's railway and the Tirhoot Railway, and also the amount of all sums expended in providing, after the date of this Contract coming into force, with the sanction of the Secretary of State, additional rolling-stock, and any credits or other debits properly arising in connection with such rolling-stock or additional rolling-stock as aforesaid.

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

36. The Revenue Account shall contain an account of all such of the moneys to be received by or on behalf of the undertaking and of the Company's railway as are herein provided to be treated as received on account of revenue, and of all expenditure connected with the open system as specified in section 45, which ought conformably with this Contract or with the original Contract to be treated as made on account of revenue. The Revenue Account shall be made up half-yearly to 30th of June and the 31st of December in each year, or to such other days as the Secretary of State shall from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same either concurrently with or after expenditure, or in both ways, as he may think fit, and may in case of any error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Secretary of State, but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next revenue account, or in any subsequent revenue account or accounts, as the Secretary of State may determine.

37. The Company shall with due diligence make up and deliver to the Secretary of State an account of all stores held as on the date of this Contract coming into force by the Company for the purposes of the Company's railway, and of all stores belonging to the Tirhoot Railway which shall be delivered to the Company pursuant to the 5th section of this Contract as on that day, and of the value of such stores as entered in the inventories mentioned in that section. As soon as possible after the 30th of June and the 31st of December in each year, or such other half-yearly days as the Secretary of State may from time to time prescribe for the making up of the Revenue Account, the Company shall make up and deliver to the Secretary of State an account of all stores in hand on the half-yearly day immediately preceding the making up of the account, and of all stores purchased and of all stores used by the Company for the purposes of the undertaking and of the Company's railway respectively since the 1st day of July 1890, or since the date to which the Joint Stores Account was last made up, as the case may be, showing the purposes for which such stores have been purchased or used respectively. As often as any of the stores in hand shall be used by the Company for purposes properly chargeable to capital, the value of the stores so used shall be charged to the Company or to the Capital Account, as the case may require, in accordance with the provisions in that behalf herein



contained, and the Company shall forthwith pay for the stores so charged to it from its own proper funds. The value of all such stores used for purposes properly chargeable to revenue shall be charged in the Revenue Account. If any stores for the time being in use upon or in connection with the undertaking or the Company's railway shall during the continuance of this Contract be returned into store, the value thereof (to be agreed upon by the Secretary of State and the Company) shall be debited in the Joint Stores Account.

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

39. In the accounts aforesaid all general charges which the Secretary of State may expressly permit to be debited partly against working expenses and partly against capital shall be divided between them in proportion to the outlay on each of those accounts during the period for which such charges are debitable, and the same principle shall prevail in the further apportionment between the Company's Railway and the undertaking of the capital share of such general charges if works chargeable to Capital Account have been done for both the Company's railway and the undertaking.

40. The net amounts standing at the debit of (1) Part II of the Capital Account (the joint rolling-stock account), (2) the Joint Stores Account, and (3) the Capital Advance Account, as expended in the purchase of stores or in connection with the supply of rolling-stock and not transferred to the Joint Stores Account or to Part II of the Capital Account, shall at the end of each half-yearly period as aforesaid be severally apportioned to the undertaking and the Company's railway respectively in the ratio of the gross earnings of each for such period. The net amounts (4) expended on account of capital for the purposes of the undertaking solely as shown by the Capital Advance Account and not transferred to the Capital Account shall be apportioned to the undertaking. And for the purposes of sub-section 3 of section 46 of this Contract the Secretary of State's capital in the undertaking shall be taken to be the aggregate of the amounts at debit of Part I of the Capital Account, of his shares of the items (1), (2) and (3), and of the item (4) mentioned in this section, and the Company's capital shall be taken to be the aggregate of the amounts from time to time standing at the debit of the Company's Capital Account under the original Contract (omitting rolling-stock) and the amount of the shares of the Company's railway of items (1), (2), and (3) mentioned in this section. Provided that no part of the outlay on any extension or branch sanctioned by the Secretary of State of the undertaking or Company's railway shall be included in the capital as aforesaid of the Secretary of State and of the Company respectively until any such extension or branch or part thereof to which such outlay refers shall have been declared in a fit state for opening for public traffic and transferred to the open system.

41. In case any question shall arise whether any expenditure incurred for the purposes of the undertaking is to be treated in the whole or in part as a charge incurred on Capital Account, or how the same is to be dealt with, the question shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling-stock, plant, and machinery, and of substantial improvements of and additions to old works, rolling-stock, plant, and machinery, including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital, and that the cost of repairs, restorations, renewals, replacements, and substitutions is to be borne by revenue. Provided, nevertheless, that any item of expenditure properly chargeable to capital, in accordance with this principle, on any part of the open system shall from time to time, if not exceeding R1,000, be classed as a "Minor work" and be charged to the working expenses within a maximum amount in each half-year of R15 per open mile of railway. Provided, also, that no portion of the salaries or allowances of any of the Company's permanent supervising staff, although for the time being employed, partly or wholly, in directing or superintending work chargeable to capital, shall, except with the express sanction of the Secretary of State, be charged to capital, and that no expenses connected with the engagement from England, or with the passage from or to England, of any person in the Company's service shall be charged to capital, unless such person shall have been specially engaged to carry out work chargeable to capital and actually employed upon such work.

42. If any difference shall arise between the Secretary of State and the Company as to whether any expenditure of the Company is properly chargeable to capital or revenue, the matters in difference shall be referred to the decision of the joint auditor if the

Secretary of State and the Company shall have appointed such an officer, but in case a joint auditor shall not have been appointed, then the matters in difference shall be referred for final decision to some person to be appointed by the Company and a Government examiner of railway accounts, or some other person to be named by the Secretary of State, or in case of their being unable to agree, to a referee to be named by them. The costs of any such reference shall, unless the Secretary of State shall otherwise direct, be included in working expenses.

43. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere, as well in respect of the Company's railway as of the undertaking, shall from time to time be audited on behalf of the Secretary of State by such person or persons as he shall from time to time appoint, as well as on behalf of the Company, and the Company shall produce to the auditors or auditor so appointed by the Secretary of State all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Amongst the functions of the auditors or auditor shall be included the duty of seeing that all expenditure by the Company, whether on the Company's railway or on the undertaking, shall have been duly sanctioned by the Secretary of State, and that all expenditure is charged and revenue applied in accordance with the provisions of this Contract. Any correction made in the accounts by any person or persons who shall be acting as joint auditor or joint auditors on behalf both of the Secretary of State and of the Company shall be conclusive. If, consequent on the audit of any auditor or auditors acting exclusively on behalf of the Secretary of State, the Secretary of State shall require any alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred for final decision to two persons, one to be named by the Secretary of State, and the other to be named by the Company, and in case such two persons shall be unable to agree, then to an umpire to be named by the referees. The costs of any such reference as last aforesaid shall be included in working expenses.

*As to Working Expenses and the Appropriation of Receipts.*

44. Working expenses shall include all costs and expenses incurred by the Company with the sanction of the Secretary of State in or about the maintenance, management, and working of the open system, and all other sums, if any, proper to be allowed out of revenue in connection with the maintenance, management, or working of the open system or in connection with the conduct of the affairs of the Company in relation thereto, and which shall have been sanctioned by the Secretary of State.

45. In the working expenses of any half-yearly period there shall be reckoned in so far as they are attributable to such period—

- (1) Such portion of the general charges mentioned in the 39th section of this Contract as are properly chargeable to revenue.
- (2) All expenditure incurred by the Company, with the sanction of the Secretary of State, or by the Secretary of State in keeping the open system in good repair and in good working condition, and fully supplied with rolling-stock, plant, and machinery, except such part, if any, of such expenditure as may, with the sanction of the Secretary of State, be charged to capital.
- (3) All expenditure incurred by the Company, with the sanction of the Secretary of State, in keeping the rolling-stock, plant, and machinery belonging to the open system in good repair and in good working condition.
- (4) All expenditure incurred by the Company, with the sanction of the Secretary of State, or by the Secretary of State in the execution of any works chargeable to revenue.
- (5) So much of the cost of providing and maintaining a police force for the purposes of the open system as is not agreed to be borne by the Secretary of State.
- (6) The costs of any reference that may arise on the audit of any of the accounts of the open system or any part of it, and such of the costs of any reference under the 17th and 42nd sections of this Contract as the Secretary of State shall not direct to be otherwise treated, and the costs of and incidental to the preparation of the returns and statistics mentioned in the 68th section of this Contract.
- (7) Such sums as under the provisions of the 16th section of this Contract are properly chargeable to revenue.
- (8) Such sums as, according to the rules for the time being in force of the State

Railway Provident Institution and of the Company's Provident Institution, shall from time to time be payable to or for the purposes of those institutions without being dependent or contingent on the amount of the net earnings of the undertaking and of the Company's railway respectively.

- (9) The charges of the Government Telegraph Department for rent, maintenance, and inspection of the telegraphs and telegraphic appliances provided for the use of the open system.
- (10) Such a sum, not exceeding in any half-year Rs 20 per mile of railway forming part of the open system, as may be required by the Secretary of State to cover the costs and charges of and incidental to the supervision, audit, and control of the Company in respect of the open system by the Secretary of State (being the sum hereinafter provided by section 61 of this Contract).
- (11) All reasonable legal expenses, whether incurred by the Secretary of State or with his sanction by the Company, in connection with the open system, and all such other expenses as the Secretary of State and the Company agree to treat as part of the working expenses of the open system.

And in so far as they are attributable to any period or periods—

- (12) All undischarged working expenses.

46. The sums remaining in each half-year, after deducting from the combined gross earnings of the undertaking and the Company's railway working expenses and all other charges (if any) to Revenue Account properly attributable to that half-year, shall be applied in the following manner and in the following order:—

- (1) In payment to the Company in rupees of the equivalent of the interest to be paid by the Company in respect of any capital raised by the Company in pursuance of section 30 with the sanction of the Secretary of State for the purposes of this Contract.
- (2) In payment to the Secretary of State of interest at such rate as may have been agreed upon between the Secretary of State and the Company on any moneys advanced by the Secretary of State for the purposes of the undertaking pursuant to section 30 of this Contract.
- (3) And the residue (if any) shall be divided between the Secretary of State and the Company in the ratio of their respective shares of capital as specified in section 40 of this Contract, and the proportion of such residue which shall be found to belong to the Company shall as soon as ascertained be paid over to the Company in India, together with a sum which shall be 5 per centum of the proportion found to belong to the Secretary of State. The balance remaining to the Secretary of State shall be the "net earnings" of the undertaking for the purpose of any further contribution to the State Railway Provident Institution payable under the rules for the time being in force.

47. The moneys payable to the Company under section 46 shall not be deemed to be receipts of the Company as between the Secretary of State and the Company within the meaning of section 26 of this Contract.

*As to Running Powers and other Facilities and Accommodation for other Railways.*

48. The Secretary of State may from time to time require the Company to allow the use of the undertaking or any part thereof opened for traffic for the passage of engines and trains from or to other railways of the same gauge upon the payment of reasonable tolls and under reasonable conditions and restrictions.

49. The Secretary of State may from time to time require the Company to supply other railways with any of the rolling-stock of the undertaking which shall not for the time being be required for the purposes thereof upon reasonable terms and conditions.

50. The Secretary of State may from time to time require the Company to execute work in the workshops of the undertaking in respect of rolling-stock and machinery belonging to State railways at such reasonable prices and upon such terms as shall be agreed upon between the Secretary of State and the Company, but so nevertheless as not to impede or unduly interfere with the ordinary operations of the Company in respect of the obligations imposed on the Company by this Contract.

51. The Secretary of State may from time to time require the Company to make reasonable arrangements for the interchange of traffic and rolling-stock between the undertaking and other railways, and for through booking.

52. The Company shall comply with all regulations from time to time prescribed by the Secretary of State for clearing through traffic with railways belonging to other companies or to the State.

53. The Secretary of State may from time to time require the Company to allow the use of any of the stations forming part of the undertaking for the accommodation of the traffic of any railway belonging to any other company or to the State, upon the payment of reasonable tolls, and under reasonable conditions, and restrictions, and may also require the Company to make such alterations and additions as may in the opinion of the Secretary of State be necessary or convenient for the purposes of such accommodation, upon such terms as may be agreed upon between the Secretary of State and the Company, and may also require the Company, to allow junctions to be formed between the undertaking and railways belonging to any other company or to the State.

*As to Power to levy Tolls on Bridges.*

54. If on any of the bridges of the undertaking there shall have been provided roadways for foot passengers, cattle, or vehicles, or if the Company shall, with the approval of the Secretary of State, provide any such roadways, the Company shall have the right to charge, during the continuance of this Contract, tolls on the traffic over such roadways, according to tariffs to be arranged between the Secretary of State and the Company.

*As to Ferries.*

55. The Company may, with the approval of the Secretary of State, from time to time, during the continuance of this Contract, establish any ferry for the accommodation of the traffic of the undertaking. Every such ferry shall be equipped with boats and fixed and moveable machinery, and plant of good quality and adequate in quantity to work the same ferry. The Company may, with the approval of the Secretary of State, work for purposes other than the accommodation of the traffic of the undertaking any ferry which shall have been established by it.

56. The previous provisions of this Contract relative to the undertaking, whether as regards construction, maintenance, working equipment, maintenance of equipment, or any other matter (inclusive of the provisions as to rates and fares to be charged by the Company to the Secretary of State and the public, and of the provision for the performance by the Company of certain services for the Secretary of State free of charge, and for the precedence of the Secretary of State in respect of his demands, whether for freight or passenger accommodation) shall apply, *mutatis mutandis*, and as far as circumstances will admit, in respect of every ferry which shall be established under the last preceding section.

*As to the Construction and Working of Branch and other Railways.*

57. The Secretary of State may require the Company to construct any branch or extension railway of the same gauge in connection with the undertaking upon such terms and conditions as may in each case be agreed upon between the Secretary of State and the Company.

58. If the Secretary of State shall at any time or times give to the Company six months' notice in writing requiring it to work any branch or extension of the undertaking, whether constructed by the Company on behalf of the Secretary of State or by the Secretary of State or otherwise, the Company shall accept and work such branch or extension from the expiration of the said notice and during the continuance of this Contract; provided as to each such branch or extension that if the Company shall not have concurred with the Secretary of State in the expediency of its construction, the Company shall accept any such branch or extension and shall work it upon terms to be specially agreed upon between the Secretary of State and the Company; and every branch or extension so accepted and worked shall thenceforth be and form part of the undertaking, and all the provisions herein contained shall be applicable thereto, with such variations only (if any) as may be necessary to make them consistent with the terms to be specially agreed upon as last aforesaid or to be settled by arbitration as hereinafter mentioned.

59. Any branch or extension of the Company's railway which shall in accordance with the original Contract and with the sanction of the Secretary of State be constructed by or on behalf of the Company may be worked by the Company as part of the Company's railway pursuant to these presents; provided as to each such branch or extension that the Secretary of State shall have concurred in the expediency of including it in the Company's railway for the purpose of being so worked. If the Secretary of State shall

not have so concurred, the Company shall work it upon terms to be specially agreed upon between the Secretary of State and the Company; and every branch or extension so worked shall thenceforth be and form part of the Company's railways, and all the provisions herein and in the original Contract contained shall be applicable thereto, with such variations only (if any) as may be necessary to make them consistent with the terms to be specially agreed upon as last aforesaid or to be settled by arbitration as hereinafter mentioned.

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

60. The Company shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this Contract.

*As to the Supervision and Control of the Secretary of State.*

61. In all matters relating to or affecting the undertaking, and not herein specially provided for, the Company shall be subject to the supervision, audit, and control, as well in India as in England, of the Secretary of State. The Secretary of State shall be entitled to charge half-yearly for his supervision, audit, and control of the Company such a sum as he shall think fit, not exceeding the rate of Rs 20 per mile of railway forming part of the undertaking or of the Company's railway, so far as for the time being either constructed or under construction. The half-yearly charge to be made by the Secretary of State under this section shall cover a moiety of the salary in respect of audit of such joint auditor as aforesaid (if any), and shall from time to time be apportioned between revenue and capital in such manner as that so much of the half-yearly charge as bears the same proportion to the entirety thereof as the length of the railways opened for public traffic at the time when the half-yearly charge is made bears to the whole length of railways on which the same charge is to be calculated, shall be charged to account of revenue, and that the residue thereof shall be charged to account of capital. As from the time when the whole of the railways shall have been opened for public traffic the half-yearly charge to be made by the Secretary of State under this section shall be charged to account of revenue exclusively.

62. For the purposes of inspecting the undertaking and the Company's railway, and auditing the accounts of the Company, or otherwise exercising such supervision and control as are intended to be reserved to the Secretary of State by this Contract, the Secretary of State may from time to time appoint such person or persons as he may think proper with such powers as he may consider necessary or expedient, and the Company shall afford every person so appointed all reasonable facilities for the purpose of enabling him to perform the duties entrusted to him by the Secretary of State.

63. Whenever any duly authorised inspecting officer, acting on behalf of the Secretary of State, shall report to the Government of India that in his opinion the use of the undertaking, or of any particular part thereof, will be attended with danger to passengers, the undertaking or the part thereof referred to in the report, as the case may be, shall, upon the requisition of the Government of India, be forthwith closed so far as regards the conveyance of passengers, and shall not be re-opened for that purpose unless and until such an inspecting officer as last above mentioned shall have subsequently inspected the undertaking, or, as the case may be, the part thereof for the time being closed, and have certified the undertaking, or, as the case may be, the part thereof for the time being closed, to be fit and safe for the conveyance of passengers.

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

65. The Company shall, to the satisfaction of the Secretary of State, record and keep in proper books full and particular accounts of all their transactions and proceedings, including full and true minutes of all their meetings of directors, communications with India, and correspondence in any way relating to or affecting the undertaking and the Company's railway or the business thereof, or any of the matters or things included or referred to in this Contract, so as at all times to exhibit fully and truly the state of their affairs in relation thereto; and the Secretary of State or any person or persons appointed by him in that behalf shall at all reasonable times have free access, as well in India as in England, to all the books, accounts, papers, and documents of the Company relating to the undertaking and the Company's railway, with power to call for or make copies of or extracts from the same.

66. Any notice, direction, requisition, appointment, certificate of opinion, approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of this Contract shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant duly authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of the matters aforesaid unless by some writing signed in the manner before mentioned.

67. The Company shall at all times during the continuance of this Contract keep an office established at some place in India to be determined from time to time by the Secretary of State, and shall keep at the said office an authorised agent or committee of agency with whom the Secretary of State and the Government of India or other officer or officers deputed in that behalf may communicate on affairs concerning the undertaking; and all drafts drawn and receipts given by the said agent or committee of agency, or under his or their authority, on behalf of the Company concerning the undertaking and the affairs thereof shall be binding on the Company; and every notice to be given to the Company shall be sufficiently given if left at the said office or personally served on the said agent or any member of the said committee of agency.

*Miscellaneous Provisions.*

68. The Company shall from time to time make such returns and furnish such statistics relating to the undertaking, in such form, and under such heads and divisions, and with such details as the Secretary of State may from time to time require. The costs of preparing such returns and statistics and incidental thereto shall be included in working expenses.

69. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or the profits thereof of any Act of the Indian Legislature of general applicability for the time being in force; and the Company and the undertaking shall be subject to the provisions of every such Act as last aforesaid.

70. The Company shall, if required by the Secretary of State, maintain and manage the State Railway Provident Institution for the benefit of the Government servants, members thereof, employed upon the undertaking, upon such terms and under such rules and regulations as shall from time to time be approved by the Secretary of State.

*As to Determination of the Contract.*

71. In the event of the original Contract terminating by or under notice of determination, or for any other cause, this Contract shall *ipso facto* terminate at the same time, save and except as regards the obligations imposed by section 75.

72. This Contract shall absolutely cease and determine by efflux of time on the 31st day of December 1904, save and except as regards the obligations imposed by section 75, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

73. If there shall be any breach on the part of the Company (whether by act, or omission, or default,) of any of the stipulations or provisions of this Contract on the part of the Company to be performed or observed, and the Company shall fail to remedy effectually any such breach as aforesaid within six calendar months after notice in writing to remedy the same shall have been given to the Company in England by the Secretary of State, he may, on or at any time after the expiration of the six calendar months last aforesaid, determine this Contract, save and except as regards the obligations imposed by section 75, by giving to the Company in England notice in writing of such determination.

74. Upon the determination of this Contract under any of the three sections lastly hereinbefore contained, the Company shall give to the Secretary of State possession of the undertaking, together with the stations, station-yards, offices, warehouses, houses for employes, plant, machinery, conveniences, works, bridges (inclusive of roadways referred to in the 54th section of this Contract), then erected or being on the undertaking, or in any wise belonging to the undertaking or any part thereof, or to any ferry or ferries then established or in course of being established under this Contract, and shall also deliver to the Secretary of State all moveable machinery, boats, plants, and articles belonging or appropriated, either as regards purposes of construction or maintenance, or establishment or working, or otherwise, to the undertaking or any part thereof, including any such road-

ways as previously mentioned in this section, or to any ferry or ferries then established or in course of being established, and all plans, books, surveys, sections, printings, writings, and documents whatsoever in any wise connected with the undertaking, and all other property (if any) belonging or appertaining thereto, and also all stores and rolling-stock in hand or in course of delivery on the day of the determination of this Contract, on account of both the undertaking and the Company's railway, and shall pay to him all moneys in their possession on account of the undertaking. And after such possession shall have been given, and after all moneys which under this Contract shall have become payable to the Secretary of State shall have been duly paid, the Secretary of State shall be bound to indemnify the Company, their property and effects, against all such debts and liabilities (if any) as they may have incurred with the sanction of the Secretary of State, and which shall be then subsisting.

PROVIDED ALWAYS, that all rolling-stock and all stores in the hands of or in course of delivery to the Company on the day of the determination of this Contract shall be divided between the Secretary of State and the Company in accordance with the working requirements of the undertaking and of the Company's railway respectively, and that all such rolling-stock and stores as may be apportioned to the Company shall be taken over by the Company at the value thereof as shown in Part II of the Capital Account and in the Joint Stores Account, and thereupon if such value shall exceed the value of the rolling-stock and stores contributed by the Company, to joint account pursuant to sections 4 and 5 of this Contract, the Company shall pay to the Secretary of State the amount of such excess. But if such value shall be less than the value of the rolling-stock and stores so contributed by the Company as aforesaid, the Secretary of State shall in that case pay to the Company the amount of such deficiency.

75. Upon the determination of this Contract under any of the provisions herein contained, any moneys advanced by the Secretary of State or raised on his sole responsibility for the purposes of the undertaking, which, with the sanction of the Secretary of State, shall have been expended on Capital Account on the Company's railway, shall become a debt of the Company to the Secretary of State and until discharged the Secretary of State shall be placed in the position of a bondholder of the Company, and in respect of the interest payable to him by the Company on such moneys shall rank against the earnings of the Company's railway next after the holders of any bonds for the time being issued by the Company pursuant to section 41 of the original Contract. Any moneys raised by the Company on its sole responsibility, and with the sanction of the Secretary of State expended on Capital Account on the undertaking, shall in like manner become a debt of the Secretary of State to the Company, and until discharged the Company shall be placed in the position of a preferential bondholder of the undertaking in respect of the interest payable to the Company by the Secretary of State on such moneys.

#### *Arbitration.*

76. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof or any matter connected with these presents, or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be submitted to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof, and upon every such submission the arbitrators and umpires shall respectively have the powers by that Act conferred upon arbitrators and umpires respectively, and in every such submission the provisions mentioned in the 1st Schedule to that Act shall be implied.

In witness whereof SIR ALFRED COMYNS LYALL, K.C.B., K.C.I.E., and SIR CHARLES ARTHUR TURNER, K.C.I.E., being two members of the Council of India, have hereunto set their hands and seals, and the Bengal and North-Western Railway Company, Limited, have hereunto caused their common seal to be affixed the day and year first above written.



## APPENDIX M.

**This Indenture**, made the 8th day of September 1890, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE ROHILKHAND and KUMAUN RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability, having its registered office in London, of the other part, supplemental to a Contract dated the 12th day of October 1882, and made between the same parties.

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

### *Interpretation of Terms.*

1. In this Contract—

- (1) The expression "the Secretary of State" means the Secretary of State in Council of India.
- (2) The expression "the Company" means the Rohilkhand and Kumaun Railway Company, Limited.
- (3) The expression "the original Contract" means the said Contract dated the 12th day of October 1882, to which this Contract is expressed to be supplemental.
- (4) The expression "Railway No. 1" means the Company's line of railway constructed in pursuance of the original Contract.
- (5) The expression "Railway No. 2" means the Bareilly-Pilibhit State Railway now opened for public traffic, which extends from its terminal station in Bareilly to its terminal station in Pilibhit, as at present maintained and worked by the Company in pursuance of an agreement dated the 25th day of October 1884, and made between the Secretary of State of the one part and the Company of the other part.
- (6) The expression "Railway No. 3" means the section of the Lucknow, Sitapur, and Seheramau State Railway, extending from Lucknow to Gola Gokaran Nâth, constructed by the Secretary of State, and now opened for public traffic.
- (7) The expression "Railway No. 4" means the line of State railway intended to be constructed by the Company in pursuance of these presents, for the purpose of effecting a connection between the termination of "Railway No. 3" at Gola Gokaran Nâth and the Pilibhit terminus of "Railway No. 2," including the forest siding at Mailani.
- (8) The expression "the undertaking" means and includes "Railway No. 2," "Railway No. 3," and "Railway No. 4," and all the stations and other works, rolling-stock, fixed and moveable machinery and plant from time to time belonging thereto, together with any improvements, alterations, and additions of whatever description that may from time to time be made in or to any of the said railways, by or with the sanction of the Secretary of State, but with the exception of the telegraphs and telegraphic appliances used or to be used thereon.
- (9) The expression "the joint line" means that part of Railway No. 2 over which the Company has access for its trains to the terminal station in Bareilly of the said Railway (No. 2) with the joint use of the said station, pursuant to section 12 of the original Contract.
- (10) The expression "the open system" means and includes such part or parts of Railways 1, 2, 3, and 4 as may for the time being have been opened for public traffic.
- (11) The expression "the gross earnings of Railway No. 1" means and includes all receipts from coaching and merchandise traffic over the Company's Railway No. 1, and to and from any station thereof and any station of the joint line, and a moiety of such receipts from exclusively local traffic on the joint line as well as the sums received by the Company from the system of transport established under section 35 of the original Contract, and from the use of the telegraphs and the carriage of mails on the Com-



pany's Railway No. 1, and all sums received in respect thereof as rents, tolls on bridges, and from all other sources the receipts from which are treated as revenue on Indian railways generally. It does not include the subsidy paid to the Company in terms of section 51 of the original Contract, or any interest on the unexpended portion of the Company's capital raised under the original Contract.

- (12) The expression "the gross earnings of the undertaking" means and includes all receipts from coaching and merchandise traffic over such part or parts of Railways Nos. 2, 3, and 4 as is or are for the time being opened for public traffic (with the exception of such portion of the gross receipts due to the joint line as under sub-section (11) of this section is included in the gross earnings of Railway No. 1), and from the use of the telegraphs and the carriage of mails thereon, and all other sums received in respect thereof as rents, tolls on bridges, and from all other sources the receipts from which are treated as revenue on Indian railways generally.
- (13) The expression "working expenses" when not qualified or limited, means and includes the expenses of maintaining and working the open system, of which expenses one account only is to be kept. It includes the payments in lieu of forest dues under section 9, and for the expenses of working the system of transport established under section 35, but does not include the payment for improvement of the bridge over the Kitcha river under section 17 of the original Contract.
- (14) The "net earnings" of the undertaking and of Railway No. 1 respectively and the "profits" of the undertaking are severally defined for the purposes of sections 38, 54, and 56 respectively in section 55 and in sub-section 1 of section 56 of this Contract.

*Duration of Contract.*

2. This Contract shall continue in force for a term of 10 years, commencing upon the 1st day of January 1891, subject to the provisions hereinafter contained for determining the same.

*As to existing Contract for working "Railway No. 2."*

3. Upon the said 1st day of January 1891, the said agreement of the 25th day of October 1884 shall determine and be void, but without prejudice to the rights of either party thereto against the other in respect of any covenant therein contained which may have been previously broken, save and except the provision in section 2 thereof as to one year's notice of the determination of the said agreement, which it is hereby agreed shall be waived.

*As to Railways Nos. 2 and 3.*

4. On the said 1st day of January 1891, the Secretary of State, for the purposes of this Contract, shall allow the Company to remain in possession of or shall hand over to the Company, as the case may require, Railways Nos. 2 and 3, together with all works connected with either of such railways then made or in progress, and the rolling-stock, plant, and machinery then used thereon or appropriated or in course of construction therefor, together with copies of all plans, specifications, and working drawings of the works, rolling-stock, and other equipments; but with the exception of the telegraphs and all telegraphic appliances belonging to the said railways, which shall remain vested in the Secretary of State; and as from the aforesaid day the Company shall work and maintain Railways Nos. 2 and 3 as part of the open system.

5. As soon as may be after the said 1st day of January 1891, an inventory, No. I of the railways, plant, and machinery, and of the plans, specifications, and working drawings and an inventory, No. II, of the rolling-stock of Railway No. 3 to be so retained or handed over as aforesaid as on the said 1st day of January 1891, shall be made and signed by or on behalf of the Secretary of State and the Company, and the value of the same (including the land occupied, or used by, or for the purposes of the railways) at cost price, including exchange on all payments made in England in part of the said cost, as shown in the accounts of the said railways, shall be entered in Part I of the Capital Account of the undertaking as hereinafter provided. A third inventory, No. III, of the rolling-stock for working Railway No. 2 and of the machinery and buildings at Bareilly provided by and at the expense of the Company, shall be similarly made and signed, and the value of the same at cost price, as shown in the books of the Company, shall be entered in Part II of

the Capital Account of the undertaking as hereinafter provided. The Company shall be re-imbursed the amount of inventory No. III out of the moneys to be raised by the Company pursuant to this Contract.

6. On the said 1st day of January 1891, or as soon after as may be, the Secretary of State shall allow the Company to remain in possession of, or shall deliver to the Company, as the case may be, and the Company shall accept for the purposes of this Contract all serviceable stores belonging to Railways Nos. 2, 3, and 4, respectively, that may be in hand or in course of delivery on the said 1st day of January 1891, except such, if any, as belong to the telegraphs or telegraphic appliances. An inventory, No. IV, of the same shall be made with all reasonable expedition and signed by or on behalf of the Secretary of State and the Company, with the value at cost price, including exchange on all payments made in England in part of the said cost as shown in the accounts of the said railways. And on the said date, or as soon after as may be, the Company shall deliver to the Secretary of State an inventory, No. V, of all serviceable stores appertaining to Railway No. 1 at that date, with their value at cost price as shown in the books of the Company. The Secretary of State, and on behalf of Railway No. 1 the Company, shall be re-imbursed respectively the value of the stores herein referred to as pertaining to each of them respectively out of the moneys to be raised by the Company pursuant to this Contract. The stores included in inventories Nos. IV and V shall be entered in the Stores Account as hereinafter provided.

*As to construction of Railway No. 4 and of additions to or alterations and improvements in the Undertaking.*

7. All surveys, plans, and any works which the Secretary of State has caused to be made and executed with the view of facilitating and expediting the construction of Railway No. 4, or any part or parts thereof, and also all rolling-stock, plant, or machinery which he may have provided in relation to the construction of the said railway and forest siding, or any part or parts thereof, shall be made over to the Company, and the cost of the said surveys, plans, and works, rolling-stock, plant and machinery, as stated by the Secretary of State, shall be paid to him by the Company, and any now existing obligations or liabilities of the Secretary of State under contracts for the supply of stores and materials and the execution of works previously mentioned in this section shall be discharged by the Company from the moneys to be raised by the Company pursuant to this Contract.

8. The Company shall by the 31st day of December 1891, on the Secretary of State, at the request of the Company, duly providing all land shown to the satisfaction of the Secretary of State to be necessary for the purpose, construct, complete and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, a line of railway to connect the termination of Railway No. 3 at Gola Gokaran Náth with the Pilibhit terminus of Railway No. 2, with all such stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, conveniences, and works as shall be necessary or proper for the purposes of working the railway so to be constructed and Railways Nos. 2 and 3 as one undertaking and of protecting the same from destruction or injury by inundation, tempest, or otherwise.

9. Railway No. 4 (with the exception of the Mailani forest siding if made of a temporary character) shall be a single track line of railway of the metre gauge, and shall, as regards permanent way, station accommodation, and general structural character, be equal in all respects to the standard of Railways Nos. 2 and 3, so that it may be worked by the rolling-stock in use on those railways, and so that it shall not require special or undue maintenance. Surveys, designs, and estimates in relation to the construction or execution of the said railway and stations and other works shall, if required, be furnished by the Company to the Secretary of State, and shall be subject to his approval. The said railway and stations and other works shall be constructed in all respects to the satisfaction of the Secretary of State, who shall be at liberty, at any time during construction, or during 12 months thereafter, to object to any of the work done, or the materials employed or proposed to be employed in or about the same, and to require any work to be undone and to be done again, and any materials to be removed and to be replaced by others in a manner satisfactory to him.

10. The Secretary of State shall from time to time notify to the Company the route of Railway No. 4, so far as such route shall from time to time have been determined by him.

11. The Secretary of State shall have power to determine the situation and dimensions of, and the particulars of all additions to and alterations and improvements in, the

stations, station-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed or carried out from time to time in connection with, or as part of, the undertaking.

*As to Land.*

12. The Secretary of State shall from time to time, at the reasonable request of the Company, provide the land which he shall consider requisite for the construction of Railway No. 4, and for the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, also for additions to or alterations and improvements in the undertaking made with his sanction from time to time, and (at his discretion) for warehouses or elevators for the accommodation of goods in connection with the traffic of the undertaking, and for roads of approach thereto or to the stations of the undertaking, and shall allow the Company to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable go out of possession of, and relinquish to the Secretary of State, such of the land of which the Company shall have been allowed possession under this Contract for the purposes of the undertaking as shall for the time being have become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as, in the opinion of the Secretary of State, it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this section, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State, or whether it objects thereto, and, if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not, in the opinion of the Secretary of State, sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question, and the Secretary of State shall be exclusively entitled to possession thereof.

*As to Equipment of Undertaking with Rolling-stock, &c.*

13. The Company shall with due diligence equip the undertaking with all such additional rolling-stock, plant, and machinery as shall from time to time in the opinion of the Secretary of State be necessary for the purpose of working the undertaking, and shall make such alterations or improvements in the equipment as may in his opinion be required from time to time; and if the Secretary of State shall be of opinion that the Company shall at any time have failed duly to perform its obligations under this section, he may himself from time to time complete or alter or improve the equipment of the undertaking, or any part thereof, in respect of all or any of the particulars specified in this section. Nothing herein contained shall operate to set aside the obligation of the Company under section 16 of the original Contract to keep Railway No. 1 sufficiently supplied with rolling-stock, plant, and machinery, and all rolling-stock belonging to the Company and to the undertaking shall be used in common throughout the open system, and be in no wise treated as foreign stock whilst on any part of the open system.

*As to Opening of Railway No. 4 for Traffic.*

14. The Company shall as soon as an inspecting officer acting on behalf of the Secretary of State shall have certified that Railway No. 4 or any part thereof is fit for the conveyance of passengers or goods or both, and that the undertaking is for the time being properly equipped with rolling-stock, plant, and machinery, forthwith open Railway No. 4 or such part thereof for traffic, and thereupon Railways No. 2, No. 3, and No. 4 or such part of No. 4, shall be worked and maintained as part of the open system by the Company.

*As to Telegraphs.*

15. The Secretary of State may from time to time construct and provide such new or additional telegraphs and telegraphic appliances as he shall think fit along or upon the railways for the time being comprised in the undertaking or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the existing telegraphs and telegraphic appliances, and all or any of such new or additional telegraphs and telegraphic appliances, as he shall think fit; and it shall be lawful for him from time to time to erect, maintain, make, do, and execute on any part of the said railways, land, or works all such buildings, machinery, works, acts, and things as he shall consider necessary or proper

in relation to the maintenance, construction, use, and working of the said existing and new or additional telegraphs and telegraphic appliances, but so that due regard be had to the convenience of the working of the undertaking, in respect of the time and place of such erections, maintenance, making, and execution. The Company shall at all times furnish the Secretary of State with such free passes over all or any part of the railways comprised in the undertaking, and over all or any part of Railway No. 1, as he may require for persons employed by him in or about or in connection with the maintenance, construction, working, or inspection of the said telegraphs and telegraphic appliances, or any buildings or works appertaining thereto.

16. The Secretary of State shall from time to time allow the Company to have the exclusive use of such of the said telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the railways comprised in the undertaking, and shall keep the same telegraphs and telegraphic appliances in good repair and in good working order and condition. And the Company shall, upon demand, pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made by the Government Telegraph Department for rent, maintenance, and inspection of the telegraphs and telegraphic appliances, of which the Company shall for the time being be allowed to have the exclusive use. All amounts paid by the Company under this provision shall be included amongst working expenses.

17. The Company, if so directed by the Secretary of State, shall in working any telegraphs or telegraphic appliances of which they shall for the time being be allowed to have the exclusive use under the last preceding section observe the rules as to working telegraphs and telegraphic appliances for the time being in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe for the Company's observance, and, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules for the time being in force in the case of State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

*As to the Maintenance and Management of the Undertaking.*

18. The Company shall keep the undertaking in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery to the satisfaction of the Secretary of State. If the Company shall fail for the space of one calendar month to comply with any requirement in writing of the Secretary of State in regard to the matters aforesaid, or any of them, the Secretary of State may enter on the undertaking and execute all such works and provide all such rolling-stock, plant, and machinery as may in his opinion be required for the purposes of the undertaking.

19. The Company shall keep the rolling-stock, plant, and machinery belonging to the undertaking in good repair and in good working condition to the satisfaction of the Secretary of State.

20. The Company shall maintain a sufficient staff for the purposes of the undertaking to the satisfaction of the Secretary of State, and shall, if required so to do by the Secretary of State, continue all or any of the Government staff now engaged for the purposes of Railways Nos. 3 and 4 in their present employments, and fill up vacancies occurring from time to time in such staff, and for filling which there shall be no suitable persons or person available amongst those for the time being employed on the open system, from the Government service, and no such person so engaged, unless the incumbent of any such or similar office on any State Railway be then liable to be discharged by the Manager of any such railway on his own responsibility, shall be discharged from his employment by the Company, if after notice of the intention of the Company so to discharge him the Secretary of State shall object to such discharge. The debit of any contributions on account of pensions and furlough allowances which the Secretary of State may require to be paid to him on behalf of such persons shall follow the incidence of the debit of the salaries of such persons severally.

21. The Secretary of State may from time to time, by notice in writing, require the Company to carry out any alteration or improvement in the undertaking, or any addition thereto, that may in his opinion be necessary for the safety of passengers or for the safety of the public, or for the effectual working of the undertaking. Such notice shall specify the alteration, improvement or addition required, and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration, improvement or addition. On receiving any such notice the Company shall with all reasonable speed

commence and proceed to execute the works described therein. The Secretary of State shall provide any land that may be required for the purposes aforesaid, and shall supply the funds necessary for the purchase of such land and for the execution of such works, and the cost of such of the said works as shall be properly chargeable to capital shall be charged against the moneys raised by the Company pursuant to this Contract, and the cost of all other such works shall be charged as working expenses. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the undertaking and execute the said works, and charge the cost of the same as if done by the Company.

*As to Police.*

22. The Secretary of State shall provide and maintain for the purposes of so much of the undertaking as shall for the time being have been opened for public traffic such a force of police as the Company, with the approval of the Secretary of State, shall from time to time require; and if the Secretary of State shall consider that any addition to the force is required for the preservation of law and order for the purposes of the undertaking, his determination on that point shall be final, and such addition shall be made accordingly. The cost of providing and maintaining the force of police required for the purposes aforesaid shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State, and the remaining seven-tenths shall be included in working expenses.

23. If the Company shall so desire, the Secretary of State will provide at the sole cost of the undertaking such a force of police as, with the approval of the Secretary of State, the Company shall from time to time require for the protection of so much of the undertaking as shall for the time being be under construction, or shall not have been opened for public traffic.

*As to the Use and Working of the Undertaking and the Conveyance of Traffic.*

24. The Company shall cause to be run on so much of the undertaking as shall for the time being have been opened for public traffic so many trains, at such times, at such rates of speed, between such places, and with such conveniences and accommodations as the Secretary of State shall from time to time require.

25. The Company shall from time to time, upon the requisition of the Secretary of State, carry out any alteration or improvement in the working of the undertaking that may, in his opinion, be necessary for the safety of passengers, or for the safety of the public, or for the safe and effectual working of the undertaking or any part thereof.

26. From the said 1st day of January 1891, and during the continuance of this Contract, the provision of section 12 of the original Contract as to payment by the Company for the use of the joint line and terminal station shall be read as if 20,000 were substituted for 11,250 therein mentioned.

27. The Secretary of State shall have power as regards Railways No. 2 and No. 3 as from the said 1st day of January 1891, and thereafter from time to time during the continuance of this Contract, and as regards Railway No. 4 as from the date when it shall be open partly or throughout for public traffic, and thereafter from time to time during the continuance of this Contract, to fix and vary both maximum and minimum fares and rates (which until otherwise fixed shall for goods be a maximum of one pie and a minimum of  $\frac{1}{10}$ th pie per maund per mile) with a reasonable difference between them for the carriage of all passengers and goods, through and local, over the railways comprised in the undertaking, and the fares and rates to be charged by the Company for the carriage of such passengers and goods shall not exceed the maximum and shall not be less than the minimum fares and rates so fixed. Provided that the Company may for traffic to and from any station of the joint line and any station of Railway No. 1 levy the rates and fares in force for the time being on Railway No. 1 under the maximum tariff fixed for Railway No. 1 in section 28 of the original Contract. Provided, notwithstanding, that the Company shall carry on the open system, or any part or parts thereof, food-grains and salt at such rates not being less than the minimum rate for goods for the time being in force as the Secretary of State may fix, and shall carry fuel for distances exceeding 100 miles at a rate not exceeding  $\frac{1}{4}$ th pie per maund per mile, loading and unloading of such fuel being done by consignors or consignees.

28. All stores required for use on Railway No. 1 or any part thereof, and on the undertaking or any part thereof, shall be carried at the same mileage rates over Railway No. 1 and over the undertaking, such rates being the same as those in force for the time being on other metre-gauge State railways.

29. All services which the Secretary of State shall require the Company to perform on so much of the undertaking as shall for the time being have been opened for public traffic, for any department of Her Majesty's Indian Government, whether Postal, Military, Police, or any other department of the State, or for high officials of such Government (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in British India, the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, military and naval establishments, horses and other animals used for military purposes, guns, military stores, and equipments, the conveyance of police prisoners and paupers, the conveyance of telegraph stores, instruments, officers, and workmen, and of any public stores whatever including stores for State railways) shall be performed by the Company on the same general conditions as may for the time being be in force on other metre-gauge State railways, and at such rates as may be approved by the Secretary of State, subject to the provision as to free passes contained in the 15th section of this Contract.

30. The Company shall convey over the undertaking, or so much thereof as shall for the time being have been opened for public traffic, gold and silver bullion and coin and copper coin belonging to the Secretary of State, and the persons in charge thereof, at special rates to be from time to time approved by the Secretary of State.

31. The Company shall from time to time, upon the requisition of the Secretary of State, give precedence over all other traffic to his demands for either passenger or freight accommodation on the undertaking, or so much thereof as shall for the time being have been opened for public traffic.

32. No undue or unreasonable preference or advantage to or in favour of any particular person, company, or railway administration, or any particular description of traffic in any respect whatsoever, shall be made or given by the Company, nor shall any particular person, company, or railway administration be subjected by the Company to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. The Secretary of State shall have absolute power for the purposes of this section to decide whether any preference, advantage, prejudice, or disadvantage is undue or unreasonable.

*As to Receipts.*

33. All moneys whatsoever which shall during the continuance of this Contract be received by or on behalf of the Company in respect of the undertaking, either in England or India, or elsewhere (including all moneys received from the use and working of the telegraphs and telegraphic appliances, of which the Company shall for the time being be allowed to have the exclusive use, but excepting any moneys which shall be paid to the Company by the Secretary of State pursuant to this Contract), and the gross earnings of Railway No. 1, shall at such times and in such manner as the Secretary of State may from time to time direct, and without deduction, be paid as to moneys received in England into the Bank of England to the credit of the Secretary of State, and as to moneys received in India or elsewhere into some Government Treasury to be from time to time approved for the purpose by the Secretary of State.

34. Of the moneys mentioned in the last preceding section, and not the subject of the exception therein contained, such as shall arise from the sale of any property forming part of the undertaking for any purpose other than the replacement of the property sold by other property of the same or a similar character, shall be treated as received on account of capital; the residue shall be treated as received on account of revenue. Provided always, that no sale of any property for any purpose, other than such replacement as aforesaid, shall be made without the sanction of the Secretary of State.

*As to Capital.*

35. The Company shall by way of capital raise a sum of 160,000*l.* by the issue of debentures, and shall, within such period and by such instalments as the Secretary of State and the Company shall agree, pay into the Bank of England to the credit of the Secretary of State the said sum of 160,000*l.* Provided that the Company may *pro tanto* discharge itself of its obligations under this section by payment of any amount in rupees into any Government Treasury in India, approved for the purpose by the Secretary of State; any amount so paid to be deemed the equivalent of sterling money at the average rate of exchange obtained for bills drawn by the Secretary of State, and payable on demand during the half-year immediately preceding the date of such payment.

36. The debentures to be issued by the Company for the purposes of the last section shall be issued, and if necessary renewed, at not below par, and shall be for such amounts,

and at such rate of interest, and fall due at such time or times as shall be agreed between the Secretary of State and the Company, and payment of all principal moneys and interest secured by the issue of such debentures shall be guaranteed by the Secretary of State.

37. The Company shall not, during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, at any time increase its stock or share capital, or borrow any moneys over and above the said sum of 160,000*l.* to be raised by the issue of debentures in pursuance of section 35 of these presents; but any additional capital that may be required by the Company for the purposes of this Contract may be raised by the Company, or may be advanced to the Company by the Secretary of State at his option upon terms to be agreed upon between the Secretary of State and the Company.

38. Until the day that Railway No. 4 shall be opened throughout for public traffic, or until the 31st day of December 1891, whichever is the earlier, the interest on the debentures to be issued under section 35 of these presents, and the interest charged by the Secretary of State to the Company on moneys supplied by him to the Company for the purposes of this Contract, pending the issue of such debentures, shall be charged to Capital Account, and the amount by which the profits of the undertaking as set forth in section 56 of these presents may during the first year after the opening throughout of Railway No. 4 be insufficient to pay the aggregate interest in this section mentioned, shall be charged to Capital Account.

*As to Supply of Funds and Expenditure thereof.*

39. As often as any moneys shall (until the aggregate amount paid in by the Company under section 35 of these presents shall be exhausted, or have been refunded by the Secretary of State to the Company) be required by the Company to defray expenditure incurred by the Company in fulfilling its obligations under this Contract, the same may be drawn by the Company in London or in India, according to such arrangements as shall be made from time to time with the Secretary of State for that purpose, and 10 days' notice at least of every draft or proposed draft shall be given by the Company to the Secretary of State, and the Company shall not in any case be entitled under this section to draw to an extent greater than the balance in its favour for the time being, having regard to the respective amounts for the time being paid by the Company under section 35 of these presents, and drawn by the Company under this section.

40. All moneys proposed to be expended by the Company on account of the undertaking or in pursuance of this Contract shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

*As to Accounts and Audit.*

41. The Company shall keep all such accounts relating to the undertaking, and all such accounts as between the Company and the Secretary of State, as the Secretary of State shall from time to time require; and shall keep the accounts relating to the undertaking separate and distinct from the accounts relating to Railway No. 1 except the accounts of working expenses. Such accounts as are required to be kept by this section shall be kept in such form and under such heads or divisions and for such sections of the undertaking and for such periods and with such details, and shall be submitted to the Secretary of State at such times as he shall from time to time prescribe. The said accounts, so far as the same are kept in India, shall be kept in rupees of the Government of India, and, so far as they are kept in England, shall be kept in sterling money. Such of the said accounts as are kept in England shall from time to time be transmitted by the Secretary of State to the Government in India and incorporated in the accounts of the Company in India, each account transmitted being, for the purpose of such incorporation, converted into rupees at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn by him on India during the half-year immediately preceding that in which the incorporation is to be effected; or if the Secretary of State shall not have drawn bills on India for so much as three months out of the half-year immediately preceding, then at the average rate obtained during the half-year immediately preceding that in which the incorporation is to be effected for the best commercial bills, payable on demand, drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.



42. Unless and until otherwise directed the Company shall keep for the purposes of this Contract the following accounts :—

A Capital Advance Account, relating to the undertaking and, in respect of working and maintenance only, to Railway No. 1,

A Capital Account  
An Account of Revenue received } relating to the undertaking,

An Account of Working Expenses relating to the open system,

A Stores Account relating to the four Railways, Nos. 1, 2, 3, and 4,

all which accounts shall be kept separate and distinct from the "Accounts" which the Company shall be required by the Secretary of State under the provisions of the original Contract to keep for Railway No. 1.

43. All moneys advanced by the Secretary of State to the Company shall be entered in the Capital Advance Account, and shall from time to time, as expended with the sanction of the Secretary of State, including the payments to the Secretary of State and to the Company respectively for the stores referred to in section 6 of this Contract and to be transferred to the Stores Account as herein provided, be transferred from the Capital Advance Account to the Capital Account, the Account of Working Expenses, or the Stores Account, as the case may require. The balance of the Capital Advance Account shall be made up and submitted to the Secretary of State from time to time as he shall require.

44. The Capital Account shall be in two parts.

In Part I shall be entered the value at cost price, as shown in the Inventories Nos. I and II mentioned in section 5, of the railways, rolling-stock, plant, machinery, and land to be handed over to or retained by the Company pursuant to section 4 of this Contract.

In Part II shall be entered—

**TO DEBIT:—**

- (1) The value at cost price as shown in the Inventory No. III of the rolling-stock for working Railway No. 2, and the machinery and buildings at Bareilly already provided by the Company, referred to in section 5 of this Contract.
- (2) The payments made to the Secretary of State and the other charges which may arise under the provisions of section 7 of this Contract.
- (3) All interest properly charged to Capital Account under section 38 of this Contract.
- (4) The value as certified by the Secretary of State of all land provided by him for the purposes of Railway No. 4 and of all other land provided by him under these presents after the said 1st day of January 1891 for the purposes of the undertaking.
- (5) All moneys which shall have been actually expended by the Company with the sanction of the Secretary of State out of funds provided by him or expended by the Secretary of State upon works, rolling-stock, plant, or machinery for the purposes of the undertaking, the cost of which is chargeable to capital.
- (6) The cost of providing and maintaining a police force in relation to any such part or parts of the undertaking as for the time being shall be under construction or shall not have been opened for public traffic.
- (7) The charges of the Government Telegraph Department for rent, maintenance, and inspection of such electric telegraphs and telegraphic appliances (if any), as the Secretary of State may allow the Company to use in relation to the construction of the undertaking or any part thereof, or in relation to any part of the undertaking which shall not for the time being have been opened for public traffic.
- (8) So much as ought pursuant to this Contract from time to time to be charged to account of capital in respect of the half-yearly amount to be charged by the Secretary of State under the provisions hereinafter contained for his supervision, audit, and control of the affairs of the Company.
- (9) Any amount which the Secretary of State may from time to time require or permit to be charged to account of capital in respect of the cost to him or to the Company respectively of any legal expenses incurred in relation to this Contract or to matters arising out of this Contract.
- (10) The cost to the Secretary of State as certified by him of works, acts, and things which shall be executed or done by him under any of the provisions of this Contract, and of which the cost, if executed or done by the Company, would have been expenditure chargeable to account of capital.



- (11) All such other sums (if any) as ought under the provisions of this Contract to be entered to debit in the Capital Account, and all such expenses in relation to the issue by the Company, pursuant to section 35 of this Contract, of the debentures therein mentioned, as the Secretary of State may permit to be charged to account of capital.

## AND TO CREDIT.

- (12) All such of the moneys to be received by or on behalf of the Company as are herein provided to be treated as received on account of capital.
- (13) The value (to be determined by the Secretary of State) of any land of which the Company shall have been allowed to take possession for the purposes of this Contract, and which shall have been subsequently relinquished to the Secretary of State under the provisions of this Contract.

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

46. The Account of Revenue received shall contain an account of all such of the moneys to be received by or on behalf of the Company in respect of the undertaking as are herein provided to be treated as received on account of revenue. The Account of Working Expenses shall contain an account of all expenditure connected with the open system as specified in section 54 of this Contract and which ought conformably with this Contract or with the original Contract to be treated as made on account of revenue. These two accounts shall be made up half-yearly to the 30th of June and the 31st of December in each year, or to such other days as the Secretary of State shall from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same either concurrently with or after expenditure, or in both ways, as he may think fit, and may in case of any error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every such account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Secretary of State, but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next account or in any subsequent account or accounts of revenue or of working expenses, as the case may be, as the Secretary of State may determine.

47. The Company shall with due diligence make up and deliver to the Secretary of State an account of all stores held as on the date of this Contract by the Company for the purposes of Railway No. 1, and of all stores belonging to the undertaking in possession of which the Company are allowed to remain, or which shall be delivered to the Company pursuant to the 6th section of this Contract as on that day, and of the value of such stores as entered in the inventories mentioned in that section. As soon as possible after the 30th of June and the 31st of December in each year, or such other half-yearly days as the Secretary of State may from time to time prescribe for the making up of the Revenue Account, the Company shall make up and deliver to the Secretary of State an account of all stores in hand on the half-yearly day immediately preceding the making up of the account, and of all stores purchased, and of all stores used by the Company for the purposes of the undertaking and of Railway No. 1 respectively since the 1st of January 1891, or since the date to which the Stores Account was last made up, as the case may be, showing the purposes for which such stores have been purchased or used. As often as any of the stores in hand shall be used by the Company for purposes properly chargeable to capital, the value of the stores so used shall be charged to the Company or to Part II of the Capital Account, as the case may require, in accordance with the provisions in that behalf herein contained, and the Company shall forthwith pay for the stores so charged to it from its own proper funds. The value of all such stores used for purposes properly chargeable to Revenue shall be charged in the Account of Working Expenses. If any stores for the time being in use upon or in connection with the four Railways Nos. 1, 2, 3, and 4 shall during the continuance of this Contract be returned into store the value thereof (to be agreed upon by the Secretary of State and the Company) shall be debited in the Stores Account.

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

49. For the purposes of sub-section 4 of section 56 of this Contract, the Secretary of State's capital in the undertaking shall be taken to be the amount at debit of Part I of the Capital Account, and the Company's capital in the undertaking shall be taken to be the aggregate of the balances from time to time standing at the debit of Part II of the Capital Account, and of the Stores Accounts, and of the net amounts from time to time expended on account of capital as shown by the Capital Advance Account and not transferred to the Capital Account.

50. In case any question shall arise whether any expenditure incurred for the purposes of the undertaking is to be treated in the whole or in part as a charge incurred on Capital Account, or how the same is to be dealt with, the question shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling-stock, plant, and machinery, and of substantial improvements of, and additions to, old works, rolling-stock, plant, and machinery, including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital, and that the cost of repairs, restorations, renewals, replacements, and substitutions is to be borne by revenue. Provided, nevertheless, that any item of expenditure properly chargeable to capital, in accordance with this principle, on any part of the open system, shall from time to time, if not exceeding Rs. 1,000, be classed as a "Minor work" and be charged to working expenses within a maximum amount, in each half-year of Rs. 15 per open mile of railway. Provided also, that no portion of the salaries or allowances of any of the Company's permanent supervising staff, although for the time being employed partly or wholly, in directing or superintending work chargeable to capital, shall, except with the express sanction of the Secretary of State, be charged to capital, and that no expenses connected with the engagement from England, or with the passage from or to England, of any person in the Company's service shall be charged to capital, unless such person shall have been specially engaged to carry out work chargeable to capital, and actually employed upon such work.

51. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere, as well in respect of Railway No. 1 as of the undertaking, shall from time to time be audited on behalf of the Secretary of State by such persons or person as he shall from time to time appoint as well as on behalf of the Company, and the Company shall produce to the auditors or auditor so appointed by the Secretary of State all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Amongst the functions of the auditors or auditor shall be included the duty of seeing that expenditure is charged and revenue applied in accordance with the provisions of this Contract. Any correction made in the accounts by any person or persons who shall be acting as joint auditor or joint auditors on behalf both of the Secretary of State and of the Company shall be conclusive. If, consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State, the Secretary of State shall require any alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred for final decision to two persons, one to be named by the Secretary of State and the other to be named by the Company, and in case such two persons shall be unable to agree, then to an umpire to be named by the referees. The costs of any such reference as last aforesaid shall be included in working expenses.

52. If any difference shall arise between the Secretary of State and the Company as to whether any expenditure of the Company is properly chargeable to capital or revenue, the matter in difference shall be referred to the decision of the joint-auditor or joint-auditors if the Secretary of State and the Company shall have appointed such an officer or officers, but in case such joint-auditor or joint-auditors shall not have been appointed, then the matter in difference shall be referred for final decision to some person to be appointed by the Company, and a Government Examiner of Railway Accounts, or some other person to be named by the Secretary of State, or in case of their being unable to agree, to a referee to be named by them. The costs of any such reference shall, unless the Secretary of State shall otherwise direct, be included in working expenses.

*As to Working Expenses, and the appropriation of Receipts.*

53. Working Expenses shall include all costs and expenses incurred by the Company, with the sanction of the Secretary of State, in or about the maintenance, management, and working of the open system and all other sums, if any, proper to be allowed out of revenue in connection with the maintenance, management, or working of the open system or

in connection with the conduct of the affairs of the Company in relation thereto and which shall be sanctioned by the Secretary of State.

54. In the Working Expenses of any half-yearly period there shall be reckoned, in so far as they are attributable to such period—

- (1) Such portion (if any) of general charges as may with the sanction of the Secretary of State be charged to revenue.
- (2) All expenditure incurred by the Company, with the sanction of the Secretary of State, or by the Secretary of State, in keeping the open system in good repair and in good working condition, and fully supplied with rolling-stock, plant, and machinery, except such part, if any, of such expenditure as may, with the sanction of the Secretary of State, be charged to capital.
- (3) All expenditure incurred by the Company, with the sanction of the Secretary of State, or by the Secretary of State, in keeping the rolling-stock, plant, and machinery belonging to the open system in good repair and in good working condition.
- (4) All expenditure incurred by the Company, with the sanction of the Secretary of State, or by the Secretary of State, in the execution of any works chargeable to revenue.
- (5) So much of the cost of providing and maintaining a police force for the purposes of the open system as is not agreed to be borne by the Secretary of State.
- (6) The cost of any reference that may arise on the audit of any of the accounts of the open system or any part of it, and such of the costs of any reference under the 51st or 52nd sections as the Secretary of State shall not direct to be otherwise treated, and the costs of and incidental to the preparation of the returns and statistics mentioned in the 72nd section of this Contract.
- (7) Such sums as under the provisions of the 20th section of this Contract are properly chargeable to revenue.
- (8) Such sums as, according to the rules for the time being in force of the State Railway Provident Institution, and of the Company's Provident Institution, shall from time to time be payable to or for the purposes of those institutions, without being dependent or contingent on the amount of the net earnings of the undertaking and of Railway No. 1 respectively.
- (9) The charges of the Government Telegraph Department for rent, maintenance, and inspection of the telegraphs and telegraphic appliances provided for the use of the open system.
- (10) Such a sum, not exceeding in any half-year Rs 20 per mile of railway forming part of the open system, as may be required by the Secretary of State to cover the costs and charges of and incidental to the supervision, audit, and control of the Company in respect of the open system by the Secretary of State (being the sum hereinafter provided by section 65).
- (11) All reasonable legal expenses, whether incurred by the Secretary of State, or with his sanction by the Company, in connection with the open system, and all such other expenses as the Secretary of State and the Company agree to treat as part of the working expenses of the open system.

And in so far as they are attributable to any previous period or periods—

- (12) All undischarged working expenses.

55. Working expenses shall be divided between the undertaking and Railway No. 1 in proportion to their respective gross earnings during the period for which such expenses are debitable. The share of working expenses attributable to the undertaking shall be paid out of the gross earnings of the undertaking and shall so far as possible be borne by the gross earnings of the half-year to which such working expenses are properly debitable, and the balance of the said gross earnings shall be the "net earnings" of the undertaking. The share of working expenses attributable to Railway No. 1 shall be retained by the Secretary of State from the gross earnings of Railway No. 1, and the balance of the said gross earnings shall be the "net earnings" of Railway No. 1, and shall, as soon as ascertained, be paid over to the Company.

56. The net earnings in each half-year of the undertaking shall be applied in the following manner and in the following order:—

- (1) In payment of such sums (if any) as according to the rules for the time being in force of the State Railway Provident Institution hereinbefore mentioned shall from time to time be payable, with the sanction of the Secretary of

State, to or for the purposes of that Institution, and being contingent on the amount of the net earnings of the undertaking. The amount of earnings remaining after making this payment shall for the purposes of this section and of section 38 hereof be the "profits" of the undertaking for the same half-year.

- (2) In payment to the Company in rupees of the equivalent of the interest for the same half-year to be paid by the Company in respect of the capital raised by the issue of debentures in pursuance of section 35, but not during such period or periods as such interest or any part of such interest shall be chargeable to account of capital under section 38 hereof; and also of the equivalent in rupees of the interest for the same half-year at the rate of 4 per cent. per annum on any further moneys supplied by the Company with the sanction of the Secretary of State for the purposes of the undertaking in pursuance of section 37 hereof.
- (3) In payment to the Secretary of State of the interest for the same half-year at the rate of 4 per cent. per annum on the amount standing to the debit of Part I of the Capital Account.
- (4) And the residue (if any) shall be divided between the Secretary of State and the Company in the ratio of their respective shares of capital as specified in section 49 of this Contract, and the proportion thereof which shall be found to belong to the Company shall, as soon as ascertained, be paid over to the Company in India.

Provided always, and subject to the provision of section 38 of this Contract that if in any year the aggregate of the profits of the two half-years of any such year shall not be sufficient to provide for the payment in sterling money of the interest on the said debenture capital for the same year, the Secretary of State will supply to the Company such sum in rupees as shall be necessary with the said profits to provide for the payment in sterling money of such interest, but so far only as the amount of rupees required to provide for the payment in sterling money of such interest shall not together with the said profits exceed the sum of Rs6,000. And the Company will supply all moneys in excess of Rs6,000 in any year required to provide for the payment in sterling money of such interest, and will indemnify the Secretary of State against and repay to him any sum in excess of Rs6,000 which the Secretary of State may be required to pay in any one year by reason of his guaranteeing the payment of interest on the said debenture capital.

Provided also, and subject to the provisions of section 38 of this Contract, that all moneys which may be supplied to the Company by the Secretary of State in any year to make up the amount by which the said profits are insufficient to provide for the payment in sterling money of such interest, and also all moneys which the Secretary of State may have been called upon to pay by reason of his said guarantee, and the amount by which the said profits shall be not sufficient to pay interest to the Secretary of State pursuant to sub-section 2 of this section, shall be a charge upon the profits of subsequent years, and may be retained by the Secretary of State out of the profits of any year or years before division of the residue between the Secretary of State and the Company.

57. The moneys payable to the Company under section 56 shall not be deemed to be receipts of the Company as between the Secretary of State and the Company within the meaning of section 33 of this Contract, or of sub-section 7 of section 40 and sub-section 5 of section 42 of the original Contract.

*As to Running Powers and other Facilities and Accommodation for other Railways.*

58. The Secretary of State may from time to time require the Company to allow the use of the undertaking or any part thereof opened for traffic for the passage of engines and trains from or to other railways of the same gauge upon the payment of reasonable tolls and under reasonable conditions and restrictions.

59. The Secretary of State may from time to time require the Company to supply other railways with any of the rolling-stock of the undertaking which shall not for the time being be required for the purposes thereof upon reasonable terms and conditions.

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

61. The Secretary of State may from time to time require the Company to make

reasonable arrangements for the interchange of traffic and rolling-stock between the undertaking and other railways, and for through booking.

62. The Secretary of State may from time to time require the Company to allow the use of any of the stations forming part of the undertaking for the accommodation of the traffic of any railway belonging to any other Company, or to the State, or to any allied tributary or foreign State, upon the payment of reasonable tolls and under reasonable conditions and restrictions; and may also require the Company to make such alterations and additions as may, in the opinion of the Secretary of State, be necessary or convenient for the purposes of such accommodation, upon such terms as may be agreed upon between the Secretary of State and the Company; and may also require the Company to allow junctions to be formed between any of the railways forming part of the undertaking and railways belonging to any other Company, or to the State, or to any allied tributary or foreign State.

*As to the Construction and Working of Branch or other Railways.*

63. The Secretary of State may require the Company, upon such terms and conditions as may in each case be agreed upon between the Secretary of State and the Company, to construct any such branch or extension railway of the same gauge in connection with any of the Railways Nos. 1, 2, 3, and 4, as the Secretary of State may in his discretion think fit, and to work upon such terms and conditions as may in each case be agreed upon between the Secretary of State and the Company any and every railway so constructed, or any other railway of the same gauge convenient to be worked as auxiliary to or in connection with Railways Nos. 1, 2, 3, and 4, or any part thereof, or any branch or extension railway constructed pursuant to this section.

*The Company to comply with the Requirements of the Secretary of State.*

64. The Company shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this Contract.

*As to the Supervision and Control of the Secretary of State.*

65. In all matters relating to or affecting the undertaking, and not herein specially provided for, the Company shall be subject to the supervision, audit, and control, as well in India as in England, of the Secretary of State. The Secretary of State shall be entitled to charge half-yearly for his supervision, audit, and control of the Company such a sum as he shall think fit, not exceeding the rate of ₹20 per mile of railway forming part of the undertaking, or of Railway No. 1, so far as for the time being either constructed or under construction. The half-yearly charge to be made by the Secretary of State under this section shall cover a moiety of the salary in respect of audit of such joint-auditor or joint-auditors as aforesaid (if any), and shall, until the whole of Railway No. 4 shall have been opened for public traffic, from time to time be apportioned between revenue and capital in such manner as that so much of the half-yearly charge as bears the same proportion to the entirety thereof as the length of railways opened for public traffic at the time when the half-yearly charge is made bears to the whole length of railways on which the same charge is to be calculated, shall be charged to account of revenue, and that the residue thereof shall be charged to account of capital. As from the time when the whole of the undertaking for the time being shall have been opened for public traffic the half-yearly charge to be made by the Secretary of State under this section shall be charged to account of revenue exclusively.

66. For the purposes of inspecting the undertaking and Railway No. 1, and auditing the accounts of the Company, or otherwise exercising such supervision and control as are intended to be reserved to the Secretary of State by this Contract, the Secretary of State may from time to time appoint such person or persons as he may think proper, with such powers as he may consider necessary or expedient, and the Company shall afford every person so appointed all reasonable facilities for the purpose of enabling him to perform the duties entrusted to him by the Secretary of State.

67. Whenever any duly authorised inspecting officer, acting on behalf of the Secretary of State, shall report to the Government of India that in his opinion the use of the undertaking or of any particular part thereof will be attended with danger to passengers, the undertaking or the part thereof referred to in the report, as the case may be, shall, upon the requisition of the Government of India, be forthwith closed so far as regards the conveyance of passengers, and shall not be re-opened for that purpose unless and until such an inspecting officer as last above mentioned shall have subsequently inspected the undertaking or, as the case may be, the part thereof for the time being closed, and have certi-

fied the undertaking or, as the case may be, the part thereof for the time being closed to be fit and safe for the conveyance of passengers.

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

69. The Company shall, to the satisfaction of the Secretary of State, record and keep in proper books full and particular accounts of all its transactions and proceedings, including full and true minutes of all its meetings, meetings of Directors, communications with India, and correspondence in any way relating to or affecting the undertaking and Railway No. 1, or the business thereof, or any of the matters or things included or referred to in this Contract, so as at all times to exhibit fully and truly the state of its affairs in relation thereto; and the Secretary of State, or any person or persons appointed by him in that behalf, shall at all reasonable times have free access, as well in India as in England, to all the books, accounts, papers, and documents of the Company relating to the undertaking and Railway No. 1, with power to call for or make copies of or extracts from the same.

70. Any notice, direction, requisition, appointment, certificate of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of this Contract shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under Secretaries, or by a Secretary of Government in India, or by any other officer or servant duly authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of the matters aforesaid unless by some writing signed in the manner before mentioned.

71. The Company shall at all times during the continuance of this Contract keep an office established at some place in India to be determined from time to time by the Secretary of State, and shall keep at the said office an authorised agent or committee of agency, with whom the Secretary of State and the Government of India, or other officer or officers deputed in that behalf, may communicate on affairs concerning the undertaking; and all drafts drawn and receipts given by the said agent or committee of agency, or under his or their authority, on behalf of the Company, concerning the undertaking and the affairs thereof, shall be binding on the Company; and every notice to be given to the Company, other than any notice to be given under the 78th section of this Contract, shall be sufficiently given if left at the said office or personally served on the said agent or any member of the said committee of agency.

*Miscellaneous Provisions.*

72. The Company shall from time to time make such returns and furnish such statistics relating to the undertaking, in such form, and under such heads and divisions, and with such details, as the Secretary of State may from time to time require. The costs of preparing such returns and statistics and incidental thereto shall be included in working expenses.

73. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or the profits thereof of any Act of the Indian Legislature for the time being in force; and the Company and the undertaking shall be subject to the provisions of every such Act, and no claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or the profits thereof of any treaty, convention, or agreement for the time being in force between the Secretary of State and the Government of any allied tributary or foreign State; and the Company and the undertaking shall be subject to the provisions of every such treaty, convention, or agreement as mentioned in this section.

74. The Company shall not acquire either absolutely or for any limited estate any land situate in the dominions of any allied tributary or foreign State, or any rights or easements in, over, or in respect of any land so situate. The expression "land" includes as regards the operation of this section buildings, lands, and all other hereditaments of whatever description. This section does not apply to any land of which possession may be given to the Company by the Secretary of State.

75. No communication or negotiation of any kind in respect of any matter whatever shall be made or conducted by or on behalf of the Company to or with the Government

of any allied tributary or foreign State, or with any officials of any such Government as last aforesaid, except under the control of the Government of India, and in such manner and under such rules as the Government of India shall from time to time direct in that behalf.

76. The Company shall, if required by the Secretary of State, maintain and manage the State Railway Provident Institution for the benefit of the Government servants, members thereof, employed upon the undertaking, upon such terms and under such rules and regulations as shall from time to time be approved by the Secretary of State.

*As to Determination of the Contract.*

77. In the event of the original Contract terminating by effluxion of time, or by or under notice of purchase or notice of determination, this Contract shall *ipso facto* terminate at the same time.

78. The Secretary of State may determine this Contract on the 31st day of December 1900, or on the 31st day of December in any subsequent year, upon giving to the Company in London not less than twelve calendar months' previous notice in writing of such determination, and upon the expiration of such notice this Contract shall thereupon absolutely cease and determine, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

79. If there shall be any breach on the part of the Company (whether by act or omission or default) of any of the stipulations or provisions of this Contract on the part of the Company to be performed or observed, and the Company shall fail to remedy effectually any such breach as aforesaid within six calendar months after notice in writing to remedy the same shall have been given to the Company in England by the Secretary of State, he may, on or at any time after the expiration of the six calendar months last aforesaid, determine this Contract by giving to the Company in England notice in writing of such determination.

80. Upon the determination of this Contract under any of the three sections lastly herein-before contained, the Company shall give to the Secretary of State possession of the undertaking, together with the rolling-stock, plant, and machinery belonging thereto, and all stores in hand or in course of delivery on the day of the determination of the Contract, and all plans, books, surveys, sections, printings, writings, and documents whatsoever in any wise connected with the undertaking, and all other property (if any) belonging or appertaining thereto, and shall pay to him all moneys in their possession on account of the undertaking. And after such possession shall have been given, and after all moneys which under this Contract shall have become payable to the Secretary of State shall have been duly paid, the Secretary of State shall be bound to indemnify the Company, their property and effects, against all such debts and liabilities (if any) as they may have incurred with the sanction of the Secretary of State, and which shall be then subsisting.

Provided always, that all stores in hand or in course of delivery on the day of the determination of this Contract shall be divided between the Secretary of State and the Company upon such terms as may be agreed upon between them, and that all such stores as may be apportioned to the Company shall be taken over by the Company at the value thereof as shown in the Stores Account, and the said value shall be paid by the Company to the Secretary of State.

81. Upon the determination of this Contract under any of the provisions herein contained the Secretary of State shall at his option out of the revenues of India either pay to the Company in London an amount equal to the amount which shall have been paid by the Company conformably with this Contract in respect of the said sum of 160,000*l.* and also an amount equal to the aggregate of any such further sum or sums of money (other than in respect of the said sum of 160,000*l.* or any part or parts thereof) as shall have been paid by the Company into the Bank of England to the credit of the Secretary of State pursuant to this Contract, or out of the revenues of India pay to the Company in India the equivalent in rupees at the market rate of the day for bills drawn on London by the Secretary of State, payable on demand, of the aggregate of the amounts which, if the Secretary of State had exercised his option under this section of making payment in London, would under this section have been payable by him to the Company in London. Provided always, that the Secretary of State may, if he shall so think fit, relieve himself of the liability under this section to repay to the Company the amount paid by the Company in respect of the said aggregate of the amounts by taking upon himself the sole liability to pay any or all of the principal moneys and interest secured by the debentures

or other securities issued by the Company pursuant to this Contract for the purpose of raising the money so paid by the Company. Provided, nevertheless, that the Company shall not be entitled under this section to receive any money unless or until it shall in substance have performed and discharged its duties and obligations under the last preceding section of this Contract.

*Arbitration.*

82. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof, or any matter connected with these presents, or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be submitted to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof, and upon every such submission the arbitrators and umpires shall respectively have the powers by that Act conferred upon arbitrators and umpires respectively, and in every such submission the provisions mentioned in the 1st Schedule to that Act shall be implied.

In witness whereof MAJOR-GENERAL SIR OWEN TUDOR BURNE, K.C.S.I., C.I.E., and SIR ALEXANDER JOHN ARBUTHNOT, K.C.S.I., C.I.E., being two Members of the Council of India, have hereunto set their hands and seals, and the Rohilkhand and Kumaun Railway Company, Limited, have hereunto caused their common seal to be affixed, the day and year first above written.

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## APPENDIX N.

**Agreement between the Southern Mahratta Railway Company and the Madras Railway Company for working the Bangalore City Junction Station.**

MEMORANDUM OF AGREEMENT made on the 20th day of November 1890 between the Southern Mahratta Railway Company and the Madras Railway Company for the interchange of traffic, and for

**Preamble.** the use in common by both Railways of the Madras Railway Company's station at Bangalore City; also for additions and alterations which may be required thereat from time to time for the traffic of both Railways, as well as for the maintenance and renewal of the works and premises and the working of the traffic of the two Railways at that station.

**1. This Agreement shall be considered as having effect from the 1st January 1891 and shall be subject to revision from time to time, but shall remain in force until the expiration of not less than six months' notice from either Company, such notice to expire only on the 30th June or 31st December in any year.**

**2. The Company giving notice of its desire to revise the Agreement, or any part of it, shall give six months' notice, and submit a statement of its reasons for desiring a change, and shall within three months of giving such notice submit revised proposals, failing which the Agreement shall run on until the expiry of three months after the date upon which revised proposals have been forwarded to the other Company, provided always that by mutual consent a change may be made in the Agreement at any time.**

**3. The limits of Bangalore City Junction Station for the purposes of this Agreement shall be the distant signal on each side of the station.**

**4. All descriptions of traffic are to be booked through between such stations of the two Railways, as may from time to time be arranged between the Traffic Managers of the two Companies.**

**5. The interchange of traffic under this Agreement shall include traffic to or from other Railways, with which either contracting Company has established, or may hereafter establish through booking. This interchange of traffic shall be carried on in accordance with the Conference Rules in force at the time, as far as these are applicable to the traffic and working between Railways of different gauges, and except where the Conference Rules are opposed to the clauses of this Agreement.**

**6. The Joint Staff for working Bangalore City Junction Station shall be appointed and controlled by the Madras Railway Company, the cost to be charged to Joint Station Expenses Account.**

**7. Each Railway working into Bangalore City Junction shall provide its own Telegraph staff and its own staff of Goods Clerks and Porters, &c., for the conduct of its local goods traffic.**

The Southern Mahratta Railway may at any time provide a separate staff of number-takers at its own expense for its own purposes, but the returns and reports of such number-takers shall be submitted through the Joint Station Master.

**8. The business of each Railway shall have equal attention at the hands of the Joint Staff who must carry out the instructions of properly authorised officers of each railway with reference to traffic for the respective lines.**

**9. Each Railway shall be furnished by the Joint Staff with any returns it requires regarding detentions to its own rolling-stock and regarding all other matters relating to its own working.**

**10. The Madras Railway Company's existing works and premises to be used in common for joint purposes by both Railways shall be fixed by Agreement.**

The Madras Railway Company shall from time to time provide the amount chargeable to Capital which is required to be expended for joint use of the two Railways upon additions and alterations of the

existing premises, as fixed by Agreement, and upon new premises or works which may have to be provided for joint use within the limits of the Joint Station.

All such new works and additions and alterations shall be executed by the Madras Railway Company upon plans and estimates which shall be agreed to by both Railways before the work is commenced.

**New Works.**  
**11.** Upon the total amount expended from time to time from Madras Railway capital on premises furniture and fittings used in common by both Railways, an annual rent of 7½ per cent. shall be charged to the Joint Station Expenses Account to cover interest and maintenance.

**Rent.**  
**12.** Any expenditure which may be required from time to time for joint use of both Railways upon new minor works and upon minor additions and alterations of existing premises which is chargeable to Revenue under the Rules in force from time to time on the Madras Railway Company, shall be debited to the Joint Station Expense Account.

**Expenditure on Joint Works.**  
 The Madras Railway Company shall execute all such additions and alterations and minor new works chargeable to Revenue upon plans and estimates which shall be agreed to by both Railways before the work is commenced, and shall also execute the work of maintenance and renewal of all premises and works which are used in common from time to time by both Railways within the limits of the Joint Station.

**13.** Upon the termination of this Agreement the amount of compensation to be paid by either Railway to the other for capital expenditure incurred shall be determined by mutual agreement or if necessary by arbitration as provided for in clause 41.

**Termination of Agreement.**  
**14.** Each Company shall provide and maintain, at its own cost, all accommodation that may be required for its own exclusive use, and each Railway shall provide and maintain its own permanent way and signals.

**Maintenance.**  
**15.** Each Company shall provide, at its own cost, all stores, and stationery required for its own exclusive use, and will make its own arrangements for cleaning and greasing its own vehicles.

**Stores, cleaning and greasing.**  
**16.** All expenses, which under this Agreement are chargeable to Joint Station Expenses, shall be divided in proportion to the weight of traffic of each Railway using the station. The weight of Coaching Traffic shall be reckoned according to the following scale:—

1. For each passenger of whatever class, 1 cwt.
- „ child's ticket, 56lb.
2. For horse or each head of horned cattle, ½ ton.
3. „ sheep, calf, goat, pig, dog or other small animal, 56lb.
4. Parcels at actual weight.
5. Carriages each, ½ ton.

**17.** All sums realised by the sale of lost property, unclaimed goods, licenses, &c., collected at Bangalore City Junction Station, are to be credited to Joint Station Expenses Account.

**Credit to Joint Station Expenses Account.**  
**18.** Any breach of Rules and Regulations by servants of the Southern Mahratta Railway Company within Bangalore City Station limits shall be dealt with by the Traffic Managers of the two Railways, and in case of dispute as to the interpretation of the Rules and Regulations, the matter shall be referred to the Agent and Manager of the Madras Railway, whose decision shall be final.

**Rules and Regulations.**  
**19.** All damages or accidents which may be caused by Joint Station staff, to the public, to the stock of either Railway, or to trains and traffic within the limits of the station, and all damages or losses which either Railway may sustain or be put to in consequence of the acts of the joint station staff however arising, within the limits of the station, shall be charged to Joint Station Expenses.

**Damages or Accidents.**  
**20.** Each Railway shall be responsible for damages or accidents caused by its own Running staff within station limits.

**Damages or Accidents.**  
**21.** Notice of all accidents, damages and losses, which occur within station limits, shall be sent to the officers of both Railways immediately.

**Letters and Telegrams.**  
**22.** Letters and telegrams relating to joint business and through traffic shall be interchanged free of charge between the two Railways.

**Local Traffic.**  
**23.** Traffic booked to or invoiced from the Bangalore City Station by either Railway shall be considered local traffic.

24. The station books (with the exception of the local goods books) shall be kept by the joint staff, but they shall at all times be open to inspection by any authorised officer of either Railway.
- Station Books.
25. The instructions of each Railway as to charges on traffic for their respective lines shall be furnished by the Traffic Managers of the respective Railways to the Joint Station staff, and must be acted upon.
- Instructions.
26. No terminal on account of Bangalore City Junction shall be charged on through traffic by either Company. Each Company shall furnish the other from time to time with lists of the rates and fares between Bangalore City Junction and its respective stations.
- Terminals Rate lists.
27. The distance between Bangalore City and other stations shall be furnished by each Railway to the other, but the amounts to be charged upon through traffic shall be furnished by the Railway concerned in the form of Station-to-Station Rates in order to avoid any calculation of charges according to distance.
- Station-to-Station rates.
28. Minimum charges on goods, luggage and parcels shall be divided between the Companies concerned in proportion to mileage, subject to a minimum of 4 annas in the case of luggage.
- Division of minimum charges.
29. Each Railway shall be responsible for collecting all charges due to the other on all traffic received, with the exceptions noted below, for which the forwarding Railway shall be responsible, *vis.*—
- Responsibility of each Railway for collecting charges.
- (a) Charges on live stock of every description.
- (b) Charges on all perishable articles booked either as goods or parcels.
- (c) Charges on Commissariat Ordnance, and Government Medical Stores booked on Credit Note, or prepaid.
- (d) Passenger fares, freight on passengers' luggage, carriages, &c., and charges for insurance.
- (e) Charges on all articles booked and carried with owners.
30. All errors of calculation made by forwarding stations in booking luggage, parcels, horses, carriages and dogs as well as goods when such errors do not exceed annas two pies five shall not be subject to adjustment. This rule shall also apply to errors made in apportioning the mileage charges due to each Railway.
- Errors in calculation.
31. The receiving Railway shall not reduce below the charge mentioned on the invoice or through way-bill, without consent of the forwarding Railway except in case of over-charges, the evident result of errors in rates classification or calculation.
- Altering invoices.
32. Under-charges on consignment, whether "Paid" or "To Pay," unless booked under Credit Note, shall be debited to the receiving station with the exception of items included in clause 29.
- Under-charges.
33. All over-charges not claimed shall belong to the Railway Company by which the charges are collected.
- Over-charges.
34. Goods claims not arising from any act or negligence of the Joint Station staff shall be borne by the Railway in whose custody the loss or damage occurred, and when this cannot be ascertained with certainty, the claim shall be divided in proportion to mileage.
- Adjustment of claims.
- The junction record as to number of articles received and transhipped as well as to the exterior condition of goods when unloaded from either Company's wagons shall be held to determine liability unless error can be demonstrated. When goods are reweighed at the junction the record of reweighment shall be held to be correct. The absence of remark by the Junction staff shall be held to imply that the number and description of packages as described by the sending station are correct and that the packages were externally in good order at the time of transhipment.
35. The transhipment of all goods intercharged shall be performed by the Madras Railway, either by Contract or day labor, and the cost of the same shall be charged to Joint Station Expenses.
- Transhipment.
- The usual demurrage penalty shall be payable by either Company failing to supply wagons in time to permit of the release of the other Company's stock within 36 hours.
36. All stock shall be considered as handed over to the Joint Station staff when it is entered in the number-takers' books at the Junction Station and it shall be so entered directly it is placed in the tranship sidings. The joint staff shall be allowed 36 free hours for the transhipment of goods from broad to narrow gauge wagons or *vice versa*, and if such wagons under load are
- Delivery of Rolling-Stock at Bangalore City Junction.

not released of their loads within that time the usual demurrage penalty shall be enforced and this penalty shall be a charge against the Joint Station.

37. If at any time, either Railway shall be unable from any cause to receive and forward all the traffic tendered or likely to be tendered by the other, it shall be competent for the receiving Railway to give notice of not less than 7 days, naming the maximum quantity it will be prepared to receive and forward, and the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.

Notice to limit traffic.

38. In booking luggage, fractions of 5 seers shall be charged as 5 seers, and in booking goods fractions of 10 seers shall be charged as 10 seers.

Fractions of weight.

39. In calculating charges, fractions of an anna above 5 pies are charged as one anna, and this rule applies not only to the gross charge made to the public, but also to each Railway's proportion as well as to Government and private baggage booked on a warrant.

Fractions of cash.

40. The Audit Offices of the two Railways shall exchange Weekly Division Sheets, each Railway to have in division its own rates and fares as quoted for through traffic in accordance with clause 27 (except in the case of insurance and traffic divisible by mileage between the Railways concerned), and shall account for all inward through goods, live stock, parcels and outward coaching (except parcels) traffic within six weeks from the date the traffic passes Bangalore City Junction. A monthly settlement of accounts, based on division sheets, bills and statements as rendered, and declared, shall be made by transfer adjustment, on the understanding that all errors which may be in them will be adjusted without delay in subsequent accounts by the responsible Railway.

Adjustment of accounts.

41. In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway to call for arbitration, to be conducted in the ordinary way, each Railway nominating its own arbitrator, and should the arbitrators so appointed fail to agree, they, that is the arbitrators, shall nominate an umpire. The decision of the arbitrators or their umpire shall be final and binding on both Railways in regard to the matter or matters which may be referred to them or him. But if either Railway fail to nominate an arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own arbitrator, and in such case the decision of the one arbitrator so appointed shall be binding and conclusive upon both Railways.

Disputes.

## APPENDIX

MADRAS RAILWAY AND SOUTHERN MAHRATTA RAILWAYS, BANGALORE CITY JOINT  
STATION AGREEMENT OF 1ST JANUARY 1891.

*Schedule of expenditure on Works and Fittings at the Bangalore City Station to be used in common by the Southern Mahratta and Madras Railway Companies, rent upon which is chargeable to the Joint Station Expenses Account, under the provisions of clause 11 of this Agreement.*

No.	Description of Works.	Amount of Expenditure.		
		R	a.	p.
1	Alterations and Additions to Station House . . . . .	5,580	10	1
2	Taking up slope terrace of front and back Verandahs of Station House and re- newing the same with Corrugated Iron . . . . .	1,492	9	9
3	Amount expended on Station House by Mysore State Railway, and paid to them on 16th March 1881 . . . . .	6,601	0	6
4	Shed 200 feet long over Transfer Platform . . . . .	21,434	13	1
5	Narrowing Good Shed do. do. . . . .	427	4	0
6	Amount expended on Goods Shed Transfer Platform Face wall by Mysore State Railway, and paid to them on 16th March 1881 . . . . .	2,031	7	0
7	Amount expended on Double Staff Quarters No. 2 by Mysore State Railway, and paid to them on 16th March 1881 . . . . .	3,769	1	11
8	Masonry in Drain in Station Yard . . . . .	4,027	11	6
9	Making up Road Way . . . . .	5,466	11	8
10	Well 6 feet diameter lined with Stone . . . . .	194	13	0
11	Four-arm Signal . . . . .	388	1	2
12	Passenger Platform . . . . .	6,595	2	4
13	Sub-Way . . . . .	8,190	9	4
14	Crane on Transfer Platform . . . . .	4,736	13	9
15	Face wall of Tranship Goods Platform, Mysore Railway Side . . . . .	4,800	11	7
16	Altering position of the Crane on the Tranship Platform, and building Face wall and Stone foundation to the same . . . . .	466	9	11
	TOTAL . . . . .	76,204	2	7

## APPENDIX O.

This Indenture, made the 24th day of November, 1890, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE SOUTH INDIAN RAILWAY COMPANY, LIMITED, of the other part.

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

### *Interpretation of Terms.*

1. In this Contract, unless there is something repugnant in the subject or context—
  - (a) "The Secretary of State" means the Secretary of State in Council of India.
  - (b) "The Company" means the South Indian Railway Company, Limited.
  - (c) "The old Company" means the South Indian Railway Company, incorporated by an Act of Parliament passed in the session of the 37th and 38th years of the reign of Her present Majesty, intituled "The South Indian Railway Act, 1874."
  - (d) "The purchased railway" means the railways and works of whatever description, together with the land, rolling-stock, plant, and machinery, forming the undertaking of the old Company on the 31st December 1890.
  - (e) "The unfinished railway" means the railways (together with the land, rolling-stock, plant, and machinery belonging thereto) connecting Villupuram, a station of the purchased railway, and Guntakal *via* Pakal, with a branch to Nellore from Pakal, part of which has been opened for public traffic, and is now being worked on behalf of the Secretary of State by the old Company, and part is in process of construction on behalf of the Secretary of State by the old Company.
  - (f) "The undertaking" means the purchased railway and the unfinished railway, or such part or parts of those railways as for the purposes of this Contract shall on the 1st January 1891 be handed over to, or may at any time after the aforesaid date, in accordance with the provisions of this Contract, be left in the possession of the Company, together with any improvements, alterations, and additions of whatever description that may from time to time be made therein or thereto, with the sanction of or by the Secretary of State, but with the exception of the telegraphs and telegraphic appliances used or to be used thereon.
  - (g) The undertaking or such part or parts thereof as may for the time being have been opened for the public carriage either of passengers or of goods or animals shall be deemed to be open for public traffic.
  - (h) "The open system" means and includes such part or parts of the undertaking as may for the time being be open for public traffic.
  - (j) "The gross earnings of the undertaking" means and includes all receipts from coaching and merchandise traffic over the open system and from the carriage of mails thereon, and the use of the telegraphs, and all other sums received in respect thereof as rents, tolls on bridges, and from all other sources the receipts from which are treated as revenue on Indian railways generally, and also any moneys payable by the Secretary of State, in respect of any branch or extension railway made part of the undertaking in accordance with the provisions of section 9 of this Contract, under the obligation thereby undertaken by him to make up the average weekly gross earnings of any such branch or extension railway to the amount and for the period specified in the last-mentioned section.
  - (k) "Working expenses," when not qualified or limited, means and includes the expenses incurred with the sanction of or by the Secretary of State in or about or in connection with the management, maintenance, and working of the open system.
  - (l) "Net earnings" and "net revenue receipts" respectively have the meanings attributed to those expressions respectively in section 59 of this Contract.

### *Duration of Contract.*

2. This Contract shall continue in force for a term of 20 years, commencing on the first day of January 1891, subject to the provisions hereinafter contained for determining the same.

*As to Railways to be taken over by the Company and matters connected therewith.*

3. On the said first day of January 1891 the Secretary of State for the purposes of this Contract shall hand over to the Company, and the Company shall accept, the purchased railway and the unfinished railway, together with all works connected therewith then made or in progress, and the rolling-stock, machinery, and plant then used thereon or appropriated or in course of construction or under supply therefor, together with copies of all plans, specifications, and working drawings of the said works, rolling-stock, and other equipments, but with the exception of the telegraphs and all telegraphic appliances appropriated to the said railways, and as from the aforesaid day and during the continuance of this Contract the Company shall maintain and work the open system.

4. On taking over the said railways, or so soon thereafter as may be, the Secretary of State shall deliver to the Company, and the Company shall accept for the purposes of the undertaking, all serviceable stores belonging to the said railways respectively that may be in hand or in course of delivery, except such, if any, as belong to the telegraphs or telegraphic appliances. An inventory of such stores shall be made and signed by or on behalf of the Secretary of State and the Company, and their value shall be entered in the Stores Account as hereinafter provided. The value of the unserviceable stores belonging to the said railways shall be charged off as respects those of the purchased railway in the Working Expenses of the open system within the year 1891, and as respects those of the unfinished railway in the Capital Account as hereinafter provided. The values in each case herein mentioned shall be as shown in the accounts relating to the said respective railways of the old Company and of the Secretary of State including loss by exchange on all payments made in England in part of the prime cost of the stores, both serviceable and unserviceable.

5. On taking over the said railways, or so soon thereafter as may be, an inventory of the railways, rolling-stock, plant, and machinery to be so taken over as aforesaid shall be made and signed by or on behalf of the Secretary of State and the Company, and the value at cost price, as shown in the Indian accounts of the old Company and the Government of the said railways respectively, and of the said rolling-stock, plant, and machinery, and of the plans, specifications, and working drawings, of which copies shall be so taken over as aforesaid, shall be entered in the Capital Account of the undertaking as hereinafter provided. Provided always that if the said accounts of the Government of the unfinished railway do not include the loss by exchange on all payments made in England in part of the cost of the unfinished railway and the cost price of the land occupied or used by the unfinished railway or for the purposes thereof, or either of such items, then there shall be further entered in the Capital Account aforesaid as the case may require the said loss by exchange and the said cost price of the land.

*As to existing surveys for extensions, &c., and liabilities in connection with the Railways transferred.*

6. All surveys and plans which the Secretary of State has caused to be made with the view of facilitating and expediting the construction of branches or extensions of either the purchased railway or the unfinished railway shall be made over to the Company, and the cost of the said surveys and plans as stated by the Secretary of State shall be debited to the Capital Account of the undertaking as hereinafter provided. Any now existing obligations or liabilities of the Secretary of State, under contracts for the supply of stores or materials or the execution of works for or in connection with either the purchased railway or the unfinished railway, shall be discharged by the Company from the moneys to be supplied to the Company pursuant to this Contract.

*As to the completion of the construction of the unfinished Railway.*

7. Subject to the requisite funds being provided according to the stipulations in that behalf hereinafter contained, the Company shall with due diligence and expedition, and in accordance in all respects with the directions of the Secretary of State, complete the construction to the satisfaction of the Secretary of State, and make ready and fit for opening for the public carriage of passengers throughout on routes determined or to be determined by him, and on land provided or to be provided by him as hereinafter stipulated, the unfinished railway, together with all such stations, station-yards, offices, warehouses, houses for employes, conveniences, and works as in the opinion of the Secretary of State shall be necessary or proper for the purposes of the said railway, either as regards

the due working of the same or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise. Subject to the like conditions as to funds, diligence, and directions, the Company shall equip the said railway with rolling-stock, plant, and machinery to the satisfaction of the Secretary of State. The unfinished railway shall be of the metre gauge, and shall in general structural character and equipment conform with the standard of the purchased railway. Surveys, designs, and estimates in relation to the construction or equipment of the unfinished railway shall if required be furnished by the Company to the Secretary of State, and be subjected to his approval, or the Secretary of State may furnish designs to the Company, and the Company shall in that case be bound to follow them.

*As to the re-transfer to the Secretary of State of parts of the Undertaking.*

8. The Secretary of State may at any time, by giving six months' previous notice in writing, require the Company to re-transfer to him any part or parts of the railways comprised in the undertaking, and particularly the line of railway between Nellore and the North-West line of the Madras Railway, and the line of railway between Guntakal and Dharmavaram and the Mysore frontier (if extended to the Mysore frontier from Dharmavaram), including any extensions or branches thereof or any part or parts of the said railways respectively, and the Company shall retransfer the same accordingly with (if so required) a reasonable proportion of the rolling-stock, machinery, plant, and stores of the undertaking, and shall not claim or be entitled to any compensation in respect of such re-transfer other than the sums to be credited in the Capital Account and the Stores Account of the undertaking in respect of the value of the things re-transferred as herein provided. And as from the date or dates of such re-transfer the rights of the Company with respect to any such part or parts of the undertaking, and the telegraphs and telegraphic appliances used therewith shall absolutely cease and determine. The things re-transferred shall be valued as respects the stores at the values shown in the Stores Account, as respects the rolling-stock, machinery, and plant at their fair value as agreed upon between the Secretary of State and the Company, and as respects the part or parts of the railways (including land) on the basis of the capital cost of such part or parts so far as ascertainable from the accounts of the undertaking and as may be agreed upon between the Secretary of State and the Company.

*As to the acquisition, construction, and working of Branch and other Railways.*

9. The Secretary of State may require the Company to construct as part of the undertaking, or acquire either absolutely or on lease for a term of years or otherwise on behalf of the undertaking, any such branch or extension railway of the same gauge in connection with the undertaking as the Secretary of State may in his discretion think fit, and to work as part of the undertaking any and every railway so constructed or acquired; and every railway so acquired and worked shall thenceforth be and form part of the undertaking, and all the provisions of this Contract shall be applicable thereto. Provided that if during the three years immediately after the opening for the public carriage of passengers of any such branch or extension railway the average gross receipts per week per mile of such branch or extension do not in any half-year amount to 50 rupees, the Secretary of State will make good the deficiency. Provided also that the moneys required for any such construction or absolute acquisition as aforesaid of any such branch or extension railway shall be supplied by the Secretary of State, and the expenditure incurred thereon, with the sanction of or as certified by the Secretary of State, shall be included in the Capital Account of the undertaking as hereinafter provided.

10. The Secretary of State may require the Company to construct, on behalf of any Local Authority or any allied tributary or foreign State, any such branch or extension railway of the same gauge in connection with the undertaking, or any other railway in connection with the undertaking, as such Authority or State may desire to have worked through the agency of the Company, and the Company shall, if and when required so to do by the Secretary of State, accept and work upon terms to be specially agreed upon in each case between the Company and the said Authority or State with the sanction of the Secretary of State any and every such railway whether existing or constructed through the agency of the Company or otherwise but no such railway shall form part of the undertaking. Provided that the moneys required for the construction through the agency of the Company of any such railway shall be supplied to the Company by the Authority or State concerned through the Secretary of State.



*As to Land.*

11. Subject and without prejudice to the stipulations contained in the next succeeding section of this Contract the Secretary of State shall from time to time provide the land which he shall consider requisite for the railways of the undertaking and for the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the same railways, and shall allow the Company during the continuance of this Contract to have possession of the land so provided, as well as of the land occupied or used by or for the purposes of the railways to be taken over by the Company under the 3rd section of this Contract from the time of the same being so taken over. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable relinquish to the Secretary of State, such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall upon the requisition of the Secretary of State forthwith relinquish to him the land in question, and the Secretary of State shall be exclusively entitled to possession thereof.

12. The obligation of the Secretary of State under the last preceding section to provide land shall, as to any land therein mentioned which may be situate in territory not directly governed by Her Majesty or Her Majesty's Indian Government, not become absolute unless or until the Secretary of State shall himself acquire the land, which he shall not be under positive obligation to do, although he intends to acquire it if he can obtain it on reasonable terms by negotiation with any State or States concerned.

*As to notification to Company of Route of Railways.*

13. The Secretary of State shall from time to time notify to the Company the route of any railway forming or intended to form part of the undertaking so far as such route shall from time to time have been determined by him.

*As to Situation of Stations, &c.*

14. The Secretary of State shall have power to determine the situation and dimensions of and the particulars of all additions to and alterations and improvements in the stations, station-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed or carried out from time to time in connection with or as part of the undertaking.

*As to Equipment of Undertaking with Rolling-stock, &c.*

15. The Company shall with due diligence equip the undertaking with all such additional rolling-stock, plant, and machinery as shall from time to time in the opinion of the Secretary of State be necessary for the purpose of working the undertaking, and shall make such alterations or improvements in the equipment as may in his opinion be required from time to time; and if the Secretary of State shall be of opinion that the Company shall at any time have failed duly to perform its obligations under this section, he may himself from time to time complete or alter or improve the equipment of the undertaking or any part thereof, in respect of all or any of the particulars specified in this section.

*As to Telegraphs.*

16. In addition to the electric telegraphs already established along or upon the purchased railway, and the unfinished railway the Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the undertaking, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the electric telegraphs already established or to be established as aforesaid as he shall think fit, and it shall be lawful for him for such purposes, or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of enter-

ing by agent or otherwise upon all or any land of which he shall pursuant to this Contract have allowed the Company to have possession), to enter at all times, by his agents, workmen, or others, on any part or parts of the undertaking, or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, acts, and things as the Secretary of State shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this section on the undertaking, or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the undertaking, or any parts thereof, as he shall require for persons employed by him in or about or in connection with the construction, maintenance, working, or inspection of the electric telegraphs mentioned in this section, or any buildings, machinery, works, or appliances appertaining thereto.

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

18. The Company shall from time to time, upon demand by or on behalf of the Secretary of State, pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State, the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time under the last preceding section have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway telegraphs.

19. The Company, if so directed by the Secretary of State, shall in relation to any electric telegraphs or telegraphic appliances of which under the 17th section of this Contract it shall for the time being be allowed to have the use, observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway telegraphs, or such of the said rules as the Secretary of State may from time to time prescribe to be observed by the Company; and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

*As to Police.*

20. The Secretary of State shall provide and maintain for the purposes of the open system such a force of police as the Company, with the approval of the Secretary of State shall from time to time require; and if the Secretary of State shall consider that any addition to the force is required for the preservation of law and order for the purposes of the undertaking his determination on that point shall be final, and such addition shall be made accordingly. The cost of providing and maintaining the force of police required for the purposes aforesaid shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State and the remaining seven-tenths shall be included in working expenses.

21. If the Company shall so desire, the Secretary of State will provide at the sole cost of the undertaking such a force of police as, with the approval of the Secretary of State, the Company shall from time to time require for the protection of so much of the undertaking as shall for the time being be under construction, or shall not have been opened for public traffic.

22. The cost of providing and maintaining any force of police from time to time provided and maintained by the Secretary of State under either of the two last preceding sections in relation to the undertaking or any part or parts thereof shall be taken to be as from time to time stated by the Secretary of State.

*As to opening for Public Traffic.*

23. The Company shall from time to time, when and as often as any part of the undertaking not previously opened for the public carriage of passengers is in a fit state and

properly equipped with rolling-stock, plant, and machinery for such carriage, give the notice prescribed by law of its intention to open such part, and on the opening thereof being sanctioned shall forthwith open the same part for the public carriage of passengers, and, if the Secretary of State shall so sanction, of animals and goods. Nothing in this section shall operate to prevent the public carriage of animals or goods on any part of the undertaking, the opening of which for the public carriage of passengers shall not have been sanctioned, provided that the Secretary of State shall have sanctioned the public carriage of animals or goods over such part.

*As to the Maintenance and Management of the Undertaking.*

24. The Company shall keep the undertaking and the stations and works belonging thereto in good repair, and shall also keep the open system and the stations and works belonging thereto in good working condition, and fully supplied with rolling-stock, plant, machinery, and stores to the satisfaction of the Secretary of State; and whenever the Secretary of State shall be of opinion that the Company is in any default as to any of the matters before mentioned in this section he may in writing notify the fact to the Company, specifying in such writing the general nature of the defect, and unless the defect be remedied by the Company within one calendar month after the notification thereof by him to the Company may himself remedy it, and charge the cost of the same as if done by the Company.

25. The Company shall keep the rolling-stock, plant, and machinery for the time being belonging to the undertaking and to every part thereof in good repair and in good working condition to the satisfaction of the Secretary of State; and whenever the Secretary of State shall be of opinion that the Company is in default as to any matter before provided for in this section he may himself remedy the defect, and charge the cost of the same as if done by the Company.

26. The Company shall maintain a sufficient staff for the purposes of the undertaking to the satisfaction of the Secretary of State, and shall, if required so to do by the Secretary of State, continue all or any of the Government staff now engaged for the purposes of the undertaking or any part thereof in their present employments, and fill up vacancies occurring from time to time in the staff, and for filling which there shall be no suitable persons or person available among those for the time being employed by the Company from the Government service; and no member of the Government service so engaged, unless the incumbent of any such or similar office on any State Railway be then liable to be discharged by the Manager thereof on his own responsibility, shall be discharged from his employment by the Company, if after notice of the intention of the Company so to discharge him the Secretary of State shall object to such discharge. The rates of remuneration to be paid by the Company to all members of the Government service employed on the undertaking shall not be in excess of the rates at which the Company can obtain similarly qualified servants. The debit of any contributions on account of pensions and furlough allowances which the Secretary of State may require to be paid to him on behalf of such persons shall follow the incidence of the debit of the salaries of such persons severally.

27. The Secretary of State may from time to time, by notice in writing, require the Company to carry out any alteration or improvement in or any addition to the undertaking that may in his opinion be necessary for the safety of passengers or for the safety of the public, or for the effectual working of the undertaking. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration, improvement, or addition. On receiving any such notice the Company shall with all reasonable speed commence and proceed to execute the works described therein. The Secretary of State shall provide any land that may be required for the purposes aforesaid, and shall supply the funds necessary for the purchase of such land and for the execution of such works, and the cost of such of the said works as shall be properly chargeable to capital shall be charged against the Capital Account as hereinafter provided, and the cost of all other such works shall be charged as working expenses. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State the Secretary of State may enter on the undertaking and execute the said works, and charge the cost of the same as if done by the Company.

*As to working the Undertaking, Fares, &c.*

28. The Company shall, until this Contract shall be terminated under any provision herein contained, keep the open system opened for public traffic, and work the same and carry on thereon, in accordance with the provisions of the law of India for the time being,

the business of carriers of passengers, animals, and goods, or passengers, animals, or goods, according as the carriage of the same respectively shall have been sanctioned by the Secretary of State.

29. The Company shall cause to be run on the open system so many trains, at such times, at such rates of speed, between such places, and with such conveniences and accommodations as the Secretary of State shall from time to time require.

30. The Company shall from time to time, upon the requisition of the Secretary of State, effect any alteration or improvement in the working of the open system or any part thereof that may in his opinion be necessary for the safety of passengers or of the public, or for the safe and effectual working of the open system or any part thereof.

31. The Company shall be entitled to charge the public for services rendered by way of conveyance on the open system or any part thereof of passengers and goods of different classes and descriptions at such rates only as shall for the time being be approved by the Secretary of State. The Company may from time to time and at the request of the Secretary of State shall submit for the approval of the Secretary of State maximum and minimum rates within which the Company is to be at liberty to charge for such services, and the Secretary of State may approve such rates with such modifications as he shall think fit, and may also from time to time require the Company to make such modifications in the maximum and minimum rates for the time being in force as he shall think fit. The Company shall not, in making charges to the public for services mentioned in this section, calculate any such charge at a rate which shall be either above the maximum or below the minimum rate for the time being applicable under this section to the particular service in respect of which the same charge is made, or make any reduction by way of rebate or otherwise which shall have the effect of bringing any rate actually paid below such minimum. The term "goods" shall as regards this section include everything conveyed on the undertaking, passengers only excepted.

32. No undue or unreasonable preference or advantage to or in favour of any particular person, company, or railway administration, or any particular description of traffic in any respect whatsoever, shall be made or given by the Company, nor shall any particular person, Company, or railway administration be subjected by the Company to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. The Secretary of State shall have absolute power for the purposes of this section to decide whether any preference, advantage, prejudice, or disadvantage is undue or unreasonable.

*As to Services rendered to Secretary of State on the Undertaking.*

33. All services which the Secretary of State shall require the Company to perform on the open system for any department of Her Majesty's Indian Government, whether Postal, Military, Police, or any other department of the State, or for high officials of such Government (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in British India, the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, military and naval establishments, horses and other animals used for military purposes, guns, military stores and equipments, the conveyance of police, prisoners, and paupers, the conveyance of telegraph stores instruments, officers, and workmen, and of any public stores whatever, including stores for State railways) shall be performed by the Company on the same general conditions as may for the time being be in force on other metre-gauge State railways, and at such rates as may be approved by the Secretary of State, subject to the provision as to free passes contained in the 16th section of this Contract.

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

35. The Company shall from time to time, upon the requisition of the Secretary of State, give precedence over all other traffic to his demands for either passenger or freight accommodation on the open system.

36. All stores intended to be used for any purposes of the undertaking or any part thereof (including stores intended to be used in or about the construction of any part of the undertaking or of any works or adjuncts of or pertaining to the same) shall be conveyed by the Company over the open system at rates to be approved by the Secretary of State.

*As to Tolls for use of Bridges.*

37. If the Company shall with the approval of the Secretary of State provide on any of the bridges on the undertaking ways or roads for public use by persons on foot or on horseback, or in carriages, or for any other purposes of traffic for which ordinary highways

are commonly used, the Company shall during the continuance of this contract have the right to charge, according to tariffs to be arranged between the Secretary of State and the Company, tolls for the user of such ways or roads by the public.

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

38 The Company shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this Contract.

*As to Ownership of the Undertaking, &c.*

39. Subject to the provisions of this Contract, all land of which the Secretary of State shall allow the Company to have possession for any of the purposes of this Contract, and everything constructed or to be constructed thereon, and all rails, plant, machinery, rolling-stock, stores, fixtures, and implements of every description acquired by the Company for the purpose of constructing, maintaining, equipping, keeping up the equipment of, or working the undertaking or any part thereof, or any stations, station-yards, offices, warehouses, houses for employés, or works upon any land of which the Secretary of State shall so allow the Company to have possession as aforesaid, and generally all property, whether real or personal, and things, and whether in England, India, or elsewhere, which shall be or have been transferred to the Company by the Secretary of State pursuant to these presents, or shall be or have been acquired, paid for or constructed by the Company with money supplied to the Company by the Secretary of State under the 47th section of this Contract, are hereby declared to be respectively the property of the Secretary of State, but subject to the user and enjoyment thereof by the Company during the continuance of this Contract.

*As to Capital of Company and payment of Interest thereon.*

40. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, pay into the Bank of England to the credit of the Secretary of State an aggregate sum of 1,000,000*l* to be raised in shares or stock.

41. The Secretary of State will during the continuance of this Contract out of the revenues of India pay to the Company in London in sterling money half-yearly on the 1st day of July and the 1st day of January in each year interest at the rate of 3 per cent. per annum, calculated to the last preceding 30th day of June and the 31st day of December respectively, on the amount which shall for the time being have been paid by the Company on account of share capital in respect of the sum of 1,000,000*l*, mentioned in the last preceding section of this Contract.

42. Any further moneys which may from time to time be required for completing and equipping the unfinished railway, and for any other purposes sanctioned by the Secretary of State under this Contract, shall at the option of the Secretary of State either be provided by him or be raised by the Company in such manner (by the issue at the option of the Secretary of State of shares or of debentures or otherwise) and on such terms as shall be agreed upon between the Secretary of State and the Company. All moneys so raised by the Company shall be forthwith paid into the Bank of England to the credit of the Secretary of State.

43. The Company shall not at any time during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, at any time increase its stock or share capital or borrow any moneys. The restrictions imposed by the preceding portion of this section shall not preclude the Company from borrowing money for the *bond fide* purpose of discharging previously existing indebtedness of the Company in respect of borrowed capital to an amount equal to the extent of the money so borrowed, provided the money borrowed be *bond fide* applied to the purpose last aforesaid, as to which, however, no person lending or advancing money to the Company shall be concerned to see. No money shall without the previous sanction of the Secretary of State be borrowed by the Company at a discount, or at a premium, or on terms of the Company paying to the lender a larger capital sum than that actually borrowed from him by the Company. The Company shall not without the sanction of the Secretary of State pay interest at a rate higher than 3½ per cent per annum on any moneys borrowed by or owing from it, but this stipulation shall not necessitate the sanction of the Secretary of State to the payment of interest by the Company at any reasonable rate on any sums which the Company may borrow for *bond fide* temporary purposes.

44. Subject to the provision of this Contract, all moneys paid by the Company under the 40th and 42nd sections hereof shall, when and as paid, become the absolute property

of the Secretary of State, and he shall not be a debtor to the Company in respect of such moneys or any of them.

*As to Receipts and expenditure of Company and supply of Funds by Secretary of State.*

45. All moneys whatsoever, from whatever source arising or derived, and whether attributable to account of capital or revenue, which shall during the continuance of this Contract be received by the Company, and whether on its own behalf or as agent of the Secretary of State or otherwise, shall (with the exception only of moneys payable to the Secretary of State under the 40th and 42nd sections of this Contract, and of moneys paid by the Secretary of State to the Company or provided by him under the 41st, 42nd, and 47th sections of this Contract, or which it shall receive by virtue of the 4th subsection of the 60th section of this Contract) be paid without deduction at such times and in such manner as the Secretary of State may from time to time direct in manner following (that is to say) as to moneys received elsewhere than in India by or on behalf of the Company into the Bank of England to the credit of the Secretary of State, and as to moneys received in India by or on behalf of the Company into some Government Treasury in India to be from time to time approved for the purpose by the Secretary of State. All the moneys paid by the Company under this section shall, when paid, become the absolute property of the Secretary of State, subject to the provisions of this Contract and so in particular that such of the same moneys as are under this Contract to be treated as received on account of revenue shall be subject to the provisions hereinafter contained as to the application thereof.

46. All moneys proposed to be expended by the Company on account of the undertaking or in pursuance of this Contract shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

47. All moneys which the Company shall require to defray expenditure by the Company under this Contract sanctioned by the Secretary of State shall be supplied to the Company by the Secretary of State in London or in India according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

*As to Accounts and Exchange.*

48. The Company shall keep all such accounts in relation to the undertaking and to this Contract, and all such accounts as between the Company and the Secretary of State, as the Secretary of State shall from time to time require. Complete accounts shall be kept in India in rupee currency; nevertheless, account shall be kept in England in sterling money of the expenditure and receipts of the Company elsewhere than in India, in relation to the undertaking and to this Contract, but such accounts shall be incorporated in the Indian accounts of the Company, and for that purpose shall be furnished to the Secretary of State for transmission to the Government of India.

49. For the purposes of the incorporation provided for in the last preceding section of this Contract, sterling money entered in the accounts kept in England in such section mentioned shall (except in any cases where any particular amounts ought under special provisions of this Contract to be treated as convertible at special rates, in which excepted cases the special rates shall be adopted) be converted into rupees at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half-year ending either on the 30th day of June or the 31st day of December next preceding the time at which the incorporation is to be effected, and so that if the incorporation is to be effected in the first six calendar months of the then current calendar year the half-year shall end on the 31st day of December, and if it is to be effected in the last six calendar months of the then current calendar year the half-year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half-year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees which would or might under this section, but for this provision, be effected at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half-year shall be effected at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.

50. Separate accounts shall, if required by the Secretary of State, be kept by the Company in respect to different sections of the undertaking; and all accounts to be kept

by the Company under this Contract shall be kept in such form and under such heads or divisions, and with such details, and shall be submitted to the Secretary of State at such times as he shall from time to time prescribe.

51. Unless and until otherwise directed by the Secretary of State, the Company shall keep in relation to the undertaking and this Contract the following accounts that is to say:—

- A Capital advance Account.
- A Stores Account.
- A Capital Account.
- A Revenue Account.

52. In the said Capital Advance Account shall be entered all moneys supplied by the Secretary of State to the Company to defray expenditure by the Company under this Contract or received from the sale of stores, and the moneys so entered shall as expended by the Company in conformity with this Contract, be transferred from the Capital Advance Account to the Stores Account, the Capital Account, or the Revenue Account, as shall be proper. The Capital Advance Account shall from time to time, as the Secretary of State shall require, be made up and submitted to him.

53. The Company shall as from the 1st day of January 1891 open an account of all stores which shall have been delivered to the Company pursuant to the 4th section of this Contract, and of the value of such stores as entered in the inventory mentioned in that section, and shall from time to time during the continuance of this Contract, with all reasonable expedition make up and deliver to the Secretary of State an account of all stores respectively in hand on every 30th day of June and 31st day of December, or on such other days as the Secretary of State may from time to time name for the purpose. In the account to be so made up from time to time shall be entered all stores which the Company shall for the purposes of fulfilling this Contract have used since, as regards the first occasion of making up the account, the day on which the same shall have been delivered to the Company as aforesaid, and since, as regards each other occasion of making up the account, the date to which the account shall have been last previously made up, showing in the account the purposes to which the stores which shall have been used shall have been applied. As often as any of the stores in hand shall be used by the Company for the purposes of fulfilling this Contract, the value as entered in the books of the Company of the stores so used shall be charged to account of capital or to account of revenue as shall be proper. The Stores Account shall, besides being made up periodically as above mentioned, be made up and balanced from time to time upon the requisition of the Secretary of State. If any stores for the time being in use upon or in connection with the undertaking shall during the continuance of this Contract be returned into store, the value thereof (to be agreed upon by the Secretary of State and the Company) shall be debited in the Stores Account. If any stores shall be re-transferred to the Secretary of State under section 8 of this Contract, the value thereof shall be credited to the Stores Account.

54. The valuations from time to time in the Stores Account of stores in hand shall, at such time or times as the Secretary of State shall direct, be revised in such manner as shall from time to time be agreed upon between the Secretary of State and the Company, and the Stores Account shall from time to time be corrected so as to accord with the revised valuations, and thereupon corresponding adjustments shall be effected in the Capital or Revenue Account by making entries therein either to debit or credit as requisite. Provided that such a revised valuation shall be made as soon as the whole of the unfinished railway shall have been opened for public traffic, and that in respect of any subsequent valuation all such adjustments shall be made in the Revenue Account alone.

55. In the Capital Account shall be entered all such of the moneys to be received by or on behalf of the Company as pursuant to this Contract are to be treated as received on account of capital, also the value (to be determined by the Secretary of State) of such land (if any) as shall for the time being have been relinquished by the Company to the Secretary of State under the previous provisions hereof, also the value of any part or parts of the railways, rolling-stock, machinery, and plant of the undertaking re-transferred to the Secretary of State, under the provisions of section 8 of this Contract, and also all such expenditure of the Company under this Contract as pursuant to this Contract shall be chargeable to account of capital, including:—

- (a) The value to be fixed as provided by the 5th section of this Contract of the railways, rolling-stock, plant, and machinery, plans, specifications, and working drawings mentioned in that section.
- (b) Such sum as the Secretary of State may allow to be charged in respect of the expenses of and incident to the formation and incorporation of the



Company and in connection therewith and such amount (if any) as the Secretary of State may allow, or require to be charged to account of Capital, in respect of the cost of the management of the Company and the conduct of its affairs prior to the time when the whole of the unfinished railway shall have been opened for the public carriage of passengers.

- (c) The cost to the Secretary of State as certified by him of the said several surveys, designs, estimates, and plans mentioned in the 6th and 7th sections, and the value of the unserviceable stores of the unfinished railway mentioned in the 4th section of this Contract.
- (d) The value as certified by the Secretary of State of all land of which he shall allow the Company to have possession for any purposes of this Contract, except the land handed over to the Company with the purchased railway pursuant to section 3 of this Contract.
- (e) All moneys which shall be actually expended by the Company, with the sanction of the Secretary of State, out of funds provided by him upon works, rolling-stock, plant, and machinery of the unfinished railway pursuant to the 7th section of this Contract, or upon any branch or extension railway under the 9th section of this Contract, or for any other purposes of the undertaking, the cost of which is chargeable to account of capital.
- (f) The cost of providing and maintaining a police force in relation to any such part or parts of the undertaking as for the time being shall be under construction or shall not have been opened for public traffic.
- (g) The charges of the telegraph department of Her Majesty's Indian Government for rent, maintenance, and inspection of such electric telegraphs and telegraphic appliances (if any) as the Secretary of State may allow the Company to use in relation to the construction of the undertaking or any part thereof, or in relation to any part of the undertaking which shall not for the time being have been opened for public traffic.
- (h) So much as ought pursuant to the 26th, 27th, and 65th sections of this Contract from time to time to be charged to account of capital.
- (i) Any amount which the Secretary of State may from time to time require to be charged to account of capital in respect of the cost to him of any of his legal expenses incurred in relation to this Contract, or to any matters arising out of this Contract.
- (k) The cost of the Secretary of State as certified by him of works, acts, and things which shall be executed or done by him under any of the provisions of this Contract, provided that the cost thereof if executed or done by the Company would have been expenditure chargeable to account of capital.

56. The Capital Account shall from time to time, as the Secretary of State shall require, be made up and submitted to him.

57. In the Revenue Account shall be entered working expenses and all such expenditure of the Company under this Contract and other items as pursuant to this Contract shall be chargeable to account of revenue, and also all such of the moneys to be received by or on behalf of the Company as under the provisions of this Contract are to be treated as received on account of revenue. The Revenue Account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as the Secretary of State may from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State, who may in case of error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every Revenue Account shall be considered as settled at the expiration of three calendar months after the time when the same shall have been submitted to the Secretary of State; but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next Revenue Account or in any subsequent Revenue Account or Accounts, as the Secretary of State may determine.

58. In the working expenses of any half-yearly period there shall be admitted and included in so far as they are attributable to such period—

- (1) All expenditure incurred by the Company with the sanction of the Secretary of State after the opening for the public carriage of passengers of the whole of the unfinished railway in the management of the Company and the conduct of the affairs.
- (2) Such proportion of the expenditure last aforesaid incurred prior to the time when the whole of the unfinished railway shall have been so opened as the mileage of the undertaking for the time being opened for the public



- carriage of passengers shall bear to the aggregate mileage thereof under construction and opened for traffic.
- (3) All expenditure incurred by the Company with the sanction of the Secretary of State in keeping the open system in good repair and in good working condition and fully supplied with rolling stock, plant, and machinery, except such part (if any) of such expenditure as may with the sanction of the Secretary of State be charged to account of capital.
  - (4) All expenditure incurred by the Company with the sanction of the Secretary of State in keeping the rolling-stock, plant, and machinery belonging to the open system in good repair and in good working condition.
  - (5) All expenditure incurred by the Company with the sanction of the Secretary of State in the execution of any works of which the cost shall be chargeable to account of revenue.
  - (6) The cost to the Secretary of State as certified by him of works, acts, and things which shall be executed or done by him under any of the provisions of this Contract, provided that the cost thereof if executed or done by the Company would have been expenditure chargeable to account of revenue.
  - (7) The costs, so far as not under the terms of this Contract to be borne by the Secretary of State, of providing and maintaining a police force for the purposes of the open system.
  - (8) All moneys from time to time payable under the rules for the time being in force of the State Railway Provident Institution and the Company's Provident Institution respectively to or for the purposes of those Institutions as hereinafter mentioned, without being dependent on the amount of the net earnings of the undertaking.
  - (9) The charges of the Government Telegraph Department for rent, maintenance, and inspection of the telegraphs and telegraphic appliances of which the Secretary of State shall from time to time allow the Company to have the exclusive use in relation to the open system.
  - (10) The costs of and incidental to the preparation of the returns and statistics from time to time furnished to the Secretary of State under the provisions hereinafter contained.
  - (11) So much as ought pursuant to the 26th and 65th sections of this Contract from time to time to be charged to account of revenue.
  - (12) All reasonable legal expenses, whether incurred by the Secretary of State or with his sanction by the Company, in relation to the open system, and all such other expenses as the Secretary of State and the Company shall agree to treat as working expenses.
  - (13) All undischarged working expenses, so far as they are attributable to any previous period or periods or are exceptional.
  - (14) The value of the unserviceable stores of the purchased railway mentioned in section 4, and the sums debitable to account of revenue in adjustment of the revised valuations of stores provided for in section 54 of this Contract.

59. The sum remaining in each half-year, after deducting from the gross earnings of the undertaking working expenses and all other charges (if any) to revenue account properly chargeable to that half-year, shall be "net earnings," and from such sum shall be deducted such sums (if any) as according to the rules for the time being in force of either the State Railway Provident Institution or the Company's Provident Institution respectively shall from time to time be payable, with the sanction of the Secretary of State, to or for the purposes of either or both of those Institutions, and being contingent on the amount of net earnings of the undertaking. The amount of earnings remaining after making this payment shall for the purposes of this Contract be "net revenue receipts."

60. The "net revenue receipts" of each half-year shall be applied in the following manner and in the following order:—

- (1) In payment to the Secretary of State in rupees of the equivalent at the rate of 14 rupees to the pound sterling of the interest at the rate of 3 per cent. per annum for the half-year paid by him to the Company in respect of the capital (not exceeding 1,000,000*l.*) raised and paid into the Bank of England in pursuance of section 40 of this Contract.
- (2) In payment to the Secretary of State of the equivalent in rupees at the rate of exchange mentioned in section 49 of this Contract of interest for the half-year at the rate of 4½ per cent. per annum on the amount of 425,000*l.* Irredeemable Debenture Stock of the old Company.

- (3) In payment to the Secretary of State in rupees of interest for the half-year at the rate of 3 per cent. per annum on the total net expenditure standing at the debit of the Capital Advance Account, the Stores Account, and the Capital Account of the undertaking at the close of the half-year, less the sums of ₹1,40,00,000 and ₹59,50,000 the respective equivalents (at the rate of 14 rupees to the pound sterling) of the capital undertaking to be raised by the Company and of the Irredeemable Debenture Stock of the old Company.
- (4) And the residue (if any) shall be divided between the Company and the Secretary of State in the ratio of ₹1,40,00,000 (the prescribed equivalent of the Company's capital), and the net expenditure as stated in the last preceding sub-section, less the said sum of ₹1,40,00,000, and the proportion thereof which shall be found to belong to the Company shall, as soon as ascertained, be paid over to the Company in India.

Provided that if in any one or more of the first three years of this Contract—that is to say, the three years ending the 31st December 1893—the Company's share of the net revenue receipts under the 4th sub-section of this section shall be less than 5,000 $\text{\textit{l}}$ ., the Secretary of State shall in each such year out of his share of the net revenue receipts under the same sub-section, or out of the interest payable to him under any or all of the first three sub-sections, of this section, pay to the Company in India so many rupees as may be necessary to make up the Company's share for such year to the equivalent of 5,000 $\text{\textit{l}}$ ., and this sum shall be paid in such manner and at such times that the Company shall have funds in London to the amount of at least 2,500 $\text{\textit{l}}$ . on the 30th June and the 31st December in each of the said three years.

*As to audit and settlement of certain possible questions.*

61. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere shall from time to time be audited on behalf of the Secretary of State by such person or persons as he shall from time to time appoint as well as on behalf of the Company, and the Company shall produce to the auditor or auditors so appointed by the Secretary of State all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to him or them all facilities requisite for the performance of his or their duties. Amongst the functions of the auditor or auditors shall be included the duty of seeing that expenditure is charged and revenue applied in accordance with the provisions of this Contract. Any correction made in the accounts by any person or persons who shall be acting as joint auditor or joint auditors on behalf of both the Secretary of State and the Company shall be conclusive. If consequent on the audit of any auditor or auditors acting exclusively on behalf of the Secretary of State the Secretary of State shall require any alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred for final decision to two persons, one to be named by the Secretary of State and the other to be named by the Company, and in case such two persons shall be unable to agree, then to an umpire to be named by the referees. The costs of any such reference as last aforesaid shall be included in working expenses.

62. If any difference shall arise between the Secretary of State and the Company as to the head of account to which any expenditure of the Company is properly chargeable the matter in difference, unless under the terms of this Contract to be solely decided or determined by the Secretary of State, shall be referred to the decision of the joint auditor or the joint auditors if the Secretary of State and the Company shall have appointed such an officer or officers, but in case such joint auditor or joint auditors shall not have been appointed, then the matter in difference shall be referred to some person to be jointly appointed for the reference by the Secretary of State and the Company, and if the Secretary of State and the Company shall not appoint such a person, then to the decision of two persons, one to be named by the Company and one by the Secretary of State, or failing the agreement of such two persons, then to the decision of an umpire to be named by such two persons. The costs of any reference under this section shall, unless the Secretary of State shall otherwise direct, be included in working expenses.

63. Of the moneys to be so paid as provided by the 45th section of this Contract, such as shall have accrued from the sale of any property not paid for out of revenue on any occasion other than one on which the property sold is replaced by other property of the same or a similar character, shall be treated as received on account of capital; and of all other moneys to be so paid as provided by the 45th section of this Contract, such portions shall respectively be attributed to account of capital and such portions to account

of revenue as the Secretary of State shall from time to time determine, having regard in so doing to the principle that receipts from the working of the portion or portions of the undertaking for the time being open for public traffic are, subject to the provisions of this Contract, to be deemed attributable to account of revenue.

64. In case any question shall arise whether any expenditure incurred for the purposes of the undertaking is to be treated in the whole or in part as a charge incurred on Capital Account, or how the same is to be dealt with, the question shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling-stock, plant, and machinery, and of substantial improvements of, and additions to, old works, rolling-stock, plant, and machinery, including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital, and that the cost of repairs, restorations, renewals, replacements, and substitutions is to be borne by revenue. Provided, nevertheless, that any item of expenditure properly chargeable to capital, in accordance with this principle, on any part of the open system, shall from time to time if not exceeding ₹1,000, be classed as a "Minor work" and be charged to working expenses within a maximum amount in each half-year of ₹15 per open mile of railway. Provided also that no portion of the salaries or allowances of any of the Company's permanent supervising staff, although for the time being employed, partly or wholly, in directing or superintending work chargeable to capital, shall, except with the express sanction of the Secretary of State, be charged to capital, and that no expenses connected with the engagement from England, or with the passage from or to England, of any person in the Company's service shall be charged to capital, unless such person shall have been specially engaged to carry out work chargeable to capital, and actually employed upon such work.

*As to the supervision, audit, and control of the Secretary of State, and the appointment of a Government Director, &c.*

65. In all matters not herein specially provided for relating to the fulfilment and performance by the Company of this Contract, so far as the same is to be fulfilled or performed by the Company, the Company and its affairs shall be subject to the supervision, audit, and control (as well in India as in England) of the Secretary of State. The Secretary of State shall be entitled to make a charge half-yearly for his supervision, audit, and control of the affairs of the Company. The said half-yearly charge shall be a mileage rate not exceeding in any case 40 rupees for every mile of the undertaking so far as for the time being either constructed or under construction. The half-yearly charge to be made by the Secretary of State under this section shall cover a moiety of the salary in respect of audit of such joint auditor or joint auditors (if any) as aforesaid, and shall, until the whole of the undertaking for the time being shall have been opened for public traffic, from time to time be apportioned between revenue and capital in such manner as that so much of the half-yearly charge as bears the same proportion to the entirety thereof as the length of railways opened for public traffic at the time when the half-yearly charge is made bears to the whole length of railways on which the same charge is to be calculated, shall be charged to account of revenue, and that the residue thereof shall be charged to account of capital. As from the time when the whole of the projected railways shall have been opened for public traffic the half-yearly charge to be made by the Secretary of State under this section shall be charged to account of revenue exclusively.

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

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

copies of or extracts from the same. The cost of making all such copies and extracts shall be defrayed by the Company, and either charged to revenue or capital exclusively, or apportioned between revenue and capital, as the Secretary of State shall direct.

68. The Secretary of State may from time to time appoint any one person to be Director of the Company. Such Government Director shall be *ex officio* a member of committees appointed by the Board of Directors of the Company or by the Company in relation to the undertaking or any matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings whatever at the Board of Directors. The said Government Director shall not be removable except by the Secretary of State, and may act by a deputy appointed by the Secretary of State.

*As to assisting the Company to make Junctions with and to obtain running Powers over other Railways.*

69. The Secretary of State will, so far as he may from time to time consider it desirable with a view to public convenience that any junction should be formed between an railway forming part of the undertaking and any other railway, and that such junction should be effected by the Company, endeavour from time to time to obtain for the Company on reasonable terms powers to form such junction, and will, so far as he may from time to time consider it desirable, with a view to the public convenience, that the Company should in continuation of the service of trains on any railway forming part of the undertaking run trains on any other railway, endeavour to obtain for the Company on reasonable terms and conditions power to do so. If and as often as the Company intend to form between any railway forming part of the undertaking and any other railway any junction which the Secretary of State shall have sanctioned to be made by the Company the Company shall signify to the Secretary of State its intention to form the junction, and this Contract shall thenceforth be read and take effect as if such junction were a part of the undertaking.

*As to running Powers and other facilities and Accommodation for other Railways.*

70. The Company shall from time to time, upon the requisition of the Secretary of State, allow the use of the undertaking or any part or parts thereof for the passage of engines and trains from or to other railways of the same gauge upon the payment of reasonable tolls and under reasonable conditions and restrictions.

71. The Company shall from time to time, upon the requisition of the Secretary of State, allow upon reasonable terms and conditions the use for other railways of any such rolling-stock appropriated or belonging to the undertaking as shall not for the time being be required for the purposes of any part of the undertaking, or for any other operations of the Company under this Contract.

72. The Company shall from time to time, upon the requisition of the Secretary of State, execute work in its workshops at reasonable prices and on reasonable terms in respect of rolling-stock and machinery belonging to State Railways, but so nevertheless as not to impede or unduly interfere with the ordinary operations of the Company in respect of the undertaking.

73. The Company shall from time to time, upon the requisition of the Secretary of State, make reasonable arrangements for the interchange of traffic and rolling-stock and for through booking between the undertaking or any part thereof and other railways, and the Secretary of State shall to the extent of his powers require the managers of such other railways to co-operate in making similar arrangements on the requisition of the Company.

74. The Company shall from time to time, upon the requisition of the Secretary of State, allow the use of any of the stations belonging to the undertaking for the accommodation of the traffic of any other railway upon the payment of reasonable tolls and under reasonable conditions and restrictions, and also upon reasonable terms make such alterations and additions as may in the opinion of the Secretary of State be necessary or convenient for the purposes of such accommodation.

75. The Company shall from time to time, upon the requisition of the Secretary of State, allow any junction to be formed between any railway forming part of the undertaking and any other railway on reasonable terms and conditions.

76. The Company shall comply with all regulations from time to time prescribed by the Secretary of State for clearing through traffic with other railways.

*Miscellaneous Provisions.*

77. The Company shall not alter, vary, or add to its Memorandum or Articles of Association during the continuance of this Contract in such a way as to affect or prejudice the operation thereof without the sanction of the Secretary of State.

78. The Company shall not during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, engage in or carry on any business other than the business provided by this Contract to be carried on by the Company.

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

80. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or the profits thereof of any Act of Her Majesty's Indian Legislature for the time being in force, and the Company and the undertaking and its equipment shall be subject to the provisions of every such Act, and no claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or the profits thereof of any treaty, convention, or agreement for the time being in force between the Secretary of State and the Government of any allied tributary or foreign State and the Company, and the undertaking and its equipment shall be subject to the provisions of every such treaty, convention, or agreement as mentioned in this section.

81. The Company shall not, without the consent of the Secretary of State, acquire, either absolutely or for any limited estate, any land situated in the dominions of any allied tributary or foreign State, or any rights or easements in, over, or in respect of any land so situate. The expression "land" as regards the operation of this section includes mines, minerals, buildings, easements in or over lands, and generally all hereditaments of every description and of whatever nature or tenure, whether corporeal or incorporeal. This section shall not apply to any land of which possession may be given to the Company by the Secretary of State.

82. No communication or negotiation of any description or in respect to any matter shall, unless with the sanction and under the supervision of the Secretary of State, be made or conducted by or on behalf of the Company to or with the Government of any allied tributary or foreign State, or with any officials of any such Government.

83. The Company shall from time to time prepare and furnish to the Secretary of State such returns and statistics as to traffic and otherwise as the Secretary of State may from time to time require and such returns and statistics shall be prepared in such form and under such heads and divisions and with such details as the Secretary of State shall from time to time prescribe. The cost of preparing such returns and statistics and incidental thereto shall be included in working expenses.

84. The Company shall at any time, upon the requisition of the Secretary of State, establish and thenceforth maintain out of contributions from revenue and on terms to be agreed upon between the Secretary of State and the Company, reserve funds for the purposes of insuring property, whether appropriated to the undertaking or in the custody of the Company as carriers of passengers and goods, or in any other capacity, against damage by fire, and of making good deterioration of permanent-way and rolling-stock. No part of any such reserve funds for the time being subsisting shall be applied to any purpose without the sanction of the Secretary of State.

85. The Company may and, if required by the Secretary of State so to do, shall establish on terms to be approved by the Secretary of State a Provident Institution for the benefit of servants of the Company, and thenceforth maintain and manage the institution so established under rules and regulations to be approved by the Secretary of State, and which rules and regulations shall be subject to be varied from time to time as he shall approve.

86. The Company shall, if required by the Secretary of State, maintain and manage the State Railway Provident Institution for the benefit of the Government servants, members thereof, employed upon the undertaking, upon such terms and under such rules and regulations as shall from time to time be approved by the Secretary of State.

87. Any notice, determination, decision, direction, requirement, requisition, appointment, certificate, or expression of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract or any of the powers or provisions herein contained shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under Secretaries or his Assistant Under Secretary, or by a Secretary of Her Majesty's Indian Government, or by any other

officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this section.

88. The Company shall at all times during the continuance of this Contract keep an office established at some place in India to be determined from time to time by the Secretary of State, and shall keep at the said office an authorised agent or committee of agency with whom the Secretary of State and Her Majesty's Indian Government or any officer or officers deputed on behalf of the Secretary of State or Her Majesty's Indian Government may communicate on affairs concerning this Contract, and the duties and liabilities of the parties hereto under this Contract, and to whom the Secretary of State and Her Majesty's Indian Government and such officer or officers as last aforesaid may respectively pay moneys for the use or on behalf of the Company, and all drafts drawn and receipts given by the said agent or committee of agency or under his or their authority on behalf of the Company in relation to this Contract, or to any payment made or matter arising under or out of or by virtue of this Contract, shall be binding on the Company, and every notice to be given to the Company (save any notice with respect to the termination of this Contract under the subsequent provisions hereof) shall be sufficiently given if left at the said office or personally served on the said agent or any member of the said committee of agency.

89. The Company shall not in respect of the performance or fulfilment by it of its duties and obligations under this Contract be entitled by any implication of law to remuneration as for services rendered by it to the Secretary of State.

*As to termination of the Contract and Provisions to come into effect thereon.*

90. The Secretary of State may, if this Contract shall not have been previously terminated, terminate the same either on the 31st day of December 1910, or on the 31st day of December of any succeeding fifth year by giving to the Company in England not less than 12 calendar months' previous notice in writing of the termination of this Contract. The Secretary of State may also if default be made by the Company in duly paying any sum or sums payable by the Company under the 40th or the 42nd section of this Contract, or in the construction and completion in conformity with this Contract of any part of the undertaking or any of the stations or other works thereof, or in the due equipment pursuant to this Contract of the undertaking or any part thereof with rolling-stock, plant, and machinery, or in case there shall be any breach on the part of the Company (whether by act, omission, or default) of any of the stipulations or provisions of this Contract, or in case the undertaking or any part thereof shall at any time in the opinion of the Secretary of State be in course of gross mismanagement by the Company, or be worked at a loss as shown by the revenue account, and have been so worked for not less than three half-years continuously down to the time at which the Secretary of State shall give to the Company the stipulated notice of termination under this present power, terminate this Contract by giving to the Company in England six calendar months' previous notice in writing of the termination of this Contract.

91. Upon the day on which this Contract shall expire under the 2nd or be terminated under the 90th section hereof the Company shall relinquish to the Secretary of State all land of which he shall have allowed the Company possession under or for the purposes of this Contract (except such land as may previously have been relinquished to him or sold with his sanction), together (by way of inclusion, not of exception) with the station, station-yards, offices, warehouses, houses for employes, conveniences, rails, machinery, fixtures, and plant, then erected, or being on the land to be relinquished under this section or in any wise belonging to the undertaking or any part thereof, and also deliver to the Secretary of State possession of any office in England of the Company, and also relinquish or deliver to the Secretary of State all rolling-stock, moveable machinery, plant, and articles belonging or appropriated either as regards purposes of construction or working or otherwise to the undertaking or any part thereof, or any of the works or adjuncts thereof, and the then existing stock of stores appropriated, whether for purposes of construction, working, or otherwise to the undertaking, or to any of the works or adjuncts thereof, or to the equipment thereof, and all plans, books, surveys, sections, printings, writings, and documents whatsoever in any wise connected with or with the construction or maintenance of the undertaking or any part thereof, or any of the works or adjuncts thereof, and any electric telegraphs, telegraphic appliances, and other property belonging to the Secretary of State and then in the possession of the Company in reference to this Contract, including all furniture and tenant's fixtures, appropriated to the office in England of the Company, and generally all property, whether real or personal and whether in

England or India or elsewhere, then in the possession or power of the Company which shall be or have been acquired or paid for by or with money supplied to the Company by the Secretary of State. The Company shall also on the day on which this Contract shall expire or be terminated refund to the Secretary of State all such of the moneys previously supplied by him to the Company under the 47th section of this Contract as shall then remain unexpended with the sanction of the Secretary of State, and shall make over to the Secretary of State any such reserve funds as aforesaid then existing under this Contract, subject to any terms which may have been agreed upon under the 84th section hereof. The Company shall at the cost of the Secretary of State execute or procure to be executed any such assurances as he shall reasonably require to be executed for the purpose of giving full effect to the previous provisions of this section.

92. The Secretary of State shall be entitled to the benefit of and shall indemnify the Company against all such Contracts entered into with his sanction by the Company as shall be subsisting at the time of the expiration or termination of this Contract.

93. The termination of this Contract shall not prejudice the rights of either of the parties hereto as against the other of the parties hereto in respect of any covenant herein contained which may be broken prior to the termination hereof or which may continue or be in force after such termination.

94. Upon the relinquishment, delivery of possession, delivery payment, or making over to the Secretary of State by the Company in conformity with the 91st section of this Contract of all the particulars and property therein, respectively provided to be relinquished, delivered possession of, delivered, refunded, or made over by the Company, the Secretary of State shall become bound to indemnify the Company, its property and effects, against all such debts and liabilities (if any), including liabilities on debentures as it may have incurred with the sanction of the Secretary of State and as shall be then subsisting.

95. Upon the expiration or determination of this Contract under any of the provisions herein contained the Secretary of State shall, out of the revenues of India, pay to the Company in London an amount in sterling equal to the amount which shall have been paid by the Company conformably with this Contract in respect of the said sum of 1,000,000/., and also an amount also in sterling equal to the aggregate of such further sum or sums of money (if any other than and beyond any sums paid in respect of the said sum of 1,000,000/.) as shall have been paid by the Company into the Bank of England to the credit of the Secretary of State pursuant to this Contract and shall be represented by share capital or stock. Provided nevertheless that the Company shall not be entitled under this section to receive any money unless or until it shall in substance have performed and discharged its duties and obligations under the 91st section of this Contract.

#### *Arbitration.*

96. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

In witness whereof ROBERT HARDIE, Esquire, and SIR CHARLES ARTHUR TURNER, K.C.I.E., being two Members of the Council of India, have hereunto set their hands and seals, and the South Indian Railway Company, Limited, have hereunto caused their common seal to be affixed, the day and year first above written.



## APPENDIX P.

### Agreement between the Southern Mahratta Railway Company and the Madras Railway Company for working the Guntakal Junction Station.

MEMORANDUM OF AGREEMENT made on the twenty second day of December 1890,  
between the Southern Mahratta Railway Company and  
the Madras Railway Company for the interchange of

**Preamble.** traffic, and for the use in common by both Railways of the Southern Mahratta Railway Company's station at Guntakal; also for additions and alterations which may be required thereat from time to time for the traffic of both Railways as well as for the maintenance and renewal of the works and premises and the working of the traffic of the two Railways at that station.

1. This Agreement shall be considered as having effect from the 1st day of January 1891 and shall be subject to revision from time to time, but shall remain in force until the expiration of not less than six months' notice from either Company, such notice to expire only on the 30th June or 31st December in any year.

**Duration of Agreement.** 2. The Company giving notice of its desire to revise the Agreement, or any part of it, shall give six months' notice, and submit a statement of its reasons for desiring a change, and shall within three months of giving such notice submit revised proposals, failing which the Agreement shall run on until the expiry of three months after the date upon which revised proposals have been forwarded to the other Company, provided always that by mutual consent a change may be made in the Agreement at any time.

**Notice of revision or termination.** 3. The limits of Guntakal Junction Station for the purposes of this Agreement shall be the distant signal on each side of the station.

**Station limits.** 4. All descriptions of traffic are to be booked through between such stations of the two Railways as may from time to time be arranged between the Traffic Managers of the two Companies.

**Through booking.** 5. The interchange of traffic under this Agreement shall include traffic to or from other Railways, with which either contracting Company has established, or may hereafter establish through booking.

**Interchange of traffic.** This interchange of traffic shall be carried on in accordance with the Conference Rules in force at the time, as far as these are applicable to the traffic and working between Railways of different gauges and except where the Conference Rules are opposed to the clauses of this Agreement.

6. The joint staff for working Guntakal Junction Station shall be appointed and controlled by the Southern Mahratta Railway Company, the cost to be charged to Joint Station Expenses Account.

**Appointment of Joint Staff.** 7. Each Railway working into Guntakal Junction shall provide its own telegraph staff and its own staff of goods clerks and porters, &c., for the conduct of its local goods traffic, and the Madras Railway may at any time provide a separate staff of number-takers at its own expense, for its own purposes, but the returns and reports of such number-takers shall be submitted through the joint Station Master. It is understood that the Madras Railway has the right of building its own local Goods Shed at Guntakal Junction and of appointing its own staff for the conduct of its local goods traffic.

8. The business of each Railway shall have equal attention at the hands of the Joint Staff who must carry out the instructions of properly authorised officers of each Railway with reference to traffic for the respective lines.

**Duties of Joint Staff.** 9. Each Railway shall be furnished by the Joint Staff with any returns it requires regarding detentions to its own rolling-stock, and regarding all other matters relating to its own working.

**Returns and Accounts.** 10. The Southern Mahratta Railway Company's existing works and premises to be used in common for joint purposes by both Railways shall be fixed by Agreement.

**Joint premises.** The Southern Mahratta Railway Company shall from time to time provide the amount chargeable to Capital which is required to be expended for joint use of the two Railways upon additions and

**Capital expenditure.**



alterations of the existing premises, as fixed by agreement, and upon new premises, or works which may have to be provided for joint use within the limits of the joint station.

All such new works and additions and alterations shall be executed by the S. M. R. Company upon plans and estimates which shall be agreed to by both Railways before the work is commenced.

New works.

11. From the total amount expended from time to time from Southern Mahratta Railway Capital on premises, furniture and fittings used in common by both Railways, the value of the buildings at old Guntakal Station (now Timmencherla) rendered useless, shall be deducted, and an annual rent of  $7\frac{1}{2}$  per cent. shall be charged on the difference to a Joint Station expenses account, to cover interest and maintenance.

Rent.

The value of the buildings at the old station to be determined by mutual agreement.

12. Any expenditure which may be required from time to time for joint use of both Railways upon new minor works and upon minor additions and alterations of existing premises which is chargeable to

Expenditure on joint works.

Revenue under the rules in force from time to time on the Southern Mahratta Railway Company shall be debited to Joint Station Expense Account.

The Southern Mahratta Railway Company shall execute all such additions and alterations and minor new works chargeable to Revenue upon plans and estimates which shall be agreed to by both Railways before the work is commenced, and shall also execute the work of maintenance and renewal of all premises and works which are used in common from time to time by both Railways within the limits of the joint station.

13. Upon the termination of this Agreement the amount of compensation to be paid by either Railway for capital expenditure incurred shall be determined by mutual agreement or if necessary

Termination of Agreement.

by arbitration as provided for in clause 42.

14. Each Company shall provide and maintain at its own cost all accommodation that may be required for its own exclusive use and each Railway shall provide and maintain its own permanent way and signals.

Maintenance.

15. Each Company shall provide, at its own cost, all stores and stationery required for its own exclusive use, and will make its own arrangements for cleaning and greasing its own vehicles.

Stores, cleaning and greasing.

16. All expenses, which under this Agreement are chargeable to Joint Station Expenses, shall be divided in proportion to the weight of traffic of each Railway using the station. Main line traffic

Division of expenses.

of both Railways shall be excluded from the account. The weight of Coaching Traffic shall be reckoned according to the following scale:—

1. For each passenger of whatever class, 1 cwt.
- " child's ticket, 56lb.
2. " horse or each head of horned cattle,  $\frac{1}{2}$  a ton.
3. " sheep, calf, goat, pig, dog, or other small animal, 56lb.
4. Parcels at actual weight.
5. Carriages each,  $\frac{1}{2}$  a ton.

17. All sums realized by the sale of lost property, unclaimed goods, licenses, &c. collected at Guntakal Junction Station, are to be credited to Joint Station Expenses Account.

Credit to Joint Station Expenses Account.

18. Any breach of Rules and Regulations by servants of the Madras Railway Company within Guntakal Station limits shall be dealt with by the Traffic Managers of the two Railways, and in case

Rules and Regulations.

of dispute as to the interpretation of the Rules and Regulations, the matter shall be referred to the Agent of the Southern Mahratta Railway, whose decision shall be final.

19. All damages or accidents which may be caused by Joint Station staff to the public, to the stock of either Railway or to trains and traffic within the limits of the station, and all damages or losses which

Damages or accidents.

either Railway may sustain or be put to in consequence of the acts of the Joint Station staff, however arising, within the limits of the Station, shall be charged to Joint Station Expenses.

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

Damages or accidents.

21. Notice of all accidents, damages and losses which occur within station limits shall be sent to the officers of both Railways immediately.

Damages or accidents.

22. Letters and telegrams relating to joint business and through traffic shall be interchanged free of charge between the two Railways.  
Letters and telegrams,
23. Traffic booked to, or invoiced from, Guntakal Junction Station by either Railway shall be considered local traffic.  
Local traffic.
24. The station books (with the exception of local goods books) shall be kept by the Joint staff, but they shall at all times be open to inspection by any authorized Officer of either Railway.  
Station books.
25. The instructions of each Railway as to charges on traffic for their respective lines shall be furnished by the Traffic Managers of the respective Railways to the Joint Station staff, and must be acted upon.  
Instructions.
26. No terminal on account of Guntakal Junction shall be charged on through traffic by either Company. Each Company shall furnish the other from time to time with lists of the rates and fares between Guntakal Junction and its respective stations.  
Terminals rate lists.
27. The distance between Guntakal and other stations shall be furnished by each Railway to the other, but the amounts to be charged upon through traffic shall be furnished by the Railway concerned in the form of Station to Station Rates in order to avoid any calculation of charges according to distance.  
Station to station rates.
28. Minimum charges on goods, luggage and parcels shall be divided between the Companies concerned in proportion to mileage, subject to a minimum of 4 annas in the case of luggage.  
Divisions of minimum charges.
29. Each Railway shall be responsible for collecting all charges due to the other on all traffic received, with the exceptions noted below, for which the forwarding Railway shall be responsible, *via.*—  
Responsibility of each Railway for collecting charges.
- (a) Charges on live stock of every description.
  - (b) Charges on all perishable articles booked either as goods or parcels.
  - (c) Charges on Commissariat, Ordnance and Government medical stores booked on credit note or prepaid.
  - (d) Passenger fares, freight on passengers' luggage, carriages, &c., and charges for insurance.
  - (e) Charges on all articles booked and carried with owners.
30. All errors of calculation made by forwarding stations in booking luggage, parcels, horses, carriages and dogs, as well as goods when such errors do not exceed annas two pies five shall not be subject to adjustment. This rule shall also apply to errors made in apportioning the mileage charges due to each Railway.  
Errors in calculation.
31. The receiving Railway shall not reduce below the charge mentioned on the invoice or through way bill, without consent of the forwarding Railway, except in case of overcharges, the evident result of errors in rates classification or calculation.  
Altering Invoices.
32. Under-charges on consignments, whether "Paid" or "To Pay," unless booked under credit note, shall be debited to the receiving station with the exception of items included in Clause 29.  
Under-charges.
33. All over-charges not claimed shall belong to the Railway Company by which the charges are collected.  
Over-charges.
34. Goods claims not arising from any act or negligence of the Joint Station staff shall be borne by the Railway in whose custody the loss or damage occurred, and when this cannot be ascertained with certainty, the claim shall be divided in proportion to mileage.  
Adjustment of claims.
35. The Junction record as to number of articles received and transhipped as well as to the exterior condition of goods when unloaded from either Company's wagons shall be held to determine liability unless error can be demonstrated. When goods are reweighed at the Junction, record of reweighment shall be held to be correct. The absence of remark by the Junction staff shall be held to imply that the number and description of packages as described by the sending station are correct, and that the packages were externally in good order at time of transhipment.  
Determination of liability.
36. The transhipment of all goods interchanged shall be performed by the Southern Mahratta Railway, either by contract or day labour, and the cost of the same shall be charged to Joint Station Expenses. The usual demurrage penalty shall be payable by either Company failing to

supply wagons in time to permit of the release of the other Company's stock within 36 hours.

37. All Stock shall be considered as handed over to the Joint Station staff when it is entered in the number-takers' books at the junction station and it shall be so entered directly it is placed in the tranship sidings. The Joint staff shall be allowed 36 free hours for the transshipment of goods from broad to narrow gauge wagons or *vice versa*, and if such wagons under load are not released of their loads within that time the usual demurrage penalty shall be enforced and this penalty shall be a charge against the joint station.

38. If at any time, either Railway shall be unable from any cause to receive and forward all the traffic tendered or likely to be tendered by the other, it shall be competent for the receiving Railway to give notice of not less than 7 days, naming the maximum quantity it will be prepared to receive and forward, and the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.

39. In booking luggage, fractions of 5 seers shall be charged as 5 seers, and in booking goods, fractions of 10 seers shall be charged as 10 seers.

40. In calculating charges, fractions of an anna above five pies are charged as one anna, and this rule applies not only to the gross charge made to the public, but also to each Railway's proportion as well as to Government and private baggage booked on a warrant.

41. The Audit Offices of the two Railways shall exchange weekly Division Sheets, each Railway to have in division its own rates and fares as quoted for through traffic in accordance with Clause 27 (except in the case of insurance and traffic divisible by mileage between the Railways concerned), and shall account for all inward through goods, live stock, parcels and outward coaching (except parcels) traffic within six weeks from the date the traffic passes Guntakal Junction. A monthly settlement of accounts, based on division sheets, bills and statements as rendered and declared, shall be made by transfer adjustment, on the understanding that all errors which may be in them will be adjusted without delay in subsequent accounts by the responsible Railway.

42. In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway to call for arbitration, to be conducted in the ordinary way, each Railway nominating its own arbitrator, and should the arbitrators so appointed fail to agree, they, that is the arbitrators, shall nominate an umpire. The decision of the arbitrators or their umpire shall be final and binding on both Railways in regard to the matter or matters which may be referred to them or him. But if either Railway fail to nominate an arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own arbitrator, and in such case the decision of the one arbitrator so appointed shall be binding and conclusive upon both Railways.

## APPENDIX Q.

### AGREEMENT.

ARTICLES OF AGREEMENT made the thirtieth day of December, one thousand eight hundred and ninety, BETWEEN the SOUTH INDIAN RAILWAY COMPANY, LIMITED, (hereinafter called the SOUTH INDIAN COMPANY) of the one part, and the PONDICHERRY RAILWAY COMPANY, LIMITED, (hereinafter called the PONDICHERRY COMPANY) of the other part: WHEREAS a Contract was made by Indenture, dated 24th November 1890, between the Secretary of State in Council of India of the one part and the South Indian Company of the other part, which shall be deemed to be herein recited so far as needful for the purposes of these presents, and of which a copy has been delivered by the South Indian Company to the Pondicherry Company on the execution hereof. AND WHEREAS the Pondicherry Company was incorporated in the year 1869, under the Joint Stock Companies Acts of 1862 and 1867, for the purpose (amongst other things) of constructing a Railway and Telegraphs in the French Colony of Pondicherry. AND WHEREAS the Pondicherry Company have in accordance with the terms and conditions of a Contract made in the year 1879, between that Company and the French Minister of Marine and Colonies, acting in the name of the said Colony of Pondicherry, constructed a line of railway from the town of Pondicherry to the River Gingi (hereinafter called the Pondicherry Line), where such line connects with the South Indian Railway, and such line of railway, after approval thereof by the French Colonial Government and the South Indian Railway Company, was opened for public traffic and has been and now is being worked, managed and maintained by the South Indian Railway Company, under the terms of an Agreement dated the 25th day of March 1879, and made between the said South Indian Railway Company of the one part and the Pondicherry Company of the other part.

Now these presents WITNESS, and it is hereby agreed and declared by and between the said Companies parties hereto for themselves and their successors in manner following, that is to say:

1. These presents shall not come into force unless and until the sanction of the said Secretary of State thereto in writing shall have been first obtained, and shall at all times be subject to the continuance of such sanction, and shall determine upon the determination of the said contract between the said Secretary of State and the South Indian Company under any condition in such Contract contained; or upon the said Secretary of State under the provisions of the 8th section of the said Contract between him and the South Indian Company, requiring the South Indian Company to retransfer to him such portion of the undertaking as connects with the Pondicherry Line at the River Gingi as aforesaid, so that the undertaking of the South Indian Company and the Pondicherry Line shall be no longer in connection.

2. All works from time to time required for the accommodation and extension of the traffic on the Pondicherry Line which may at any time be found necessary, and which it would have been the province of the Pondicherry Company to construct had they been themselves working the Pondicherry Line, shall be constructed by and at the cost of the Pondicherry Company to the satisfaction of the Engineer-in-Chief for the time being of the South Indian Company. Provided, nevertheless, that the failure of the Pondicherry Company to construct such works when called upon so to do, the South Indian Company shall be at liberty to commence and complete such works at the cost of the Pondicherry Company. The amount of the cost of any such works so carried out by the South Indian Company, as certified by their said Engineer-in-Chief, to be repaid to the South Indian Company by the Pondicherry Company within three months after the delivery to them of the Certificate of such Engineer of such amount, and in case of any default of the Pondicherry Company in making such repayment within such period, to be retained by the

South Indian Company out of any moneys for the time being and from time to time in their hands and payable by them to Pondicherry Company, under any provision of this Agreement.

3. The South Indian Company shall provide Rolling Stock, and shall, with their own staff and plant, work and maintain the Pondicherry Line, and all the Works, Buildings and Conveniences connected therewith.

4. The Pondicherry Line shall be worked by the South Indian Company as if it were an integral part of their undertaking and with a view to develop the traffic to the utmost. The gross receipts of the said line shall from time to time be paid into such Government Treasury in India as the Secretary of State may prescribe, and the rates for Passengers and Goods shall correspond with those for the time being in force on the undertaking.

5. Out of the gross receipts of the Pondicherry line there shall be deducted and retained by the South Indian Company for working expenses the same percentage of gross receipts as the traffic on the undertaking of the South Indian Company, including therein the Pondicherry line, is from time to time worked at such deduction to cover all expenses for working the line, maintenance of way and stations, and all charges except duty (if any) payable to the French Colonial Government, Direction and Office Expenses in England.

6. After the deduction of the above charge for working expenses from the said gross receipts the balance shall be ascertained, and subject to the sanction of the said Secretary of State, and to the provision by him of such moneys as may be necessary for the purpose, shall be paid over every six months by the South Indian Company to the Pondicherry Company in India in rupees.

7. The Pondicherry Company shall, at their own expense, from time to time, pay and discharge all sums (if any) that may become payable to the French Colonial Government by way of duty at the times and places, and in the manner required by such Government.

8. The gross receipts from traffic, to, from, and over the Pondicherry line, from or to the undertaking of the South Indian Company or other Railways in connection therewith shall be computed at a mileage rate, and divided between the two Companies in proportion to the distance Goods and Passengers are carried over each line respectively, the Pondicherry line for this purpose being considered as ten miles in length, and any part thereof in the same proportion.

9. Subject to the provisions of clause 1 hereof, this Agreement shall be for a period of three years from the first day of January 1891, terminable, however, during such period by either party on their giving twelve months' previous notice to that effect, expiring on the 31st day of December in any year.

10. In case of any dispute or difference between the two Companies in respect of any of the provisions or conditions herein contained, or the construction thereof, such dispute or difference shall be referred to and determined by arbitration between the two Companies according to the provisions with respect to the settlement of disputes by arbitration of the "Railways' Arbitration Act, 1889."

11. The expression "the undertaking" in these presents shall have the same meaning as is attached thereto in the said Indenture hereinbefore referred to.

In WITNESS whereof the respective Common Seals of the said Companies have been hereunto affixed the day and year first above written.

## APPENDIX R.

### Memorandum of Agreement, dated 13th February 1891, for working the BENGAL CENTRAL RAILWAY through the Agency of the State.

In this Agreement, unless there be something repugnant in the subject or context :—

- (a).—“Government” means “Government of India or the Local Government or Administration to whom the Eastern Bengal State Railway may belong.”
- (b).—“Company” means “the Bengal Central Railway Company, Limited.”
- (c).—“Central Railway” means “the Company’s Railways now existing and worked, and any others which by Agreement may be added.”
- (d).—“Manager” means “the Government Manager of the Eastern Bengal State Railway.”
- (e).—“Agent” means “the Company’s Agent in India.”
- (f).—The term “Indian Agency” means all charges under control of the Company’s Agent and directly disbursed by him.
- (g).—“Principal Contract” means the main Contract between the Secretary of State and the Company for the construction and working of the Bengal Central Railway in force at the time being.

1. This Agreement is to be held to have come into force on and from the 1st July 1888, from which date the Government will work the Central Railway on the terms herein set forth for a period of three years certain, after which this Agreement shall remain in force until the termination of six months’ notice from either side desiring to revise or cancel it. Such notice to be given, so as to expire on the 30th June 1891, or on any succeeding 31st December or 30th June. The Manager will do all in his power to develop the traffic on the Central Railway in co-operation with the Agent.

2. The Company shall, during the continuance of this Agreement, maintain the way and works of the Central Railway in good order, to the satisfaction of the Government, and will be responsible for the results of accidents due to inefficient maintenance thereof. The Government shall be responsible for the results of accidents other than those due to defects in the way and works or to inefficient maintenance thereof; but the Company shall repair, replace, or make good at the cost of maintenance any damages or injuries to the way and works, the result of accidents from whatever cause arising when the actual cost of repairing, replacing, or making good such damages or injuries does not exceed ₹100 in each case. The rules for the time being in force as to the incidence on Capital and Revenue respectively of expenditure on State Railways open for traffic, shall be followed in making up the accounts of maintaining the Central Railway. The accounts shall be kept by the Joint Auditor on behalf of the Company. The Company shall pay to the Government a sum of ₹550 per mensem for keeping accounts in forms approved by Government of the expenditure under Capital and Revenue in maintaining the Central Railway. The accounts shall be rendered punctually to the Government at such times as they may require.

3. The Company shall at the expense of Capital complete the ballasting of the Central Railway as the requirements of the traffic, that may arise, demand, and shall complete the same between Dum-Dum Junction and Bongong Junction, as early as possible, after sanction is received from the Secretary of State.

4. The Eastern Bengal State Railway shall, during the continuance of this Agreement, work the Central Railway, and shall provide all train and station staff, materials and appliances usually supplied by Revenue for such working; first equipment being, however, always at the debit of the Company. Such first equipment shall be maintained by Government in good working order and condition.

5. The general rules and regulations in force for the time being on the Eastern Bengal State Railway for traffic working, shall also apply to the Staff of the Central Railway.

6. In consideration of the payment hereafter specified under Clause 10, the Eastern Bengal State Railway shall bear all charges of working the Central Railway, excepting the expenditure incurred in maintenance of way and works, and the cost or any share of the general charges on account of Home Establishment or Indian Agency, including in the latter the amount payable by the Company to the Government for Audit and Account, as specified in Clause 2.

7. The Government has paid to the Company the sum of ₹3,60,000, being part cost of the Company’s rolling-stock. On the Government ceasing to work the Central Railway, under this or any subsequent agreement, the Company shall, at its option, either repay to the Government the said sum of ₹3,60,000 in cash, and take back the whole of its rolling-stock, or shall make over to Government stock of such descriptions as may be

mutually agreed on at market value at time of transfer to be determined by experts, if necessary on such date as Government may cease to work the Central Railway. On Government ceasing to work the Central Railway under this or any subsequent Agreement the Government shall pay to the Company, on account of depreciation which has accrued under the previous working agreements on the Company's rolling-stock, from the 1st July 1884 to 30th June 1888, the sum of Rs. 2,71,841, being depreciation calculated at 5 per cent. per annum, on the entire value of the Company's rolling-stock on 1st July 1884, as per annexed statement. The account as between the Government and the Company shall, on 1st July 1888, stand as shown in that statement, and shall be the basis upon which the account shall be settled as between the Government and the Company on Government ceasing to work the Central Railway. From and after the 1st July 1888, no further depreciation shall be chargeable to Government on the said rolling-stock which shall remain at the disposal of Government who shall be responsible for its maintenance in good working order and condition. During the continuance of this Agreement the Government shall, out of its own or hired rolling-stock and out of the rolling-stock of the Company at the disposal of Government as above provided, supply at all times such rolling-stock of all descriptions as may be required to work the traffic of the Central Railway, and it is agreed that, on and after the 1st July 1888, no charge shall be made either by Government to the Company or by the Company to Government on account of rolling-stock, it being admitted that the charge for the use of the Company's rolling-stock not required for the traffic of the Central Railway is equal to the charge for additional rolling-stock of the Government required to be supplied for the traffic of the Central Railway.

8. The Government shall provide Locomotives and Rolling Stock of good quality in relative proportion to the requirements of the traffic of the two lines as now open.

9. The rates charged to the Engineering Department of the Central Railway for carriage of all stores and materials for Capital and Revenue Works respectively, and for ballast trains and engines, shall be the same as charged to the Eastern Bengal State Railway for similar services.

10. At the close of each half-year, the Eastern Bengal State Railway shall, for working the Central Railway, be credited with 40 per cent. of the gross earnings of the Central Railway for such half-year as full payment and remuneration for supplying rolling-stock, and working the line, including telegraphs, police, taxes, and gatemen.

11. The gross earnings of the Central Railway shall be paid into the Government Treasury in the same manner as is done with the Eastern Bengal State Railway earnings, and shall be dealt with under the Principal Contract.

12. The payments to be made under Clauses 2, 10, and 16 shall, in the order named, be preference charges under the head Working Expenses against the gross earnings of the Central Railway, and the balance shall be dealt with under the Principal Contract as regards the payment for Indian Agency, Provident Fund Contribution, Home charges, and the disposal of net earnings.

13. The Company shall, subject to the restrictions laid down in the Principal Contract, retain control over the rates and fares of the Central Railway, with the following exceptions:—

(i)—That no reduction in the mileage rates and fares of the Central Railway be made below those from time to time in force on the Eastern Bengal State Railway, without the concurrence of the Manager of that line.

(ii)—That no special concession be made to the Bengal Central Flotilla except under the terms of the Principal Contract or to any outside Company, without the concurrence of the Manager of the Eastern Bengal State Railway, and subject to the approval of Government.

14. The Agent shall have the power of issuing free passes to and from Calcutta and over any part of the Central Railway to the servants of the Company employed on the Central Railway, when proceeding on Company's business or on leave.

15. The Government shall, at the expense of the Eastern Bengal State Railway, duly ascertain and keep full, true and perfect accounts of all traffic upon the Central Railway; and such accounts shall comprise all such particulars of names, places, dates, commodities, numbers, rates, tolls, weights, quantities, mileage, and such other items as shall be sufficient for the full elucidation thereof, and for determining the amount payable to the Company, and shall also render periodical accounts and returns to the Company of the gross earnings of the Central Railway, and such other accounts as may be agreed upon. The Manager shall compile the Revenue Accounts of the Central Railway from time to time, and present the same to the Company as soon as possible after the close of each period of account.

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16. The Agent with his office shall, if possible, during the continuance of this Agreement, continue to be accommodated in the same building as the offices of the Manager and shall pay for the use of the present office and godown occupied by the Company's offices a sum of Rs100 per month as rent. And the Agent shall both at the head-quarters' office and on the Central Railway and at its stations and junctions have all reasonable access to sources of information regarding the traffic and working, and to the incidence of charges made in the Eastern Bengal State Railway Accounts, which might in any way affect the incidence of similar charges as regards the Company's accounts.

17. All accounts between the Government and the Company arising out of this Agreement shall be adjusted on a half-yearly basis.

18. For the use of the Eastern Bengal State Railway line between Dum-Dum Junction and Calcutta, and for the use of the terminal stations and yards in Calcutta, the Eastern Bengal State Railway shall be entitled to receive in division of the earnings from through traffic a charge as for eight miles on all coaching and ten miles on all goods traffic booked between Central Railway stations and Calcutta and *vice versa*.

19. Other details to be adjusted between the Manager and the Agent subject to the terms of the Principal Contract. In the event of disagreement, the Director General of Railways to be the referee.

20. Nothing in this Agreement that shall be in contravention of the terms or conditions of the Principal Contract shall be binding on either party.



## APPENDIX S.

**Agreement** between the Government of India and HIS HIGHNESS MAHARAJA PERTAB SINGH, INDAR MAHINDAR BAHADUR SIPAR-I-SALTANAT, MAHARAJA of JAMMU and KASHMIR, relative to the construction\* of a railway to JAMMU.

The line shall be called the "Jammu and Kashmir State Railway."

2. An estimate of the entire cost of constructing the line on the 5 feet 6 inches gauge from Sialkot to the left bank of the Tawi river at Jammu shall be submitted to the Kashmir Darbar for sanction.

3. The whole line shall be constructed by the Darbar through its Chief Engineer Major General de Bourbel, according to the standard dimensions prescribed by the Government of India, and shall be completed with the utmost possible despatch.

4. All the capital required for the construction of the whole line shall be provided by the Darbar. The Darbar shall receive from the Government of India interest at the rate of 4 per cent. per annum on the capital expenditure on the section of the line which lies within British territory, from the date of payment.

5. All moneys needed for additional works found necessary on the British section of the railway after first construction is completed, will be found by the Government of India, and on similar works on the Kashmir section by the Darbar.

6. The section of the line in Jammu territory shall be leased to, and worked by, the North Western Railway for a period of five years from the date of opening to traffic. During this period the North Western Railway shall maintain the line in an efficient state, and shall pay to the Darbar one per cent. per annum on the capital expenditure on the Jammu section. The surplus net earnings on this section, in excess of the said payment of one per cent., during the period of five years, shall be divided equally between the North Western Railway and the Kashmir Darbar. In calculating net earnings, the rate of working expenses shall be taken at the average percentage of working expenses to gross earnings on the Punjab section of the North Western Railway, including the Jammu and Kashmir State Railway, for the same period, *plus* five per cent. per annum on gross earnings for the use of rolling-stock.

7. Subject to the payment of four per cent. interest provided in clause 4, the portion of the line in British territory shall remain the absolute property of the Government of India, and the earnings of it shall belong solely to that Government. The Government of India shall have the right at any time, after giving six months' notice, to repay to the Darbar the capital expenditure advanced by it in respect of this section of the line, and the payment of interest shall thereupon cease.

8. The Government of India and the Darbar shall provide, at their respective charges, and free of cost to the North Western Railway, the land required for railway purposes in their respective territories.

9. After the expiry of the said period of five years, a fresh arrangement shall be made for working the line upon terms to be agreed upon between the Government of India and the Darbar.

10. The fares charged to passengers, the rates for goods, and the rates for railway materials, whether used in construction, maintenance, or working of the line, shall be such as are in general use on the Punjab section of the North Western Railway. The line shall be worked in accordance with the general rules and regulations in force on Indian State Railways.

11. The permanent-way, station machinery, and other fittings shall be of the types used on Indian State Railways, and shall be obtained at the cost of the Darbar through the Government of India.

12. Half-yearly *pro forma* accounts showing the entire earnings of traffic and the working expenses, calculated as explained in clause 6 of this Agreement, incurred upon the Jammu and Kashmir State Railway, shall be supplied regularly by the North Western Railway to the Darbar.

13. His Highness the Maharaja of Jammu and Kashmir, accompanied by his suite and servants with their luggage, shall, when travelling by ordinary train upon this railway,

\* Since made applicable to the working of the line by the North Western Railway. "Main line section" being substituted for "Punjab section" in paragraphs 6 and 10.

have the privilege of travelling free of any charge between Jammu and Sialkot; suitable vehicles being reserved on each occasion for the exclusive use of the Maharaja and his party.

14. His Highness the Maharaja shall also have the privilege of running free of any charge between Jammu and Sialkot two special return trains every year, consisting each of not more than 18 railway vehicles of each description as may be required.

15. Each of the ordinary daily trains shall have one carriage attached to it for the exclusive use of the State officials, each of the number of occupants paying a single fare. This carriage shall ordinarily be of the intermediate class, but shall be changed to one of another class upon the requisition of the Darbar.

16. The site of the terminal station at the Jammu end of the line shall be fixed by the Darbar.

17. His Highness the Maharaja of Jammu and Kashmir shall grant to the British Government full jurisdiction within those portions of land situated in His Highness' territories which may be occupied from time to time by the Jammu and Kashmir State Railway or its premises. This cession of jurisdiction is restricted absolutely to railway limits, and to cases occurring within those limits, and does not confer any right of interference in the internal administration of His Highness' territory. Accordingly the railway police shall forthwith surrender to the Darbar any accused person who, having escaped from the custody of His Highness' police, is in their custody within railway limits.

18. All the plants and trees along and within the whole line lying in the territory of His Highness the Maharaja shall also be considered the property of the Darbar.

Dated at Srinagar this fourth day of July 1888, corresponding with twenty-third day of Har Samvat 1945.

[This Agreement was approved and confirmed by His Excellency the Viceroy and Governor-General in Council on the 14th July 1888.]

*Supplementary Agreement between the Government of India and the State Council of Jammu and Kashmir, relative to the funds required for the construction of the British section of the Jammu and Kashmir State Railway.*

Whereas on the 14th July 1888, an agreement was concluded between the Government of India and His Highness the Maharaja of Jammu and Kashmir, according to which it was settled among other points that all the capital required for the construction of the whole line of Railway between Sialkot and Jammu should be provided by the Darbar, and that the Darbar should receive from the Government of India interest at the rate of 4 per cent. per annum on the capital expenditure on the section of the line which lies within British territory; and whereas the Government of India has since undertaken to pay from Imperial Funds the amount required for the construction of the British section, the Government of India and the Kashmir State Council do hereby make and enter into a supplementary agreement as follows:—

The capital required for the construction of the British section of the Jammu and Kashmir State Railway shall be provided by the Government of India instead of being advanced as a loan by the Kashmir Darbar.

2. So much of clauses 4 and 7 of the agreement of the 14th July 1888, as relates to the following matters, namely—

- (a) the provision by the Darbar of the capital required for the construction of the section of the Jammu and Kashmir State Railway lying within British territory,
  - (b) the payment to the Darbar of interest on the capital which was to have been so provided, and
  - (c) the repayment to the Darbar of such capital,
- is accordingly hereby cancelled.

[This Agreement was approved and confirmed by His Excellency the Viceroy and Governor-General in Council on the 18th November 1890.]