

# ADMINISTRATION REPORT

ON

# THE RAILWAYS IN INDIA

FOR

## 1892-93.

BY

LIEUTENANT-COLONEL R. A. SARGEANT, R.E.,  
*Assoc. Inst. C. E., I. I. Inst.,*  
DIRECTOR GENERAL OF RAILWAYS.

## PART II.



CALCUTTA:  
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.  
1893.

Price Two Rupees.

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**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 1893 to 15th December 1893 :

Date.	Railway.	From	To	Miles.	REMARKS.
12th April 1893	Jetalsar-Rájkot . . .	Jetalsar . . .	Rájkot . . .	46½	
23rd April 1893	Guntakal-Mysore frontier . . .	Dharmavaram . . .	Hindupur . . .	49½	
10th May 1893	Burma . . . . .	Meiktila road . . .	Meiktila Cantonment . . .	12½	
11th June 1893	Bengal Dooars . . . . .	Latiguri . . . . .	Ramshai-Hát . . . . .	7½	For goods traffic.
15th July 1893	East Coast . . . . .	Rajahmundry . . . . .	Vizianagram . . . . .	163	For goods traffic, and on the 21st August 1893 for passenger traffic.
15th July 1893	East Coast . . . . .	Sámalkôt . . . . .	Cocanada . . . . .	9½	For goods traffic, and on the 21st August 1893 for passenger traffic.
15th July 1893	East Coast . . . . .	Waltair . . . . .	Vizagapatam . . . . .	1½	For goods traffic, and on the 21st August 1893 for passenger traffic.
17th September 1893	Guntakal-Mysore frontier . . . . .	Hindupur . . . . .	Mysore frontier . . . . .	7	
17th September 1893	Southern Máhratta (Mysore section) . . . . .	Dodballapur . . . . .	Mysore frontier . . . . .	31½	
26th October 1893	Oudh and Rohilkhand, Lucknow-Rae Bareli-Benares section . . . . .	Lucknow . . . . .	Rae Bareli . . . . .	48½	
8th November 1893	Pálanpur-Deesa . . . . .	Pálanpur . . . . .	Deesa . . . . .	17½	For goods traffic, and on the 21st November 1893 for passenger traffic.

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1892-93.

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PART II.

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CHAPTER I.

STORES AND ROLLING-STOCK.

SECTION I.—STORES.

General.

*Working of the stores department during 1892-93.*

The arrangements in force during the previous year for landing and forwarding English stores and making local purchases for state railways at the principal Indian ports were continued during the year 1892-93.

*East Indian Railway (standard gauge).*

2. The cost of working the stores department was the same as in the previous year.

No new depôts or offices have been opened, and there have been no amalgamations of depôts or offices during the year.

*Bengal-Nágpur Railway (standard gauge).*

3. During the year 1892 the Damoodur and Umariá depôts were closed. At present there is, in addition to the head-quarters store at Nágpur, only one other depôt, *viz.*, at Jharsuguda, mile 382, and this supplies the Sambalpur extension and parts of the branch and main lines towards Katni and the Bengal end. It is intended, however, to close the depôt at Jharsuguda very shortly, and all the miscellaneous stores lying there are being sent into the main depôt at Nágpur.

In the Administration report for 1891-92 it was stated that only 35 miles of permanent-way materials out of the balance of the stores taken over by Government on account of the late Nágpur-Chhattisgarh State railway then remained on the books. This balance of 35 miles has now been disposed of by the sale of 13½ miles to the Rohilkund and Kumaon Railway Company, 9½ miles to the Bengal

and North-Western Railway Company, and by the transfer of 12 miles to the Eastern Bengal (state) railway.

The material sold to the Rohilkund and Kumaon and Bengal and North-Western Railway Companies was delivered free of carriage charges in trucks at Katni at ₹55 per ton for rails, ₹85 per ton for fishplates, and ₹120 per ton for fishbolts and spikes. •

This disposes of the entire stock of material belonging to the late Nágpur-Chhattisgarh State railway taken over by Government under agreement with the Bengal-Nágpur Railway Company.

*Indian Midland Railway (standard gauge).*

4. The first stock-taking following on completion of original construction works was carried out during the year, and the various discrepancies between the actual stock and the figures on the books are under investigation with a view to adjustment.

*North Western (state) Railway (standard gauge).*

5. The cost of working the stores department in 1892 was ₹83,566 against ₹80,931 in 1891; the increase of ₹2,635 being due to the promotion of the Chief Storekeeper and the appointment of an Assistant Storekeeper to the charge of the Quetta depôt.

Stores amounting to ₹19,51,083 were sold during the year. The sales included the transfer to the Mushkaf-Bolán railway of 15 bogie low-sided trucks with vacuum brakes, valued at ₹58,663.

The stores transactions of the Amritsar-Pathánkot railway were absorbed into those of the North Western (state) railway from the 1st April 1892.

The collection of the 16 miles of permanent-way material ordered to be kept in reserve at Pesháwar was completed in June 1892. The actual cost of the material stacked amounted to ₹3,67,759.

*Cudh and Rohilkhand (state) Railway (standard gauge).*

6. Verification of the stores in stock was completed in March 1892, but owing to their scattered state, the result arrived at was not entirely satisfactory. More storage and office accommodation is now being provided, and as soon as the buildings are completed, the stores will be re-arranged and again verified.

The selling rate of unserviceable rails was increased from six to nine annas per foot during November 1892, and the sales have not fallen off at the enhanced rate. Old rails valued at ₹1,23,285 were sold during the official year ending 31st March 1893, and ₹66,500 worth of unserviceable material and surplus stores were also disposed of by auction or transferred during the year.

Pot sleepers required for the renewals on this railway are manufactured in the locomotive workshops at Lucknow out of Barákar pig iron and old broken pot sleepers from the home line. 94,278 were issued during the 12 months ending 31st March 1893, and the outturn is increasing.

*Eastern Bengal (state) Railway (standard and metre gauges).*

7. There was only a small reduction in the value of the surplus stores during the year, the figure being ₹39,586 at the end of 1892-93, against ₹40,000 in 1891-92.

The stock verification at the different depôts on the line was carried on with regularity, and although discrepancies were in some cases discovered, the result on the whole was satisfactory.

*East Coast Railway (standard gauge).*

8. The arrangement for landing stores at Cocanada and Vizagapatam by Messrs. Hall, Wilson & Co. has worked well. During the year under review, 35,188 tons of English stores, sent out from England, were landed at different ports, *viz.*, 22,506 tons at Cocanada, 11,084 tons at Vizagapatam, and 1,598 tons at Masulipatam; the first two items representing the stores for the East Coast railway proper, and the last for the Kistna bridge. At the recommendation of this railway, a new port was opened at Ganjam, under the Indian Ports Act, on the 7th January 1893, but the amount of stores landed at that port during the year has been comparatively small, *viz.*, 1,800 tons.

The bulk of "locally" purchased stores for this railway have been obtained through the agency of the Port Storekeeper, Calcutta.

During the greater portion of the year, an executive engineer held charge as Chief Storekeeper. There were three main depôts, at Cocanada, Vizagapatam, and Gopalpur, in charge of depôt storekeepers, and also several depôts attached to divisions. The total expenditure for working the stores department during the year was ₹1,70,000, which includes salaries, allowances, office expenses, and also rent and office furniture.

During the year, the Kistna bridge stores were, after verification, amalgamated with the general stores of the East Coast railway.

*Great Indian Peninsula Railway (standard gauge).*

9. During the official year under report the purchases of stores in India amounted to ₹29,89,296; and English material to the value of ₹33,02,744 was received in India and debited to general stores account. The total issues, including sales, during the same period amounted to ₹68,45,499.

In addition to the stores purchased from outsiders, manufactured articles, valued at ₹7,43,166, were supplied from the company's workshops upon orders from the Storekeeper; raw materials to the amount of ₹5,08,111 having been worked up at a cost of ₹1,68,335 for labour and ₹65,720 for fuel and contingent expenses. The following items may be mentioned as forming part of the raw materials operated on, *viz.*, 1,902 tons of teak logs purchased at an average cost of ₹96-8-11 per ton for conversion in the log mill, and 210 tons of scrap iron wrought up in the steam-hammer factory.

The total receipts, from all sources, were ₹70,35,206; and the total issues, including sales, during the same period amounted to ₹74,20,330.

*Rajputana-Malwa Railway (metre gauge).*

10. The work of verifying stores in the central depôt was in progress throughout the year.

The watch and ward of the stores was transferred to the police department in February, 1893, having previously been entrusted to chowkidars paid by the stores department.

On the recommendation of the Stores Committee, a sum of ₹47,844 was written off on account of depreciation on stock.

*Southern Mahratta Railway (metre gauge).*

11. Stores amounting to ₹87,870 were sold during the year. The sales included transfers to the East Coast and Bangalore-Hindupur railways of stock valued at ₹44,031 and ₹14,643 respectively. The transfer to the former railway consisted almost exclusively of stores and material obtained in excess of requirements and remaining over on completion of the Bellary-Kistna line. The value of this material in hand at the close of the year was shown on the book as ₹49,530.

Under the orders of Government, the Southern Mahratta and Mysore railway stores accounts were amalgamated during the year, and, except for large construction works, materials or stores for special renewals are now maintained as for one, and not, as heretofore, for two distinct railways.

*Bhavnagar-Gondal-Junagarh-Porbandar Railway (metre gauge).*

12. During the year the Committee of Management decided to alter their procedure of obtaining supplies of stores, materials, etc., from England. Formerly all English stores were obtained through the Secretary of State, but as this procedure sometimes involved waiting for a lengthy period, the Committee thought it more advantageous to appoint an agent of their own in England. This new departure in the manner of purchasing stores has so far proved a success. At the beginning of the year one lakh of creosoted pine sleepers were ordered from England. These were supplied in time and appeared to be of good quality and up to specification.

In June, two lakhs of creosoted pine sleepers were ordered (one lakh being for the Jetalsar-Rájkot railway). The sleepers have all been received and are approved.

Forty-three miles of rails ( $41\frac{1}{4}$  lbs. per yard), Vignole's pattern, were ordered. They are all out and most of them laid on the Jetalsar-Rájkot railway.

The verification of the stores magazine has nearly been completed, and the result of the verification will, in the Storekeeper's opinion, be in favour of stores.

The work of receiving stores from England in Bombay and superintending the despatch of the same has been done by the Bombay Port Trust.

**Stores balances.**

13. The statement on pages 6 to 13 contains an abstract of the stores transactions of the several standard and metre gauge railways for the calendar year 1892.

At the close of the year, the capital locked up in stores on standard and metre gauge railways was represented by a sum of ₹5,42,56,112, showing a net decrease of ₹30,47,476 as compared with the previous year. There was also a sum of ₹39,85,620 under adjustment on the 31st December 1892, making a total of ₹5,82,41,732 at the debit of stores on that date.

*State lines worked by companies (standard and metre gauges).*—Of the standard gauge state lines worked by companies, it is noticed that accumulations of stores occurred during the year under review only on the Godhra-Rutlam railway to the extent of ₹13,28,908. The transactions of the other lines show large decreases of stock. The accumulations on the Godhra-Rutlam railway were mainly due to the receipts during the year of bridge-work, permanent-way, and station materials, aggregating ₹16,90,381, while the issues of stores of these classes amounted to only ₹4,13,235 during that period.

The stores balances of the East Indian railway were reduced during the year 1892 by ₹9,95,649, and the reduction in interest amounted, during the first-half of the year, to ₹20,392 and during the second-half to ₹10,773. The surplus stores, other than scrap and condemned stores, in hand on 31st December 1892, amounted to ₹1,14,006 against ₹2,16,072 at the beginning of the year, showing a decrease during the year to the extent of ₹1,02,066. The book value of scrap and condemned stores on 31st December 1892 was ₹6,16,233 as compared with ₹4,69,311 on 31st December 1892; of this increase the sum of ₹1,39,132 represents the value of old rails reserved for company's purposes.

On the metre gauge state lines worked by companies there were decreases

in stores balances during the year under review on all with the exception of the Assam-Bengal and Máyavaram-Mutupet railways. Although the South Indian railway shows a decrease on the entire transactions, it is noticed that there were additions to stock under several classes. This has received the attention of Government, and the authorities of the line have been requested to take steps to reduce the stores balances generally to the lowest limit compatible with efficient working. The increase of stock on the Assam-Bengal and Máyavaram-Mutupet railways does not call for any remarks, these lines having been in progress during the year under report.

*State lines worked by the State (standard and metre gauges).*—With the exception of the Eastern Bengal (state), Mári-Attock, Burma (state) and Mu Valley (state) railways, all the State lines worked by the State show reductions in their stores balances. The increase of stock on the Eastern Bengal (state) railway, which amounted to ₹3,00,612, was mainly due to the receipt of permanent-way materials, rolling-stock and other small stores during the latter part of the year, which were not all charged off to works within the year.

The increase on the Burma (state) railway was due to the receipt of rails and sleepers for renewals on the Irrawaddy section. These were issued to revenue early in the next year (1893). Besides these, the stock of fuel was also increased during the year: this increase being necessary owing to the extensive use of wood fuel and to the stock needed in consequence.

The Mári-Attock and the Mu Valley railways were under construction during the year under review.

The stores balances of the North Western (state) railway on 31st December 1892 included ₹71,076 (exclusive of a sum of ₹11,156 under adjustment) on account of the stock of the gradient improvement works, North Western (state) railway.

The balances of the North Western (state) railway at the close of the year under report show a decrease of ₹49,710 as compared with the opening balance of the year. But if the amount under adjustment be taken into account the net result shows an increase during the year to the extent of ₹3,93,208. The amount under adjustment on 31st December 1892 was, however, for the most part finally adjusted during the early part of 1893.

The stores balances of the Oudh and Rohilkhand (state) railway were reduced during the year to the extent of ₹4,52,952. Surplus stores amounting to ₹3,62,965 were sold to the public and to other railways. The sales of the Dufferin bridge plant during the year amounted to ₹21,653.

*Lines worked by guaranteed and assisted companies (standard and metre gauges).*—With the exception of the Madras and the Deoghur railways, the stores balances of all the guaranteed and assisted railways were reduced during the year. The transactions of the Madras railway, however, though they show a decrease of ₹60,782 on 31st December 1892 as compared with the balances at the close of the previous year, nevertheless present several instances of accumulations under various classes, and the attention of the authorities of the line has been invited to these increases.

*Lines owned by native states (standard and metre gauges).*—There have been general reductions of stock during the year on all the lines owned by native states, except on the Jodhpore-Bickaneer railway, which shows an increase of stock, including the amount under adjustment on 31st December 1892, to the extent of ₹2,11,239.

## STATEMENT

## Stores transactions on the standard

Serial No.	RAILWAY.	Total balance on the 1st January 1892.	Receipts during the year.	Issues during the year.	BALANCE IN		
					A Bridge-work.	B Engineer's plant.	C Workshop machinery.
	<b>STANDARD GAUGE.</b>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
	<b>State lines worked by companies.</b>						
I	East Indian . . . . .	56,89,559	61,96,390	71,92,039	...	...	...
	Patna-Gya . . . . .	Included in the stores transactions of the East Indian railway.					...
II	Bengal-Nágpur . . . . .	43,20,271	49,93,879	57,40,310	26,237	2,75,930	1,71,929
III	Indian Midland . . . . .	34,72,854	19,23,833	32,92,670	33,457	24,225	98,320
IV	Bhopal-Itársi (British section) .	Included in the stores transactions of the native state section.					...
V	Godhra-Rutlaj . . . . .	1,97,904	18,49,363	5,20,455	1,16,892	2,670	8,131
VI	Wardha Coal . . . . .	There are no separate stores transactions for this line.				...	...
VII	Dhond-Manmád . . . . .	11,853	55,656	65,765	...	...	...
VIII	Bezwa Extension (including the Bezwa-Godávari section of the East Coast railway).	There are no stores on this line.				...	...
	<b>TOTAL</b> .	<b>1,36,82,441</b>	<b>1,50,19,121</b>	<b>1,68,11,239</b>	...	...	...
	<b>State lines worked by the State.</b>						
IX	North Western (state) (including the gradient division).	1,03,15,354	1,26,49,438	1,26,99,148	8,05,305	1,11,777	1,17,454
	Amritsar-Pathámkot . . . . .	Included in the stores transactions of the North Western (state) railway.					
X	Hyderabad-Umarkot . . . . .	No stores account for this railway was opened.				...	...
XI	Oudh and Rohilkhand (state) .	22,84,903	25,58,479	30,11,431	26,995	88,001	12,403
XII	Eastern Bengal (state) * . . . .	18,50,791	39,96,573	36,95,961	26,667	32,743	14,526
XIII	Bengal Central † . . . . .	1,45,556	25,136	69,100	2,772	12,815	484
XIV	Calcutta Port Commissioners' (Under construction.)	Statement of stores transactions not received.				...	...
XV	Mushkaf-Bolán . . . . .	...	14,24,056	8,89,332	1,03,911	1,73,831	-286
XVI	Mári-Attock . . . . .	60,752	3,46,902	2,27,632	9,417	27,144	3,955
XVII	East Coast . . . . .	32,35,382	51,76,811	61,93,380	5,63,269	1,68,750	58,693
	Lucknow-Rae Bareli-Benares . .	...	8,55,479	3,99,528	-4,699	3,794	...
	Bareilly-Rampur-Moradabad . .	...	4,34,209	2,82,778	13,305	41,577	2,529
	<b>TOTAL</b> .	<b>1,78,92,738</b>	<b>2,74,67,083</b>	<b>2,74,68,290</b>	...	...	...
	<b>Lines worked by guaranteed companies.</b>						
XVIII	Great Indian Peninsula . . . . .	60,49,422	69,06,038	80,17,512	...	...	...
XIX	Bombay, Baroda and Central India.	28,44,722	30,60,173	33,40,344	5,88,724	30,119	32,918
XX	Madras . . . . .	25,01,274	25,76,516	22,58,677	1,09,370	3,798	7,744
	<b>TOTAL</b> .	<b>1,13,95,422</b>	<b>1,25,42,727</b>	<b>1,36,16,533</b>	...	...	...
	<b>Carried over</b> .	<b>4,29,70,601</b>	<b>5,50,28,931</b>	<b>5,78,96,062</b>	...	...	...

No. 1.

and metre gauge railways during 1892.

HAND ON THE 31ST OF DECEMBER 1892.				TOTAL BALANCE ON THE 31ST DECEMBER 1892.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1892.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	46,93,910	5,57,979	52,51,889	I	
...	...	...	...	...	...	...	II	
10,94,848	8,85,783	2,09,877	9,09,236	35,73,840	2,39,570	38,13,410	III	
8,18,486	4,99,555	3,39,250	2,90,774	21,04,017	3,85,547	24,89,564	IV	
...	...	...	...	...	...	...	V	
12,35,358	22,667	79,908	51,186	15,16,812	32,868	15,47,680	VI	
...	...	...	...	...	...	...	VII	
...	...	1,744	...	1,744	...	1,744	VIII	
...	...	...	...	...	...	...		
...	...	...	...	1,18,90,323	12,13,964	1,31,04,287		
...	...	...	...	...	...	...		
27,37,417	29,54,990	4,65,576	30,73,125	1,02,65,644	10,58,130	1,13,23,774	IX	
...	...	...	...	...	...	...	X	
...	...	...	...	...	...	...	XI	
5,43,025	6,23,467	24,430	5,13,630	18,31,951	...	18,31,951	XII	
6,96,768	5,99,298	66,804	7,14,597	21,51,403	-62,907	20,88,496	XIII	
52,982	70	21,689	10,780	1,01,592	725	1,02,317	XIV	
...	...	...	...	...	...	...	XV	
1,45,645	69	21,677	89,877	5,31,724	1,92,641	7,27,365	XVI	
28,741	697	58,145	51,923	1,80,022	9,509	1,89,531	XVII	
9,81,115	35,296	68,758	3,42,932	22,18,813	3,92,851	26,11,664	XVIII	
3,19,829	...	1,27,393	9,634	4,55,951	...	4,55,951	XIX	
40,010	87	16,580	37,343	1,51,431	...	1,51,431	XX	
...	...	...	...	1,78,91,531	15,90,949	1,94,82,480		
...	...	...	...	49,37,948	3,16,261	52,54,209		
3,72,954	5,95,194	1,20,471	8,24,175	25,64,555	1,57,074	27,21,629		
6,49,543	39,946	29,113	19,79,598	28,19,113	1,06,280	29,25,393		
...	...	...	...	1,03,21,616	5,79,615	1,09,01,231		
...	...	...	...	4,01,03,470	33,84,528	4,34,87,998		

\* Includes metre and 2' 6" gauge sections also.  
 † Although for convenience classed among state railways, this line is the property of the Bengal Central Railway Company.



## STATEMENT

Stores transactions on the standard

Serial No.	RAILWAY.	Total balance on the 1st January 1892.	Receipts during the year.	Issues during the year.	BALANCE IN		
					A Bridge-work.	B Engineer's plant.	C Workshop machinery.
		R	R	R	R	R	R
	Brought forward	4,29,70,601	5,50,28,931	5,78,96,062	...	...	...
	<b>STANDARD GAUGE—concl'd.</b>						
	• Assisted companies.						
XXI	Delhi-Umballa-Kalka	17,713	1,548	16,433	...	...	...
XXII	Tarkessur	There are no stores on this railway.			...	...	...
	<b>TOTAL</b>	17,713	1,548	16,433	...	...	...
	<b>Lines owned by native states and worked by companies.</b>						
XXIII	Khámgaon	4,887	...	1,276	...	...	...
XXIV	Amráoti	8,689	...	85	...	...	...
XXV	Bhopal-Itársi (native state section).*	48,799	...	30,460	...	...	...
XXVI	The Nizam's Guaranteed State	9,61,745	16,68,145	20,06,810	1,330	17,257	29,270
XXVII	The Gaekwar's Petlád	Exempted from submitting the statement of stores transactions.					...
	(Under construction)						
XXVIII	Mysore Gold-fields	Exempted from submitting the statement of stores transactions.					...
	<b>TOTAL</b>	10,24,120	16,68,145	20,38,631	...	...	...
	<b>Lines owned by native states and worked by state railway agency.</b>						
XXIX	Rájpura-Bhátinda	71,314	12,680	36,696	...	731	390
XXX	Jammu and Kashmir (native state section).†	There are no stores on this section of the railway.			...	...	...
	<b>TOTAL</b>	71,314	12,680	36,696	...	...	...
	<b>Lines owned and worked by native states.</b>						
	(Under construction.)						
XXXI	Bína-Guna	} There were no stores on these railways in 1892.					
XXXII	Bhopal-Ujjain						...
	<b>TOTAL</b>	...	...	...	...	...	...
	<b>TOTAL STANDARD GAUGE carried over.</b>	4,40,83,748	5,67,11,304	5,99,87,822	...	...	...

No. 1—contd.

and metre gauge railways during 1892.

HAND ON THE 31ST OF DECEMBER 1892.				TOTAL BALANCE ON THE 31ST DECEMBER 1892.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1892.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	4,01,03,470	33,84,528	4,34,87,998		
160	...	1,995	673	2,828	...	2,828	XXI	
...	...	...	...	...	...	...	XXII	
...	...	...	...	2,828	...	2,828		
3,611	...	...	...	3,611	...	3,611	XXIII	
8,604	...	...	...	8,604	...	8,604	XXIV	
16,400	...	1,939	...	18,339	...	18,339	XXV	* Includes the stores transactions of the British section also.
94,679	2,39,591	33,884	2,07,069	6,23,080	...	6,23,080	XXVI	
...	...	...	...	...	...	...	XXVII	
...	...	...	...	...	...	...	XXVIII	
...	...	...	...	6,53,634	...	6,53,634		
7,619	...	38,436	122	47,298	3,595	50,893	XXIX	
...	...	...	...	...	...	...	XXX	† The British section of this railway forms an integral part of the North Western (state) railway.
...	...	...	...	47,298	3,595	50,893		
...	...	...	...	...	...	...	XXXI	
...	...	...	...	...	...	...	XXXII	
...	...	...	...	...	...	...		
...	...	...	...	4,08,07,230	33,88,123	4,41,95,353		

ADMINISTRATION REPORT FOR 1892-93.

STATEMENT

Stores transactions on the standard

Serial No.	RAILWAY.	Total balance on the 1st January 1892.	Receipts during the year.	Issues during the year.	BALANCE IN		
					A Bridge-work.	B Engineer's plant.	C Workshop machinery.
		R	R	R	R	R	R
	Brought forward (standard gauge)	4,40,83,748	5,67,11,304	5,99,87,822	...	...	...
	<b>METRE GAUGE.</b>						
	State lines worked by companies.						
XXXIII	Bengal and North-Western—						
	Tirhoot section . . . . .	} 6,65,207	9,65,290	9,81,668	21,271	18,873	10,030
	Company's section* . . . . .						
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	4,25,024	4,52,722	7,27,956	517	2,428	3,353
XXXV	Rajputana-Malwa . . . . .	42,91,983	50,87,012	52,58,494	63,140	32,958	1,04,931
XXXVI	Southern Mahratta . . . . .	19,85,019	13,75,574	15,96,631	5,745	41,748	55,710
XXXVII	Guntakal-Mysore Frontier† . . . . .	1,60,671	6,54,016	7,45,521	48,425	743	...
XXXVIII	Southern Mahratta (Mysore section).	Included in the stores transactions of the Southern Mahratta railway.					
XXXIX	South Indian . . . . .	30,71,343	43,70,277	44,98,236	11,863	1,37,129	49,510
	(Under construction.)						
XL	Assam-Bengal . . . . .	1258	5,41,673	92,806	2,52,193	15,226	5,380
XLI	Máyaveram-Mutupet . . . . .	2,61,738	5,60,374	2,71,611	38,063	11,323	3,849
XLII	Pálanpur-Deesa . . . . .	Included in the stores transactions of the Rajputana-Malwa railway.					
	<b>TOTAL</b>	1,08,61,243	1,40,06,938	1,41,72,923	...	...	...
	State lines worked by the State.						
XLIII	Eastern Bengal (state)—						
	Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge branch).	Included in the stores transactions of the standard gauge section.					
	Dacca section . . . . .	Included in the stores transactions of the standard gauge section.					
XLIV	Burma (state) . . . . .	12,53,623	23,73,793	23,26,318	26,677	45,503	28,784
	(Under construction.)						
XLV	Mu Valley . . . . .	6,32,879	14,96,974	12,08,157	60,711	79,792	88,917
	<b>TOTAL</b>	18,86,502	38,70,767	35,34,475	...	...	...
	Carried over (metre gauge)	1,27,47,745	1,78,77,705	1,77,07,398	...	...	...

No. 1—*contd.*

and metre gauge railways during 1892.

HAND ON THE 31ST OF DECEMBER 1892.				TOTAL BALANCE ON THE 31ST DECEMBER 1892.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1892.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	4,08,07,230	33,88,123	4,41,95,353		
1,36,403	1,79,242	38,920	2,44,090	6,48,829	-6,331	6,42,498	XXXIII	* Although for convenience classed among state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
29,266	42,091	10,430	61,705	1,49,790	...	1,49,790	XXXIV	
7,22,169	12,02,271	2,67,269	17,27,763	41,20,501	-19,105	41,01,396	XXXV	
2,50,322	5,24,569	88,174	8,07,394	17,63,962	2,34,473	19,98,435	XXXVI	
5,485	...	10,363	4,150	69,166	92,618	1,61,784	XXXVII	† The amounts shown against the Guntakal-Mysore Frontier railway represent the stores transactions of the Dharmavaram-Hindupur section only. The transactions of the Guntakal-Dharmavaram section have been included in those of the South Indian railway.
...	...	...	...	...	...	...	XXXVIII	
9,29,780	3,88,821	1,72,800	12,53,472	29,43,384	-24,707	29,18,677	XXXIX	
78,744	46,777	10,681	40,124	4,49,125	-2,383	4,46,742	XL	† As this amount was small, no return of stores balances was submitted for the year ending 31st December 1891.
4,25,543	...	32,775	38,948	5,50,501	26,184	5,76,685	XLI	
...	...	...	...	...	...	...	XLII	
...	...	...	...	1,06,95,258	3,00,749	1,09,96,007		
...	...	...	...	...	...	...	XLIII	
...	...	...	...	...	...	...	XLIV	
4,27,413	2,06,407	71,375	4,94,939	13,01,098	-13,604	12,87,494	XLIV	
3,84,108	336	1,36,349	1,71,483	9,21,696	52,861	9,74,557	XLV	
...	...	...	...	22,22,794	39,257	22,62,051		
...	...	...	...	1,29,18,052	3,40,006	1,32,58,058		

## STATEMENT

Stores transactions on the standard

Serial No.	RAILWAY.	Total balance on the 1st January 1892.	Receipts during the year.	Issues during the year.	BALANCE IN		
					A Bridge-work.	B Engineer's plant.	C Workshop machinery.
		R	R	R	R	R	R
	Brought forward (standard gauge)	4,40,83,748	5,67,11,304	5,99,87,822	...	...	...
	Brought forward (metre gauge)	1,27,47,745	1,78,77,705	1,77,07,398	...	...	...
	<b>METRE GAUGE—concl'd.</b>						
	Assisted companies.						
XLVI	Deoghur.	1,572	4,931	4,353	...	...	...
XLVII	Rohilkund and Kumaon (Company's section).	There are no separate stores transactions for this section.					...
XLVIII	Bengal Dooars	...	7,93,022	4,85,569	66,870	2,994	82
XLIX	Dibru-Sadiya	Exempted from submitting the statement of stores transactions.					...
	(Under construction.)						
L	Nilgiri	There were no stores on this line on 31st December 1892.					...
	<b>TOTAL</b>	1,572	7,97,953	4,89,922	...	...	...
	Lines owned by native states and worked by companies.						
LI	The Gaekwar's Mchsrta	} Exempted from submitting the statement of stores transactions.					...
LII	Kolhápúr						...
	<b>TOTAL</b>	...	...	...	...	...	...
	Lines owned and worked by native states.						
LIII	Jodhpore-Bickaneer—						
	Jodhpore section	} 1,13,204					...
	Bickaneer section						6,70,548
LIV	Bhávnaagar-Gondal-Junágarh-Porbandar.	3,57,319	5,44,714	7,85,926	4,514	20,476	2,503
	<b>TOTAL</b>	4,70,523	12,15,262	14,64,558	...	...	...
	<b>TOTAL METRE GAUGE</b>	1,32,19,840	1,98,90,920	1,96,61,878	...	...	...
	<b>GRAND TOTAL</b>	5,73,03,588*	7,66,02,224	7,96,49,700	...	...	...

No. 1—concl'd.

and metre gauge railways during 1892.

HAND ON THE 31ST OF DECEMBER 1892.				TOTAL BALANCE ON THE 31ST DECEMBER 1892.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1892.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.
D	E	F	G				
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.	R	R	R	
...	...	...	...	4,08,07,230	33,88,123	4,41,95,353	
...	...	...	...	1,29,18,052	3,40,006	1,32,58,058	
224	1,336	...	590	2,150	...	2,150	XLVI
...	...	...	...	...	...	...	XLVII
1,48,711	58,415	10,465	19,916	3,07,453	38,168	3,45,621	XLVIII
...	...	...	...	...	...	...	XLIX
...	...	...	...	...	...	...	L
...	...	...	...	3,09,603	38,168	3,47,771	
...	...	...	...	...	...	...	LI
...	...	...	...	...	...	...	LII
...	...	...	...	...	...	...	
62,196	...	...	42,924	1,05,120	2,19,323	3,24,443	LIII
-50,077	40,630	16,638	81,423	1,16,107	...	1,16,107	LIV
...	...	...	...	2,21,227	2,19,323	4,40,550	
...	...	...	...	1,34,48,882	5,97,497	1,40,46,379	
...	...	...	...	5,42,56,112	39,85,620	5,82,41,732	

\*The difference between the closing balance of 1891 (Rs.79,44,271) and the opening balance of 1892 (Rs.73,03,588) is due to the stores of the Sind-Pishin railway (Chaman Extension) and the Kistna bridge, in hand on 31-12-91, having been disposed of by transfer at the close of the works during the year 1892.

## Miscellaneous.

*East Indian Railway (standard gauge).*

14. *Manauri oil mills.*—The out-turn of these mills, as regards the chief articles of production during the last two years, may be compared as follows:

Description.	1891.		1892.	
	Gallons.	Cost.	Gallons.	Cost.
		R		R
Castor oil, 1st quality . . . . .	330,921	4,19,268	326,870	3,80,739
Linseed oil, raw . . . . .	6,801	9,878	7,759	10,883
Linseed oil, boiled . . . . .	1,240	1,898	2,829	4,283

This makes the average rate of out-turn for castor oil, 1st quality, for 1892 R1-2-7 as against R1-4-3 in 1891. The decrease in cost is due to the price paid for castor seed being less and to castor oil cake being sold at a higher rate.

*Fuel.*—The following statement shows the quantity and average cost per ton of the fuel used on the East Indian railway during the financial year 1892-93:

Description.	Source of supply.	Quantity consumed.	Average cost per ton at place of delivery.	REMARKS.
		Tons.	R a p.	
Kurharbaree . . . . .	Collieries . . . . .	244,916	2 0 28	

*Bengal-Nágpur Railway (standard gauge).*

15. *Fuel.*—The fuel used in locomotives was entirely Bengal and Umaria coal. The quantity consumed from April 1892 to March 1893 was:

Bengal coal . . . . .	Tons.	33,744
Umaria coal . . . . .		3,128

The consumption of the various descriptions of fuel by running engines and in the workshops was as follows for the same period:

Description.	Source of supply.	Quantity consumed.	Average price per ton.	REMARKS.
		Tons.	R a p.	
Bengal coal . . . . .	Bengal Coal Co., Sanctoria, B.-N. Ry.	36,024	3 1 0	
Umaria coal . . . . .	Umaria Collieries, B.-N. Ry.	3,263	5 9 3	
English coke . . . . .	Through Messrs. Richi Stewart & Co., Bombay. Sanctoria branch, B.-N. Ry.	40	62 0 0	
Gas coke . . . . .		68	40 0 0	
Hard coke . . . . .		396	6 8 0	

*Indian Midland Railway (standard gauge).*

16. *Fuel.*—The following statement shows the various descriptions of fuel

consumed by running engines, steam pumps, stationary engines, and in the workshops :

Description.	Source of supply.	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
		Tons.	₹ a. p.	
Bengal coal . . . . .	Sitarampur . . . . .	11,035	13 6 6	The average prices of coal represent the cost of delivery at Indian Midland railway junctions.
Bengal coal . . . . .	Barakar . . . . .			
Bengal coal . . . . .	Giridih . . . . .			
Bengal coal (smithy) . . . . .	Giridih . . . . .	594	11 10 11	
Umaria coal . . . . .	Umaria . . . . .	32,802	8 14 8	
Umaria (washed nuts) . . . . .	Umaria . . . . .	86	7 4 1	
Coke . . . . .	Giridih . . . . .	69	17 8 0	
Firewood . . . . .	Local . . . . .	874	1 8 0	

*North Western (state) Railway (standard gauge).*

17. *Oil.*—The following statement shows the total quantity of vegetable oils manufactured in the railway oil mill at Lahore during the last two years :

Description.	1891-92.		1892-93.	
	Total quantity manufactured.	Average cost per cwt.	Total quantity manufactured.	Average cost per cwt.
	Cwt.	₹ a. p.	Cwt.	₹ a. p.
Castor oil . . . . .	24,684	14 5 5	22,426	13 8 6
Linseed oil, raw . . . . .	484	20 3 5	1,198	18 5 0
Linseed oil, boiled . . . . .	549	17 9 3	310	11 10 1

The manufacturing rate of castor oil during 1892-93 was less than in the previous year. The rate of linseed oil, *raw*, was also less by ₹1-14-5, but that of boiled oil was ₹1-0-10 more.

*Castor plant.*—No further experiments were made on the North Western (state) railway with the cultivation of castor plant during 1892-93. It being found that plants on the railway embankment obstructed the view along the line and caused interruptions in the telegraph by frequently coming in contact with the wires, they were cut down in January 1892.

*Fuel.*—The following statement shows the quantity and cost of fuel of every description taken into stock during 1892-93 :

Description.	Quantity.	Cost.	Average cost per ton, 1892-93.	Average cost per ton, 1891-92.
	Tons.	₹	₹ a. p.	₹ a. p.
English coal . . . . .	30,805	6,51,813	21 2 6	21 9 3
Bengal coal . . . . .	59,930	9,46,492	15 12 8	15 5 5
Hanna coal . . . . .	96	1,638	17 0 0	...
Dandot coal . . . . .	58,047	5,20,818	8 15 7	8 15 7
Khost coal . . . . .	7,824	1,16,761	14 14 9	14 14 0
Wood coal . . . . .	145,409	6,31,956	4 5 5	4 5 1
English coke . . . . .	2,280	82,877	36 5 7	36 13 6
Bengal coke . . . . .	2,476	64,469	26 0 7	27 4 8
Khost coke . . . . .	303	8,313	27 6 11	...
English patent fuel . . . . .	97	2,003	20 9 0	...
Quetta patent fuel . . . . .	37	1,005	27 0 0	...
TOTAL	397,304	30,27,245	9 13 6	...

The average cost per ton of fuel is a little more than in the previous year, being ₹9-13-6 against ₹9-8-0 per ton. The cost of Bengal coal was higher on account of a rise in price owing to the enhancement of the rate of carriage over the East Indian railway.

*Oudh and Rohilkhand (state) Railway (standard gauge).*

18. *Oil.*—Canadian lubricating oil continues to be used on this railway, and 81 tons were consumed during 1892-93.



*Fuel.*—During the year under report the fuel used on this railway was as noted below :

Description.	Source of supply.	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
Bengal coal	Giridih	Tons. 44,850	R a. p. 14 8 0	Delivered at Moghal Sarai.

*Eastern Bengal (state) Railway (standard and metre gauges).*

19. *Oil.*—The following statement shows the quantities of oil used during 1892, as compared with 1891, and the average cost :

Description.	1891.		1892.	
	Quantity used.	Average cost per gallon.	Quantity used.	Average cost per gallon.
	Gals.	R a. p.	Gals.	R a. p.
Castor oil { From jails	98,715	1 7 9	53,935	1 4 10
Castor oil { From local market	11,400	1 4 1	55,495	1 4 0
Cocoonut oil	917	1 4 0	795	1 5 7
Canadian oil	19,170	1 0 0	21,077	0 15 4
Kerosine oil	47,581	0 7 7	48,185	0 7 2

*Fuel.*—The following statement shows the various descriptions of fuel consumed by running engines, steam pumps, stationary engines, and in the workshops on the Eastern Bengal (state) railway during 1892-93 :

Description.	Source of supply.	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
		Tons. Cwt. Qrs. lbs.	R a. p.	
Bengal coal	Shibpore	7,670 0 0 0	5 2 7	
Bengal coal	Barakar	37,964 6 2 0	5 13 11.73	
Bengal coal	Gourandhi	17,018 0 0 0	5 0 10	
Bengal coal	Borra	8,185 5 3 20	5 0 10	
Dooars coal	...	110 19 1 12	9 13 8	
Assam coal	...	3,528 15 0 0	14 0 0	
English coke	Port store-keeper.	76 9 0 13	27 15 6	
Country coke	Giridih	86 0 0 0	12 13 2	

*Great Indian Peninsula Railway (standard gauge).*

20. *Fuel.*—The consumption of the various descriptions of fuel by running engines, steam pumps, stationary engines, and in the workshops was as follows :

Description.	Source of supply.	Quantity consumed.	Average price per ton.	REMARKS.
		Tons.	R a. p.	
English coal	...	81,560	13 6 6	At Bombay.
Warora coal	...	71,551	4 8 9	At Warora, including carriage from pits mouth.
Narbudda coal	...	15,658	8 6 0	At pit.
Singareni coal	...	54,100	12 8 4	At Wadi, including carriage from Yelandi.
Umaria coal (large)	...	21,293	8 9 11	At Jubbulpore, including carriage from Umaria.
Umaria coal (washed nuts)	...	5,393	5 13 11	At Jubbulpore, including carriage from Umaria.
Bengal coal.	Sanctoria	1,573	11 14 11	At Nagpur, including carriage from Sanctoria.
	Damoodur	2,872	11 12 8	At Nagpur, including carriage from Damoodur.
	Dushergur	2,725	11 14 11	At Nagpur, including carriage from Dushergur.
	Raneegunge	5,357	13 5 0	At Bombay, imported by sea.
Wood	...	3,249	5 4 10	
English coke	...	1,073	17 8 5	At Bombay.
Bombay coke	...	1,934	16 8 0	At Bombay.
		268,258		

The fuel consumed in locomotives was as follows :

English coal	.	.	.	.	.	Tons.
						76,675
Indian coal						151,397
TOTAL COAL						228,072

In addition to this 2,159 tons of firewood were used for lighting up.

*Bombay, Baroda and Central India Railway (standard gauge).*

21. *Oil.*—The following statement shows the total quantity of oils manufactured in the railway company's oil mills at Sábarmati during the year 1892 :

Description.	Total quantity manufactured.	Average cost per cwt.	REMARKS.
	Cwt.	R a. p.	
Castor oil	11,572	15 7 1	This is the first complete year of the working of the mills.
Linseed oil	516	20 9 5	
Mixed lubricating oil (castor and petroleum in equal parts)	7,283	13 11 2	

The details of the oils consumed on the Bombay, Baroda and Central India railway during the official year 1892-93 are given below :

Description.	Rate.	Consumption in 1892-93.
	R a. p.	
Castor oil	15 8 0 per cwt.	155 tons.
Cocanut oil	14 10 0 "	100 tons.
Linseed oil, raw	1 11 6 per gallon	1,339 gallons.
Linseed oil, boiled	1 13 0 "	4,451 gallons.
Kerosine oil	0 7 9 "	28,526 gallons.
Mixed oil	13 8 9 per cwt.	48 tons.

*Fuel.*—The following statement shows the various descriptions of fuel consumed by running engines, steam pumps, stationary engines, and in the workshops during the official year 1892-93 :

Description.	Source of supply.	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
		Tons.	R a. p.	
Steam coal, English	...	46,708	13 4 3	
Steam coal, Bengal	...	24	14 13 6	
Furnace coal, English	...	306	13 5 6	
Smithy coal, English	...	864	11 12 7	
Foundry coke, English	...	356	17 7 0	
Gas coke, Indian	...	199	16 11 2	From the Bombay Gas Works.
Firewood	...	1,207	5 10 5	
TOTAL	...	49,664		

*The Nizam's Guaranteed State Railway (standard gauge).*

22. Recently a trial consignment of Canadian lubricating oil was obtained from England, and is now being used in axles of goods wagons.

*Bengal and North-Western Railway system (metre gauge).*

23. *Oil.*—During the year 1892-93 the rate for castor oil was R14-2-0 per cwt. and for Canadian oil R11-9-0 per cwt.

The following table shows the rates for the past two years :

	1891-92.	1892-93.
	₹ a. p.	₹ a. p.
Castor oil . . . . . per cwt.	17 4 0	14 2 0
Canadian oil . . . . . „	12 3 0	11 9 0

Canadian oil continues to be used for lubricating both locomotives, and carriages and wagons. Castor oil is chiefly used for lighting purposes.

*Fuel.*—The quantities and the rates of the different descriptions of coal used during the financial year 1892-93 were as follows :

Description.	Source of supply.	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
		Tons.	₹ a. p.	
Kurhurbaree coal . . . . .	Giridih . . . . .	24,938	6 15 0	
Barakar coal . . . . .	Sitarampur . . . . .	2,104	6 4 0	
Gourandhi coal . . . . .	Sitarampur . . . . .	101	6 4 0	
Palamow coal . . . . .	Palamow . . . . .	53	„ „	
Smithy coal . . . . .	Giridih . . . . .	523	5 0 6	
Bengal coke . . . . .	Giridih . . . . .	86	12 8 0	
	TOTAL	27,805		

In addition to this, 5,764 tons of wood fuel was also used during the financial year.

*Rajputana-Malwa Railway (metre gauge).*

24. *Oil.*—The following quantities of castor and linseed oils were obtained from the oil mills of the Bombay, Baroda and Central India railway at Sābar-mati :

Castor oil . . . . .	653 tons.
Linseed oil, boiled . . . . .	200 gallons.
Linseed oil, raw . . . . .	964 gallons.

Petroleum mixed with castor oil has been introduced as a lubricant in place of castor oil.

The statement below shows details of the oils consumed on the Rajputana-Malwa railway during the official year 1892-93 :

Description.	Rate.	Quantity consumed during 1892-93.
Castor oil . . . . .	15 12 0 per cwt.	406 tons.
Mixed oil . . . . .	13 8 9 per cwt.	400 tons.
Kerosine oil . . . . .	0 9 0 per gallon.	58,466 gallons.
Cocoanut oil . . . . .	16 10 0 per cwt.	6 tons.
Linseed oil, raw . . . . .	1 13 0 per gallon.	2,639 gallons.
Linseed oil, boiled . . . . .	1 14 0 per gallon.	2,401 gallons.

*Fuel.*—The following statement shows the various descriptions of fuel consumed by running engines, steam pumps, stationary engines, and in the workshops during the official year 1892-93 :

Description.	Source of supply.	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
		Tons.	₹ a. p.	
Steam coal, Welsh . . . . .	Cardiff . . . . .	37,174	23 2 0	
Steam coal, Indian . . . . .	Bengal . . . . .	55,938	15 8 0	
Gas coke, Indian . . . . .	Bombay . . . . .	665	22 0 0	
Hard coke, Indian . . . . .	Bengal . . . . .	266	21 8 0	
Gas coke, English . . . . .	England . . . . .	247	34 6 6	
Coke, English . . . . .	England . . . . .	20	35 8 0	
Firewood (unserviceable sleepers), Indian	R.-M. ry. . . . .	1,893	5 14 0	
Charcoal, Indian . . . . .	Ajmere . . . . .	22	24 11 0	
	TOTAL	96,225		

*Southern Mahratta Railway (metre gauge.)*

25. *Fuel.*—The consumption of the various descriptions of fuel used by running engines, steam pumps, stationary engines, and in the workshops during the official year 1892-93 was as follows :

Description.	Quantity consumed.	Cost.	Average rate per ton.	REMARKS.
	Tons.	₹	₹ a. p.	
English coal . . . . .	210	3,430	16 5 4(a)	
Singareni coal . . . . .	14,437	1,45,745	10 1 6(b)	
Kanara firewood . . . . .	55,292	2,34,260	4 3 9	
Mysore firewood . . . . .	17,292	1,19,626	6 14 8	

*South Indian Railway (metre gauge).*

26. *Oil.*—Experiments have been made in American mineral and non-corrosive cylinder oils with satisfactory results, they having proved to be both economical and of excellent lubricating protection. Indents have been sent home as it is proposed to substitute them for castor oil.

*Burma (state) Railway (metre gauge).*

27. *Fuel.*—The Shwebo Mining Syndicate having been unable to supply the full quantity of coal ordered for trial, no final results have been arrived at as to the efficiency of their coal. The Government of India have ordered further trials to be made in engines of the Burma (state) railway fitted with fire brick arches.

No satisfactory trials could be made with the Thingadaw coal ordered from the Burma Coal Company, owing to its tardy supply by the company, but larger supplies are now coming in, and it is hoped that further and satisfactory trials will be made during the current year.

The following statement shows the different descriptions of fuel used on the Burma (state) railway during 1892-93 :

Description.	Port shipped from	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
		Tons.	₹ a. p.	
English coal, chiefly patent fuel . . . . .	Cardiff . . . . .	8,525	17 2 0	
Bengal coal . . . . .	Calcutta . . . . .	14,843	15 1 0	
Burmese coal . . . . .	Kabwet . . . . .	1,303	17 1 0	
Japanese coal . . . . .	Not known . . . . .	1,077	17 0 0	
English coke—				
(i) Foundry . . . . .	Cardiff . . . . .	40	56 0 0	
(ii) Gas (smithy) . . . . .	Cardiff . . . . .	308	25 8 0	
Bengal coke, gas (smithy) . . . . .	Calcutta . . . . .	198	24 0 0	
Wood . . . . .	Depôts in Upper Burma . . . . .	11,793	4 13 0	Includes cost of carriage to depôts.

(a) The rate ₹16-5-4 per ton represents the actual book value at the time of issue, but the original cost was ₹23-12-3 per ton, *vide* details below :

(1) Cost price at Mormugao harbour . . . . .	₹ s. d.
	1 9 6
(2) Indian value at 17/878d. per rupee . . . . .	₹ a. p.
	19 12 9
(3) Inspection charge in London, charges at Mormugao including freight to Portuguese frontier and charges for handling . . . . .	3 15 6
<b>TOTAL</b> . . . . .	<b>23 12 3</b>

(b) Details working up to ₹10-1-6 are as follows :

(1) Cost per ton loaded in wagons at colliery . . . . .	₹ s. d.
	6 0 0
(2) Charges for freight over foreign line . . . . .	2 15 3
(3) Charges for handling . . . . .	1 2 3
<b>TOTAL</b> . . . . .	<b>10 1 6</b>

*Rohilkund and Kumaon Railway system (metre gauge).*

28. *Cil.*—Castor oil continues to be used for both lubricating and lighting. The rate for the year 1892-93 was ₹12 per cwt. against ₹12-8-0 for the previous year.

*Fuel.*—The fuel used in locomotives was entirely Bengal coal. The quantity consumed during the financial year 1892-93 was as follows:

Description.	Source of supply.	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
		Tons.	₹ a. p.	
Bengal Wood fuel	Giridih Forest department	3,570·97	14 6 5	
		4,488·66	3 14 5	

## SECTION II.—ROLLING-STOCK.

29. The statement on pages 24 to 29 shows the stock of locomotive engines and vehicles on the several standard and metre gauge railways on the 31st of December 1892, and that on pages 30 to 33 the number of vehicles adapted for military purposes.

*Bengal-Nágpur Railway (standard gauge).*

30. *Brakes.*—There is at present no system of continuous brakes in use on the line.

*Springs.*—Springs of a stronger type are being fitted to all the goods stock to enable wagons to carry the increased load allowed by Government, the axles being already sufficiently strong to take the additional weight.

*Couplings.*—The whole of the coaching and goods stock is fitted with couplings at both ends.

*Indian Midland Railway (standard gauge).*

31. *Automatic vacuum brakes.*—None of the stock of this railway has yet been fitted with the automatic vacuum brakes, but sanction has been obtained for fitting the following stock with this appliance at an estimated cost of ₹1,13,606:

- 30 Passenger engines (four wheels coupled).
- 4 Inspection carriages.
- 10 First class carriages.
- 10 Second class carriages.
- 20 Composite carriages.
- 35 Third class carriages.
- 7 Post office vans.
- 7 Luggage vans.
- 15 Brake vans.

*North Western (state) Railway (standard gauge).*

32. *Vacuum brakes.*—The fitting of vacuum automatic brakes to rolling-stock was in steady progress during the year. The total stock fitted to end of March 1893 was:

Engines	228
Coaching stock	1,147
Goods stock	315

Of the goods stock, 77 vehicles have been fitted with pipes only.

*Couplings.*—Up to 31st March 1893, 8,054 vehicles were fitted with screw couplings at both ends, leaving 3,818 vehicles still to be fitted.

*Oudh and Rohilkhand (state) Railway (standard gauge).*

33. *Brakes and springs.*—Thirteen locomotive engines and 118 coaching vehicles were fitted with automatic vacuum brakes during the year, including ten carriages fitted with train pipes only. Side brakes and springs continued to be fitted on to the goods stock.

*Retiring accommodation.*—Latrine accommodation was provided in the third class carriages for native females.

*Eastern Bengal (state) Railway system (standard and metre gauges).*

34. *Automatic vacuum brakes.*—Up to 31st March 1893, the following standard gauge locomotive and vehicle stock were fitted with the automatic brake gear :

Locomotives . . . . .	15
Coaching vehicles . . . . .	104
And 13 carriages with train piping only.	

*Couplings.*—Nearly the whole of the standard gauge rolling-stock has couplings at both ends.

*East Coast Railway (standard gauge).*

35. The rolling-stock on the line on the 31st March 1893 was as follows :

Particulars.	Stock authorized.	Stock erected.
Four wheels coupled engines . . . . .	5	..
Six wheels coupled engines . . . . .	30	15
First class carriages . . . . .	8	1
Second class carriages . . . . .	4	1
Composite carriages . . . . .	..	2
Brake vans for passenger and goods . . . . .	20	18
Ballast wagons . . . . .	300	300
Accident 10-ton cranes . . . . .	2	2

All the vehicles are coming out from England with two screw couplings to each vehicle. None of the stock have been fitted with automatic vacuum brake gear, nor have any been so ordered.

*Great Indian Peninsula Railway (standard gauge).*

36. *Brakes.*—One coaching vehicle was fitted with automatic brake during the official year 1892-93. The total rolling-stock so fitted is as follows :

Locomotives . . . . .	66
Vehicles . . . . .	160
Vehicles fitted with pipes only . . . . .	50

*Couplings.*—The whole of the coaching stock is fitted with screw couplings at both ends.

The work of fitting 30 per cent. of the wagon stock with screw couplings continued, and during the year under review 986 vehicles were fitted.

*Bombay, Baroda and Central India Railway (standard gauge).*

37. *Brakes.*—The whole of the company's coaching stock and the passenger and mixed train locomotives are to be fitted up with automatic vacuum brake, the fittings for which are being received from England; the work is in hand, but up to 31st March 1893 none of the stock was completely fitted.

*Couplings.*—The whole of the company's coaching stock has screw couplings at both ends. The goods stock is being fitted with one screw coupling to each vehicle, and more than half the stock is so fitted. The work is going on.

*Gas lighting.*—The lighting of trains with gas on Pintsch's system has been tried in a suburban train for over six months and is still in use; it has recently been decided to introduce the system over this railway. Estimates for the complete installation are being prepared.

*Madras Railway (standard gauge).*

38. *Brakes.*—An indent has been sent home for vacuum brake gear complete for six carriages and also for seven sets of piping for fitting the automatic brake to the Bombay-Madras mail train.

*Couplings.*—The total number of vehicles fitted with double couplings on the 31st March 1893 was 1,254 against 466 at the close of the year 1891-92.

*Gas lighting.*—One of the company's saloons having been experimentally lighted with Pintsch's gas for a period of six months with highly satisfactory results, an indent has gone forward for sanction for a complete set of gas-making apparatus and carriage lamps and reservoir fittings sufficient for introducing this system of gas lighting into the majority of this company's passenger stock.

*Painting of carriages.*—In accordance with the recommendation of the Committee of Locomotive and Carriage Superintendents that all first class carriages on the several Indian railways should be painted white, a large number of this class of vehicles belonging to this company have been so coloured and the remainder will be similarly dealt with as they come into the shops for repainting.

*The Nizam's Guaranteed State Railway (standard gauge).*

39. *Brakes.*—The rolling-stock of this line is not fitted with automatic vacuum brakes, but as the Great Indian Peninsula Railway Company intend fitting these brakes to their South-Eastern mail and passenger trains, it is under consideration to provide some of the vehicles of this railway with piping only to enable them to run through with trains fitted with automatic vacuum brakes.

*Couplings.*—The whole of the stock on this railway has screw couplings rivetted on at both ends.

*Bengal and North-Western Railway system (metre gauge).*

40. *New stock.*—Two composites ( $\frac{1}{2}$  postal van and  $\frac{1}{2}$  third class) carriages, 2 composites ( $\frac{1}{2}$  first class and  $\frac{1}{2}$  second class) carriages and 600 iron covered goods wagons were built as new and additional stock during the year 1892-93.

*Axles.*—Good progress was made in renewing the small steel axles of the goods wagons with Lowmoor ones of a larger size capable of carrying 6 tons per axle, and up to the end of the year 1,000 wagons had been so altered. The springs of these wagons had also been strengthened to enable them to carry the heavier loads.

*Rajputana-Malwa Railway (metre gauge).*

41. *Axles.*—Owing to the small number of axles available, only 106 were changed during the year.

*Flexible buffers.*—Four hundred and ninety vehicles were fitted with flexible buffers as under:

Coaching	120
Goods	370

On 31st March 1893 the total number of vehicles fitted with this description of buffers was:

Coaching	1,283
Goods	2,535
TOTAL	3,818

*Wheels.*—Seven hundred and ninety-five pairs of wheels with axles having journals  $7'' \times 3''$  were placed under vehicles during the year.

*Third class carriages for women.*—Fifty-five third class carriages were

fitted with retiring accommodation for females. This number was actually running on 31st March 1893.

*Vehicles of miscellaneous types.*—Twenty-five third class end doors were converted into side doors during the year.

Thirty-eight Clemenson wagons were converted into covered bogies. All the 247 bogie wagons are now running.

Two brake vans were converted into postal brake vans. One full postal van was converted into a  $\frac{3}{4}$ th postal and  $\frac{1}{4}$ th intermediate compartment.

Sixty-nine low-sided bogie wagons were provided with end platforms and rope cleats.

*Southern Mahratta Railway (metre gauge).*

42. *Brakes.*—No automatic vacuum brakes have been fitted to stock running on this line, but the following have been fitted with Westinghouse brakes :

Locomotives . . . . .	3
Coaching vehicles . . . . .	19

*South Indian Railway (metre gauge).*

43. *Brakes.*—Five O class bogie engines were fitted with the automatic vacuum brake. Indents have been sent home for 73 sets for existing coaching stock. 20 engines and 100 bogie carriages, now under erection, will also be fitted with this brake.

*Couplings.*—In addition to the whole of the Villupuram-Guntakal stock, the following vehicles of the South Indian railway were fitted with Jones' patent couplings :

Coaching vehicles . . . . .	250
Goods . . . . .	222

*Safety chains.*—The work of fitting safety chains to the stock taken over with the Cuddapah-Nellore State railway was proceeded with very slowly. At present the following number of vehicles have been so fitted :

Coaching . . . . .	8
Goods . . . . .	5

*Burma (state) Railway (metre gauge).*

44. The principal works during the year in connection with locomotive and rolling-stock were :

- Repairs and additions to two new B class engines transferred from the late Nágpur-Chhattisgarh State railway in 1891.
- Fitting 12 engines with duplex screw couplings and flexible buffers.
- Fitting 54 old 3rd class carriages with luggage racks.
- Fitting 80 old wagons with brakes.
- Fitting 64 old seatless 3rd class carriages with seats and rifle racks.
- Fitting 182 old 3rd class carriages with an extra seat down the middle.
- Altering the rifle racks of 122 3rd class carriages to take rifles used by troops in Burma.
- Constructing 4 water tank wagons for carrying drinking water to bad water stations.

*Couplings.*—With the exception of a few engines, the whole of the rolling-stock is now fitted with Jones' patent screw couplings and flexible buffers. The engines are fitted, or are being fitted, with a special duplex coupling (male and female) for coupling up after turning without any change of hook being necessary.

*Dibru-Sadiya Railway (metre gauge).*

45. *Brakes.*—Screw brakes are in use on this railway, no other brakes having been introduced.

*Couplings.*—The rolling-stock is fitted with the combined centre buffer and hook couplings, and some tight couplings were fitted to the coaching vehicles,



## List of locomotive engine stock on the standard

Progressive number.	CLASS OR DESCRIPTION OF ENGINE.	STANDARD GAUGE.											
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	TOTAL.
		I.—East Indian.	II.—Bengal-Nagpur.	III.—Indian Midland.	IX.—North Western (state).	XI.—Oudh and Rohilkhand (state).	XII.—Eastern Bengal (state) (including the Bengal Central railway).	XIV.—Calcutta Port Commissioners.	XVIII.—Great Indian Peninsula.	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXVI.—The Nizam's Guaranteed State.	
1	Tank, mail . . . . .	5	...	...	...	...	...	...	...	...	...	...	5
2	Passenger . . . . .	168	(b) 12	(b) 42	...	25	...	...	(k) 113	15	2	...	376
3	Heavy incline . . . . .	...	...	...	...	...	...	...	74	...	...	...	74
4	Passenger and goods (mixed) . . . . .	...	(b & c)	...	...	30	...	...	...	29	79	...	138
5	Tank, goods . . . . .	2	4	(b) 15	...	...	13	22	3	(l) 13	...	...	72
6	Goods . . . . .	387	16	45	...	(g) 100	...	...	376	68	59	...	1,051
7	Local traffic, and shunting and ballast . . . . .	...	...	3	(d) 25	...	...	...	20	12	...	...	60
State railway type—													
8	Class A . . . . .	...	...	...	...	...	(i) 13	...	...	...	...	20	33
9	Class B . . . . .	...	...	...	...	...	31	...	...	...	...	...	31
10	Class C . . . . .	...	...	...	...	...	(j) 6	...	...	...	...	...	6
11	Class D . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
12	Class E . . . . .	...	...	...	(e) 4	...	...	...	...	...	...	...	4
13	Class F . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
14	Class H . . . . .	...	(b) 6	...	(b) 160	...	(b) 47	...	...	...	...	13	226
15	Class J . . . . .	...	...	...	17	...	...	...	...	...	...	...	17
16	Class L . . . . .	...	(b) 60	...	(b) 220	...	...	...	...	...	...	17	297
17	Class M . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
18	Class N . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
19	Class O . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
20	Class P . . . . .	...	...	...	25	...	...	...	...	...	...	...	25
21	Class Q . . . . .	...	...	...	17	...	...	...	...	...	...	...	17
22	Class KS . . . . .	...	...	...	101	...	...	...	...	...	...	...	101
23	Class S . . . . .	...	...	...	9	...	...	...	...	...	...	...	9
24	Class SS . . . . .	...	...	...	6	...	...	...	...	...	...	...	6
25	Fairlies' . . . . .	...	...	...	(e) 15	...	...	...	...	...	...	...	15
26	Twin . . . . .	...	...	...	10	...	...	...	...	...	...	...	10
27	Tramway . . . . .	...	...	...	4	...	...	...	...	...	...	...	4
TOTAL		(n) 562	97	105	(f) 613	(h) 156	97	13	605	127	153	50	(h) 2,578

No. 2.

and metre gauge railways on the 31st December 1892.

METRE GAUGE.												TOTAL.	Progressive number.	REMARKS.
STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.			LINES OWNED AND WORKED BY NATIVE STATES.				
XXXIII.—Bengal and North-Western—Tirhoot and Company's sections.	XXXV.—Rajputana-Malwa.	XXXVI.—Southern Mahratta.	XXXVIII.—Southern Mahratta (Mysore section).	XXXIX.—South Indian.	XLIII.—Eastern Bengal (state) Northern, Behar and Dacca sections.	XLIV.—Burma (state).	XLVI.—Deoghur.	XLVII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	XLIX.—Dibru-Sadiya.	LIII.—Jodhpore-Bikaner—Jodhpore and Bikaner sections.	LIV.—Rāvnagar-Gondal—Junāgadh-Porbandar.			
..	..	..	..	..	..	..	..	..	..	..	..	..	1	
..	..	(b & c)	..	45	..	..	..	..	..	..	..	45	2	(b) On bogie frames.
..	..	3	..	..	..	..	..	..	..	..	..	3	3	(k) 60 on bogie frames. (c) These are for banking and shunting purposes only.
..	..	..	..	..	..	..	..	..	..	..	..	..	4	
..	..	..	..	8	..	..	..	3	5	..	..	16	5	(l) One of these is fitted with a trailing bogie.
..	..	1	..	86	..	..	..	..	..	..	..	87	6	(g) Ten on bogie frames.
..	..	..	..	..	..	..	..	..	..	..	..	..	7	(d) Of these, 5 are heavy tank engines.
1	3	3	5	..	(f) 2	3	3	1	..	..	..	21	8	(i) One is a tank engine.
..	29	..	..	..	..	2	..	..	..	..	..	31	9	(j) Two are tank engines.
..	20	..	..	..	..	..	..	..	..	..	..	20	10	
9	1	..	..	..	..	..	..	..	..	..	..	10	11	
9	69	..	..	..	26	24	..	..	10	13	..	151	12	
45	130	145	21	45	39	73	..	15	..	..	33	546	13	(e) Metre gauge engines.
..	..	..	..	..	..	..	..	..	..	..	..	..	14	
..	..	..	..	..	..	..	..	..	..	..	..	..	15	
..	..	..	..	..	..	..	..	..	..	..	..	..	16	
..	34	..	..	..	..	..	..	..	..	..	..	34	17	
..	29	..	(b) 16	..	..	..	..	..	..	..	..	45	18	
36	109	(b) 26	..	..	(b) 17	18	..	8	..	..	..	214	19	
..	..	..	..	..	..	..	..	..	..	..	..	..	20	
..	..	..	..	..	..	..	..	..	..	..	..	..	21	
..	..	..	..	..	..	..	..	..	..	..	..	..	22	
..	..	..	..	..	..	..	..	..	..	..	..	..	23	
..	..	..	..	..	..	..	..	..	..	..	..	..	24	
..	..	..	..	..	..	..	..	..	..	..	..	..	25	
..	..	..	..	..	..	..	..	..	..	..	..	..	26	
..	..	..	..	..	..	..	..	..	..	..	..	..	27	(n) 64 on bogie frames.
100	(m) 424	(n) 178	42	184	84	120	3	27	15	13	33	1,223		(f) Includes 19 metre gauge engines (4 class E, and 15 Fairlies) and 4 Ferozepore steam tramway engines. (h) Includes one unclassified engine laid by as spare. (m) 201 engines on bogie frames. (n) Excludes one tender of a condemned engine.

## STATEMENT

## List of coaching stock on the standard and

Progressive number.	DESCRIPTION.	STANDARD GAUGE.										TOTAL.		
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY GUARANTEED COMPANIES.				LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	
		I.—East Indian.*	II.—Bengal Nágpur.	III.—Indian Midland.	IX.—North Western (state).	XI.—Oudh and Rohilkhand (state).	XII.—Eastern Bengal (state) (including the Bengal Central railway).	XIV.—Calcutta Port Commissioners.†	XVIII.—Great Peninsula.*	XIX.—Bombay, Baroda and Central India.	XX.—Madras.		XXVI.—The Guaranteed State.	
1	Saloons, royal . . . . .	4	..	..	..	..	..	..	..	..	..	..	..	4
2	Saloons, state . . . . .	..	..	3	..	..	1	..	..	..	2	..	..	6
3	Saloons, ordinary . . . . .	..	2	..	12	..	11	..	..	14	..	4	..	43
4	Carriages, reserved . . . . .	..	4	..	..	(S) 13	..	..	..	5	3	..	..	25
5	Carriages, family . . . . .	23	..	3	..	..	..	..	..	..	3	..	..	29
6	Carriages, 1st class . . . . .	90	8	17	72	43	15	..	88	11	26	10	..	380
7	Carriages, composite, 1st and 2nd class .	32	22	34	(c) 88	33	41	..	72	(j)22	(l)43	9	..	396
8	Carriages, 2nd class . . . . .	104	8	17	82	25	12	..	150	41	70	8	..	517
9	Carriages, composite, 2nd and intermediate class.	..	..	..	..	..	..	..	..	..	..	..	..	..
10	Carriages, composite, 2nd and 3rd class	..	..	..	(d) 10	..	..	..	3	..	..	..	..	13
11	Carriages, 2nd class, with postal accommodation.	..	..	..	..	..	..	..	20	..	..	..	..	20
12	Carriages, upper class . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
13	Carriages, intermediate class . . . . .	47	..	..	78	20	28	..	..	22	..	..	..	195
14	Carriages, intermediate class with postal accommodation . . . . .	..	6	..	..	12	8	..	..	2	..	..	..	28
15	Carriages, composite, intermediate and 3rd class.	14	7	..	66	5	16	..	..	..	..	..	..	108
16	Carriages, lower class . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
17	Carriages, 3rd class . . . . .	(f)651	126	(b) 198	(e) 386	259	196	..	532	(k)228	338	52	..	2,066
18	Carriages, 3rd class, with brakes . . . . .	..	9	..	42	..	..	..	..	26	4	..	..	81
19	Carriages, 3rd class, with postal accommodation.	45	3	9	51	10	5	..	..	5	7	7	..	142
20	Carriages, 4th class . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
21	Carriages, inspection . . . . .	..	..	1	45	..	..	..	..	..	..	..	..	..
22	Vans, cooking . . . . .	..	..	..	..	..	1	..	..	..	3	..	..	49
23	Compound, 3rd class incline vans . . . . .	..	..	..	..	..	..	..	2	..	..	..	..	1
24	Carriages, dynamometer . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	2
25	Carriages, attendants' . . . . .	..	..	..	3	..	..	..	..	..	..	..	..	..
26	Vans, post office . . . . .	21	..	..	11	..	..	..	6	3	9	..	..	3
27	Vans, prison . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	50
28	Carriages, hospital . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
29	Carriages, ambulance or invalid . . . . .	52	23	22	348	..	16	..	..	..	..	..	..	..
30	Horse-boxes . . . . .	75	10	10	124	27	10	..	29	15	(m)30	..	..	535
31	Brake vans . . . . .	132	19	50	(f) 514	120	35	..	93	24	143	10	..	420
32	Luggage vans . . . . .	21	..	30	53	8	12	..	588	14	24	39	..	1,664
33	Produce wagons . . . . .	..	..	..	..	..	40	..	..	..	..	7	..	169
34	Carriage trucks . . . . .	39	4	5	42	..	4	..	50	4	21	2	..	40
35	Open wagons for passengers . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	171
36	Miscellaneous . . . . .	..	(a) 1	..	14	(h) 4	(i) 23	..	..	..	..	..	..	42
TOTAL		1,350	252	399	(g)2,041	579	474	..	1,633	451	772	148	..	8,099

\* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay 8 first, 8 second class carriages, 8 through luggage vans, and 12 post office vans (36 in all), which are joint stock belonging to the East Indian and Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a 1/4ths share in this stock.

† There is no passenger stock on the railway.

No. 2—contd.

metre gauge railways on the 31st December 1892.

METRE GAUGE.													Progressive number.	REMARKS.
STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.			LINES OWNED AND WORKED BY NATIVE STATES.				
XXXIII.—Bengal and North-Western—Tirhoot and Company's sections.	XXXV.—Rajputana-Malwa.	XXXVI.—Southern Maharashtra.	XXXVII.—Southern Maharashtra (Mysore section).	XXXIX.—South Indian.	XLIII.—Eastern Bengal, (state) Northern, Behar and Dacca sections.	XLIV.—Burma (state).	XLVI.—Deoghur.	XLVII.—Rohilkund and Kumaon, (including the Lucknow-Bareilly section).	XLIX.—Dibru-Sadiya.	LIII.—Jodhpore-Bikaner—Jodhpore and Bikaner sections.	LIV.—Bhavnagar-Gondal—Junagarh-Porbandar.	TOTAL.		
..	..	..	..	..	..	..	..	..	..	..	..	..	1	
3	5	..	3	1	(d) 2	(r) ..	..	..	..	1	..	15	2	(d) On bogie frames.
..	1	..	..	1	10	21	..	..	1	1	2	37	3	(r) Two on bogie frames.
2	..	..	..	..	..	..	..	..	..	..	..	2	4	(f) One on bogie frame.
4	..	5	2	..	..	..	..	1	..	1	..	13	5	(x) Includes two composite (1st and 3rd class) carriages.
16	124	14	6	19	(r) 21	34	..	15	..	4	(w & r) 15	268	6	(c) Twenty-seven on bogie frames, including two metre gauge composite carriages.
28	46	(o) 43	(s) 9	34	31	(u) 41	2	9	7	5	(l & o) 7	262	7	(e) Twenty-seven on bogie frames, including two metre gauge composite carriages.
10	96	34	8	44	12	60	..	3	..	1	10	278	8	(j) Three on bogie frames.
..	..	..	..	..	..	..	..	..	..	..	..	..	9	(l) Two of these are composite (1st, 2nd, and 3rd class) carriages.
..	7	..	..	..	..	(d) 3	..	..	..	..	(d) 2	12	10	(o) Five on bogie frames.
..	..	..	..	..	..	..	..	..	..	..	4	4	11	(s) Seven on bogie frames.
..	..	..	..	..	..	..	..	..	..	..	..	..	12	(u) Six on bogie frames.
..	50	..	..	..	36	..	..	3	..	..	..	89	13	
..	8	..	..	..	2	..	..	..	..	..	..	10	14	
22	25	..	..	..	1	..	..	9	..	..	..	57	15	(b) Includes 20 carriages, with retiring accommodation for females.
..	..	..	..	..	..	..	8	..	..	..	..	8	16	(e) One hundred and sixty on bogie frames, including 5 metre gauge carriages.
221	680	(p) 100	(k) 75	499	(r) 172	(v) 333	..	94	11	32	(x) 130	2,407	17	(p) Eight on bogie frames.
..	81	(q) 216	28	..	..	7	..	..	..	10	..	342	18	(k) Fifteen on bogie frames.
10	8	29	..	2	7	6	..	..	2	6	3	73	19	(v) Twenty-two on bogie frames.
..	..	..	..	..	..	..	..	..	..	..	..	..	20	(x) Twelve on bogie frames.
7	11	(r) 4	3	1	..	..	..	3	..	1	(f) 7	37	21	(q) Nineteen on bogie frames.
..	1	..	..	..	..	..	..	..	..	..	..	1	22	
..	..	..	..	..	..	..	..	..	..	..	..	..	23	
..	1	..	..	..	..	..	..	..	..	..	..	1	24	
..	..	..	..	..	2	..	..	..	..	..	..	2	25	
..	..	..	..	18	3	4	..	..	..	..	..	25	26	
..	1	..	..	..	..	8	..	..	..	..	..	9	27	
..	..	..	..	..	..	..	..	..	..	..	..	..	28	
..	5	..	3	15	..	..	..	..	..	..	..	23	29	(m) Of these, 28 are fitted for ambulance purposes.
15	82	28	8	30	10	30	..	5	1	1	4	214	30	
67	282	158	30	..	54	117	2	18	5	8	39	780	31	(a) This is a composite carriage (intermediate and 3rd class, with postal compartment).
1	31	10	12	89	4	31	..	6	..	..	..	184	32	
..	..	..	..	..	..	..	..	..	..	..	..	..	33	(h) These are composite carriages (1st, 2nd, intermediate and 3rd class).
5	38	9	5	5	5	..	..	..	..	..	2	69	34	(i) Of these, 20 are fish vans, two are Traffic Inspectors' vans and one is a Water Inspector's van.
..	..	..	..	..	..	..	..	..	..	1	..	1	35	
..	..	..	..	..	(t) 5	..	..	..	..	..	..	5	36	(t) Of these, 4 are fish vans and 1 is a Water Inspector's van.
41	(n) 1,583	710	102	758	377	695	12	166	27	72	225	5,228	..	(g) Includes 12 3rd class carriages with brakes belonging to the late Poozapore steam tramway.
													..	(x) Twenty-six on bogie frames.

## List of goods stock on the standard

Progressive number.	DESCRIPTION.	STANDARD GAUGE.											TOTAL.
		STATE LINES WORKED BY COMPANIES			STATE LINES WORKED BY THE STATE.				LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	
		I.—East Indian.	II.—Bengal-Nagpur.	III.—Indian Midland.	IX.—North Western (state).	XI.—Oudh and Rohilkhand (state).	XII.—Eastern Bengal (state) including the Bengal Central railway.	XIV.—Calcutta Port Commissioners.	XVIII.—Great Indian Peninsula.	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXVI.—The Nizam's Guaranteed State.	
1	Wagons, covered, goods (wooden) . . . . .	3,002	...	...	351	1,840	103	...	2,609	1,651	583	60	10,199
2	Wagons, covered, goods, iron or iron rectangular.	2,938	1,076	420	2,354	1,972	1,143	146	427	150	401	110	11,167
3	Wagons, iron, cylindrical . . . . .	...	...	...	...	...	272	...	...	...	...	...	272
4	Wagons, open, high-sided . . . . .	1,458	...	600	277	60	76	2	858	891	1,336	390	5,948
5	Wagons, medium-sided . . . . .	...	456	...	215	...	...	...	2,240	306	...	(f) 10	3,011
6	Wagons, low-sided and ballast . . . . .	247	88	298	(a) 2,413	272	135	5	280	200	213	158	4,309
7	Wagons, cotton (covered, iron) . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
8	Wagons, cotton (covered, wooden) . . . . .	...	...	...	...	...	...	...	...	19	...	...	19
9	Wagons, open, for jute . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
10	Wagons, pilot . . . . .	...	...	...	...	...	...	...	...	11	...	...	11
11	Wagons, dummy . . . . .	...	4	...	...	...	3	...	...	...	...	...	7
12	Wagons, coal or coke . . . . .	4	300	...	(b) 2	...	...	...	...	...	54	...	360
13	Wagons, horse or cattle . . . . .	21	520	750	(c) 4,080	6	5	...	1,509	...	50	...	6,941
14	Trucks, timber . . . . .	99	16	...	16	207	20	...	191	60	150	...	759
15	Trucks, platform . . . . .	...	...	...	42	...	...	4	...	...	3	...	49
16	Trucks, fuel . . . . .	...	...	...	...	...	82	...	...	...	76	...	158
17	Trucks, bolster . . . . .	...	4	50	49	...	12	...	...	...	...	...	115
18	Trucks, six-wheeled . . . . .	...	...	...	...	...	...	...	...	102	50	...	152
19	Brake vans . . . . .	209	65	52	...	...	28	...	...	60	20	2	436
20	Powder vans . . . . .	31	4	4	47	8	1	...	18	6	4	...	123
21	Salt wagons . . . . .	...	...	...	...	...	...	...	...	150	...	...	150
22	Accident vans . . . . .	...	...	10	...	4	5	...	25	...	6	3	53
23	Treasure vans . . . . .	...	...	...	8	...	...	...	...	...	...	...	8
24	Tool or stores vans . . . . .	...	1	...	...	...	1	...	...	...	...	...	2
25	Coal hoppers . . . . .	1,136	194	...	...	...	...	...	...	...	...	...	1,330
26	Oil tanks or oil tank wagons . . . . .	...	24	...	20	2	2	...	...	3	...	...	60
27	Water tanks or water tank wagons . . . . .	...	...	8	(d) 43	...	1	...	12	15	4	2	85
28	Rail carriages or trucks . . . . .	...	...	...	(e) 155	...	...	...	...	...	50	...	205
29	Miscellaneous vehicles . . . . .	...	44	...	(f) 1	...	1	...	...	...	...	...	46
30	Travelling cranes . . . . .	20	8	8	41	11	4	...	46	...	6	2	146
31	Accident cranes . . . . .	...	...	...	...	2	...	...	...	3	...	...	5
	TOTAL	9,165	2,804	2,200	(g) 16,151	4,384	1,894	157	7,999	3,627	(i) 3,006	737	46,126

No. 2—concl'd.

and metre gauge railways on the 31st December 1892.

METRE GAUGE.													TOTAL.	Progressive number.	REMARKS.
STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.			LINES OWNED AND WORKED BY NATIVE STATES.					
XXXIII.—Bengal and North-Western—Tirhoot and Company's sections.	XXXV.—Rajputana-Malwa.	XXXVI.—Southern Mahratta.	XXXVIII.—Southern Mahratta (Mysore section).	XXXIX.—South Indian.	XLIII.—Eastern Bengal, (state) Northern, Behar and Dacca sections.	XLIV.—Burma (state).	XLVI.—Deoghur.	XLVII.—Rohilkund and Kamaon (including the Lucknow-Bareilly section).	XLIX.—Dibru-Sadiya.	LIII.—Jodhpore-Bikaner—Jodhpore and Bikaner sections.	LIV.—Bhavnagar-Gondal—Junagarh-Porbandar.				
418	2,039	206 (k)	8	856	697	(m) 1,950	4	21	79	...	...	6,276	1	(m) Five hundred on bogie frames.	
1,234	2,320	2,434	40	877	1,024	50	...	470	...	...	263	9,072	2	(k) Seventy-five on bogie frames.	
...	...	...	...	...	...	...	...	...	...	180	...	180	3		
...	143	(f) 75	170	813	...	60	...	...	379	...	...	1,640	4	(f) On bogie frames.	
...	150	140	...	...	...	(h) 359	4	...	...	...	...	653	5	(h) Fifty medium-sided wagons are on bogie frames.	
291	2,401	849	75	504	253	371	...	105	70	85	(o) 604	5,608	6	(a) Two hundred and forty-nine on bogie frames, including thirty-seven metre gauge wagons. (o) Twenty on bogie frames.	
...	...	...	...	...	...	...	...	...	...	...	...	...	7		
...	...	...	...	77	...	...	...	...	...	...	...	77	8		
...	...	...	...	...	24	...	...	...	...	...	...	24	9		
...	...	...	...	...	...	...	...	...	...	...	...	...	10		
...	...	...	...	...	4	23	...	...	...	...	...	27	11		
...	...	...	...	...	...	...	...	...	...	...	...	...	12	(b) Metre gauge wagons on bogie frames.	
4	...	125	3	6	...	120	...	...	...	...	6	264	13	(c) Four hundred and twenty-eight on bogie frames.	
82	79	38	...	(l) 51	42	...	...	57	40	...	16	405	14	(l) Eighteen on bogie frames.	
...	55	36	...	4	25	...	...	...	...	...	...	120	15		
...	...	...	...	...	...	...	...	...	...	...	...	...	16		
...	...	53	37	...	...	(n) 205	...	...	...	...	...	355	17	(n) Twenty-five on bogie frames.	
...	...	4	...	...	...	...	...	...	...	...	...	4	18		
...	...	...	...	52	6	...	...	9	7	...	...	74	19		
1	35	11	2	5	2	6	...	2	1	...	2	67	20		
...	...	...	...	...	...	...	...	...	...	...	...	...	21		
7	15	10	3	...	6	5	...	4	...	...	1	51	22		
...	...	...	...	...	...	...	...	...	...	...	...	...	23		
2	1	3	...	...	1	...	...	...	...	...	(p) 2	9	24	(p) One on bogie frame.	
...	...	...	...	...	...	...	...	...	...	...	...	...	25		
...	6	4	...	...	...	...	...	...	2	...	...	12	26		
...	...	7	...	...	...	7	...	...	...	...	...	14	27	(d) Includes one metre gauge wagon on bogie frame.	
...	...	...	...	...	...	...	...	...	...	...	...	...	28	(e) Includes eleven metre gauge trucks on bogie frames.	
...	...	...	...	1	2	...	...	...	2	...	...	5	29		
13	26	15	5	3	10	18	...	6	1	...	2	99	30		
...	...	...	...	...	...	...	...	...	...	...	...	...	31	(g) Includes 10 low-sided trucks belonging to the late Ferozepore steam tramway.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	(i) Difference due to 531—8-ton wagons having been shown in terms of 10-ton wagons in the Revenue Accounts.	
2,052	(j) 7,270	4,010	695	3,249	2,096	3,240	8	674	581	265	896	25,036	...	(j) One thousand four hundred and seventy-five on bogie frames.	



No. 3.

India adapted for military purposes as existing on the 31st December 1892.

NUMBER OF HORSE-BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES.				NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS.				SERIAL NUMBR.	REMARKS.
Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total.	Percentage of entire stock of covered, wooden and iron goods wagons on the line.	Medium or high-sided.	Ballast or low-sided.	Total.	Percentage on entire stock of medium or high-sided and ballast or low-sided wagons on the line.		
75	...	...	...	75	841	52	(a) 893	15'03	1,312	...	1,312	76'94	I	(a) To carry 8 horses each.
10	...	...	...	10	...	520	(d) 520	32'58	514	55	569	54'82	II	(b) Eight first class and 21 composite (first and second class) carriages, the second class compartments only are fitted with rifle racks. (c) Composite (intermediate and third class) carriages. (d) To carry 8 horses or 10 ponies each.
...	...	10	...	10	...	750	(d) 750	64'10	...	208	208	24'24	III	
98	...	26	...	124	(a) 75	(e) 4,005	4,080	60'09	148	1,538	1,686	58'48	IX	(e) 428 on bogie frames to carry 12 horses each and 3,577 to carry 8 horses each.
25	2	...	...	27	150	300	(d) 450	11'80	...	213	(g) 213	44'47	XI	(f) One is fitted with fittings for Lushai and Collis' dandies. (g) 133 low-sided and 80 timber trucks are only provided with end-openings suitable for carriage of artillery.
5	...	5	...	10	(i) 9	(f) 560	569	45'48	...	112	112	46'09	XII	(h) Includes the Bengal Central railway. (i) Four are ambulance wagons and 5 are cattle wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	XIV	(j) One is a powder van, 8 horses or 10 ponies are capable of being carried in each wagon, but only 30 wagons having breast bars fitted in them are at present adapted for the carriage of horses.
...	...	93	...	93	1,502	...	(d) 1,502	33'10	2,882	280	3,162	100'00	XVIII	
15	...	...	...	15	1,634	...	(k) 1,634	89'78	942	557	1,499	100'00	XIX	(k) To carry 6 horses each.
1	...	45	...	46	564	401	(a) 965	98'07	1,436	213	1,649	100'00	XX	
7	...	3	...	10	45	60	(d) 105	61'77	350	80	430	91'49	XXVI	



## Rolling-stock on the standard and metre gauge railways in

SERIAL NUMBER.	RAILWAY.	NUMBER OF COACHING VEHICLES FITTED FOR AMBULANCE PURPOSES.					Percentage on entire stock of first, second, intermediate and third class carriages on the line.	NUMBER OF COACHING VEHICLES FITTED WITH HOOKS OR RACKS FOR SUSPENDING RIFLES.					Percentage on entire stock of first, second, intermediate and third class carriages on the line.
		First class.	Second class.	Intermediate class.	Third class.	Total.		First class.	Second class.	Intermediate class.	Third class.	Total.	
	<b>METRE GAUGE.</b>												
	<b>State lines</b>												
	<b>worked by companies.</b>												
XXXIII	Bengal and North-Western—(a)												
	Tirhoot section . . . . .	...	...	...	...	...	...	...	...	...	50	50	22'62
	Company's section . . . . .	...	...	...	...	...	...	...	...	...			
XXXV	Rajputana-Malwa . . . . .	...	...	...	5	5	0'45	...	2	15	100	117	10'50
XXXVI	Southern Mahratta (d) . . . . .	...	...	...	3	3	0'48	(e) 27	36	...	175	238	38'44
XXXIX	South Indian . . . . .	...	...	...	15	15	0'02	(g) 3	...	...	229	232	0'38
	<b>State lines</b>												
	<b>worked by the State.</b>												
XLIII	Eastern Bengal (state)—												
	Northern and Behar sections.	...	...	...	...	...	...	...	(i) 30	26	143	199	88'05
	Dacca section . . . . .	...	...	...	...	...	...	...	(k) 9	(l) 1	36	46	82'14
XLIV	Burma (state) . . . . .	...	...	...	68	68	21'38	...	(n) 21	...	(o) 241	262	60'32
	<b>Assisted companies.</b>												
XLVI	Deoghur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section) (r) . . . . .	...	...	...	...	...	...	...	...	(s) 12	73	85	62'77
XLIX	Dibru-Sadiya . . . . .	...	...	...	...	...	...	...	...	...	7	7	33'00
	<b>Lines owned and worked by native states.</b>												
LIII	Jodhpore-Bickaneer—												
	Jodhpore section . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
	Bickaneer section . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Bhavnagar-Gondal-Junagarh- Porbandar.	...	...	...	...	...	...	...	...	...	8	8	4'88

No. 3—concl'd.

India adapted for military purposes as existing on the 31st December 1892.

NUMBER OF HORSE-BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES.				NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS.				SERIAL NUMBER.	REMARKS.
Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total.	Percentage of entire stock of covered, wooden and iron goods wagons on the line.	Medium or high-sided.	Ballast or low-sided.	Total.	Percentage on entire stock of medium or high-sided, and ballast or low-sided wagons on the line.		
...	15	...	...	(b) 15	74	...	(b) 74	4'50	...	175	175	60'14	XXXIII	(a) Although for convenience classed amongst State railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company. (b) To carry 4 horses or 8 mules each.
...	82	...	...	82	303	40	(c) 343	7'60	...	1,988	1,988	72'32	XXXV	(c) 100 covered goods wagons to carry 6 country-bred horses or 10 ponies each. 100 covered goods wagons to carry 4 wales, 6 country-bred horses or 10 ponies each. 143 high-sided wagons to carry 9 small animals each.
...	36	...	...	36	...	100	(f) 100	3'18	102	849	951	63'91	XXXVI	(d) Includes the Southern Mahratta railway (Mysore section). (e) Composite (first and second class) carriages. (f) To carry 4 horses or 6 ponies.
...	10	...	20	30	933	877	(h) 1,810	100'00	813	504	1,317	100'00	XXXIX	(g) These are (first and second class) composite carriages. (h) Covered goods wagons to carry 6 horses or 8 ponies, and covered cotton wagons, ordinary, to carry 6 horses or 12 ponies.
...	8	...	...	8	573	...	(j) 573	37'04	...	25	25	8'99	XLIII	(i) Of these, 30 carriages, 8 are second class carriages and 22 are second class compartments of composite carriages (j) 252 wagons capable of carrying 4 horses and 319 of carrying 4 ponies each, but none have yet been adapted for the purpose. Two wagons are adapted for carrying artillery.
...	2	...	...	2	126	...	(m) 126	71'59	...	...	...	...	...	(k) Four are second class carriages and 5 are second class compartments of composite carriages. (l) This is a composite (intermediate and third class) carriage. (m) Capable of carrying 4 horses each, but none have yet been adapted for the purpose.
...	30	...	...	30	(p) 248	50	(g) 298	14'85	...	290	290	78'17	XLIV	(n) Of these, 12 are entire carriages, 9 are compartments of second class carriages on bogie frames. (o) Includes 3 compartments of composite bogie carriages and 22 carriages on bogie frames. (p) Of these, 73 wagons are completely fitted, but 175 wagons, though of proper dimensions for the carriage of horses, have not yet been supplied with fittings. (q) To carry 4 horses, mules, or artillery bullocks or 6 small bullocks or ponies.
...	...	...	...	...	...	...	...	...	...	...	...	...	XLVI	
...	5	...	...	(b) 5	3	...	(b) 3	0'61	...	...	...	...	XLVII	(r) Includes the Rohilkund and Kumaon railway (Lucknow-Bareilly section). (s) Includes 9 composite (intermediate and third class) carriages.
...	...	...	1	1	79	...	(t) 79	100'00	(u) 379	70	449	100'00	XLIX	(t) To carry 1 horse each. (u) Of these, one is a powder van.
...	...	...	1	1	...	...	...	...	...	40	40	47'06	LIII	
...	4	...	(v) 6	10	...	...	...	...	...	...	...	...	LIV	(v) Cattle trucks to carry 2 horses each

## CHAPTER II.

## CAPITAL.

The following paragraphs detail the capital transactions of the more important standard and metre gauge railways during the year 1892 :

*East Indian Railway (standard gauge).*

2. The following is a brief statement of the capital transactions of the East Indian railway as recorded in the Finance and Revenue Accounts of the Empire; further details will be found in Chapter II, pages 30 and 31, of the Administration report, Part II, for 1890-91.

The figures do not represent the actual money expended in constructing the line, but the capital expenditure incurred by the State in the purchase of the line and subsequent additions.

The Government took over the railway at a valuation of £37,200,000 made up thus:

Sum actually raised, £26,200,000, and consolidated into the capital stock of the company, taken over at a commuted value of £125 for every £100 of capital stock, the par value of which on the purchase became . . . . .	£	32,750,000
Debentures and debenture stock taken over as State debt . . . . .		4,450,000
		37,200,000

Up to the end of 1892 the commuted value of capital stock and the debentures and debenture stock to the extent of £11,749,157 has been paid for by the State by the creation of a "Debt" of £12,032,765 + Rx. 10,675, the amount of which has been transferred in the Finance and Revenue Accounts in the year concerned to the "Debt incurred for productive public works," and has been so recorded against the capital account of the East Indian railway.

The *balance of the commuted capital* remains to be discharged by the payment of an annuity of £850,538, which is exclusive of the deferred annuity.

The annuity of £850,538, which is discharging commuted capital to the extent of £18,900,850, is exclusive of the deferred annuity on the commuted capital amounting to £6,550,000.

Since purchase of the line—1st January 1880 to 31st December 1892—the capital transactions of the East Indian railway stand as follows:

	<i>R</i>	<i>R</i>	£	<i>Rx.</i>
Debt incurred in, or created for the purchase of, the line . . . . .	...	...	12,032,765	+ 10,675
Capital outlay incurred since purchase of line— Overdrawn capital to the 31st December 1879 . . . . .	26,45,269			
Capital outlay on final heads . . . . .	3,02,68,386			
			12,032,765	+ 10,675
Carried over . . . . .		3,29,13,655		

	R	£ . .	Rs.
Brought forward . . . . .	3,29,13,655	12,032,765	+ 10,675
Capital stores suspense	53,64,566		
	<u>3,82,78,221</u>		
<i>Deduct</i> —Value of stores, cash, deposits, etc., received from the com- pany on pur- chase of the line . . . . .	1,00,04,859		
	<u>2,82,73,362</u>		<u>2,827,336</u>
<b>TOTALS</b>	<u>12,032,765</u>		<u>2,838,011</u>

The expenditure of the year on final heads, including outlay on lines under construction, was as follows:

	R
Azimganj branch, including the capital value at which it was taken over to 31st March 1892 . . . . .	9,72,926
Patna-Gya State railway (past outlay transferred to the East Indian railway) . . . . .	43,69,426
Net outlay, East Indian railway proper . . . . .	10,78,438
<b>TOTAL</b>	<u>64,20,790</u>

The expenditure was chiefly incurred on the following works:

	R
Jherriah extension . . . . .	9,47,462
Additional-steamer for the Sahebgunge ferry service . . . . .	1,56,990
Four additional flats for the Sahebgunge ferry service . . . . .	1,39,227
Ballasting and relaying the Patna-Gya. branch . . . . .	62,652
Fitting coaching vehicles with vacuum automatic brakes . . . . .	47,452

The capital outlay on the East Indian railway during the year 1892 has been reduced *pro tem.* by Rs. 5,24,100, the value of 14 engines and 10 boilers condemned, but not replaced before the calendar year for want of stock in hand.

The following figures show the comparison of interest charges with net earnings:

	Patna-Gya State railway for the half- year ended June 1892.	East Indian railway (including Patna-Gya branch from 1st July 1892).
	R	R
Interest at 4 per cent. on capital outlay . . . . .	87,147	2,43,72,918*
Net earnings of the year less contribution to the Provident Fund . . . . .	1,63,462	3,48,16,720
Excess of net earnings over interest charges . . . . .	76,315	1,04,43,802

The total capital outlay on the East Indian railway to the 31st December 1892 which has been adopted for statistical purposes in this report, as represent-

\* Includes Rs. 16,14,328 on account of annuity, interest on debenture stock and deferred annuity Rs. 14,18,673 on account of interest on debentures paid off, and Rs. 1,05,811 on account of interest on overdrawn capital to 31st December 1879.

ing the money expended in constructing the line, has been arrived at as follows:

	R
Capital outlay by the East Indian Railway Company prior to the purchase of the line by the state . . . . .	32,94,21,094
Outlay on final heads since purchase . . . . .	3,02,68,386
Amount at debit of suspense . . . . .	53,64,566
Balance of surplus stores on purchase of line . . . . .	9,75,428
	<u>36,60,29,474</u>
<i>Deduct</i> —Sale-proceeds of dismantled buildings . . . . .	8,86,699
	<u>36,51,42,775</u>
<i>Deduct</i> —	
Outlay on the Jherriah extension . . . . .	9,47,462
Outlay on the Toposi branch . . . . .	9,736
Outlay on the grand chord line survey . . . . .	1,44,460
	<u>11,01,658</u>
OUTLAY ON OPEN LINE . . . . .	<u>36,40,41,117</u>

*Bengal-Nágpur Railway (standard gauge).*

3. During the year £200,000 were advanced by the Secretary of State to meet the capital outlay on the Bengal-Nágpur railway. The capital account at the close of 1892 was as follows:

	£	£	R.
Capital authorised—			
Share capital . . . . .	3,000,000		
Debentures . . . . .	1,500,000		
Provided by the Secretary of State for India under Act 51 <i>Vic.</i> , Chapter 5 . . . . .	2,700,000		
Advance by the Secretary of State for India . . . . .	373,372		
	<u>7,573,372</u>	=	9,84,53,830
Capital subscribed—			
Share capital . . . . .	3,000,000		
Debentures . . . . .	1,500,000		
Provided by the Secretary of State for India under Act 51 <i>Vic.</i> , Chapter 5 . . . . .	2,600,000		
Advance by the Secretary of State for India . . . . .	373,372		
Capital not bearing interest . . . . .	5,780		
	<u>7,479,152</u>	=	9,72,28,980
Capital expenditure—			
On construction account . . . . .	7,051,241	=	9,16,66,132
On stores in suspense . . . . .	293,339	=	38,13,410
On advances in suspense . . . . .	11,327	=	1,47,257
	<u>7,355,907</u>	=	9,56,26,799
<b>TOTAL</b>	<u>7,355,907</u>	=	<u>9,56,26,799</u>
Balance available of—			
Capital authorised . . . . .	217,465	=	28,27,031
Capital subscribed . . . . .	123,245	=	16,02,181

The total capital outlay on final heads to the 31st December 1892 was as follows:

	R
Main line—Nágpur to Ásansol (including branch line from Katni to Biláspur and London establishment and other charges) . . . . .	9,02,84,425
Sambalpur branch—Jharsuguda to Sambalpur . . . . .	13,79,178
Jherriah coal survey . . . . .	1,946
Raipur-Dhamtari survey . . . . .	583
	<u>9,16,66,132</u>
<b>TOTAL</b>	<u>9,16,66,132</u>

The expenditure of the year on final heads was R63,99,406.

The following are the principal works on which the expenditure was incurred :

	R
Earth-work ( <i>main line</i> ) . . . . .	1,86,549
Saranda tunnel . . . . .	1,70,137
Ballasting ( <i>main line</i> ) . . . . .	1,58,294
Earth-work Biláspur district ( <i>main and branch lines</i> ) . . . . .	1,00,068
Ballast, Biláspur district ( <i>main and branch lines</i> ) . . . . .	1,57,108
Huts for permanent-way gangs, Nágpur to Biláspur . . . . .	1,13,301
30 Compound goods engines, B. class . . . . .	8,25,217
720 Covered goods wagons for carrying horses . . . . .	13,10,778
494 Medium-sided wagons for carrying coal . . . . .	7,62,517
55 Ballast wagons . . . . .	1,22,319
Earth-work . . . . .	1,48,157
Minor bridges . . . . .	1,99,972
Large bridge No. 8 . . . . .	1,68,954
Permanent-way . . . . .	5,55,016

The following figures show the comparison of interest charges for 1892 with net earnings :

Interest—	R
On subscribed capital at 4 per cent. . . . .	17,62,785
On debentures at 3½ per cent. . . . .	5,14,145
On debentures at 3¼ per cent. . . . .	2,38,710
On capital under Act 51 <i>Vic.</i> , Chapter 5, at 3¼ per cent. . . . .	11,95,552
On advances by the Secretary of State for India for capital outlay on Biláspur-Etáwah State railway at 4 per cent. . . . .	1,94,153
Total . . . . .	39,05,345
Net earnings of the year <i>less</i> contribution to the Provident Fund . . . . .	30,08,166
Deficit of net earnings below interest charges . . . . .	8,97,179

*Indian Midland Railway (standard gauge).*

4. The capital account on the 31st December 1892 stood as under :

Capital authorised and received—	£
Share capital . . . . .	3,000,000
Debenture bonds—	
At 3½ per cent. . . . .	1,000,000
At 3¼ per cent. . . . .	1,754,100
Advance by the Secretary of State for India under Act 51 <i>Vic.</i> , Chapter 5, at 3¼ per cent. . . . .	1,345,000
Capital not bearing interest . . . . .	2,016
	7,101,116
Capital expenditure—	
On construction account . . . . .	6,719,899
On suspense accounts . . . . .	198,897*
	6,918,796
Balance available . . . . .	182,320

The total capital outlay on final heads of account to the 31st December 1892 was R8,40,51,885.

The amount held in suspense was R25,27,121.

The expenditure of the year on final heads was R24,80,548, and was chiefly incurred on the following works :

	R
Stations and buildings . . . . .	6,16,713
Plant . . . . .	1,05,127
Rolling-stock . . . . .	16,39,155

The following figures show the comparison of interest charges with net earnings :

	R
Interest to 31st December 1892 on original capital at 4 per cent. . . . .	17,62,785
Interest to 31st December 1892 on 3½ per cent. debentures . . . . .	5,14,145
Interest to 31st December 1892 on 3¼ per cent. debentures . . . . .	8,37,444
Interest on advance by the Secretary of State for India at 3¼ per cent. . . . .	6,09,611
TOTAL . . . . .	37,23,985
Net earnings of the year, <i>less</i> contribution to the Provident Fund . . . . .	17,26,260
Deficit of net earnings below interest charges . . . . .	19,97,725

\* Excludes cash balances with the Board and the Great Indian Peninsula Railway Company.

*Wardha Coal State Railway (standard gauge).*

5. The total capital outlay on final heads of account to the 31st December 1892 was ₹49,87,689. There was no sum at debit of suspense.

The expenditure of the year on final heads was ₹6,493, and was incurred chiefly on "Bridge-work," "Stations and Buildings" and "Plant."

The following figures show the comparison of interest charges with net earnings:

	R
Interest on capital outlay at the rate of 4 per cent. . . . .	1,99,337
Net earnings . . . . .	34,096
Deficit of net earnings below interest charges . . . . .	1,65,241

*Dhond-Manmád (state) Railway (standard gauge).*

6. The total capital outlay on final heads of account to the 31st December 1892 was ₹1,10,71,284. The amount held in suspense was ₹1,744.

The expenditure of the year on final heads was ₹86,594, and was chiefly incurred on "Fencing" and "Stations and Buildings."

The following figures show the comparison of interest charges with net earnings:

	R
Interest on capital outlay at the rate of 4 per cent. . . . .	4,42,535
Net earnings . . . . .	3,28,335
Deficit of net earnings below interest charges . . . . .	1,14,200

*Bezwada Extension Railway (standard gauge).*

7. The total capital outlay on final heads of account to the 31st December 1892 was ₹14,17,674. There was no sum at the debit of suspense.

The expenditure of the year on final heads was ₹6,597.

The net earnings of the year, ₹28,347, were short of the interest charges by ₹28,237.

*North Western (state) Railway (standard gauge).*

8. In the capital account of the North Western (state) railway system is included that portion of the purchase money of the Sind, Punjab and Delhi railway which was raised by the issue of India stock amounting to £4,911,621: the balance of the cost of this line is being redeemed by means of an annuity.

The Sind, Punjab and Delhi undertaking was taken over from the company on the 1st January 1886, at a valuation of £14,009,124-8-3. On date of purchase the share capital of the company stood at £11,075,320; there were no debentures or debenture stock. At the market-rate of the day the share capital represented £14,009,124-8-3, and was acquired by Government by means of an annuity of £4-1-7-6393 per cent. on this commuted value. Government were, however, empowered to convert these annuities into India stock, and since the date of purchase £200,467-10-5 of annuities were redeemed by the issue of £4,911,621-6-1 India 3½ per cent. stock. The balance of the commuted capital stock, £9,097,908-1-11, remains dischargeable by an annual payment of £371,361-3-7, which is charged to the revenue account of the line at the average rate of exchange of the year of payment.

The capital accounts of the Amritsar-Pathankot railway, the Mianwali-Mári and Chaman extensions were amalgamated with that of the North Western (state) railway from the 1st April 1892.

The total capital outlay charged off to final heads on the entire system of the North Western (state) railway (excepting the Rájputa-Bhátinda and Hyderabad-Umarkot railways, and the native state section of the Jammu and Kashmir railway) to the 31st December 1892 amounted to ₹41,37,42,272

The distribution of this amount over the three sections of the North Western (state) railway was as follows :

	<i>R</i>
Main line and branches . . . . .	29,23,60,119
Pishin section . . . . .	8,71,41,670
Sind-Sagar and Khusálgarh branches . . . . .	3,42,40,483
TOTAL . . . . .	41,37,42,272

The amount held at debit of suspense on that date was  $\text{R}1,12,93,215$ .

The expenditure of the year on final heads was  $\text{R}37,77,213$ , and was chiefly incurred on the following works :

	<i>R</i>
New engine-changing station, Dádú . . . . .	71,469
Extra sidings and platforms at certain stations for troop traffic . . . . .	1,94,089
Troop sidings and platforms at Pesháwar City . . . . .	1,30,622
Improvement to grades and permanent-way, Bakrala, Mandra and Siala projects, also between mileage 954 and 970 . . . . .	15,83,998
Renewing the Ravi bridge girders . . . . .	1,18,215
Brewery siding at Rawalpindi . . . . .	28,439
Extension from Hussainiwalla to Ferozepore . . . . .	1,34,314
Re-building the Jhelum bridge piers . . . . .	40,746
Constructing a ferry line at Darya Khán . . . . .	44,712
Improved permanent scheme for supplying water to engine shed and workshop, Sukkur . . . . .	25,905
New engine shed at Kurrachee Cantonment . . . . .	42,523
Alteration to the Alexandra bridge at Wazirabad . . . . .	1,03,090
Regrading line, Sibi to Násák . . . . .	35,870
Flood works, Sharigh district . . . . .	47,276
Additions and alterations to Staff-quarters, Quetta . . . . .	34,330
Additions and alterations to Bostán-Gulistán section, permanent-way . . . . .	53,523
Flood works, Quetta district . . . . .	47,412
Military sidings at Chaman . . . . .	1,05,638
Fitting main line engines with automatic vacuum brake gear . . . . .	1,00,513
Low-sided wagons for the Rájpura-Bhátinda railway . . . . .	3,92,720
Vacuum brake gear for engines and vehicles . . . . .	2,77,723
Draw-bars and cradles for vehicles . . . . .	47,045
Providing second screw couplings to rolling-stock . . . . .	53,834

The following figures show the comparison of interest charges with net earnings :

	Main line and branches.	Pishin section.	Sind-Sagar and Khusálgarh branches.
	<i>R</i>	<i>R</i>	<i>R</i>
Interest at the rate of 4 per cent. on capital outlay . . . . .	1,64,55,139*	34,83,899	13,68,240
Net earnings of the year less contribution to the Provident Fund . . . . .	1,03,94,298	—11,37,527	1,94,189
Deficit of net earnings below interest charges . . . . .	60,60,841	46,21,426	11,74,051

*Hyderabad-Umarkot Railway (standard gauge).*

9. The total capital outlay on final heads of account to the 31st December 1892 was  $\text{R}16,17,397$ . The amount held in suspense was  $\text{R}14,421$ .

\* Includes  $\text{R}89,84,076$  on account of annuity for the two half-years, payable on account of purchase money of the late Sind, Punjab and Delhi railway.



The expenditure from the 22nd August to the 31st December 1892 on final heads was ₹2,94,239, incurred chiefly on ballast and permanent-way.

The following figures show the comparison of interest charges with net earnings:

	₹
Interest on capital outlay at the rate of 4 per cent. . . . .	29,587
Net earnings . . . . .	—1,949
Deficit of net earnings below interest charges . . . . .	31,536

*Oudh and Rohilkhand (state) Railway (standard gauge).*

10. The line was purchased by Government on 1st January 1889, and taken over at a valuation of £10,336,049.

On date of purchase the capital of the Oudh and Rohilkhand Guaranteed Railway Company consisted of:

	£
Share capital . . . . .	4,000,000
Debentures and debenture stock . . . . .	5,300,000
TOTAL . . . . .	<u>9,300,000</u>

The share capital was acquired by the issue of £5,036,049, 3 per cent. India stock, and the debentures and debenture stock were taken over as State debt.

The total capital outlay on final heads of account to 31st December 1892 was as follows:

	₹
Oudh and Rohilkhand Guaranteed Railway Company's expenditure to 31st December 1888 . . . . .	8,91,57,048
State railway expenditure from 1st January 1889 to 31st December 1892 . . . . .	14,63,419
TOTAL . . . . .	<u>9,06,20,467</u>

The amount held in suspense at the close of the year was ₹18,33,767.

The capital expenditure of the year charged to final heads was ₹1,27,510. It represents the net outlay after allowing for the following credits:

	₹
Receipts on capital account . . . . .	10
Value of land relinquished . . . . .	20,662
Value of stores obtained from the old East Indian railway station at Rájghat—Benares . . . . .	33,870
Value of stores obtained from old siding at Lucknow station . . . . .	2,012
Value of plant obtained from Ganges bridge, Benares . . . . .	19,340
Sale-proceeds of a bungalow at Cawnpore . . . . .	2,400
Petty items . . . . .	875
TOTAL . . . . .	<u>79,169</u>

The actual outlay on new capital works during the year under review amounted to ₹2,06,679, which was incurred chiefly on stations and buildings and rolling-stock.

The principal works were :

	R
Island platform at Lucknow station . . . . .	50,548
Fitting automatic vacuum brakes to 13 engines, 106 carriages and 12 brake-vans . . . . .	94,302

The following figures show the comparison of interest charges with net earnings

	R
Interest for 1892 on monies borrowed in England for the purchase of the railway by the State at the average rate of exchange for the two half-years, and on outlay since 1889 at 4 per cent. . . . .	52,30,297
Net earnings of the year <i>less</i> contributions to the Provident Fund . . . . .	50,16,329
Excess of interest charges over net earnings . . . . .	2,13,968

*Eastern Bengal (state) Railway system (standard, metre and special gauges).*

11. In the capital account of the Eastern Bengal (state) railway system is included £1,569,784, which represents that portion of the cost of the Eastern Bengal railway purchased from the company which was raised by the creation of a specific debt. The remainder of the liability is being redeemed by annuities.

The Eastern Bengal railway was purchased by Government on the 1st July 1884, at a valuation of £4,415,574-17-5.

On date of purchase the capital of the company consisted of :

	£
Share capital . . . . .	2,255,480
Debentures . . . . .	612,350
Debenture stock . . . . .	411,308
	<hr/>
TOTAL	3,279,138
	<hr/> <hr/>

This is exclusive of capital not bearing interest amounting to £2,290.

Under the Purchase Act the share capital of the company, amounting to £2,255,480, was taken over by Government at a commuted value of £150-7-8·54 for every £100 of original capital, which thus became £3,391,916-17-5; the debentures and debenture stock of the company were taken over as State debt.

Under the same Act Government were allowed the option of redeeming the commuted value of the share capital by means of an annuity instead of by direct purchase, and it was acquired by the issue of an annuity terminable on the 30th July 1957, calculated at the rate of £4-2-0·66 per cent.

It was furthermore enacted that Government could exchange India stock for any portion of the debenture stock, and purchase the said annuities by the creation and issue of India stock, at a rate not above 4 per cent., provided that the interest thereby saved should be annually set aside and invested, so as to create a Sinking Fund sufficient to redeem the principal of the stock within the original period of the liability.

Of the £4,415,574-17-5, representing the cost of the Eastern Bengal railway, debentures and debenture stock, amounting to £1,023,658, have been converted into State debt amounting to £1,028,729-7-1, and commuted capital to the extent of £543,818-15-7 has been purchased for £541,054-7-4 India 3½ per cent. stock.

The balance of the commuted capital stock, £2,848,098, remains to be discharged by the payment of an annuity of £116,850-14-8 $\frac{3}{4}$ .

The total capital outlay on final heads of account to the 31st December 1892 was as follows:

	R
Eastern section, including the Calcutta and South-Eastern section, standard gauge . . . . .	5,71,09,557
Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) and the Barsoi-Kissengunge branch, metre gauge . . . . .	3,90,40,471
Dacca section, metre gauge . . . . .	66,99,363
TOTAL . . . . .	<u>10,28,49,391</u>

The total amount held in suspense was R20,16,752.

The expenditure of the year on final heads was as follows:

	R
Eastern section, including the Calcutta and South-Eastern section, standard gauge . . . . .	11,22,589
Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) and the Barsoi-Kissengunge branch, metre gauge . . . . .	15,99,169
Dacca section, metre gauge . . . . .	23,174
TOTAL . . . . .	<u>27,44,932</u>

The expenditure was chiefly incurred on the following works:

*Eastern section, including the Calcutta and South-Eastern section, standard gauge.*

	R
Doubling the line from Naihāti to Kánchrapára . . . . .	49,284
Doubling the line from Kánchrapára to Ránaghat . . . . .	5,96,911
Fitting 80 carriages, 12 brake-vans, and 11 engines, with vacuum brakes . . . . .	91,537
Twenty third class carriages . . . . .	53,975
Cost of laying an extra sleeper under each rail on portion of line laid with Denham-Olphert's sleepers . . . . .	52,898
Doubling the line from Kidderpore dock junction No. 2 to Tolley's nullah . . . . .	33,479
Cost of a third steamer of the "Aligator" type . . . . .	30,395

*Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) and the Barsoi-Kissengunge branch, metre gauge.*

	R
Two hundred and fifty iron-covered goods wagons . . . . .	3,72,086
Five F. class engines . . . . .	1,09,345
Manihári Ghát extension for 1891-92 . . . . .	56,692
Six double-storied subordinates' quarters at Saidpur . . . . .	35,254
Compensation for land . . . . .	34,207
Construction of the Barsoi-Kissengunge branch, to which considerable damage was caused by the abnormal floods of 1892, rendering provision of extra water-ways necessary . . . . .	8,12,067

The following figures show the comparison of interest charges with net earnings :

	Eastern section, including the Calcutta and South-Eastern section, standard gauge.	Northern and Behar sections (including the Kannia-Dharlia, 2' 6" gauge, branch), and the Barsoi-Kissen- gunge branch, metre gauge.	Dacca section, metre gauge.
Interest at the rate of 4 per cent. on capital outlay	R *37,28,350	R 15,44,116	R 2,67,637
Net earnings of the year less contribution to the Provident Fund	39,11,578	21,86,559	1,35,590
Excess of net earnings over interest charges	1,83,228	6,42,443	—1,32,047

*Bengal Central Railway (standard gauge).*

12. The total capital of the company at the close of 1892 was as follows :

Capital authorised—	£	
Share capital . . . . .	1,000,000	
Capital subscribed—		
Share capital paid up . . . . .	500,000	
Advance by the Secretary of State for India	500,000	
	<u>1,000,000</u>	
Capital expenditure—	£	R
On construction . . . . .	814,138	= 99,69,368
On stores in suspense . . . . .	6,647	= 795,137
	<u>820,785</u>	= <u>1,00,64,505</u>
Balance available—		
Capital subscribed and advance by the Secretary of State for India . . . . .	£ 179,215	

The expenditure of the year on final heads was ₹1,70,880, and was chiefly incurred on the following works :

	£
Minor bridges . . . . .	45,934
Three spans of 40' girder bridge at chain 1,112, mile 49 . . . . .	29,943
A viaduct of 10 spans of 30' at Amrakhally . . . . .	47,363
Ballasting 51 miles of line . . . . .	25,661

The following figures show the comparison of interest charges with net earnings :

‡ Interest—	R
On subscribed capital at 3½ per cent. . . . .	2,74,945
On advance by the Secretary of State for India at 3½ per cent.	2,55,306
	<u>5,30,251</u>
Net earnings . . . . .	3,12,903
Deficit of net earnings below interest charges . . . . .	2,17,348

\* Includes interest on debentures, loans, and annuities, for the two half-years, on account of purchase of the Eastern Bengal line.

† Does not include withdrawals on account of English stores, amounting to ₹1,279.

‡ Converted at the average rates of the Secretary of State's bills drawn on India for the half-years ending 30th June and 31st December 1892.

*Calcutta Port Commissioners' Railway (standard gauge).*

13. The total capital outlay on final heads of account to the 31st December 1892 was R57,83,467. There was no debit under the head suspense. The total capital outlay is distributed as follows:

	R
Capital outlay on Port Commissioners' railway from Cossipore to Chandpal Ghât . . . . .	50,55,153
Capital on account of line from Chandpal Ghât to Kidderpore dock works . . . . .	7,28,314
<b>TOTAL</b>	<b>57,83,467</b>

The following figures show the comparison of interest charges with net earnings:

	R
Interest at R6·14 and R7·14 per cent. on Government and debenture loans . . . . .	74,509
Net earnings of the year . . . . .	1,30,915
Excess of net earnings over interest charges . . . . .	56,406

*Great Indian Peninsula Railway (standard gauge).*

14. During the year there were no changes in the capital stock of the company, which at the close of 1892 was as follows:

	£	£	R
<b>Capital authorised—</b>			
Share capital . . . . .	20,000,000		
Debenture bonds . . . . .	6,666,666		
	<u>26,666,666</u>		= 29,09,09,084
<b>Capital subscribed—</b>			
Share capital . . . . .	20,000,000		
Debenture bonds converted into stock . . . . .	2,701,450		
Less—Discount . . . . .	225,891		
	<u>2,475,559</u>		
Debenture bonds at 3½ per cent. . . . .	845,200		
Debenture bonds at 3½ per cent. . . . .	1,866,100		
Capital not bearing interest . . . . .	290,074		
	<u>25,476,933</u>		= 27,79,30,174
<b>Capital expenditure—</b>			
On construction account . . . . .	24,949,611		= 27,21,77,576
On stores in suspense . . . . .	481,636		= 52,54,209
On advances in suspense . . . . .	-19,665		= -2,14,530
	<u>25,411,582</u>		<u>= 27,72,17,255</u>
<b>Balance available of—</b>			
Capital authorised . . . . .	1,255,084		= 1,36,91,829
Capital subscribed . . . . .	65,351		= 7,12,919

The total capital outlay on final heads of account to the 31st December 1892 amounted to R27,21,77,576.

The expenditure of the year on final heads was R8,85,127.

The following are the principal works on which the expenditure was incurred:

	R
Byculla new running shed for goods engines and alterations to the existing shed for passenger engines . . . . .	1,14,757
Byculla—quadrupling the line . . . . .	29,786
Bhusawal new goods station . . . . .	94,940
Itársi—junction station arrangements . . . . .	84,632
Poona—junction station arrangements . . . . .	75,635
Putting an 8th sleeper under every 24' rail, south-east line . . . . .	1,71,858
Introduction of new system of signalling along the line . . . . .	31,086

The following figures show the comparison of interest charges for 1892 with net earnings:

Interest—	R
On subscribed capital at 5 per cent. . . . .	1,09,09,091
On debentures at 3½ per cent. . . . .	3,22,713
On debentures at 3¼ per cent. . . . .	6,61,617
On debenture stock at 4 per cent. . . . .	11,78,814
	<u>1,30,72,235</u>
Payment to Government in respect of state lines worked by the company . . . . .	5,29,160
	<u>TOTAL . 1,36,01,395</u>
Net earnings of the year, less contribution to the Provident Fund . . . . .	2,07,47,471
Excess of net earnings over interest charges . . . . .	71,46,076

*Bombay, Baroda and Central India Railway (standard gauge).*

15. The total capital of the company at the close of 1892 was as follows:

	£	£	R
Capital authorised—			
Share capital . . . . .	6,250,000		
Debenture bonds . . . . .	3,663,500		
	<u>9,913,500</u>		= 10,81,47,273
Capital subscribed—			
Share capital . . . . .	6,250,000		
Debenture bonds converted into stock . . . . .	1,300,300		
Debenture bonds at 3½ per cent. . . . .	1,238,500		
Capital not bearing interest . . . . .	18,419		
	<u>8,807,219</u>		= 9,60,78,748
Capital expenditure—			
On construction account . . . . .	8,522,211	=	9,29,69,575
On stores in suspense . . . . .	255,455	=	27,86,786
On advances in suspense . . . . .	-20,865	=	-2,27,626
	<u>8,756,801</u>	<u>=</u>	<u>9,55,28,735</u>
Balance available of—			
Capital authorised . . . . .	1,156,699	=	1,26,18,538
Capital subscribed . . . . .	50,418	=	5,50,013

The total capital outlay on final heads of account, including R8,08,405, the State expenditure on the Pátri branch to 31st December 1892, was as follows:

	R
Main line—Bombay to Sábarmati (including London establishment and other charges) . . . . .	8,59,98,491
Wadhván extension—Sábarmati to Wadhván . . . . .	42,51,063
Anand-Godhra branch—Anand to Godhra . . . . .	25,82,847
Pátri branch—Viramgám to Khárágodha . . . . .	1,34,171
Dhejbara survey . . . . .	3,003
	<u>9,37,77,980</u>

TOTAL . 9,37,77,980

The expenditure of the year on final heads was R3,34,826.

The following are the principal works on which the expenditure was incurred :

	R
Permanent restoration of the line damaged by floods of 1891 . . . . .	54,006
Permanent station at Málád . . . . .	30,019
Fitting automatic vacuum brake gear to engines and vehicles . . . . .	49,203
Fitting up 3,617 wagons with screw couplings, one to each wagon . . . . .	27,008

The following figures show the comparison of interest charges for 1892 with net earnings :

	R
Interest—	
On subscribed capital at 5 per cent. . . . .	41,18,345
On debentures at 3½ per cent. . . . .	4,39,105
TOTAL	45,57,450
Net earnings of the year, less contribution to the Provident Fund . . . . .	81,30,959
Excess of net earnings over interest charges . . . . .	35,73,509

*Madras Railway (standard gauge).*

16. During the year 3½ per cent. debentures, to the extent of £97,800 which became due on 30th June 1892, were renewed for three years at the reduced rate of 3 per cent.

The following new loans were raised during the year and paid into the London treasury :

£100,000 at 3 per cent.  
£100,000 at 3½ per cent.

The total capital of the company at the close of 1892 was as follows :

	£	£	R
Capital authorised—			
Stock and shares . . . . .	10,257,630		
Loans and debentures . . . . .	3,419,210		
	<u>13,676,840</u>		= 14,92,01,891
Capital subscribed—			
Stock and shares . . . . .	10,257,630		
Loans and debentures . . . . .	800,000		
Capital not bearing interest . . . . .	12,014		
	<u>11,069,644</u>		= 12,07,59,753
Capital expenditure—			
On construction account . . . . .	10,716,178		= 11,69,03,761
On stores in suspense . . . . .	268,161		= 29,25,393
On advances in suspense . . . . .	-5,254		= -57,318
	<u>10,979,085</u>		= 11,97,71,836
Balance available of—			
Capital authorised . . . . .	2,697,755		= 2,94,30,055
Capital subscribed . . . . .	90,559		= 9,87,917

The total capital outlay on final heads of account to the 31st December 1892 was R11,69,03,761.

The amount held in suspense was\* :

	R
Stores . . . . .	29,25,393
Other items, stores outstanding . . . . .	71,748

The expenditure of the year on final heads was R6,58,407.

The following are the principal works on which the expenditure was incurred :

	R
New bridge over the Pápaghni river . . . . .	1,28,863
Distant signals for the south-west and north-west lines . . . . .	38,182
Carriage and wagon stock . . . . .	31,748
Substituting stronger girders for the Thootha bridge . . . . .	33,357

\* As per published capital account for the half-year ended the 31st December 1892. The actual withdrawal from treasury on suspense account was R28,68,075.

The following figures show the comparison of interest charges for 1892 with net earnings :

	<i>R</i>
Interest—	
On subscribed capital at 5 per cent. . . . .	47,76,911
On subscribed capital at 4½ per cent. . . . .	5,18,161
On subscribed capital at 4¼ per cent. . . . .	2,45,455
On debentures at 3½ per cent. . . . .	72,125
On debentures at 3¼ per cent. . . . .	1,63,871
On debentures at 3 per cent. . . . .	32,367
On overdrawn capital at 4¼ per cent. . . . .	2,066
TOTAL	58,10,956
Net earnings of the year, less contribution to the Provident Fund . . . . .	42,92,133
Deficit of net earnings below interest charges . . . . .	15,18,823

*Delhi-Umballa-Kalka Railway (standard gauge).*

17. The total capital outlay on final heads of account to the 31st December 1892, excluding ₹5,76,918 on account of interest on capital during construction, amounted to ₹1,49,07,798. The amount held in suspense was ₹3,37,420.

The expenditure of the year on final heads was ₹2,44,782, and was incurred chiefly on "Maintenance," "Stations and Buildings" and "Establishment."

*Tarkessur Railway (standard gauge).*

18. The total capital outlay on final heads of account to the 31st December 1892 was ₹17,32,567. There was no debit under the head suspense.

The expenditure of the year was ₹3,546, incurred on stations and buildings.

*Khámgaon and Amráoti Railways (standard gauge).*

19. The total capital outlay on final heads of account to the 31st December 1892 was ₹4,85,521 on the Khámgaon, and ₹4,41,556 on the Amráoti railway. The amounts held in suspense on these lines were ₹3,611 and ₹8,604 respectively.

No expenditure was incurred during the year on capital account on the Khámgaon railway, but ₹851 were spent on stations and buildings on the Amráoti line.

The following figures show the comparison of interest charges with net earnings :

	<i>R</i>	<i>R</i>
	<i>R</i>	<i>R</i>
Interest on capital outlay at the rate of 4 per cent. . . . .	19,578	17,996
Net earnings . . . . .	30,909	48,638
Excess of net earnings over interest charges . . . . .	11,331	30,642

*Bhopal-Itársi Railway (standard gauge).*

20. The total capital outlay on final heads of account to the 31st December 1892 was ₹67,27,868, divided between the Government of India and the Bhopal Darbar as under :

	<i>R</i>
Government of India . . . . .	17,27,868
Bhopal Darbar . . . . .	50,00,000

The amount held in suspense was ₹18,340.



The expenditure of the year on final heads was R2,99,875, and was chiefly incurred under the following heads :

	R
Formation . . . . .	39,817
Ballast and permanent-way . . . . .	35,156
Stations and buildings . . . . .	1,93,159

The following figures show the comparison of interest charges with net earnings :

	Government of India R	Bhopal Darbar. R
Interest for the year on capital outlay at 4 per cent.	69,131	2,00,000
Net earnings . . . . .	56,397	1,65,883
Deficit of net earnings below interest charges . . . . .	12,734	34,117

*The Nizam's Guaranteed State Railway (standard gauge).*

21. During the year no capital was raised, nor have any debentures been redeemed. The total capital of the company on the 31st December stood as under :

	£	£
Capital authorised—		
Share capital . . . . .	2,000,000	
Debentures . . . . .	2,000,000	
	—————	4,000,000
Capital subscribed—		
Share capital . . . . .	2,000,000	
Debenture bonds converted into stock . . . . .	1,200,000	
	—————	3,200,000
Capital expenditure—		
On construction account . . . . .	3,067,812	
On stores in suspense . . . . .	51,579	
	—————	3,119,391
Balance available of—		
Capital authorised . . . . .		800,000
Capital subscribed . . . . .		80,609

The total capital outlay on final heads of account to the 31st December 1892 was R3,88,25,112.

The amount held in suspense was R7,10,750.\*

The expenditure of the year on final heads was R7,05,901.

The following are the principal works on which the expenditure was incurred :

	R
Expenditure on 2nd set of 10 new engines . . . . .	4,58,039
Renewals of sleepers on mineral branch . . . . .	53,861
Earthwork in levelling the site of the new locomotive work-shops at Lalagooda . . . . .	32,830
Staff quarters . . . . .	28,133

The net earnings of the year, R13,24,959, were short of the interest charges by R13,12,268.

\* Includes a credit of R12,533 on account of deposits (security).

*The Gaekwar's Petlad Railway (standard gauge).*

22. The total capital outlay on final heads of account to the 31st December 1892 was ₹7,02,375, and the amount held in suspense at that date was ₹8,706. The expenditure of the year on final heads was ₹9,868.

The following figures show the comparison of interest charges with net earnings:

	₹
Interest at the rate of 4 per cent. on capital outlay . . . . .	28,144
Net earnings of the year . . . . .	34,757
Excess of net earnings over interest charges . . . . .	6,613

*Rajpura-Bhatinda Railway (standard gauge).*

23. The total capital outlay on final heads of account to the 31st December 1892 was ₹65,90,424. The amount held in suspense was ₹50,958.

The expenditure of the year on final heads was ₹79,794, incurred chiefly on "Stations and buildings," ₹76,349; "Ballast and permanent-way," ₹8,280; and "Fencing," ₹4,346.

The following figures show the comparison of interest charges with net earnings:

	₹
Interest on capital outlay at the rate of 4 per cent. . . . .	2,64,279
Net earnings . . . . .	2,53,824
Deficit of net earnings below interest charges . . . . .	10,455

*Jammu and Kashmir Railway, native state section (standard gauge).*

24. The total capital outlay on final heads of account to the 31st December 1892 was ₹9,45,302. There was no suspense account.

The expenditure of the year on final heads was ₹13,939, incurred chiefly on ballast and permanent-way.

The following figures show the comparison of interest charges with net earnings:

	₹
Interest on capital outlay at the rate of 4 per cent. . . . .	40,914
Net earnings . . . . .	15,444
Deficit of net earnings below interest charges . . . . .	25,470

*Bengal and North-Western Railway system (metre gauge).*

25. The total capital outlay on final heads of account to the 31st December 1892 was as follows:

	₹
Company's section . . . . .	2,68,34,301*
Tirhoot section . . . . .	2,36,38,810
	<hr/>
TOTAL . . . . .	5,04,73,111
	<hr/> <hr/>

\* Excludes interest on capital during construction, ₹10,90,014.

The amount held in suspense was :

	<i>R</i>
Company's section . . . . .	4,64,506
Tirhoot section . . . . .	6,86,994
TOTAL . . . . .	<u>11,51,500</u>

The expenditure of the year on final heads was as follows :

	<i>R</i>
Company's section . . . . .	9,09,696
Tirhoot section . . . . .	2,71,218
TOTAL . . . . .	<u>-11,80,914</u>

The expenditure was chiefly incurred on the following works :

	<i>R</i>
<i>Company's section—</i>	
Bahramghat branch . . . . .	7,11,539
Bahramghat ferry and plant . . . . .	1,67,187
<i>Tirhoot section—</i>	
Sitamarhi branch . . . . .	82,501
500 covered goods wagons . . . . .	48,957

The following figures show the comparison of interest charges with net earnings :

	Company's section. <i>R</i>	Tirhoot section. <i>R</i>
Interest at the rate of 4 per cent. on capital outlay . . . . .	11,25,585	9,50,025
Net earnings of the year, less contribution to the Provident Fund . . . . .	17,01,254	13,15,815
Excess of net earnings over interest charges	5,75,669	3,65,790

*Rajputana-Malwa Railway (metre gauge).*

26. The total capital outlay on final heads of account to the 31st December 1892 was as follows :

	<i>R</i>
Rajputana-Malwa section . . . . .	8,87,97,799
Holkar section . . . . .	1,30,55,737
Rewári-Ferozepore section . . . . .	1,28,10,626
Cawnpore-Achnera section . . . . .	1,15,22,741
TOTAL . . . . .	<u>12,61,86,903</u>

The amount held in suspense was *R*42,47,574.

The expenditure of the year on final heads was as follows :

	<i>R</i>
Rajputana-Malwa section . . . . .	3,72,458
Holkar section . . . . .	18,880
Rewári-Ferozepore section . . . . .	30,401
Cawnpore-Achnera section . . . . .	60,472
TOTAL . . . . .	<u>4,82,211</u>

CHAP. II.—CAPITAL.

The expenditure was chiefly incurred on the following works :

Grain siding and shed at Delhi station yard . . . . .	R 55,982
Fencing main line, Rajputana-Malwa section . . . . .	97,620
Certain crossing stations on the line . . . . .	38,430
Converting 247 Clemenson's wagons into American type bogie covered goods wagons . . . . .	49,056



The following figures show the comparison of interest charges with net earnings :

Interest at the rate of 4 per cent. * on capital outlay . . . . .	† 54,39,268
Net earnings of the year, less contribution to the Provident Fund . . . . .	1,32,14,774
Excess of net earnings over interest charges . . . . .	77,75,506

*Southern Mahratta Railway (metre gauge).*

27. Of the total sum of £855,000 of the company's 3½ per cent. debentures which existed at the close of December 1891, £600,000 fell due on the 1st April of the year under review and were disposed of as follows :

- £580,000. Re-issued at par bearing interest at 3½ per cent. per annum for 7 years.
- £20,000. Re-issued at 2s. 6d. per cent. premium, bearing interest at 3½ per cent. per annum for 7 years.

On the same date, viz., 1st April 1892, the Secretary of State for India made a further advance of £75,000 to meet anticipated capital expenditure on the company's system.

The total capital of the company at the close of 1892 was as follows :

Capital authorised—	£	£	R
Share capital . . . . .	3,500,000		
Debenture bonds . . . . .	943,100		
	4,443,100	=	5,43,17,200
Capital subscribed—			
Share capital . . . . .	3,500,000		
Debenture bonds at 3½ per cent. . . . .	255,000		
Debenture bonds at 3¼ per cent. . . . .	688,100		
Capital not bearing interest . . . . .	30,957		
	4,474,057	=	5,47,50,592
Capital expenditure—			
On construction account . . . . .	6,238,234	=	7,59,20,721
On stores in suspense . . . . .	135,106	=	16,21,275
	6,373,340	=	7,75,41,996
Excess of expenditure over—			
Capital authorised . . . . .	1,930,240	=	2,32,24,796
Capital subscribed . . . . .	1,899,283	=	2,27,91,404

The excess was met from the total advances made by the Secretary of State for India amounting to £2,054,900 = R2,46,58,800, from which £155,617 = R18,67,396 were available for expenditure from 1st January 1893.

The capital outlay on final heads, including R1,65,77,535, the State expenditure on the Bellary-Kistna section to 31st December 1892, was R9,24,98,256. The expenditure of the year on final heads was R5,84,634.

The following are the principal works on which the expenditure was incurred :

Land . . . . .	R 32,211
Fencing the dangerous parts of the line . . . . .	1,06,053
Covered way, Alandi ghat . . . . .	38,412
Staff quarters, Miraj . . . . .	37,326
Water-supply, Hubli . . . . .	87,500

\* Interest on one crore of rupees, advanced by the Indore Darbar, is calculated at 4½ per cent.  
 † Includes interest on R64,94,798, the outlay on the Godhra-Rutlam railway.

\*The following figures show the comparison of interest charges for 1892 with net earnings :

Interest—	R
On subscribed capital at 3½ per cent. . . . .	19,24,614
On debentures at 3½ per cent. . . . .	2,10,131
On debentures at 3½ per cent. . . . .	2,71,374
On advances by the Secretary of State for India . . . . .	7,30,830
TOTAL . . . . .	31,36,949
Net earnings of the year, less contribution to the Provident Fund . . . . .	13,74,119
Deficit of net earnings below interest charges . . . . .	17,62,830

*Southern Mahratta Railway—Mysore section (metre gauge).*

28. The total capital\* of the company underwent no change, and at the close of 1892 was as follows :

Capital authorised—	£	£	=	R
Debenture bonds . . . . .	1,200,000	1,200,000	=	1,60,61,569
Capital subscribed—				
Debenture stock at 4 per cent. . . . .	1,200,000			
Capital not bearing interest . . . . .	24,000			
	—————	1,224,000	=	1,63,82,801
Capital expenditure—				
On construction account . . . . .		1,017,947	=	* 1,41,86,520
On stores in suspense . . . . .		29,381	=	4,49,685
		—————	=	1,46,36,205
Balance available of—				
Capital authorised . . . . .		152,672	=	† 14,25,364
Capital subscribed . . . . .		176,672	=	† 17,46,596

The expenditure of the year on final heads was ₹79,814, of which ₹27,096 were incurred on land.

The following figures show the comparison of interest charges for 1892 with net earnings :

Interest—	R
On debentures at 4 per cent . . . . .	7,29,624
Net earnings of the year, less contribution to the Provident Fund . . . . .	4,43,427
Deficit of net earnings below interest charges. . . . .	2,86,197

*Southern Mahratta Railway—Mysore-Nanjangúd and Yesvantpur-Dodballapur sections (metre gauge).*

29. For the first time the capital expenditure of the Mysore-Nanjangúd extension is shown separately. The cost of the extension, which was first met from the capital subscribed by the Southern Mahratta Railway Company for the Mysore railway, was recovered from the Mysore Darbar in January 1893, but with the consent of the British and Mysore Governments the 1st July 1892 was fixed as the date on which the extension should be considered to have been purchased by the Mysore Government and made over to the company for working and maintenance.

The total capital outlay on the section on final heads of account to the 31st December 1892 amounted to ₹5,92,414. There was no sum at debit of suspense.

The expenditure of the year on final heads was ₹68,164.

The approximate outlay on the Yesvantpur-Dodballapur section on final heads of account to the 31st December, 1892 was ₹5,20,782. The suspense account amounted approximately to ₹80,000.

\* Excludes ₹5,92,414 being cost of the Mysore-Nanjangúd extension recovered from the Mysore Darbar.

† Includes ₹5,92,414 on account of the cost of the Mysore-Nanjangúd extension recovered from the Mysore Darbar.

*South Indian Railway (metre gauge).*

30. This undertaking was acquired by Government on 1st January 1891 and was taken over at a valuation of £5,692,557.

In the Finance and Revenue accounts of the Government of India, the cost of the line is stated at £4,692,557, the difference, one million pounds, representing the capital subscribed by the new company for working the purchased and other connected lines which under contract it undertook to construct for Government.

At the time of purchase the capital of the company consisted of—

	£
Share capital . . . . .	3,208,280
Debentures and debenture stock . . . . .	1,495,000
TOTAL	4,703,280

The share capital, comprising £3,070,668 of 5 per cent. stock, and £137,612 of 4½ per cent. stock, was acquired by the issue of £4,197,557, 3 per cent. India stock, the 5 per cent. being taken over at a premium of £31-2-4 and the 4½ per cent. at £24-11-2; the debentures and debenture stock were taken over as State debt.

The total capital of the new company remains unchanged, and at the close of 1892 was as follows :

	£	=	R
Capital authorised—			
Share capital . . . . .	1,000,000	=	1,40,00,000*
Capital subscribed—			
Share capital . . . . .	1,000,000	=	1,40,00,000
Capital expenditure (including outlay from State capital)—			
On construction account . . . . .			7,45,74,660
On stores in suspense . . . . .			36,60,047
On advances in suspense . . . . .			49,054
TOTAL			7,82,83,761

The expenditure of the year on final heads on the combined undertaking was as follows :

	R
Engineering works, Villupuram-Guntakal section . . . . .	14,31,636
Rolling-stock . . . . .	2,12,577
Engineering works on old undertaking and Nellore Branch . . . . .	1,96,183
TOTAL	18,40,396

The outlay on rolling-stock was chiefly on the stock provided for the Villupuram-Guntakal section.

Of the outlay of R1,96,183, R35,877 were expended on further workshop accommodation at Negapatam, R24,594 on enlarging the station at Tiruválur to provide accommodation for the Máyavaram-Mutupet railway traffic, and R19,440 on blocks of quarters at Villupuram.

\* Calculated at R14 per £.

The following figures show the comparison of interest charges for 1892 with net earnings :—

Interest (in terms of company's contract)—	R
On company's capital at 3 per cent.	4,20,000
On State capital (£425,000) at 4½ per cent.	2,80,944
Expenditure and cash balance at 3 per cent.	17,41,609
Share of surplus profits paid to company	76,586
TOTAL	25,19,139
Net earnings of the year, less contribution to Provident Fund	27,22,450*
Excess of net earnings over interest charges	2,03,311
There was, however, a net loss to the State of R 13,05,229 arrived at as under :	
Interest on company's capital	4,71,334
Interest on Government capital—	R
Debenture stock at 4½ per cent.	3,00,474
Debenture bonds at 3½ per cent.	3,26,229
Debenture bonds at 3¼ per cent.	1,60,179
Indian stock at 3 per cent.	15,99,216
Indian outlay at 4 per cent.	10,93,661
Surplus profits paid to company	76,586
	34,79,759
Amount charged in terms of contract	25,19,139
Excess of actual charges over contract charges	15,08,540
Excess of net earnings over interest charges	2,03,311
Net loss to the State	13,05,229

*Burma (state) Railway (metre gauge).*

31. The total capital outlay on final heads of account to the 31st December 1892 was as follows :

Burma (state) railway	5,13,46,745
Meiktila branch	1,84,196
Mu Valley (state) railway (open section)	97,62,421
TOTAL	6,12,93,362

The amount held in suspense was :

Burma (state) railway	14,47,338
Meiktila branch	96
Mu Valley (state) railway (open section)	3,10,000
TOTAL	17,57,434

but the balance against the Burma (state) railway includes R35,225 of the Mu Valley (state) railway stores, etc., held in stock for the construction of rolling-stock for that line.

The expenditure of the year on final heads was as follows :

Burma (state) railway	3,72,296
Meiktila branch	1,82,652
Mu Valley (state) railway (open section)	26,69,693
TOTAL	32,24,641

\* Excludes R1,31,141 made up as follows :

Over-credit to earnings in respect of the old company's Fire Insurance Fund	1,48,441
Less overcharge to working expenses—	
Traffic expenses	6,000
Police charges	11,300
	17,300
	1,31,141

The expenditure on the Burma (state) railway was chiefly incurred on the following works :

Renewal of 25 miles of line on Irrawaddy district with 50lb steel rails	₹
Cost of two B class engines transferred from the late Nágpur-Chhatisgarh (state) railway	32,000
New bridge over Kambe Choung	30,038
	28,792

The following figures show the comparison of interest charges with net earnings :

	Burma (state) railway. ₹	Mu Valley (state) railway (open section). ₹
Interest at the rate of 4 per cent. on capital outlay	21,02,577	3,90,366
Net earnings of the year, less contribution to the Provident Fund	36,07,334	—2,21,246
Excess of net earnings over interest charges	15,04,757	—6,11,612

*Rohilkund and Kumaon Railway system (metre gauge).*

32. The total capital outlay on final heads of account to the 31st December 1892 was as follows :

Company's section	₹
Lucknow-Bareilly section	20,52,435
	79,97,955
<b>TOTAL</b>	<b>1,00,50,390</b>

The amount held in suspense was :

Company's section	₹
Lucknow-Bareilly section	6,140
	1,68,849
<b>TOTAL</b>	<b>1,74,989</b>

The expenditure of the year on final heads was as follows :

Company's section	₹
Lucknow-Bareilly section	4,884
	5,25,806
<b>TOTAL</b>	<b>5,30,690</b>

The following figures show the comparison of interest charges with net earnings :

	Company's section. ₹	Lucknow- Bareilly section. ₹
Interest at the rate of 4 per cent. on capital outlay	82,161	3,07,651
Net earnings of the year, less contribution to the Provident Fund	1,97,780	2,74,601
Excess of net earnings over interest charges	1,15,619	—33,050

*Dibru-Sadiya Railway (metre gauge).*

33. The total capital outlay on final heads of account to the 31st December 1892 was £485,012 or ₹68,47,234. The amount held in suspense was ₹1,09,070.

The expenditure of the year on final heads was ₹1,41,760, and was chiefly incurred on :

Two locomotive engines	₹
Stations and buildings	40,194
Ballast	28,756
	23,984

The following figures show the comparison of interest charges with net earnings :

Interest at the rate of 5 per cent. on capital outlay	₹
Net earnings of the year	3,38,818
Deficit of net earnings below interest charges	1,63,719
	1,75,099



*The Gaekwar's Mehsána Railway (metre gauge).*

34. The total capital outlay on final heads of account to the 31st December 1892 was as follows:

	<i>R</i>
Mehsána-Kherálu section . . . . .	9,45,552
Mehsána-Viramgám section . . . . .	12,49,670
Mehsána-Pátan section . . . . .	7,76,388
TOTAL	<u>29,71,610</u>

There was no debit under the head suspense.

The expenditure of the year on final heads was as follows:

	<i>R</i>
Mehsána-Kherálu section . . . . .	19,373
Mehsána-Viramgám section . . . . .	19,103
Mehsána-Pátan section . . . . .	29,084
TOTAL	<u>67,560</u>

The following figures show the comparison of interest charges with net earnings:

	Mehsána- Kherálu. <i>R</i>	Mehsána- Viramgám. <i>R</i>	Mehsána- Pátan. <i>R</i>
Interest on capital at the rate of 4 per cent. on capital outlay to end of 1891, and at 2 per cent. on the outlay during the year . . . . .	37,435	49,605	30,474
Net earnings of the year, less contribution to the Provident Fund . . . . .	33,822	82,000	37,183
Excess of net earnings over interest charges	-3,613	32,395	6,709

*Kolhápúr Railway (metre gauge).*

35. The total capital outlay on final heads of account to the 31st December 1892 was R23,18,476. The amount held in suspense was R63,470.

The expenditure of the year on final heads was R1,06,832.

*Jodhpore-Bickaneer Railway system (metre gauge).*

36. The total capital outlay on final heads of account to the 31st December 1892 was as follows:

	<i>R</i>
Jodhpore section . . . . .	57,97,853
Bickaneer section . . . . .	9,48,622
TOTAL	<u>67,46,475</u>

The amount held in suspense was:

	<i>R</i>
Jodhpore section . . . . .	2,61,699
Bickaneer section . . . . .	...
TOTAL	<u>2,61,699</u>

The expenditure of the year on final heads was as follows:

	<i>R</i>
Jodhpore section . . . . .	16,10,743
Bickaneer section . . . . .	-4,84,084
TOTAL	<u>11,26,659</u>

The credit on the Bickaneer section was due to transfers to the Jodhpore section.

*Bhavnagar-Gondal-Junagarh-Porbandar Railway (metre gauge).*

37. The total capital outlay on final heads of account to the 31st December 1892 was as follows:

	<i>R</i>
Bhavnagar . . . . .	68,88,397
Gondal . . . . .	46,21,134
Junagarh . . . . .	35,39,356
Porbandar . . . . .	17,93,856
TOTAL	<u>1,68,42,743</u>

The amount held in suspense was:

	<i>R</i>
Bhavnagar . . . . .	1,47,875
Gondal . . . . .	1,33,196
Junagarh . . . . .	85,663
Porbandar . . . . .	42,553
TOTAL	<u>4,09,287</u>

The expenditure of the year on final heads was as follows:

	<i>R</i>
Bhavnagar . . . . .	38,348
Gondal . . . . .	10,621
Junagarh . . . . .	71,648
Porbandar . . . . .	10,620
TOTAL	<u>1,31,237</u>

The expenditure was chiefly incurred on the following combined work:  
30 covered goods wagons . . . . . *R*45,675

The following figures show the comparison of interest charges with net earnings:

	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
	<i>Bhavnagar.</i>	<i>Gondal.</i>	<i>Junagarh.</i>	<i>Porbandar.</i>	<i>TOTAL.</i>
Interest on capital at the rate of 4 per cent. on capital outlay to end of 1891, and at 2 per cent. on the outlay during the year . . . . .	2,80,617	1,89,894	1,43,802	73,223	6,87,536
Net earnings of the year, less contribution to the Provident Fund . . . . .	3,20,599	42,580	58,705	16,438	* 4,38,322
Deficit of net earnings below interest charges	+39,982	1,47,314	85,097	56,785	2,49,214

*Average mileage capital cost of standard and metre gauge railways.*

38. On pages 58 to 65 will be found a statement showing the average mileage capital cost of the standard and metre gauge railways in India on the 31st December 1892, distributed as far as possible over main heads of expenditure, exclusive of steam ferries and suspense items.

*Railway bridges and tunnels.*

39. The statements on pages 66 to 73 give details of the cost of some of the large railway bridges and tunnels in India.

\* Exclusive of the loss on the working of the Porbandar dock estate.

## Average mileage capital cost of Indian railways (standard gauge) on the 31st December 1892.

LENGTH OF RAILWAY AND MAIN HEADS OF EXPENDITURE.	STATE LINES WORKED BY COMPANIES.											
	I. EAST INDIAN.		II. BENGAL-NÁGPUR.		III. INDIAN MIDLAND.		VI. WARDHA COAL.		VII. DHOND-MANMÁD.		VIII. BEZWADA EXTENSION.	
	Total.	Per mile.	Total.	per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of Line—												
Double . . . Miles.	474.25	...	...	...	...	...	...	...	...	...	...	...
Single . . . "	1,136.02	...	831.58	...	677.35	...	44.88	...	145.44	...	21.47	...
Total . . . "	1,610.27	...	831.58	...	677.35	...	44.88	...	145.44	...	21.47	...
I. Preliminary expenses R	12,55,700	780	14,86,796	1,788	9,03,173	1,333	91,642	2,042	1,28,528	884	15,319	714
II. Land . . . "	11,06,359	687	5,89,531	709	6,09,311	900	4,745	106	98,372	676	47,109	2,194
III. Formation . . . "	2,09,96,513	13,039	1,35,63,412	16,310	78,63,744	11,610	3,02,318	6,736	9,14,803	6,290	1,75,513	8,175
IV. Bridgework . . . "	6,78,15,273	42,114	1,76,32,893	21,204	2,05,12,081	30,284	10,49,576	23,386	21,77,107	14,969	97,717	4,551
V. Fencing, etc. . . "	28,03,470	1,741	3,14,431	378	25,18,894	3,719	2,22,989	4,968	2,86,834	1,972	19,788	922
VI. Electric telegraph . . . "	29,82,766	1,852	...	...	13,477	20	...	...	...	...	...	...
VII. Ballast and permanent-way . . . "	9,93,35,342	61,689	2,92,81,447	35,212	2,80,44,873	41,404	17,51,227	39,020	50,20,008	34,516	6,12,467	28,521
VIII. Stations and buildings . . . "	3,22,76,448	20,044	58,91,295	7,084	75,46,771	11,142	3,58,320	7,984	8,15,562	5,608	3,02,566	14,091
IX. Plant . . . "	28,06,082	1,743	16,40,344	1,973	6,42,364	948	2,17,579	4,848	1,81,771	1,250	9,536	444
XI. Rolling stock . . . "	7,02,96,885	43,655	1,35,88,914	16,341	1,13,61,131	16,773	3,79,332	8,452	17,298	119	20,384	945
XII. General charges . . . "	5,41,11,060	33,604	56,42,177	6,785	34,92,465	5,156	4,52,519	10,083	7,74,011	5,322	1,17,275	5,461
Loss by exchange . . . "	...	...	6,53,185	785	2,91,551	430	1,57,442	3,509	6,56,990	4,517	...	...
Total . . . "	(a) 35,81,27,912	2,22,401	(b) 9,02,86,954	1,08,573	(c) 8,40,51,885	1,24,089	49,87,689	1,11,134	1,10,71,284	76,123	14,17,674	66,031

(a) Includes R13,87,757 on account of collieries and R9,75,428 on account of surplus stores not included in any of the above heads.  
(b) Includes R2,529 on account of expenditure on Jherriah coal and Raipur-Dhamtari surveys not included in any of the above heads.  
(c) Includes R2,52,050 on account of commission, etc., on loans not included in any of the above heads.

No. 4.

*distributed over main heads of expenditure, exclusive of steam ferries and suspense items.*

STATE LINES WORKED BY THE STATE.											
IX. NORTH WESTERN (STATE).		X. HYDERABAD-UMARKOT.		XI. OUDH AND ROHILKHAND (STATE).		XII. EASTERN BENGAL (STATE).		XIII. BENGAL CENTRAL.		XIV. CALCUTTA PORT COMMISSIONERS'.	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
41'26	...	...	...	...	...	51'48	...	...	...	5'18	...
2,386'12	...	58'91	...	692'55	...	197'01	...	125'01	...	1'04	...
(d) 2,427'38	...	58'91	...	692'55	...	248'49	...	125'01	...	6'22	...
36,34,273	1,497	36,345	617	10,66,016	1,539	...	...	1,45,483	1,164	...	...
24,45,838	1,008	18,499	314	1,05,118	152	...	...	23,969	192	...	...
4,92,50,090	20,289	1,35,845	2,306	31,05,052	4,483	...	...	7,23,193	5,785	...	...
8,70,11,653	35,816	2,74,256	4,656	2,45,15,633	35,399	Distribution over main heads cannot be given.	...	14,38,848	11,510	Distribution over main heads cannot be given.	...
67,12,881	2,765	18,815	319	15,73,470	2,272		...	4,04,477	3,236		...
8,71,594	359	...	...	46,129	67		...	12,032	108		...
11,70,16,774	48,207	8,41,011	14,276	2,51,70,832	36,345		...	40,03,226	32,023		...
3,76,91,593	15,528	1,38,523	2,351	98,28,572	14,192		...	10,46,874	8,374		...
92,60,682	3,815	16,665	283	21,16,475	3,056		...	3,20,076	2,560		...
5,65,50,440	23,297	7,056	120	1,45,39,128	20,993		...	10,27,198	8,217		...
2,78,38,044	11,168	1,05,048	1,783	85,54,042	12,352		...	7,21,420	5,751		...
87,18,561	3,592	...	...	...	...		...	...	...		...
(e) 40,93,23,694	(f) 1,62,040	15,92,063	27,025	9,06,20,467	1,30,850		5,51,34,197	2,21,877	(g) 99,69,367		79,749

(d) Excludes portion of the Quetta loop (98'68 miles) which is under re-construction on a new alignment, but includes 6'13 miles (Mean Meer chord and Perozepore Cantonment to Hussainiwala) used for Military traffic only.  
 (e) Includes Rs 23,21,271 on account of maintenance and sundries not included in any of the above heads.  
 (f) Calculated on 2,526'06 miles, including 98'68 miles of the Quetta loop now under reconstruction on a new alignment.  
 (g) Includes Rs 1,01,671 on account of loss on working, not included in any of the above heads.  
 (h) Calculated on 3'50 miles belonging to the Calcutta Port Commissioners' railway.

## STATEMENT

Average mileage capital cost of Indian railways (standard gauge) on the 31st December 1892,

LENGTH OF RAILWAY AND MAIN HEADS OF EXPENDITURE.	LINES WORKED BY GUARANTEED COMPANIES.						ASSISTED COMPANIES.			
	XVIII. GREAT INDIAN PEN- INSULA.		XIX. BOMBAY, BARODA AND CENTRAL INDIA.		XX. MADRAS.		XXI. DELHI-UMBALLA- KALKA.		XXII. TARKESSUR.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—										
Double . . . Miles.	461'92	...	60'11	...	42'41	...	...	...	...	...
Single . . . "	824'85	...	400'79	...	796'82	...	161'40	...	22'23	...
TOTAL . . . "	1,286'77	...	460'90	...	839'23	...	161'40	...	22'23	...
I. Preliminary expenses R		...		...		...	7,98,376	4,947		...
II. Land . . . "		...		...		...				...
III. Formation . . . "		...		...		...				...
IV. Bridgework . . . "		...		...		...				...
V. Fencing, etc. . . "		...		...		...				...
VI. Electric telegraph . . . "		...		...		...				...
VII. Ballast and permanent-way . . . "		...		...		...	70,93,231	43,948		...
VIII. Stations and buildings . . . "		...		...		...	13,80,186	8,551		...
IX. Plant . . . "		...		...		...	2,42,305	1,502		...
XI. Rolling stock . . . "		...		...		...				...
XII. General charges . . . "		...		...		...	9,12,322	5,653		...
Less by exchange . . . "		...		...		...				...
TOTAL . . . "	27,21,77,576	2,11,520	(a) 9,37,77,980	2,03,467	11,69,03,761	1,39,300	(b) 1,49,07,798	92,366	17,32,567	77,938

(a) Includes the Pátri branch, the state outlay (R8,08,405) on which was met from the Civil Works Grant. The capital outlay shown in this table is inclusive of this amount.

(b) Includes R5,47,942 on account of maintenance and contingencies not included in any of the above heads, but excludes R5,76,918 on account of interest on capital during construction.

No. 4—continued.

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.			
XXIII. KHAMGAON.		XXIV. AMRĀOTI.		XXV. BHOPAL-ITĀRSI (NATIVE STATE SECTION). (c)		XXVI. THE NIZAM'S GUARANTEED STATE.		XXVII. THE GAEKWAR'S PETLĀD.		XXIX. RĀJPURA-BHĀTINDA.		XXX. JAMMU AND KASH- MIR (NATIVE STATE SECTION).	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...	...	...
7'55	...	5'44	...	57'11	...	329'20	...	13'35	...	107'94	...	15'92	...
7'55	...	5'44	...	57'11	...	329'20	...	13'35	...	107'94	...	15'92	...
369	49	11,799	2,169	...	...	...	...	7,991	598	59,422	551	23,934	1,503
1,116	148	2,450	450	15,443	270	...	...	...	...	48,350	448	...	...
44,036	5,832	20,377	3,746	15,78,680	27,643	...	...	...	...	2,75,619	2,553	34,838	2,168
57,634	7,633	62,106	11,417	18,63,578	32,631	...	...	83,687	6,269	5,36,994	4,975	1,25,753	7,899
7,366	975	11,699	2,150	74,308	1,301	...	...	...	...	1,89,146	1,752	1,652	104
...	...	...	...	404	7	...	...	...	...	...	...	13,761	865
2,78,789	36,926	2,41,571	44,407	21,34,890	37,382	...	...	4,22,465	31,645	41,50,011	38,448	5,69,461	35,770
49,141	6,509	50,188	9,226	6,45,309	11,299	...	...	1,50,426	11,268	9,80,459	9,083	1,10,199	6,922
3,434	455	3,016	554	38,013	666	...	...	...	...	81,834	758	5,260	330
11,669	1,546	8,641	1,588	15,131	265	...	...	...	...	...	...	...	...
31,967	4,234	29,709	5,461	3,62,112	6,341	...	...	37,806	2,832	2,68,589	2,488	60,444	3,797
...	...	...	...	...	...	...	...	...	...	...	...	...	...
4,85,521	64,307	4,41,556	81,168	67,27,868	1,17,805	3,88,25,112	1,17,938	7,02,375	52,612	65,90,424	61,056	9,45,302	59,378

Distribution over main heads cannot be given.

(c) Includes the Bhopal-Itārsi (British section).

## STATEMENT

Average mileage capital cost of Indian railways (metre gauge) on the 31st December 1892,

LENGTH OF RAILWAY AND MAIN HEADS OF EXPENDITURE.	STATE LINES WORKED									
	XXXIII. BENGAL AND NORTH-WESTERN.				XXXIV. ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).		XXXV. RAJPUTANA-MALWA.		XXXVI. SOUTHERN MAHRATTA.	
	Tirhoot section.		Company's section.		Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
	Total.	Per mile.	Total.	Per mile.						
Length of line—										
Double . . . Miles	...	...	...	...	...	...	114	...	...	...
Single . . . "	341'80	...	414'50	...	198'38	...	1,672'88	...	1,043'70	...
TOTAL . . . "	341'80	...	415'50	...	198'38	...	1,674'02	...	1,043'70	...
I. Preliminary expenses . R	1,83,608	537	3,16,302	763	1,55,830	785	22,71,381	1,357	10,90,895	1,045
II. Land . . . "	8,74,081	2,558	...	...	1,73,673	876	12,79,603	764	11,03,363	1,057
III. Formation . . . "	10,72,175	3,137	19,48,340	4,700	4,31,890	2,177	72,34,585	4,322	1,89,93,052	18,198
IV. Bridge-work . . . "	40,56,173	11,867	50,59,463	12,206	6,74,895	3,402	2,15,71,245	12,886	1,84,35,383	17,663
V. Fencing, etc. . . . "	9,01,019	2,636	2,29,472	554	1,09,743	553	25,49,622	1,523	14,65,288	1,404
VI. Electric telegraph . . . "	...	...	...	...	...	...	...	...	...	...
VII. Ballast and permanent-way . . . "	79,53,175	23,268	84,55,595	20,400	31,84,857	16,054	3,70,32,380	22,122	2,15,21,426	20,620
VIII. Stations and buildings . . . "	30,77,834	9,005	30,48,291	7,354	7,60,366	3,833	1,75,60,831	10,490	1,00,74,967	9,654
IX. Plant . . . . . "	5,77,724	1,690	10,29,909	2,485	2,11,183	1,065	28,63,377	1,711	26,05,820	2,497
XI. Rolling-stock . . . . . "	23,28,543	6,813	32,65,921	7,879	14,78,621	7,454	2,05,81,691	12,295	1,02,56,316	9,865
XII. General charges . . . . . "	13,64,613	3,992	17,06,213	4,116	4,46,360	2,250	83,33,216	4,978	64,20,656	6,152
Loss by exchange . . . . . "	7,04,770	2,062	...	...	42,150	212	49,08,971	2,932	4,91,090	470
TOTAL . . . . . "	2,30,93,715	67,565	(a) 2,52,35,845	60,883	(b) 76,69,563	38,661	12,61,86,902	75,380	9,24,98,256	88,625

(a) Excludes R10,90,014 on account of "Interest on capital during construction," but includes R1,76,339 on account of "Maintenance allowed to be charged to Capital," not included in any of the above heads.

(b) Excludes R41,029 on account of interest on capital outlay.

No. 4—continued.

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

BY COMPANIES.				STATE LINES WORKED BY THE STATE.					
XXXVIII. SOUTHERN MAHRATTA (MYSORE SECTION).		XXXIX. SOUTH INDIAN.		XLIII. EASTERN BENGAL (STATE).				XLIV. BURMA (STATE).	
				Northern and Behar sections, including the Kauanja-Dharla (2' 6" gauge) branch.		Dacca section.			
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	9'00	...
(c) 311'25	...	1,105'19	...	477'94	...	85'92	...	708'50	...
311'25	...	1,105'19	...	477'94	...	85'92	...	717'50	...
3,10,444	997	10,53,350	954	1,93,817	406	1,27,561	1,485	4,63,424	646
95,875	308	3,73,214	338	12,15,095	2,542	5,39,907	6,284	9,08,383	1,266
24,84,726	7,983	58,42,055	5,286	29,95,689	6,268	6,94,568	8,084	58,39,006	8,138
19,82,885	6,371	1,63,13,713	14,761	73,53,341	15,386	5,88,703	6,852	84,57,863	11,788
1,50,501	484	15,72,865	1,423	10,38,950	2,174	1,05,445	1,227	24,59,563	3,428
...	...	89,141	81	...	...	...	...	...	...
52,39,694	16,834	1,98,53,246	17,964	99,02,938	20,721	17,67,860	20,576	1,38,94,471	19,365
10,79,460	3,468	70,80,492	6,407	40,42,610	8,458	12,33,934	14,361	55,17,120	7,689
2,97,798	957	17,06,414	1,544	11,97,623	2,506	2,18,844	2,547	11,14,136	1,553
22,02,516	7,076	1,07,07,426	9,688	50,68,334	10,605	7,54,059	8,776	77,65,568	10,823
9,35,034	3,004	86,22,104	7,801	30,15,669	6,310	3,62,982	4,225	36,76,599	5,124
...	...	2,42,360	219	9,31,358	1,948	3,05,500	3,555	12,50,610	1,743
(d) 1,52,99,715	46,198	(e) 7,45,74,660	67,477	3,69,55,424	77,324	66,99,363	77,972	(f) 5,13,46,743	71,563

(c) Includes miles 15.25 of the Nanjangud extension, but excludes the open mileage of the Yesvantpur-Dodballapur section.  
 (d) Includes Rs. 20,782 on account of the Yesvantpur-Dodballapur section not included in the details.  
 (e) Includes Rs. 11,18,280 on account of maintenance not included in any of the above heads.  
 (f) Excluding Mu Valley.



## STATEMENT

Average mileage capital cost of Indian railways (metre gauge) on the 31st December 1892,

LENGTH OF RAILWAY AND MAIN HEADS OF EXPENDITURE.	ASSISTED COMPANIES.					
	XLVI. DEOGHUR.		XLVII. ROHILKUND AND KUMAON (COMPANY'S SECTION).		XLIX. DIBRU-SADIYA.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—						
Double . . . . . Miles	...	...	...	...	...	...
Single . . . . . "	479	...	5392	...	7750	...
TOTAL . . . . . "	479	...	5392	...	7750	...
I. Preliminary expenses . . . . . R		...	90,660	1,681	1,63,265	2,107
II. Land . . . . . "		...	624	12	37,829	488
III. Formation . . . . . "		...	1,27,926	2,373	11,17,936	14,425
IV. Bridge-work . . . . . "		...	1,52,926	2,835		
V. Fencing, etc. . . . . "		...	4,986	92		
VI. Electric telegraph . . . . . "		...	...	...		
VII. Ballast and permanent-way . . . . . "		...	8,97,067	16,637	17,17,203	22,158
VIII. Stations and buildings . . . . . "		...	1,44,970	2,689	1,94,380	2,508
IX. Plant . . . . . "		...	57,117	1,059	4,91,895	6,347
XI. Rolling-stock . . . . . "		...	3,94,875	7,323	11,81,891	15,250
XII. General charges . . . . . "		...	1,81,283	3,362	16,70,470	21,554
Loss by exchange . . . . . "		...	...	...	...	...
TOTAL . . . . . "	2,86,179	59,745	20,52,434	38,064	(a) 68,26,045	88,078

(a) Includes Rs2,51,176 on account of "Purchase of concession" not included in any of the above heads.

No. 4—concluded.

*distributed over main heads of expenditure, exclusive of steam ferries and suspense items.*

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.						
LI. THE GAEKWAR'S MHSANA.		LII. KOLHAPUR.		LIII. JODHPORE-BICKANEER.				LIV. BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR.		
Total.	Per mile.	Total.	Per mile.	Jodhpore section.		Bickaneer section.		Total.	Per mile.	
				Total.	Per mile.	Total.	Per mile.			
...	...	...	...	...	...	...	...	...	...	
92'63	...	29'07	...	247'50	...	43'50	...	329'22	...	
92'63	...	29'07	...	247'50	...	43'50	...	(b) 329'22	...	
13,490	146	13,858	477	Distribution over main heads cannot be given.	...	7,826	180	1,19,442	363	
...	...	27,015	929		...	...	...	...	58,377	177
2,66,130	2,873	2,69,028	9,255		...	...	76,362	1,755	16,82,820	5,111
4,62,471	4,993	11,22,135	38,601		...	...	4,658	107	41,79,294	12,694
52,038	562	41,668	1,433		...	...	238	6	72,706	221
...	...	...	...		...	...	...	...	11,774	36
16,91,007	18,256	4,94,462	17,009		...	...	6,78,563	15,599	49,07,876	14,908
3,61,650	3,904	2,31,190	7,953		...	...	53,343	1,226	23,18,997	7,044
31,392	338	7,037	242		...	...	5,746	133	3,29,440	1,001
16,026	173	...	...		...	...	1,11,597	2,565	22,85,033	6,941
77,406	835	1,12,089	3,856		...	...	10,289	237	8,76,984	2,664
...	...	...	...		...	...	...	...	...	...
29,71,610	32,080	23,18,476	79,755	47,61,590	19,239	9,48,622	21,807	1,68,42,743	51,160	

(b) Excludes 4'50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.

3403

Cost and particulars of some of the large

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge.)					Feet.	Feet.	Feet.	Feet.	Tons.	₹
EAST INDIAN.	1	Soane . . . . .	22nd Dec. 1862	28	150'00	4,726'00	32	35'60	3,702'00	...
	2	Jumna (Allahabad) . . . . .	15th Aug. 1865	17	{ 14 of 200'00 3 of 30'00 }	3,235'00	42	60'00	4,300'00	29,86,000
	3	Jumna (Delhi) . . . . .	1st Jan. 1867	12	211'50	2,640'00	7 to 39	23'50	3,491'00	5,28,475
	4	Jubilee (over the Hooghly, between Hooghly station on the E. I. R. and Naihati on the E. B. S. R.)	15th Mar. 1887	2	523'67	1,213'25	98'50	55'00	3,460'15	10,71,653
				1	106'50					
4	Do. Approach viaducts . . . . .	15th Mar. 1887	29	10'83	3,278'00	...	...	...	...	
			35	10'83						
BENGAL-NAGPUR.	5	Kanhán . . . . .	1st Sept. 1887	6	170'00	1,237'00	9 to 26	50'00	1,061'10	3,81,109
				2	60'00					
	6	Weinganga . . . . .	29th April 1889	9	150'00	1,450'00	21	54'00	1,234'47	(i) 7,38,652
	7	Sheonath No. II . . . . .	31st May 1889	14	150'00	2,250'00	6 to 12	57'00	1,912'40	4,02,353
	8	Eeb . . . . .	1st Aug. 1890	9	150'00	1,461'00	42 to 55	38'00	1,229'40	3,62,294
INDIAN MIDLAND.	9	Damuda . . . . .	12th June 1890	2	100'00	2,364'00	4 to 75	40'75	2,330'00	3,62,448
				10	200'00					
	10	Chumbal . . . . .	15th May 1891	12	186'00	2,714'00	75	112'50	3,026'00	17,39,057
	11	Jumna (Kalpi) . . . . .	1st Feb. 1888	2	136'00	2,640'00	90	76'63	3,200'00	12,66,779
10				250'00						
BHOPAL-TARSI.	12	Betwa (Mánikpur) . . . . .	5th June 1889	13	150'00	2,166'00	13	77'75	1,772'30	8,19,669
				1	60'00					
	13	Ken (Bánda) . . . . .	1st Aug. 1889	12	100'00	1,558'00	4	65'66	1,125'30	3,94,363
				1	250'00					
14	Betwa (Lalitpur) . . . . .	1st Jan. 1889	9	150'00	1,446'00	12	56'14	1,200'86	4,02,749	
15	Nerbudda . . . . .	18th Nov. 1884	14	150'00	2,240'00	4	65'00	1,980'00	3,45,696	
NORTH-WESTERN (STATE).	16	Sutlej (Ludhiána) . . . . .	Jan. 1870	(m) 46	99'00	5,193'00	40 to 50	16'60	(o) 2,314'00	20,97,296
	17	Beas . . . . .	April 1869	33	99'00	3,820'00	43 to 70	20'00	1,660'00	15,66,476
	18	Jumna (Saháranpur) . . . . .	Jan. 1869	26	99'00	2,663'50	42	19'00	1,308'00	7,64,420
	19	Kaisir-i-Hind (over the Sutlej at Ferozepore) . . . . .	8th May 1887	27	144'50	4,293'00	78	26'00	6,000'00	14,48,037
	20	{ Ravi as originally constructed. Ravi as reconstructed . . . . .	12th April 1875	33	90'00	3,217'00	75	20'00	1,419'00	9,50,202
			15th July 1893	15	90'00	1,463'00	75	18'00	747'00	36,747
	21	Alexandra (over the Chenab between Wazirabad and Kathála) as originally constructed . . . . .	22nd Jan. 1876	64	133'50	9,088'00	75	20'00	5,248'00	24,03,756
			1st Nov. 1891	28	133'50	3,976'00	75	20'00	5,073'40	22,920
	22	Jhelum . . . . .	Towards end of 1876	50	90'00	4,875'00	30	20'75	2,150'00	6,90,137
	23	Attock . . . . .	24th May 1883	5	{ 2 of 308'40 3 of 257'00 }	1,655'00	(s)	111'00	2,202'00	14,77,580

N.B.—Bridges, costing less than ₹6,00,000 each or having spans of less

No. 5.

railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per linear foot, excluding protective works, where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
R	R	R	R	R		
(a) 10,33,324	...	(b) 43,33,324	917	79	1	Has the rails above and the roadway below. The roadway was subsequently doubled. (a) Represents the cost of the second line only. (b) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed, as well as the cost of iron work for the first line.
(c) 14,60,300	...	(d) 44,46,300	1,374	110	2	The substructure of this bridge is for a double line, but the girders are erected for a single line only. It has the rails above and the roadway below. (c) Of this amount, ₹13,13,000 represents the cost of girders, and ₹1,47,300 the cost of upper and lower roadways. (d) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
10,49,779	...	(e) 16,60,355	629	74	3	Has the rails above and the roadway below. (e) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
21,78,852	1,009	32,51,514	2,679	(g) 350	4	The approach viaducts are brick arches.
...	...	64,611	147	...		
...	...	4,80,263	147	...		
2,78,632	13,174	6,72,915	533	...	5	
(f) 2,42,833	(h) 22,248	10,03,733	677	43	6	Has been converted from metre to standard gauge, and the expenditure shown represents the cost of the bridge as a standard gauge one. Metro gauge opened on 7th June 1882. Standard gauge opened on 29th April 1889. (i) Includes the cost (₹6,74,612) of the old metre gauge bridge. (j) Actual cost of girders only. (k) Cost of protective works as it was on the metre gauge bridge. The cost of the metre gauge girders removed, which is not included in these figures, was ₹2,40,803. (l) Completion report not yet received.
3,91,240	...	8,83,593	393	87	7	
2,45,842	18,230	(l) 6,26,366	416	...	8	
6,32,174	40,328	10,34,950	421	65	9	
9,02,295	6,29,683	32,71,035	973	78	10	
10,96,401	1,59,564	25,22,744	895	107	11	The abutments and piers are built for a double line, but the girders are erected for a single line only with roadway on the same level, which has not, however, been taken into use.
5,74,181	...	13,93,850	644	85	12	
3,39,954	...	7,34,317	471	84	13	
3,59,308	2,615	7,64,672	527	64	14	
5,77,925	...	(m) 9,44,171	412	85	15	(m) Includes some special items not separately detailed.
(o) 10,08,780	(p) 2,54,000	33,60,076	(q) 598	Contract included erection.	16	(n) Twelve spans have been removed. (o) Does not include girders removed. (p) Includes cost to 1874, since which date a large amount of additional expenditure has been incurred. (q) Calculated as for the present length. (r) The contract rate for the construction of these three bridges, including protective works, was ₹428 per foot run of the bridges, and the figures as to cost are approximate only.
7,23,690	3,00,000	25,90,166	600		17	
5,70,180	2,00,000	15,34,600	501		18	
15,52,329	11,07,900	41,08,266	699	50	19	Carries the rails below and the roadway above.
5,01,041	1,50,472	16,02,315	451	125	20	Carries the rails on the top boom. Roadway will be on separate girders. The figures as to cost are approximate only.
2,87,866	50,281	3,24,894	188	50		
19,94,271	9,40,336	53,38,363	484	121	21	The bridge has been reduced from 64 to 28 spans. The girders doubled and new cross and rails girders put in. The track is carried between the girders, and there are foot-paths on cantilevers outside. The cost of reconstruction only is shown against this entry. The bridge was not closed for traffic during reconstruction; 1st November 1891 was the date on which all restrictions were removed and the bridge was thrown open for traffic as usual.
2,45,769	49,381	3,18,070	80	27		
9,40,487	81,248	17,11,872	334	124	22	Carries the rails above and a foot-path below. This bridge is under alteration.
15,96,980	1,45,956	32,20,516	1,858	437	23	Has the rails above and a military road below. (s) Pier No. 1.—All standards and struts founded at same level, <i>vis.</i> , 343'68 or 21'68 feet <i>above</i> low-water level. Pier No. 2.—All standards and struts founded at same level, <i>vis.</i> , 319'12 or 2'88 feet <i>below</i> low-water level. Pier No. 3.—Up-stream strut on east side of pier was founded at 311'88 or 10'12 feet <i>below</i> low-water level; all other standards and struts founded at same level, <i>vis.</i> , 313'30 or 8'70 feet <i>below</i> low-water level. Pier No. 4.—Two main standards and one down-stream strut, all on west side of pier, were founded at 337'29 or 15'29 feet <i>above</i> low-water level; all other standards and struts founded at same level, <i>vis.</i> , 343'29 or 21'89 feet <i>above</i> low-water level.
				252		

than 50 feet are not included in this statement.

## Cost and particulars of some of the large

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
					Feet.	Feet.	Feet.	Feet.	Tons.	R
(Standard gauge— <i>concid.</i> )										
NORTH-WESTERN (STATE) — <i>concid.</i>	24	Empress (over the Sutlej at Ad-amwahan)	8th June 1878	16	250'00	4,210'00	103	28'75	6,704'00	26,98,885
	25	Victoria (over the Jhelum at Chak Nizam)	16th May 1887	17	150'00	2,720'00	82	19'00	2,988'00	7,73,481
	26	Lansdowne (over the Indus at Sukkur)— Rohri Channel	27th Mar. 1889	1	790'00	900'00	None in river	51'00	3,292'00	2,88,320
		Sukkur Channel		1	270'00	620'00		6	46'00	1,014'00
	27	Sher Shah (over the Chenab at Sher Shah)	1st Feb. 1890	17	200'00		3,650'00	75	29'00	3,740'00
GUJAR AND ROHILKHAND (STATE).	28	Gumti (Juanpur)	24th Dec. 1874	16	82'00	1,472'00	45 to 50	44'17	811'00	4,21,530
	29	Rámanga (Bareilly)	24th June 1874	34	56'00	2,260'00	85	25'77	490'00	4,59,625
	30	Ganges (Rájghat), Aligarh branch	5th June 1874	33	80'00	3,040'00	55	24'39	1,050'00	3,78,991
	31	Ganges (Cawnpore)	15th July 1875	25	100'00	2,830'00	50 to 65	31'66	1,815'00	7,11,073
				2	40'00					
	32	Ganges (Bálawali)	9th May 1887	11	248'17	2,904'00	100	39'94	3,944'00	10,13,040
	33	Soláni	1st Jan. 1886	11	148'75	1,760'00	60	16'00	1,563'00	4,03,182
	34	Dufferin (over the Ganges at Benares).	1st Oct. 1887	7	331'00	3,523'00	25 to 141	75'32	6,780'00	14,74,567
EASTERN (BENGAL STATE).	35	Gorai	1st Jan. 1871	9	104'00	1,744'00	78 to 96	51'00	1,645'00	...
				7	185'00					
EAST COAST	36	Kistna	17th Mar. 1893	12	293	3,736 outside abutments, 3,684 inside.	80'50	46'50	6,426'00	13,21,000
	37	Kistna	9th Oct. 1873	36	100'00		(e) 9	48'67	2,556'00	(f) 6,11,163
GREAT INDIAN PENINSULA.	38	Tapti	12th Aug. 1872	28	59'00	2,556'00	15'96	60'33	2,392'00	(g) 7,72,163
				5	138'00					
	39	Nerbudda	8th Mar. 1870	5	137'00	1,052'00	4'60	81'33	525'00	4,06,032
BOMBAY, BARODA AND CENTRAL INDIA.	40	Nerbudda. { Old . 23rd June 1861 New. 16th May 1881		25	183'50	4,687'50	76	48'50	4,650'00	23,21,000
	41	Tapti	19th Nov. 1860	30	60'00	1,875'00	20	50'50	...	...
MADRAS.	42	Cheyer { Old . 1st Sept. 1865 New. 1st May 1880		50	64'00	3,500'00	100	14'00	988'00	9,10,934
	43	Tungabhadra	16th Jan. 1871	58	64'00	4,060'00	14	34'00	1,065'00	4,23,031
	44	Penner { Old . May 1869 New. 1st Oct. 1889		13	131'00	1,830'00	33 to 54'33	22'00	1,999'00	...
	45	Chitravati. { Old . 1st Sept. 1868 New. 6th Mar. 1890		19	131'00	2,670'00	18 to 78	18'00	2,938'00	...
(Metre gauge.)	46	Papaghni. { Old . Aug. 1866 New. 1st July 1892		20	64'00	1,410'00	...	...	...	...
				15	131'00	2,110'00	52'50 to 62'00	15'00	2,391'00	5,93,030
BENGAL AND NORTH-WESTERN—Tirhoot section Company's section.	47	Gandak	25th Apl. 1887	8	250'00	2,176'00	40 to 90	37'50	2,495'00	6,07,133
	48	Rapti	15th June 1886	9	150'00	1,445'00	86	41'00	1,145'70	4,93,956
RAJPUTANA-MALWA.	49	Jumna (Agra)	1st Jan. 1876	16	133'00	2,272'00	70	31'66	2,551'40	3,92,886
	50	Nerbudda	14th June 1877	14	183'00	(g) 2,836'00	14	80'00	2,362'00	9,39,402
	51	Jumna (Muttra)	15th Dec. 1884	7	150'00	1,146'00	71	27'00	1,309'00	3,06,342
SOUTHERN MAHARAJA.	52	Bhima	1st Aug. 1884	14	150'00	2,342'00	18'50	58'77	1,680'00	3,33,252
	53	Kistna (Rijápur branch)	1st Aug. 1882	21	150'00	3,392'00	13'00	43'17	2,408'00	3,43,342
	54	Kistna (Poona branch)	2nd Feb. 1888	14	150'00	2,339'50	4'17	75'79	1,897'12	2,05,222
	55	Hagari	4th Oct. 1877	34	64'00	2,390'00	68'25	16'30	660'90	6,42,732
	56	Dorabavi Viaduct	15th June 1890	1	250'00	...	...	(h) 29'00 to 170'63	560'00	3,33,932
GUNTAKAL-MYSORE FRONTIER.	57	Penner	1st June 1892	11	150'00	1,740'00	31'00 to 55'00	18'71	1,007'00	2,89,977

No. 5—concl.

railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works, where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
R	R	R	R	R		
23,96,558	(a) 20,06,246	71,01,689	1,210	105	24	Has a combined road and railway on the same level. (a) Includes R1,98,055, cost of materials for temporary bridge.
8,02,104	3,73,226	19,48,811	(b) 579	(b) 66	25	Has a combined road and railway on the same level and a footway on each side, supported on wrought-iron brackets, and provided with hand-rails. (b) Calculated on cost which includes R18,000 on account of cost of staging.
24,06,074	4,946	27,89,340	3,094	185	26	Has a roadway on the same level as the rails, and a footway on each side, the roadway being formed of steel corrugated troughs fitted with teak scantlings.
3,77,912	...	5,57,380	899	110		
10,83,528	6,66,120	28,34,101	594	56	27	Has a roadway on the same level as the rails, 15' wide between girders and 14' 6" headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with deodar battens.
3,24,622	8,526	7,54,678	507	109	28	
1,53,539	8,88,236	14,92,400	267	63	29	30
3,10,388	1,08,820	7,98,199	227	28	30	
8,75,745	1,60,139	17,46,957	561	(c)	31	Has the rails above and the roadway below. (c) Included in the cost of girders.
10,86,000	6,73,430	27,72,470	723	62	32	33
3,99,277	2,10,014	10,12,473	456	10	33	
32,55,035	1,45,329	48,74,931	1,342	47	34	Has a roadway on the same level as the rails, and a footway on each side supported on cantilevers outside the girders.
...	...	(d) 14,83,750	837	...	35	(d) Includes R22,618 charged to revenue, and R879 charged to capital, for protection of the piers.
20,28,000	4,25,000	37,74,000	896	33	36	The cost of approaches, R4,73,844, has not been entered. The figures as to the cost are approximate only.
6,61,903	...	12,73,066	330	30	37	The girders are for a single line and the piers for a double line. (e) Nine piers and two abutments are founded above low-water level.
7,90,175	64,910	16,27,248	611	71	38	(f) Includes R25,656, being the cost of other items not separately detailed. Carries a double line. (g) Includes R95,918, being the cost of other items not separately detailed.
2,63,064	...	6,69,096	636	235	39	The girders are for a single line and the piers for a double line.
12,58,929	(h) 1,95,830	(i) 37,75,759	764	49	40	The figures as to cost refer to the new bridge only; the cost of the old bridge is not known. (h) Includes some special items not separately detailed.
...	...	(k) 9,08,030	484	...	41	(i) Excludes cost of the approaches, R56,366. (k) Includes R5,948, being the cost of raising rail-level on up and down lines up to 31st March 1893.
1,95,689	...	(l) 12,45,464	356	...	42	(l) Includes some special items not separately detailed, but excludes the cost of the old bridge, R4,06,293.
1,99,921	...	(m) 7,55,756	186	54	43	(m) Includes some special items not separately detailed.
2,84,610	...	11,32,077	619	...	44	The cost does not include the expenditure incurred on the old bridge, R1,72,576.
3,85,833	...	13,58,194	509	...	45	The cost does not include the expenditure incurred on the old bridge, R3,54,705.
...	...	(m <sup>1</sup> ) 1,62,354	...	...	46	(m <sup>1</sup> ) Approximate.
3,63,332	38,568	9,94,930	453	(m <sup>2</sup> ) 12		(m <sup>2</sup> ) Includes superintendence and all charges after girders were unloaded from wagons.
7,29,506	48,244	(n) 12,84,883	614	61	47	Has a footway on each side supported on wrought-iron brackets and provided with a hand rail.
(o) 3,29,522	6,05,694	14,29,172	570	65	48	(n) Excludes cost of viaduct, R1,40,505. (o) Includes R74,543, being cost of erection of girders.
6,90,683	48,776	(p) 18,33,877	786	85	49	Lattice girders carrying the rails below and the carriage road above. This bridge is built for and carries the standard gauge. (p) Includes some special items not separately detailed.
4,42,205	777	(r) 18,73,925	660	106	50	Triangulated girders—designed to carry the rails above and a carriage road below. (q) Includes two abutment spans.
3,72,000	14,194	(s) 8,49,000	728	35	51	(r) Includes some special items not separately detailed. Has a combined road and railway on the same level.
4,71,097	26,419	8,30,772	343	73	52	(s) Includes some special items not separately detailed.
7,48,444	47,852	11,39,641	322	74	53	
4,79,402	5,474	7,50,104	318	...	54	55
1,21,173	...	7,64,445	819	...	55	
3,61,198	405	6,95,537	10,384	100	56	(t) The height is from ground to underside of girders.
3,10,941	1,49,430	7,50,145	345	40	57	(u) Subject to further alteration on account of charges to be incurred on hand railing.

than 50 feet are not included in this statement.

Cost and particulars of the important

RAILWAY.	Serial No.	Name of tunnel.	Position of tunnel (Nearest station).	Single or double line.	Gauge.	LENGTH.				TOTAL.	Total cost, including tools and plant.
						Unlined.	1/2 lined.	3/4 lined.	Completely lined.		
						Feet.	Feet.	Feet.	Feet.	Feet.	R
EAST INDIAN.	1	Monghyr (S)	Below Jamalpur	Built for double line, but 2' too narrow.	Standard	434	...	...	466	900	No record.
	BENGAL-NAG-PUR.	2	Darekasa	Darekasa	Single	Standard	735	...	...	...	735
3		Saranda	Goikera	Single	Standard	388	...	1,253	...	1,641	8,72,201
4		Bhortank	Khodri	Single	Standard	...	...	...	1,000	1,000	2,09,674
RAJPUTANA-MALWA.	5	Mhow Ghâts	{ Patal Pani to Kálakhond.	Single	Standard	...	...	345	...	345	1,94,925
SOUTHERN MAH-RATTA.	6	Bear's Rock	Castle Rock	Double	Standard	...	...	...	471	471	3,63,606
	7	Castle Rock.	Castle Rock	Double	Standard	...	...	...	1,242	1,242	9,08,615
	8	No. 2	Álandi	Single	Metre	630	...	...	...	630	1,53,963
	9	Nandicanama	Chelama	Single	Standard	...	...	...	1,527	1,527	4,41,418
NORTH WESTERN (STATE) Main line.	10	Soháwa No. 1	Soháwa	Single	Standard	...	...	539	...	539	(a) 1,67,629
	11	Margalla No. 3	Sarai Kála	Single	Standard	...	450	500	...	950	(a) 1,87,150
	12	Attock No. 4	Khairabad	Single	Standard	...	...	776 1/2	...	776 1/2	(a) 1,80,924
	13	Attock No. 5	Khairabad	Single	Standard	...	...	721 1/2	...	721 1/2	(a) 1,63,003
	14	Khairabad No. 7	Khairabad	Single	Standard	...	...	404	...	404	(a) 1,55,540
NORTH WESTERN (STATE) Sind-Punjab section.	15	Gundakinduff	{ Midway between Bábar Kach and Kócháli.	Single	Standard	...	...	577	...	577	2,08,826
	16	Kócháli, Lower	Kócháli	Single	Standard	...	...	512	...	512	1,84,061
	17	Karez No. 1	Dirgi	Single	Standard	806	...	...	...	806	1,32,382
	18	{ Karez No. 2 Karez tunnel	{ Dirgi	Single	Standard	2,034	...	...	...	2,034	4,41,963
		19	Lower Chapper Arching	Mangi	Single	Standard	...	...	592	...	592
	20	Iron Gates	Mangi	Single	Standard	1,233	...	...	...	1,233	3,12,679
	21	Mudgorge Arching	Mudgorge	Single	Standard	...	...	1,092	...	1,092	4,12,344

N. B.—Tunnels under 660 feet in length or costing less than

No.

tunnels on the railways in India.

Cost per foot run.	Time taken to drive heading.	TIME TAKEN TO COMPLETE TUNNEL.		REMARKS GIVING NATURE OF GROUND PASSED THROUGH, ETC.	Serial No.
		From	To		
R					
...	Not known	March 1856	June 1861	Quartz and slate (Work suspended during one year.) § A foot-path has been laid and fenced off through the tunnel.	1
249	Not known	May 1879	6th Nov. 1883	All hard rock	2
532	1'75 years	January 1883	Sept. 1892	Very hard slaty rock, with a great deal of water	3
210	1'00 year	14th March 1888	6th Dec. 1890	Gneiss interspersed with veins of quartz. The total cost excludes the cost of plant.	4
565	Not known	1873	December 1877	Columnar basalt. It was originally intended that the line at this place should be in an open cutting, but owing to numerous slips due to the existence of clay between the basaltic columns, it was found necessary to construct an arched covered way and fill in above with moorum.	5
772	About 2 years	April 1883	October 1889	Loam	6
732	About 3 years	April 1883	October 1889	Loam	7
244	About 2 years	1884	1886	Black trap rock	8
289	About 2½ years	1884	1890	Limestone rock	9
311	6 months	November 1878	15th March 1880	Red clay and sandstone. War prices were paid. Owing to the Afghan war, common coolies were getting 8 annas per day. The heading was got through in six months, and the work was then left quite in abeyance, pending further orders, till September 1879; otherwise the whole would have been complete within a year.	10
197	0'54 year	4th April 1881	15th Aug. 1882	Nummulitic limestone shaken with clay seams	11
233	.....	Not recorded	.....	Treachorous shale	12
220	.....	Not recorded	.....	Treachorous shale	13
385	.....	Not recorded	.....	Treachorous shale	14
				(a) The charges do not include tools and establishment, for which an addition of, say, 15 to 20 per cent, should be made to the figures given. Cost of faces is included. Probably charges for timber, etc., have not been exactly distributed; a safe rate for a completely lined tunnel would apparently be about ₹230 per foot.	
362	.....	1884	1886	Sandstone in hard and soft beds	15
359	.....	1884	1886	Soft sandstone with beds of soft earth	16
164	.....	.....	.....	Hard limestone. The frequent openings near the roof, as in some Karez's, give the tunnel its name.	17
217	.....	.....	.....	Hard limestone	18
275	.....	.....	.....	Gravel with red clay. This was originally intended to be an open cutting, but owing to the difficulty of getting it out, it had to be arched over.	19
254	.....	.....	.....	Hard limestone	20
378	.....	.....	.....	Middle eocene Gypsiferous deposits. This was originally intended to be an open cutting, but owing to the constant slips, etc., it was eventually covered in.	21

1½ lakhs of rupees each are not included in this list.



## STATEMENT

## Cost and particulars of the important

RAILWAY.	Serial No.	Name of tunnel.	Position of tunnel (Nearest station).	Single or double line.	Gauge.	LENGTH.				TOTAL.	Total cost, including tools and plant.
						Unlined. Feet.	½ lined. Feet.	¾ lined. Feet.	Complet- ly lined. Feet.		
NORTH-WESTERN (STATE) (Chamian extension.)	22	Koják . . . .	Shelabagh . . . .	Double . . . .	Standard . . . .	...	3,730	9,140	...	12,870	65,24,872
	23	No. 1 . . . .	3½ miles below Shela- bagh.	Double . . . .	Standard . . . .	...	...	756	...	756	2,24,028
	24	No. 3 . . . .	6½ miles below Shela- bagh.	Double . . . .	Standard . . . .	...	...	800	...	800	2,57,291
	25	Thull Ghât tunnel No. 2 .	Kására . . . .	Double . . . .	Standard . . . .	...	...	1,625	...	1,625	3,90,394
	26	Thull Ghât tunnel No. 4 .	Kására . . . .	Double . . . .	Standard . . . .	628	...	85	...	713	1,15,170
	27	Thull Ghât tunnel No. 7 .	Igatpuri . . . .	Double . . . .	Standard . . . .	1,461	...	...	...	1,461	1,77,255
	28	Thull Ghât tunnel No. 8 .	Igatpuri . . . .	Double . . . .	Standard . . . .	1,247	...	...	...	1,247	1,52,325
	29	Thull Ghât tunnel No. 11	Igatpuri . . . .	Double . . . .	Standard . . . .	777	...	...	...	777	94,605
	30	Bágra . . . .	Bágra . . . .	Double . . . .	Standard . . . .	...	...	910	...	910	2,15,747
	GREAT INDIAN PENINSULA.	31	Bhore Ghât tunnel No. 7	Palasdhari . . . .	Double . . . .	Standard . . . .	837	...	...	...	837
32		Bhore Ghât tunnel No. 8	Palasdhari . . . .	Double . . . .	Standard . . . .	858	...	...	...	858	1,13,907
33		Bhore Ghât tunnel No. 9	Thákurvádi . . . .	Double . . . .	Standard . . . .	825	...	...	...	825	1,08,677
34		Bhore Ghât tunnel No. 13	Thákurvádi . . . .	Double . . . .	Standard . . . .	1,305	...	...	...	1,305	1,73,649
35		Bhore Ghât tunnel No. 22	Reversing station . . . .	Double . . . .	Standard . . . .	828	...	...	...	828	1,12,982
36		Bhore Ghât tunnel No. 23	Reversing station . . . .	Double . . . .	Standard . . . .	405	...	363	...	768	2,09,783
37		Bhore Ghât tunnel No. 24	Reversing station . . . .	Double . . . .	Standard . . . .	975	...	48	...	1,023	1,50,352

N. B.—Tunnels under 660 feet in length or costing less than

No. 6—concl.

tunnels on the railways in India.

Cost per foot run.	Time taken to drive heading.	TIME TAKEN TO COMPLETE TUNNEL.		REMARKS GIVING NATURE OF GROUND PASSED THROUGH, ETC.	Serial No.
		From	To		
R					
507	2'01 years . .	13th April 1889	September 1891	Shales bearing water and layers of soft mud . . . . .	22
296	4'13 months . .	December 1888	June 1890 . .	Hard and soft shales with beds of mud. This is a cut and cover on 902 ft. radius	23
322	5'33 months . .	April 1889 . .	November 1890	Through soft and hard shales bearing water on 819 ft. radius . . . . .	24
240	4'75 years . .	February 1858	March 1864 . .	Loose rock . . . . .	25
162	3'58 years . .	December 1860	July 1864 . .	Rock . . . . .	26
121	4'08 years . .	March 1859	May 1864 . .	Rock . . . . .	27
122	5'08 years . .	July 1859 . .	August 1864	Rock . . . . .	28
122	3'17 years . .	February 1859	September 1863	Loose rock . . . . .	29
237	...	About 6 years		Through hard rock with fissures . . . . .	30
127	5'17 years . .	January 1857	December 1862	Trap rock . . . . .	31
133	...	...	October 1862	Trap rock . . . . .	32
132	5'25 years . .	October 1856	December 1862	Trap rock . . . . .	33
133	5'08 years . .	October 1856	December 1862	Trap rock . . . . .	34
136	4'25 years . .	May 1856 . .	June 1862 . .	Trap rock . . . . .	35
273	4'00 years . .	August 1856	February 1862	Trap rock . . . . .	36
147	3'75 years . .	January 1857	March 1861	Trap rock . . . . .	37

† lakhs of rupees each are not included in this list.

## CHAPTER III.

## STATISTICS OF INDIAN RAILWAYS, 1891 AND 1892.

## REVIEW OF EXPENDITURE ON WORKING.

In the Appendices, pages i to lxxix, will be found full details, by half-years of the working expenses on the principal Indian railways for 1892. The following paragraphs briefly review the salient points connected with the expenses on working of the standard and metre gauge railways for the same period, as compared with 1891, on an annual basis.

## Maintenance per mean mile maintained (standard gauge).

2. During the year, the total expenses on maintenance of way, works and stations of the standard gauge lines amounted to ₹2,04,80,028<sup>(a)</sup> or an average rate of ₹2,009 per mean mile maintained on the total mean mileage (miles 10,195·19) of these lines, while in 1891 the expenses were, on the standard gauge lines, ₹2,33,73,361,<sup>(b)</sup> giving an average of ₹2,372 per mean mile maintained on a total mean mileage of 9,852·09 miles.

## Maintenance per mean mile maintained (metre gauge).

3. Similarly, on the metre gauge lines, the total expenses on maintenance of way, works and stations amounted to ₹69,64,635,<sup>(c)</sup> averaging ₹972 per mean mile maintained on the total mean mileage (miles 7,163·31) of these lines; similar expenses in 1891 on metre gauge lines, amounting to ₹74,36,473 or an average of ₹1,124 per mean mile maintained on a total mean mileage of 6,616·56 miles.

## Maintenance per mile of track, including sidings (standard gauge).

4. On the standard gauge lines, the cost of maintenance per mile of track including sidings, is compared in the following table:

Serial number.	RAILWAY.	1891.		1892.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
I	East Indian, including—	28·47	1,425	28·42	1,313
XXI	Patna-Gya . . . . .	12·64			
XXII	Delhi-Umballa-Kalka . . . . .	...			
II	Tarkessur . . . . .	7·00	766	8·00	898
III	Bengal-Nágpur . . . . .	3·43	819	4·43	805
IV & XXV	Indian Midland, including—	4·23			
IX	Bhopal-Itársi . . . . .	7·60	14·05	8·60	1,764
	North Western (state), including—	13·94	2,490	...	1,764
X	Amritsar-Patháńkot . . . . .	7·89			
XXIX	Hyderabad-Umarkot . . . . .	...			
XXX	Rájpura-Bhátinda . . . . .	2·94			
	Jammu and Kashmír (native state section) . . . . .	1·80	2·80		

(a) Excluding the Calcutta Port Commissioners' railway, and the direct charges incurred by the State for special renewal of sleepers on the Wardha coal state railway.

(b) Includes the cost of maintenance of the Rájpura-Bhátinda railway, the expenses on which are not shown under their appropriate heads in Part I of the Administration report for 1891-92, but entered in a lump under special and miscellaneous expenditure in Statement No. 30.

(c) Excluding the West of India Portuguese and the Deoghur railways.

Serial number.	RAILWAY.	1891.		1892.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	R	Years.	R
XI	Oudh and Rohilkhand (state)	16.72	1,125	17.72	1,302
XII	Eastern Bengal (state)	22.06	2,196	23.06	1,155
XIII	Bengal Central	8.20	753	9.20	663
XVIII	Great Indian Peninsula, including—				
VI	Wardha Coal	27.34	2,492	28.34	2,207
VII	Dhond-Manmád	15.66		16.66	
XXIII	Khámgaon	13.74		14.74	
XXIV	Amráoti	21.83		22.83	
XIX	Bombay, Baroda and Central India including—	20.87		21.87	
XXVII	The Gaekwar's Petlád (a)	25.34	2,742	26.34	2,579
XX	Madras	1.60	343	2.66	
XXVI	The Nizam's Guaranteed State, including—	27.70	1,300	28.70	1,439
VIII	Bezwada extension	9.04	1,236	10.04	1,109
		2.89		3.89	

The expenses on permanent-way alone per mile of track, including sidings, compare as follows :

Serial number.	RAILWAY.	1891.	1892.
		R	R
I	East Indian, including—	889	775
XXI	Patna-Gya		
XXII	Delhi-Umballa-Kalka		
II	Bengal-Nágpur	488	407
III	Indian Midland, including—	436	443
IV & XXV	Bhopal-Itársi		
IX	North Western (state) including—	1,319	711
X	Amritsar-Pathámkot		
XXIX	Hyderabad-Umarkot		
XXX	Rájpura-Bhátinda		
XI	Jammu and Kashmir (native state section)		
XII	Oudh and Rohilkhand (state)	697	806
XIII	Eastern Bengal (state)	1,726	780
XVIII	Bengal Central	459	362
XVIII	Great Indian Peninsula, including—	1,360	1,099
VI	Wardha Coal		
VII	Dhond-Manmád		
XXIII	Khámgaon		
XXIV	Amráoti		
XIX	Bombay, Baroda and Central India, including—	1,278	1,096
XXVII	The Gaekwar's Petlád		
XX	Madras	567	689
XXVI	The Nizam's Guaranteed State, including—	776	690
VIII	Bezwada extension		

(a) Maintained by revenue since May 1891.

## Maintenance per mile of track, including sidings (metre gauge).

5. On the metre gauge lines the cost of maintenance per mile of track including sidings, is shown in the following table:

Serial number.	RAILWAY.	1891.		1892.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	R.	Years.	R.
XXXIII	Bengal and North-Western—				
	Tirhoot section . . . . .	7'98	} 461	8'87	} 500
	Company's section . . . . .	6'33		7'12	
XXXV	Rajputana-Malwa, including—	12'30	836	13'30	816
LI	The Gaekwar's Mehsána . . . . .	1'82	204	2'82	
XXXVI	Southern Mahratta, including—	5'42	} 635	6'42	} 633
XXXVIII	Mysore section . . . . .	5'50		6'11	
LII	Kolhápur . . . . .	0'70	1'70		
XXXIX	South Indian . . . . .	13'99	1,589	12'39	1,123
XLIII	Eastern Bengal (state)—				
	Northern and Behar sections, (in- cluding the Kaunia-Dharlla 2' 6" gauge branch) . . . . .	} 9'06	1,673	9'77	} 931
	Dacca section . . . . .			7'48	
XLIV	Burma (state), including—				
	Toungoo-Mandalay . . . . .	7'73	} 1,761	8'73	} 1,367
XLV	Mu Valley . . . . .	0'46		0'97	
XLVII	Rohilkund and Kumaon, including—	7'25	} 425	8'25	} 391
XXXIV	Lucknow-Bareilly section . . . . .	3'99		4'99	
XLIX	Dibru-Sadiya . . . . .	7'99	1,502	8'99	1,557
LIII	Jodhpore-Bickaneer—				
	Jodhpore section . . . . .	} 2'93	522	4'43	473
	Bickaneer section . . . . .			1'06	319
LIV	Bhánagar-Gondal-Junágarh-Porbandar . . . . .	7'54	1,019	8'54	1,405

The expenses on permanent-way alone per mile of track, including sidings (where known), are compared in the following table:

Serial number.	RAILWAY.	1891.	1892.
		R.	R.
XXXIII	Bengal and North-Western—		
	Tirhoot section . . . . .	} 232	257
	Company's section . . . . .		
XXXV	Rajputana-Malwa, including—		
LI	The Gaekwar's Mehsána . . . . .	464	456
XXXVI	Southern Mahratta, including—		
XXXVIII	Mysore section . . . . .	} 306	292
LII	Kolhápur . . . . .		
XXXIX	South Indian . . . . .	1,001	771
XLIII	Eastern Bengal (state)—		
	Northern and Behar sections (including the Kaunia- Dharlla 2' 6" gauge branch) . . . . .	} 1,147	643
	Dacca section . . . . .		
XLIV	Burma (state), including—		
	Toungoo-Mandalay . . . . .	} 1,194	798
XLV	Mu Valley . . . . .		

Serial number.	RAILWAY.	1891.	1892.
		R	R
XLVII XXXIV	Rohilkund and Kumaon, including— Lucknow-Bareilly section	193	216
XLIX	Dibru-Sadiya	870	1,000
LIII	Jodhpore-Bickaneer— Jodhpore section	457	391
	Bickaneer section		
LIV	Bhāvnagar-Gondal-Junāgarh-Porbandar	726	1,080

Maintenance per 1,000 gross ton-miles (standard gauge).

6. The maintenance charges per 1,000 gross ton-miles of traffic on the standard gauge lines are shown in the following table :

Serial number.	RAILWAY,	1891.		1892.					
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.				
		Miles.	R	Miles.	R				
. 1 XXI XXII	East Indian, including— Patna-Gya Delhi-Umballa-Kalka Tarkessur	2,110,801	1'03	1,990,648	0'97				
II	Bengal-Nāgpur					473,288	1'81	607,823	1'65
III IV & XXV	Indian Midland, including— Bhopal-Itārsi					604,297	1'49	629,953	1'41
IX	North Western (state), including— Amritsar-Pathānkot	1,230,800	2'48	1,427,659	2'21				
X XXIX	Hyderabad-Umarkot Rājpora-Bhātinda								
XXX	Jammu and Kashmir (native state section)					1,035,705	1'25	1,050,038	1'43
XI	Oudh and Rohilkhand (state)					1,451,761	1'70	1,417,431	1'01
XII	Eastern Bengal (state), including— Bengal Central								
XIII XVIII	Great Indian Peninsula, including—	1,992,799	1'85	1,932,391	1'69				
VI	Wardha Coal								
VII XXIII	Dhond-Manmād Khamgāon								
XXIV	Amrāoti								
XIX XXVII	Bombay, Baroda and Central India, including— The Gaekwar's Petlād	1,882,324	1'92	1,877,205	1'85				
XX	Madras					856,746	1'81	819,282	2'11
XXVI VIII	The Nizam's Guaranteed State, including— Bezwada extension	561,871	2'40	549,435	2'20				

## Maintenance per 1,000 gross ton-miles (metre gauge).

7. On the metre gauge lines, the maintenance charges per 1,000 gross ton-miles of traffic are compared in the following table:

Serial number.	RAILWAY.	1891.		1892.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	R	Miles.	R
XXXIII	Bengal and North-Western— Tirhoot section Company's section	} 417,219	1'24	424,034	1'32
XXXV LI	Rajputana-Malwa, including— The Gaekwar's Mehsána				
XXXVI XXXVIII LII	Southern Mahratta, including— Mysore section Kolhápur	} 283,007	2'45	275,678	2'52
XXXIX	South Indian . . . . .				
XLIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharlla 2'6" gauge branch) Dacca section	} 485,333	3'98	463,133	2'33
XLIV XLV	Burma (state), including— Toungoo-Mandalay Mu Valley				
XLVII XXXIV	Rohilkund and Kumaon, includ- ing— Lucknow-Bareilly section	} 217,127	1'92	262,377	1'67
LIV	Bhávnagar-Gondal-Junágarh- Porbandar				
		212,815	5'28	229,516	6'83

## Locomotive expenses per train-mile (standard gauge).

8. The locomotive expenses on the standard gauge lines open for traffic amounted to R (a) 2,64,80,449 on a train-mileage of (a) 41,106,811, giving an average cost of (a) 10'31 annas per train-mile; while in 1891 the expenditure was, on standard gauge lines, R2,79,15,755 (b) on a train-mileage of 42,047,302 (b), or an average of 10'62 (b) annas per train-mile.

## Locomotive expenses per train-mile (metre gauge).

9. On the metre gauge lines open for traffic during the year, the total expenses were R99,62,867, the train-mileage 18,972,708, and the average cost per train-mile 8'40 annas; corresponding figures for the metre gauge lines open for traffic in 1891 being total expenses R96,84,792, train-mileage 18,121,998, and the average cost per train-mile 8'55 annas.

(a) Excludes the Calcutta Port Commissioners' railway.

(b) Includes the locomotive expenses of the Rájputana-Bhátinda railway, which have been shown under special and miscellaneous expenditure in a lump in Part I of the Administration report for 1891-92.

Locomotive expenses per train-mile (standard gauge).

10. The locomotive expenses per train-mile on the standard gauge lines are shown in the table below :

Serial number.	RAILWAY.	1891.				1892.			
		Consumption of fuel (in terms of Kurhurbaree coal) per train-mile.	Average cost per ton.	Train-mileage per mean mile worked.	Locomotive expenses per train-mile.	Consumption of fuel (in terms of Kurhurbaree coal) per train-mile.	Average cost per ton.	Train-mileage per mean mile worked.	Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
XXI	East Indian, including— Patna-Gya	50'90	2'13	5,443	6'85	51'74	2'06	5,579	6'91
XXII	Delhi-Umballa-Kalka								
II	Tarkessur								
III	Bengal-Nágpur	54'76	4'38	1,424	10'91	52'56	3'50	1,767	9'79
IV & XXV	Indian Midland, including— Bhopal-Itársi								
IX	North Western (state), including— Amritsar-Pathámkot	43'07	11'56	2,036	10'81	48'93	10'37	2,073	10'86
X	Hyderabad-Umarkot								
XXIX	Rájpura-Bhátinda	47'07	15'42	3,729	11'61	49'99	12'87	3,150	12'51
XXX	Jammu and Kashmir (native state section)								
XI	Oudh and Rohilkhand (state)	41'20	13'50	3,281	8'53	39'75	9'38	3,522	6'86
XII	Eastern Bengal (state), including— Bengal Central								
XVIII	Great Indian Peninsula, including— Wardha Coal	51'96	4'74	5,260	6'66	49'66	5'45	5,240	6'63
VI	Dhond-Manmád								
VII	Khámgaon	46'70	11'41	6,996	13'22	45'51	10'17	6,564	12'68
XXIII	Amráoti								
XXIV	Bombay, Baroda and Central India, including— The Gaekwar's Petlád	44'36	16'63	5,500	12'52	43'95	13'70	5,506	12'37
XIX	Madras								
XXVII	The Nizam's Guaranteed State, including— Bezwada extension	46'99	15'98	3,005	13'41	47'49	14'40	3,002	11'82
XX									
XXVI		64'89	6'13	1,787	10'43	45'94	5'79	1,702	9'87
VIII									

Locomotive expenses per train-mile (metre gauge).

11. On the metre gauge lines, the locomotive expenses per train-mile compare as follows :

Serial number.	RAILWAY.	1891.				1892.			
		Consumption of fuel (in terms of Kurhurbaree coal) per train-mile.	Average cost per ton.	Train-mileage per mean mile worked.	Locomotive expenses per train-mile.	Consumption of fuel (in terms of Kurhurbaree coal) per train-mile.	Average cost per ton.	Train-mileage per mean mile worked.	Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
XXXIII	Bengal and North-Western— Tirhoot section	31'10	7'20	2,144	4'93	31'86	6'88	2,162	4'50
	Company's section								
XXXV	Rajputana-Malwa, including— The Gaekwar's Mobsána	32'07	19'44	3,890	9'70	32'05	17'78	3,876	9'53
LI									
XXXVI	Southern Mahratta, including— Mysore section	30'99	16'24	1,803	8'82	32'45	13'76	1,729	9'02
XXXVIII	Kolhápur								
LII	South Indian	33'76	18'55	3,291	9'17	43'89	11'91	3,015	8'83
XXXIX	Eastern Bengal (state)— Northern and Behar sections (including Kaunia-Dharla 2' 6" gauge branch).								
XLIII	Dacca section	32'23	6'03	2,984	4'88	33'50	6'33	2,805	4'98
XLIV	Burma (state), including— Toungoo-Mandalay								
XLV	Mu Valley	32'79	15'51	2,875	9'84	31'73	13'95	2,753	9'67
XLVI	Deoghur								
XLVII	Rohilkund and Kumaon, including— Lucknow-Bareilly section.	34'50	6'00	3,009	5'31	36'61	5'57	3,040	5'58
XLVIII									
XLIX	Dibru-Sadiya	28'37	15'74	1,331	7'09	32'86	12'27	1,542	6'00
L									
LII	Jodhpore-Bickaneer— Jodhpore section	24'24	8'57	1,961	5'98	26'99	7'65	2,512	5'54
LIII	Bickaneer section								
LIV	Bhávnagar-Gondal-Junágarh-Porbandar	28'20	28'33	1,315	7'92	28'89	27'53	1,232	9'26
		26'58	22'74	1,390	8'41	25'16	18'81	1,477	7'53



## Locomotive expenses per 1,000 gross ton-miles (standard gauge).

12. The locomotive expenses on the standard gauge lines based on the comparative cost per 1,000 gross ton-miles hauled give the following results :

Serial number.	RAILWAY.	1891.			1892.		
		Consumption of fuel (in terms of Kurhurbaree coal) per 1,000 gross ton-miles.	Ton-mileage hauled per mean mile worked.	Locomotive expenses per 1,000 gross ton-miles.	Consumption of fuel (in terms of Kurhurbaree coal) per 1,000 gross ton-miles.	Ton-mileage hauled per mean mile worked.	Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	R	lbs.	Miles.	R
I	East Indian, including—						
XXI	Patna-Gya	139'94	1,987,959	1'17	141'00	1,990,646	1'21
XXII	Delhi-Umballa-Kalka						
	Tarkessur						
II	Bengal-Nágpur	159'60	473,288	2'05	152'77	607,823	1'78
III	Indian Midland, including—	145'15	604,297	2'28	161'02	629,953	2'23
IV & XXV	Bhopal-Itársi						
IX	North Western (state), including—						
X	Amritsar-Pathánekot	142'64	1,230,800	2'20	163'34	1,229,274	2'55
XXIX	Hyderabad-Umarkot						
XXX	Rájpura-Bhátinda						
	Jammu and Kashmir (native state section).						
XI	Oudh and Rohilkhand (state)	130'54	1,035,705	1'69	133'30	1,050,038	1'44
XII	Eastern Bengal (state), including—	188'23	1,451,761	1'51	183'57	1,417,431	1'53
XIII	Bengal Central						
XVIII	Great Indian Peninsula, including—						
VI	Wardha Coal	163'95	1,992,799	2'90	154'59	1,932,391	2'69
VII	Dhond-Manmád						
XXI.I	Khámgaon						
XXIV	Amráoti						
XIX	Bombay, Baroda and Central India, including—	129'35	1,886,020	2'28	126'23	1,877,205	2'22
XXVII	The Gaekwar's Petlád						
XX	Madras	164'84	856,746	2'94	174'03	819,282	2'71
XXVI	The Nizam's Guaranteed State, including—	206'41	561,871	2'07	142'35	549,435	1'91
VIII	Bezwada extension						

## Locomotive expenses per 1,000 gross ton-miles (metre gauge).

13. For the metre gauge lines, a similar comparison gives :

Serial number.	RAILWAY.	1891.			1892.		
		Consumption of fuel (in terms of Kurhurbaree coal) per 1,000 gross ton-miles.	Ton-mileage hauled per mean mile worked.	Locomotive expenses per 1,000 gross ton-miles.	Consumption of fuel (in terms of Kurhurbaree coal) per 1,000 gross ton-miles.	Ton-mileage hauled per mean mile worked.	Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	R	lbs.	Miles.	R
XXXIII	Bengal and North-Western —						
	Tirhoot section	159'83	417,219	1'60	162'40	424,934	1'43
	Company's section						
XXXV	Rajputana-Malwa, including—	163'49	829,437	2'95	157'99	786,333	2'94
LI	The Gaekwar's Mehsána						
XXXVI	Southern Mahratta, including—	197'40	283,007	3'51	203'50	275,678	3'54
XXXVIII	Mysore section						
LII	Kolhápúr	213'94	519,445	3'63	287'74	459,903	3'62
XXXIX	South Indian						
XLIII	Eastern Bengal (state)—						
	Northern and Behar sections, (including the Kaunia-Dharila 2'6" gauge branch).	198'17	485,333	1'88	202'93	463,133	1'89
	Dacca section						
XLIV	Burma (state), including—	168'94	558,998	3'17	154'44	568,353	2'94
	Toungoo-Mandalay						
XLV	Mu Valley						
XLVII	Rohilkund and Kumaon, including—	173'73	217,127	2'72	193'08	262,377	2'20
	Lucknow-Bareilly section						
XXXIV	Bhávnaagar-Gondal-Junágarh-	173'29	212,815	3'43	163'49	229,516	3'06
LIV	Porbandar						

**Locomotive expenses: cost of fuel.**

14. The differences in the average prices of coal per ton varying, as will be noticed in the foregoing paragraphs, from ₹2.13 on the East Indian railway to ₹28.33 on the Jodhpore-Bickaneer railway in 1891, and from ₹2.06 on the East Indian railway to ₹27.53 on the Jodhpore-Bickaneer railway in 1892, render any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, and this is done in the following paragraphs:

**Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge).**

15. Excluding then the cost of fuel, the locomotive expenses on the standard gauge lines compare as follows:

Serial number.	RAILWAY.	1891.	1892.
		R	R
I	East Indian, including—	} 1.04	1.08
XXI	Patna-Gya		
XXII	Delhi-Umballa-Kalka		
II	Tarkessur		
II	Bengal-Nágpur . . . . .	1.69	1.51
III	Indian Midland, including—	} 1.37	1.35
IV & XXV	Bhopal-Itársi		
IX	North Western (state), including—		
	Amritsar-Pathámkot	} 1.29	1.55
X	Hyderabad-Umarkot		
XXIX	Rájpura-Bhátinda		
XXX	Jammu and Kashmir (native state section)		
XI	Oudh and Rohilkhand (state) . . . . .	0.90	0.88
XII	Eastern Bengal (state), including—	} 1.11	1.05
XIII	Bengal Central		
XVIII	Great Indian Peninsula, including—		
VI	Wardha Coal	} 1.94	1.87
VII	Dhond-Manmád		
XXIII	Khámgaon		
XXIV	Amráoti		
XIX	Bombay, Baroda and Central India, including—	} 1.42	1.53
XXVII	The Gaekwar's Petlád		
XX	Madras . . . . .	1.94	1.75
XXVI	The Nizam's Guaranteed State, including—	} 1.50	1.47
VIII	Bezwada extension		

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (metre gauge).

16. The locomotive expenses of the metre gauge lines compare as follows :

Serial number.	RAILWAY.	1891.	1892.
		R	R
XXXIII	Bengal and North-Western— Tirhoot section	} 1'07	0'94
	Company's section		
XXXV LI	Rajputana-Malwa, including— • The Gaekwar's Mehsana	} 1'60	1'68
XXXVI	Southern Mahratta, including—		
XXXVIII LII	Mysore section Kolhápur section	} 2'16	2'2
XXXIX	South Indian		
XLIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia- Dharilla 2' 6" gauge branch)	} 1'34	1'31
	Dacca section		
XLIV	Burma (state), including— Toungoo-Mandalay	} 2'06	1'98
XLV	Mu Valley		
XLVII	Rohilkund and Kumaon, including—	} 1'49	1'15
XXXIV	Lucknow-Bareilly section		
LIV	Bhávnaagar-Gondal-Junágarh-Porbandar	1'84	1'68

Carriage and wagon expenses per 1,000 home vehicle-miles (standard gauge).

17. The carriage and wagon expenses for the standard gauge lines open for traffic, based on the comparative cost per 1,000 home vehicle-miles, are shown in the following table :

Serial number.	RAILWAY.	1891.				1892.			
		Total vehicle-mileage.	Average mileage per coaching vehicle.	Average mileage per goods vehicle.	Carriage and wagon expenses per 1,000 home vehicle-miles.	Total vehicle-mileage.	Average mileage per coaching vehicle.	Average mileage per goods vehicle.	Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	R	* Miles.	Miles.	Miles.	R
I	East Indian, including—	} 269,260,918	61,999	20,384	4'60	271,605,366	58,893	20,879	4'66
XXI	Patna-Gya								
XXII	Delhi-Umballa-Kalka Tarkessur								
II	Bengal-Nágpur	39,524,467	36,281	18,071	4'37	50,262,423	42,210	14,824	3'61
III	Indian Midland, including—	} 38,689,346	28,977	12,952	5'71	40,183,486	29,591	12,863	5'85
IV & XXV	Bhopal-Itársi								
IX	North Western (state), including—								
	Amritsar-Pathánot								
X	Hyderabad-Umarkot	} 212,515,974	29,447	15,377	10'70	169,239,241	30,925	10,645	8'07
XXIX	Rájpura-Bhátinda								
XXX	Jammu and Kashmir (native state section).								
XI	Oudh and Rohilkhand (state).	77,030,823	34,699	12,988	4'00	79,446,727	34,514	13,564	3'86
XII	Eastern Bengal (state), including—	} 42,518,296	35,389	14,011	9'03	41,799,135	35,313	13,250	7'53
XIII	Bengal Central								
XVIII	Great Indian Peninsula, including—								
	Wardha Coal	} 184,366,832	30,955	16,913	12'08	166,612,010	29,847	14,736	12'26
VII	Dhond-Manmád								
XXIII	Khángaon								
XXIV	Amráoti								
XIX	Bombay, Baroda and Central India, including—	} 68,719,670	40,255	13,969	9'33	68,640,641	41,107	13,821	12'06
XXVII	The Gaekwar's Petlad								
XX	Madras	50,762,207	25,937	10,557	9'80	48,150,589	25,978	9,572	10'73
XXVI	The Nizam's Guaranteed State, including—	} 15,788,978	31,065	15,292	5'99	14,941,312	30,889	14,138	7'37
VIII	Bezwaada extension								

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge).

18. On the metre gauge lines the carriage and wagon expenses, based on the comparative cost per 1,000 home vehicle-miles, are as follows :

Serial number.	RAILWAY.	1891.				1892.			
		Total vehicle-mileage.	Average mileage per coaching vehicle.	Average mileage per goods vehicle.	Carriage and wagon expenses per 1,000 home vehicle-miles.	Total vehicle-mileage.	Average mileage per coaching vehicle.	Average mileage per goods vehicle.	Carriage and wagon expenses per 1,000 home vehicle-miles.
XXXIII	Bengal and North-Western-Tirhoot section	41,666,311	45,881	11,659	3'20	42,508,836	45,009	11,776	3'30
XXXV	Rajputana-Malwa, including—								
LI	The Gaekwar's Mehsana	160,766,282	27,626	16,112	6'77	159,842,753	27,503	16,000	5'15
XXXVI	Southern Mahratta, including—	45,230,351	18,655	6,277	6'53	44,007,714	17,370	6,023	7'04
XXXVIII	Mysore section								
LII	Kolhapur	55,773,593	39,138	9,671	5'13	59,963,997	37,751	9,861	6'58
XXXIX	South Indian	37,490,759	33,359	12,812	3'70	35,238,068	31,160	10,858	3'33
XLIII	Eastern Bengal (state)—Northern and Behar sections (including the Kaunia-Dharila 2'6" gauge branch).								
XLIV	Dacca section	48,363,072	34,410	8,834	5'13	54,041,343	34,973	9,534	4'57
XLV	Burma (state), including—								
XLVI	Toungoo-Mandalay	6,600,685	22,558	5,762	4'32	9,096,586	24,432	7,660	4'46
XLVII	Mu Valley								
XLVIII	Rohilkund and Kumaon, including—	9,910,432	24,155	5,667	3'43	10,388,636	22,120	6,200	4'27
XXXIV	Lucknow-Bareilly section								
LIV	Bhavnagar-Gondal-Junagarh-Porbandar								

Traffic expenses per train-mile (standard gauge).

19. Following the procedure adopted in the foregoing, the traffic expenses per train-mile on the standard gauge lines vary as shown below :

Serial number.	RAILWAY.	1891.			1892.		
		Train-mileage per mean mile worked.	Average distance between stations.	Traffic expenses per train-mile.	Train-mileage per mean mile worked.	Average distance between stations.	Traffic expenses per train-mile.
I	East Indian, including—	5,443	3'50	5'01	5,579	7'67	4'54
XXI	Patna-Gya						
XXII	Delhi-Umballa-Kalka	1,424	10'02	5'36	1,767	9'90	5'09
II	Tarkessut						
III	Bengal-Nágpur	2,036	8'35	4'66	2,073	7'73	4'57
IV & XXV	Indian Midland, including—						
IX	Bhopal-Itársi	3,729	7'37	4'08	3,150	7'33	4'96
X	North Western (state), including—						
XXIX	Amritsar-Pathánkot	3,281	6'72	4'82	3,522	6'72	4'23
XXX	Hyderabad-Umarkot						
XI	Rájpura-Bhátinda	6,700	3'77	7'10	6,670	3'55	7'27
XII	Jammu and Kashmir (native state section)						
XIII	Oudh and Rohilkhand (state)	2,390	4'63	5'85	2,393	5'68	5'54
XVIII	Eastern Bengal (state)						
VI	Bengal Central	6,996	7'24	4'61	6,564	7'06	4'91
VII	Great Indian Peninsula, including—						
XXIII	Wardha Coal	5,617	5'55	5'14	5,506	5'49	5'26
XXIV	Dhond-Manmád						
XIX	Khámgaon	3,005	6'17	5'42	3,002	6'08	5'36
XX	Amráoti						
XXVI	Bombay, Baroda and Central India	1,787	8'23	5'46	1,702	8'16	5'87
XXVII	Madras						
VIII	The Nizam's Guaranteed State, including—	1,462	6'67	2'92	1,463	6'67	3'01
XXVIII	Bezwada extension						
XXIX	The Gaekwar's Petlád						

## Traffic expenses per train-mile (metre gauge).

20. On the metre gauge lines a similar comparison of traffic expenses gives the following :

Serial number.	RAILWAY.	1891.			1892.		
		Train-mileage per mean mile worked.	Average distance between stations.	Traffic expenses per train-mile.	Train-mileage per mean mile worked.	Average distance between stations.	Traffic expenses per train-mile.
		Miles.	Miles.	Ans.	Miles.	Miles.	Ans
XXXIII	Bengal and North-Western— Tirhoot section	2,144	6.15	3.71	2,162	6.10	3.97
	Company's section						
XXXV	Rajputana-Malwa, including—	3,890	7.24	3.31	3,876	7.21	3.34
LI	The Gaekwar's Mehsána						
XXXVI	Southern Mahratta, including—	1,803	7.52	4.63	1,729	7.51	4.51
XXXVIII	Mysore section						
LII	Kolhápúr	3,291	6.88	2.96	3,015	7.00	3.18
XXXIX	South Indian						
XLIII	Eastern Bengal (state) — Northern and Behar sections (including the Kauria-Dharlla 2' 6" gauge branch).	2,984	6.86	4.63	2,805	7.32	4.53
	Dacca section						
XLIV	Burma (state), including— Toungoo-Mandalay	2,875	6.21	5.60	2,753	6.35	5.98
XLV	Mu Valley						
XLVI	Deoghur	3,009	4.79	5.01	3,040	4.79	4.41
XLVII	Rohilkund and Kumaon, including—						
XXXIV	Lucknow-Bareilly section	1,331	7.21	6.05	1,542	7.21	5.44
XLIX	Dibru-Sadiya						
LIII	Jodhpore-Bickaneer— Bickaneer section	1,315	8.31	1.94	1,232 901	7.98 10.87	2.39 2.45
LIV	Bhánagar-Gondal-Junágarh-Porbandar						
		1,390	6.81	5.20	1,477	6.58	5.05

## General charges, percentage on gross earnings (standard and metre gauges).

21. The general charges of standard and metre gauge lines may fairly be compared on one basis, that of percentage on gross earnings, excluding steam-boat. Taking the lines on one list they vary as follows :

Serial number.	RAILWAY.	1891.		1892.	
		Gross earnings excluding steam-boat, per mean mile worked.	General charges per cent. on gross earnings, excluding steam-boat.	Gross earnings, excluding steam-boat, per mean mile worked.	General charges per cent. on gross earnings, excluding steam-boat.
		R	Per cent.	R	Per cent.
I	East Indian (S), including— Patna-Gya (S)	29,037	3.41	27,850	3.57
XXI	Delhi-Umballa-Kalka (S)				
XXII	Tarkessur (S)				
II	Bengal-Nágpur (S)	6,732	11.18	7,316	9.82

Serial number.	RAILWAY.	1891.		1892.	
		Gross earnings, excluding steam-boat, per mean mile worked.	General charges, per cent. on gross earnings, excluding steam-boat.	Gross earnings, excluding steam-boat, per mean mile worked.	General charges, per cent. on gross earnings, excluding steam-boat.
		R	Per cent.	R	Per cent.
III IV & XXV IX	Indian Midland (S), including — Bhopal-Itársi.	6,308	9'76	6,737	9'30
X XXIX XXX	North Western (state) (S), including— Amritsar-Patháńkot (S) Hyderabad-Umarkot (S) Rájpura-Bhátinda (S) Jammu and Kashmir (S) (native state section).				
XI	Oudh and Rohilkhand (state) (S)	12,366	5'09	12,335	4'71
XII	Eastern Bengal (state) (S)	29,238	3'62	27,046	4'25
XIII	Bengal Central (S)	6,493	11'75	6,154	12'77
XVIII	Great Indian Peninsula (S), including—				
VI	Wardha Coal (S)	30,390	2'88	27,277	3'26
VII	Dhond-Manmád (S)				
XXIII	Khámgaon (S)				
XXIV	Amráoti (S)				
XIX	Bombay, Baroda and Central India (S).	30,674	3'62	30,906	4'09
XX	Madras (S)	11,134	6'07	11,468	5'61
XXVI	The Nizam's Guaranteed State (S), including—	7,848	9'59	7,860	9'89
VIII	Bezwada extension (S)				
XXVII	The Gaekwar's Petlád (S)	4,428	3'71	4,587	4'18
XXXIII	Bengal and North-Western—				
	Tirhoot section (M)	6,285	8'11	6,256	8'13
	Company's section (M)				
XXXV	Rajputana-Malwa (M), including—	12,576	5'35	12,826	5'18
LI	The Gaekwar's Mehsána				
XXXVI	Southern Mahratta (M), including—	4,513	11'74	4,289	12'31
XXXVIII	Mysore section (M)				
LII	Kolhápur (M)				
XXXIX	South Indian (M)	7,990	7'17	7,110	7'64
XLIII	Eastern Bengal (state)—				
	Northern and Behar sections (M), (including the Kaunia-Dharila 2' 6" gauge branch).	8,680	5'07	7,953	5'40
	Dacca section (M)				
XLIV	Burma (state) (M), including—	10,050	5'90	10,237	5'36
	Toungoo-Mandalay (M).				
XLV	Mu Valley (M)				
XLVI	Deoghur (M)	6,506	8'88	5,629	11'31
XLVII	Rohilkund and Kumaon (M), including—	3,936	11'52	4,424	11'59
	Lucknow-Bareilly section (M)				
XXXIV	Lucknow-Bareilly section (M)				
XLIX	Dibru-Sadiya (M)	6,393	15'73	6,601	16'67
LIII	Jodhpore-Bickaneer—	3,383	2'62	3,826	3'15
	Jodhpore section (M)				
	Bickaneer section (M)			1,760	4'28
LIV	Bhávnagar-Gondal-Junágarh-Porbandar.	4,427	11'85	4,729	10'28

The initial letter (S) indicates the standard gauge and (M) the metre gauge.

#### Compensation.

22. The total expenses on the standard and metre gauge lines for compensation for goods lost or damaged, personal injury, or other claims connected with

railway working, amounted to ₹2,35,320, being 0·10 per cent. on the gross earnings, against ₹1,14,612 equal to a percentage of 0·05 on gross earnings in 1891.

**Summary of working expenses compared with gross earnings.**

23. Taking the whole of the Indian railways, the expenses under the main abstracts compare as follows with the gross earnings (excluding steam-boat services), which amounted to ₹23,07,72,682) in 1892, compared with ₹23,86,64,660 in 1891.

1891.			1892.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . . .	3,10,08,618	12·99	Maintenance . . .	2,76,94,982	12·00
Locomotive . . .	3,78,72,397	15·87	Locomotive . . .	3,67,12,805	15·91
Carriage and wagon . . .	1,04,39,364	4·37	Carriage and wagon . . .	94,12,667	4·08
Traffic . . .	1,72,53,387	7·23	Traffic . . .	1,75,85,598	7·62
General . . .	1,13,58,577	4·76	General . . .	1,16,15,550	5·03
Miscellaneous . . .	30,36,821	1·27	Miscellaneous . . .	34,18,272	1·48
<b>TOTAL</b>	<b>(a) 11,16,59,431</b>	<b>46·79</b>	<b>TOTAL</b>	<b>(b) 10,70,41,438</b>	<b>46·38</b>

For the standard gauge lines separately the figures are as follows :

1891.			1892.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . . .	2,33,73,361	12·72	Maintenance . . .	2,05,65,081	11·89
Locomotive . . .	2,79,15,755	15·19	Locomotive . . .	2,65,04,784	15·33
Carriage and wagon . . .	80,62,742	4·39	Carriage and wagon . . .	71,78,531	4·15
Traffic . . .	1,27,16,726	6·92	Traffic . . .	1,27,74,342	7·39
General . . .	75,11,151	4·09	General . . .	75,99,301	4·40
Miscellaneous . . .	25,90,633	1·41	Miscellaneous . . .	27,77,378	1·61
<b>TOTAL</b>	<b>(a) 8,28,60,636</b>	<b>45·10</b>	<b>TOTAL</b>	<b>(b) 7,80,00,981</b>	<b>45·11</b>

for the metre gauge lines as follows :

1891.			1892.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . . .	74,36,473	13·87	Maintenance . . .	69,68,937	12·32
Locomotive . . .	96,84,792	18·06	Locomotive . . .	99,62,868	17·61
Carriage and wagon . . .	22,95,732	4·28	Carriage and wagon . . .	21,55,747	3·81
Traffic . . .	43,89,255	8·19	Traffic . . .	46,83,290	8·28
General . . .	37,18,039	6·93	General . . .	39,01,541	6·90
Miscellaneous . . .	4,22,082	0·79	Miscellaneous . . .	6,20,258	1·09
<b>TOTAL</b>	<b>2,79,46,373</b>	<b>52·12</b>	<b>TOTAL</b>	<b>2,82,92,641</b>	<b>50·01</b>

(a) Includes ₹6,90,267 paid by the North Western (state), the Great Indian Peninsula, and the Nizam's Guaranteed State railway as rent of leased lines, not included under any of the above heads.

(b) Includes ₹5,01,564 paid by the North Western (state), the Great Indian Peninsula, and the Nizam's Guaranteed State railways as rent of leased lines, not included under any of the above heads.

and for the special gauge lines as follows :

1891.			1892.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	<i>R</i>			<i>R</i>	
Maintenance . . .	1,98,784	14'94	Maintenance . . .	1,60,964	12'45
Locomotive . . .	2,71,850	20'44	Locomotive . . .	2,45,153	18'96
Carriage and wagon . . .	80,890	6'08	Carriage and wagon . . .	78,389	6'06
Traffic . . .	1,47,406	11'08	Traffic . . .	1,27,966	9'89
General . . .	1,29,387	9'73	General . . .	1,14,708	8'87
Miscellaneous . . .	24,106	1'81	Miscellaneous . . .	20,636	1'60
<b>TOTAL</b> . . .	<b>8,52,423</b>	<b>64'08</b>	<b>TOTAL</b> . . .	<b>7,47,816</b>	<b>57'83</b>



## CHAPTER IV.

## REVENUE TRANSACTIONS—TRAFFIC AND WORKING.

A map showing the several systems of Indian railways, corrected up to the 30th September 1893, is inserted at the commencement of the report.

2. The details of the earnings and expenses of each line are tabulated in Part I of the Administration report and in the appendices to this volume.

The following paragraphs contain a brief general review of the revenue transactions and traffic working of the more important railways during the year 1892:

*East Indian Railway system (standard gauge).*

3. The length of line open for traffic on the 31st December 1892, exclusive of sidings, was as follows:

	Miles.
East Indian railway proper (inclusive of the late Patna-Gya and the Nalhāti state railways incorporated with the East Indian railway) . . . . .	1,610·28
Tarkessur railway * . . . . .	22·23
Delhi-Umballa-Kalka railway * . . . . .	161·40
Rajputana-Malwa railway—Agra east bank to Agra fort † . . . . .	1·00
Eastern Bengal (state) railway—Calcutta to Naihāti ‡ . . . . .	23·24
TOTAL . . . . .	<u>1,818·15</u>

There was an increase of 84·84 miles in the length of the East Indian railway owing principally to —

- (i) 27·48 miles of the late Nalhāti state (4' gauge) railway having been taken over by the East Indian railway from the 1st April and converted to the standard gauge on the 1st July 1892;
- (ii) 57·20 miles of the late Patna-Gya state railway having been incorporated with the East Indian railway from the 1st July 1892.

The mileage of the East Indian railway with the incorporated lines (Patna-Gya and Nalhāti), together with that of the Rajputana-Malwa railway and the Eastern Bengal (state) railway as above, over which the East Indian railway has running powers, amounted to 1,634·52 miles.

The following table shows the general results of the year's working as compared with those of 1891:

Year.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses. ‡	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles	₹	₹	₹		₹	
1891 . . . . .	1,765·13	9,602,680	5,14,88,020	1,47,40,660	3,67,47,360	28·63	561	9·66
1892 . . . . .	1,811·32	10,104,550	5,05,17,043	1,47,39,931	3,57,77,112	29·18	536	9·39
Increase or decrease . . . . .	+46·19	+501,870	-9,70,977	-729	-9,70,248	+0·55	-25	-0·27
Percentage of increase or decrease . . . . .	+2·62	+5·23	-1·89	...	-2·64	...	-4·46	...

\* Worked by the East Indian Railway Company.

† Laid on a mixed standard and metre gauge, worked over by the East Indian railway.

‡ Worked over by the East Indian railway.

§ Includes contribution to the Provident Fund.

|| Includes ₹18,154 for Government supervision and control, Delhi-Umballa-Kalka railway, and ₹36,000, special grant, to Mr. D. W. Campbell, late Agent, East Indian railway.

Compared with 1891, a year remarkable for its exceptionally heavy pilgrim traffic, the earnings of 1892 showed a net decrease of ₹9,70,977, but excepting the year 1891, the earnings of 1892 were the highest ever obtained. The increase in train-mileage was chiefly due to increased length of line worked.

The surplus profits for the 1st and 2nd halves of 1891 and 1892 compare as follows :

	1891.		1892.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
Government share of East Indian railway proper . . . . .	₹ 61,87,784	₹ 43,93,784	₹ 56,78,254	₹ 26,76,787
Government share of Patna-Gya net earnings . . . . .	1,87,905	1,59,978	1,63,462	...
<b>TOTAL</b> . . . . .	<b>63,75,689</b>	<b>45,53,762</b>	<b>58,41,716</b>	<b>26,76,787</b>
East Indian Railway Company's share of East Indian railway proper . . . . .	15,46,946	10,98,446	14,19,563	6,69,197
East Indian Railway Company's share for working branch lines—				
Patna-Gya . . . . .	46,976	39,995	40,865	...
Tarkessur . . . . .	23,969	16,900	21,746	16,964
<b>TOTAL</b> . . . . .	<b>16,17,891</b>	<b>11,55,341</b>	<b>14,82,174</b>	<b>6,86,161</b>
Tarkessur railway share of net earnings . . . . .	95,878	67,600	86,983	67,854
Delhi-Umballa-Kalka railway share of net earnings . . . . .	1,89,839	2,64,009	2,76,375	2,64,509

The decrease in the surplus profits is due to the low rate of exchange at which the charges for interest and annuity in sterling were converted into rupee currency in 1892. The rate was 1s. 4 $\frac{3}{4}$ d. against 1s. 6 $\frac{1}{2}$ d. to the rupee in 1891. The increase in the Delhi-Umballa-Kalka railway is the result of 12 months' working compared with 10 months of 1891; this line having been opened for traffic on the 1st March 1891.

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Decrease.
	₹	₹	₹
Coaching . . . . .	1,69,48,352	1,63,72,818	5,75,534
Goods . . . . .	3,36,01,926	3,32,71,350	3,36,576
Electric telegraph . . . . .	84,000	83,854	146
Steam-boat . . . . .	75,145	79,977	4,168
Sundries . . . . .	7,72,597	7,18,044	54,553
<b>TOTAL</b> . . . . .	<b>5,14,88,020</b>	<b>5,05,17,043</b>	<b>9,70,977</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
1891 . . . . .	53,161	5,44,163	179,401	6,98,800	8,16,503	7,53,349	15,209,970	1,30,94,655	16,259,035	1,50,90,967
1892 . . . . .	53,221	5,44,062	186,053	7,36,003	8,49,720	8,36,795	15,366,907	1,24,40,357	16,455,901	1,45,57,217
Increase or decrease . . . . .	+60	-101	+6,652	+37,203	+33,217	+83,446	+156,937	-6,54,298	+196,866	-5,33,750

The improvement in second class traffic, which occurred principally in local booking, is said to be chiefly due to the tendency on the part of the European passengers to leave first class accommodation and travel in the second class,

particularly when reserved accommodation is required, and to the fact that the well-to-do natives are travelling second class to a greater extent than formerly. Under troops and police there was a falling off, which is ascribed to the movement of troops for the Manipur expedition in 1891.

The increase in the intermediate class traffic was due to the incorporation of the late Nalháti state railway with the undertaking and to the extensive booking by mail trains, due to the advantages to be derived from speedy travelling, and to the exclusion of third class passengers from mail trains above Allahabad. It is satisfactory to notice that there is a steady growth of traffic in this class, the results for the year 1892 being the highest yet recorded.

In third class traffic the increase in number with a decrease in earnings was due chiefly to a larger number of passengers having travelled for shorter distances. Notwithstanding the exceptionally heavy pilgrim traffic in 1891, the decrease in earnings in 1892 would have been considerably reduced had the booking of ordinary pilgrim traffic to Hardwar in March and April 1892 not been suspended under the orders of Government on account of an outbreak of cholera at that place.

The average sum received for carrying a passenger one mile amounted to 2'73 pies against 2'72 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3'78 against ₹4'00.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891:

	1891.		1892.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . . . .	2,762,753	2,40,73,886	2,728,837	2,44,19,229	-33,916	+3,45,343
Military stores . . . . .	9,591	4,25,403	8,535	3,82,893	-1,056	-42,510
Railway materials for construction (Home line only) . . . . .	37,664	25,186	116,885	1,23,025	+79,221	+97,839
Coal and coke for the public and foreign railways . . . . .	1,694,774	77,52,222	1,786,851	69,60,099	+92,077	-7,92,123
Coal and coke for construction (Home line only) . . . . .	1,423	6,150	1,670	6,590	+247	+440
Coal and coke for revenue only . . . . .	247,594	5,91,319	259,623	8,14,291	+12,029	+2,22,972
Revenue stores other than coal and coke . . . . .	303,292	4,10,275	322,871	3,99,591	+19,579	-10,684
Live-stock . . . . .	3,501	1,64,393	2,988	1,23,662	-513	-40,731
Rents, miscellaneous, etc. . . . .	...	2,37,476	...	1,39,084	...	-98,392
<b>TOTAL</b> . . . . .	<b>5,060,592</b>	<b>3,36,86,310</b>	<b>5,228,260</b>	<b>3,33,68,464</b>	<b>+167,668</b>	<b>-3,17,846</b>
<i>Less</i> - Outstandings irrecoverable . . . . .	...	78,384	...	97,114	...	+18,730
<b>Net TOTAL</b> . . . . .	<b>5,060,592</b>	<b>3,36,07,926</b>	<b>5,228,260</b>	<b>3,32,71,350</b>	<b>+167,668</b>	<b>-3,36,576</b>

The noticeable fluctuations in the traffic under "General merchandise" are shown below:

	INCREASE.		DECREASE.	
	Tons.	₹	Tons.	₹
Grains . . . . .	...	3,61,157	50,446	...
Jute . . . . .	...	...	8,511	99,422
Lac . . . . .	...	...	6,244	63,165
Oil-seeds . . . . .	...	...	27,801	84,476
Opium . . . . .	...	...	2,114	50,623
Provisions . . . . .	...	...	165	87,199
Saltpetre . . . . .	3,912	43,729	...	...
Sugar . . . . .	22,027	1,16,769	...	...
Stone and lime . . . . .	17,694	85,090	...	...
Timber . . . . .	14,812	56,025	...	...
Tobacco . . . . .	3,486	57,972	...	...

*Grains.*—The increase in earnings was principally in the traffic in gram, and was due chiefly to increased traffic from up-country stations to Howrah for shipment to coast ports and Burma. The decrease in the tonnage was principally due to the smaller quantity of wheat and rice carried during the year.

*Jute.*—The decrease was chiefly in traffic from the Eastern Bengal (state) railway *via* Naiháti and Sahebgunge to Howrah and Bhadreswar respectively, in consequence of depletion of stocks and bad crops.

*Oil-seeds.*—The decrease occurred mainly in the second-half of the year, and was principally in linseed, due, it is said, to the exhaustion of stocks in the interior, to a falling off in the demand for shipment, and to bad crops.

*Sugar.*—The increase was principally in despatches from the East Indian railway stations in the Patna and Shahabad districts, from the Qudh and Rohilkhand (state), the North Western (state) and the Bengal and North-Western railways, and from Behar to stations on foreign lines *via* Jubbulpore, Agra and Delhi.

The increase in "Railway materials for construction (Home line only)" was chiefly due to the carriage of materials for the conversion of the Azimganj branch from the 4 foot to the standard gauge and for the Jherriah extension.

The increase in weight of coal carried for the public and foreign railways, as compared with 1891, was apparently due to the reduction of freight charges which took place in October 1891 which has led to a development of this traffic. Allowing for the special credit of ₹6,00,932 for arrear charges recovered from state railways in 1891, there was a decrease in earnings in 1892 of ₹1,91,191 only.

The increase in coal and coke for revenue was due to enhanced charges and a longer average lead. The rate having been raised from 0·06 pie to 0·09 pie per maund per mile.

The decrease in "Rents, miscellaneous, etc.," was chiefly in the receipts at Howrah owing to the extension from 48 hours to 72 hours in the free time allowed for clearing goods, which was in force during the whole of the year 1892.

The average sum received for carrying one ton of goods one mile amounted to 5·34 pies against 5·72 pies in the previous year.

The goods earnings per goods train-mile were ₹5·77 against ₹6·27.

The following table compares the working expenses of the railway system during the years 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance . . .	35,49,518	6.89	34,97,347	6.92	- 52,171	-1.47
Locomotive . . .	41,08,904	7.98	43,63,317	8.64	+ 2,54,413	+ 6.19
Carriage and wagon . . .	12,22,655	2.38	12,66,688	2.51	+ 44,033	+ 3.00
Traffic . . .	30,07,031	5.84	28,65,313	5.67	- 1,41,718	- 4.71
General . . .	17,65,249	3.43	18,02,230	3.57	+ 36,981	+ 2.09
Steam-boat . . .	64,024	0.13	80,829	0.16	+ 16,805	+ 26.25
Special and miscellaneous . . .	10,23,279	1.98	8,64,207	1.71	- 1,59,072	- 15.55
<b>TOTAL</b> . . .	<b>1,47,40,660</b>	<b>28.63</b>	<b>1,47,39,931</b>	<b>29.18</b>	<b>- 729</b>	<b>..</b>

The decrease under maintenance was chiefly due to less renewals owing to non-receipt of rails and sleepers.

The increase in the locomotive expenses was due mainly to the expenditure for new boilers having been charged off in the second half of 1892, and to the application of the new coal and stores rates from October 1891.

The increase in the carriage and wagon expenses was chiefly under "Repairs and renewals of vehicles," owing to a greater number of vehicles (chiefly covered goods wagons) having been rebuilt during the year.

Under traffic, the decrease was mainly in "Station staff" due to the amount recoverable from foreign railways and other working charges at joint stations which were formerly credited to earnings having, from July 1891, been credited to this head, and to lower rates paid to contractors.

The increase in general charges was chiefly under "Home expenditure" owing to a lower rate of exchange, to the charges for rent, maintenance, etc., of wires and instruments of the Delhi-Umballa-Kalka railway from 1st March 1891 having been charged in 1892, to the larger amount of inspection fees on stores paid in England, and to extra labour and lighterage owing to larger importation of materials.

The decrease under special and miscellaneous expenditure was entirely due to a sum of ₹1,82,246 having been charged to this head in 1891 for working the Delhi-Umballa-Kalka railway. Under the authority of Government the procedure as regards this debit has been altered and this entry is not now made.

**Rates and fares.** The following alterations in the goods tariff may be noted:

The rate for indigo-seed was reduced to equalise with the charge by the Oudh and Rohilkhand (state) railway route *via* Sahāranpur.

The rates for sugar and jaggree, bones and manure, cotton pressed and several other articles of merchandise *via* Jubbulpore were equalised with the charges by the Indian Midland railway route *via* Itārsi.

The rates for wheat and common seeds *via* Āsansol to Calcutta were assimilated with those charged by the Bengal-Nágpur railway to attract the traffic which last season went to Bombay.

The rate for kerosine oil at owner's risk to Katni was equalised with the charge by the Bengal-Nágpur railway route.

To divert traffic, hitherto carried by canal or road, rates for firewood in minimum loads of 150 maunds were reduced on the Delhi-Umballa-Kalka railway.

The upward rate for raw tobacco was adjusted so as to equalise the charge by the alternative route by way of the Bengal and North-Western and the Oudh and Rohilkhand (state) railways.

The rate for raw tobacco consigned to Kalka was reduced to attract traffic to the Delhi-Umballa-Kalka railway.

The upward rate for turmeric was adjusted to equalise with the charges by way of the Bengal and North-Western railway.

The rates for certain articles booked to Umballa for consumption at Simla were reduced to attract the traffic to the Umballa-Kalka section of the line.

A lump-sum rate of ₹500 per wagon for country cloth at owner's risk in full wagon loads from Cawnpore to Howrah was introduced to assist the Cawnpore mills in their competition with the Bombay mills which despatch by sea to Calcutta.

The rates for piece-goods, yarn and cotton twist at owner's risk from Bombay *via* Jubbulpore were equalised with that *via* Itārsi.

Class rates for goods booked from and *via* Āsansol to and *via* Katni were equalised with the Bengal-Nágpur railway route, that railway having abolished terminals on cross traffic.

The class rates from Delhi and *vid* to *vid* Umballa cantonment for traffic to Bhátinda, and *vid* Bhátinda, were equalised with those of the Bombay, Baroda and Central India railway route *vid* Rewári.

The double mileage charge on the Umballa-Kalka section of the Delhi-Umballa-Kalka railway was cancelled in connection with the goods traffic generally, including minerals and live-stock chargeable at goods rates.

The rates for bhoora, sugar and jaggree from all stations between Howrah and Cawnpore were adjusted with those on all competing routes.

The class rates for traffic to and from Agra were equalised with the Indian Midland railway *vid* Mánikpur and *vid* Itársi.

The class rates between Howrah and Sakrigali Ghát were adjusted with those by the Eastern Bengal (state) railway route *vid* Dámukdia.

The rates for gunny, screwed, hemp and jute, and hides and skins between Agra and Cawnpore in consignments of 270 maunds and over were equalised with the Indian Midland railway route.

The rates for soda, caustic soda, coarse soda, crystal soda and refined soda in consignments of 270 maunds and over from Howrah to Gháziabad were reduced to equalise with those from Kurrachee for traffic to the Meerut Soap Works.

*Bengal-Nágpur Railway (standard gauge).*

4. The mean mileage worked during the year was 831·58 miles against 810·72 miles in 1891.

The increase in the mean-mileage was due to the Jharsuguda-Goilkera and Birsinghpur-Biláspur sections having been worked for only a portion of 1891.

The following table shows the general results of the year's working as compared with those of 1891 :

YEAR.	Mean mileage worked.	Train-mileage.	Gross earnings	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1891 . . . . .	810·72	1,154,004	54,57,356	27,72,904	26,84,452	50·81	129	2·96
1892 . . . . .	831·58	1,469,596	60,83,561	30,75,396	30,08,165	50·55	141	3·19
Increase or decrease . . . . .	+ 20·86	+ 315,592	+ 6,26,205	+ 3,02,492	+ 3,23,713	- 0·26	+ 12	+ 0·23
Percentage of increase or decrease . . . . .	+ 2·57	+ 27·35	+ 11·47	+ 10·91	+ 12·06	...	+ 9·30	...

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase or decrease.
	₹	₹	₹
Coaching . . . . .	9,30,522	11,11,283	+ 1,80,761
Goods . . . . .	39,96,661	45,61,506	+ 5,64,845
Electric telegraph . . . . .	22,961	18,427	- 4,534
Sundries . . . . .	5,07,212	3,92,345	- 1,14,867
<b>TOTAL . . . . .</b>	<b>54,57,356</b>	<b>60,83,561</b>	<b>+ 6,26,205</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

YEAR.	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
1891 . . . . .	5,695	24,710	20,596	25,815	35,365	18,406	1,493,147	7,51,518	1,554,803	8,20,449
1892 . . . . .	4,926	22,314	22,194	27,419	29,504	14,289	1,903,991	9,25,323	1,900,975	9,89,345
Increase or decrease .	-769	-2,396	+1,598	+1,604	-5,501	-4,117	+410,844	+1,73,805	+400,172	+1,68,896

During the year 1891 a considerable number of passengers, connected with gold-mining companies, travelled over the Ásansol-Chakardharpore section of the railway, and the decrease in first class traffic was largely attributable to the collapse of these ventures.

The decrease in number and earnings of the intermediate class was due chiefly to reduction in the third class fares.

The large increase in the third class traffic was, in a great measure, due to the line having been opened throughout for the whole of the year, and to the reduction in fare from  $2\frac{1}{2}$  to 2 pies per mile since October 1891; the improvement is also partly attributed to the introduction from October 1892 of an accelerated train service. The earnings under this head were to some extent favourably affected by pilgrim traffic to the *Magh mela* at Allahabad in February and to Hardwar in March 1892. The result would have been more favourable but for a severe epidemic of cholera in several districts bordering the line. While this epidemic lasted the villagers would not venture from their homes, and business generally suffered in consequence.

The average sum received for carrying a passenger one mile amounted to 2·08 pies against 2·42 pies in the previous year.

The coaching earnings per passenger train-mile were R2·98 against R3·23.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons	R	Tons.	R
General merchandise . . . . .	506,681	32,85,830	458,628	36,83,877	-48,053	+3,98,047
Military stores . . . . .	404	2,800	285	1,696	-119	-1,104
Railway materials for construction (Home line only) . . . . .	189,011	2,69,457	257,260	3,31,402	+68,249	+61,945
Coal and coke for the public and foreign railways . . . . .	361,964	2,79,844	400,140	3,33,879	+38,176	+54,035
Coal and coke for construction (Home line only) . . . . .	3,311	9,339	3,215	17,249	-96	+7,910
Coal and coke for revenue only . . . . .	31,134	1,03,378	46,997	1,70,727	+15,863	+67,349
Revenue stores other than coal and coke . . . . .	10,442	13,255	41,133	33,888	+30,691	+20,633
Live-stock . . . . .	113	7,394	13	290	-100	-7,104
Rents, miscellaneous, etc. . . . .	...	25,421	...	-11,427	...	-36,848
TOTAL . . . . .	1,103,060	39,96,718	1,207,671	45,61,581	+104,611	+5,64,863
Less—Outstandings irrecoverable . . . . .	...	57	...	75	...	+18
NET TOTAL . . . . .	1,103,060	39,96,661	1,207,671	45,61,506	+104,611	+5,64,845

The noticeable fluctuations of traffic under "General merchandise" are shown below :

	Increase.		Decrease.	
	Tons.	₹	Tons.	₹
Cotton, raw . . . . .	1,846	52,721	...	...
Cotton twist and yarn . . . . .	731	10,430	...	...
Dyes and tans . . . . .	3,925	32,206	...	...
Hides and skins . . . . .	1,446	11,214	...	...
Oils . . . . .	4,936	96,589	...	...
Spices . . . . .	1,515	65,020	...	...
Sugar . . . . .	1,930	35,638	...	...
Grains . . . . .	...	92,544	31,712	...
Jute . . . . .	...	...	2,092	21,557
Oil-seeds . . . . .	...	...	22,688	85,965
Stone and lime . . . . .	...	...	8,203	9,568

*Cotton, raw, and cotton twist and yarn.*—The increase in cotton, raw, was chiefly due to despatches from Hinganghât and Berar to Cawnpore and other places in the North-Western Provinces and Oudh, *via* Nâgpur and Katni. The increases in twist and yarn appear to be due to larger despatches from the Nâgpur Empress Mills.

*Oils.*—The increase was due to larger quantities of kerosine oil having been imported by all stations on the line up to Nâgpur from Howrah and Budge-Budge.

*Spices.*—The increase was mainly due to an improvement in the traffic in chillies from Bengal carried for local consumption. Considerable quantities were also booked *via* Asansol and Nâgpur to the Bombay Presidency.

*Grains.*—The falling off in the quantity carried was chiefly due to the failure of the wheat crops; the demand for export to Europe was not brisk, and owing to low prices ruling in the Bombay market such supplies as were available were held back in the hope of obtaining better rates. The increase in earnings was chiefly attributable to a larger quantity of rice having been booked to the famine-stricken districts in the Madras Presidency.

*Oil-seeds.*—The large decrease was chiefly attributable to failure of crops in the Nâgpur, Chhattisgarh and other districts.

The decrease in the sundry earnings was due to a special credit in 1891, on account of arrear charges for interest and depreciation of rolling-stock lent to construction in previous years.

The average sum received for carrying a ton of goods one mile amounted to 7.77 pies against 7.96 pies in the previous year.

The goods earnings per goods train-mile were ₹4.16 against ₹4.62.

The following table shows the working expenses during 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance . . . . .	6,93,416	12.71	8,36,792	13.75	+1,43,376	+20.68
Locomotive . . . . .	7,86,679	14.41	8,98,924	14.78	+1,12,245	+14.27
Carriage and wagon . . . . .	1,89,170	3.47	1,81,342	2.98	—7,828	—4.14
Traffic . . . . .	3,86,540	7.08	4,67,556	7.69	+81,016	+20.96
General . . . . .	6,10,008	11.18	5,97,217	9.82	—12,791	—2.10
Special and miscellaneous	1,07,091	1.96	93,565	1.53	—13,526	—12.63
<b>TOTAL</b>	<b>27,72,904</b>	<b>50.81</b>	<b>30,75,396</b>	<b>50.55</b>	<b>+3,02,492</b>	<b>+10.91</b>



The increase in the maintenance charges was due to a write-back of ₹2,00,462 on account of engineering establishment charges of previous years credited to this head in 1891.

The increases in the locomotive and traffic expenses were chiefly due to the working of the Ásansol-Chakardharpore section having been taken over from the East Indian Railway Company.

The increase in the traffic expenses was also partly due to arrear charges on account of the Ásansol and Kátñi joint stations having been adjusted during the year.

The principal alterations in coaching fares and goods rates will be found noted on pages 141 and 142 of Part I of the Administration report.

Rates and fares:

*Indian Midland Railway system (standard gauge).*

5. The mileages of the several sections of the railway system were as follows:

	Miles.
Indian Midland railway—	
Jhānsi to Bhopal . . . . .	180·50
Jhānsi to Agra . . . . .	135·02
Jhānsi to Cawnpore . . . . .	135·22
Jhānsi to Mánikpur . . . . .	180·37
Bína to Saugor . . . . .	46·24
	677·35
Bhopal-Itársi railway . . . . .	57·11
Foreign lines worked over . . . . .	19·32
	753·78

The following table shows the general results of the year's working as compared with those of 1891:

Year.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1891 . . . . .	753·65	1,534,738	47,53,675	31,79,741	15,73,934	66·89	121	1·72
1892 . . . . .	753·78	1,562,449	50,78,521	31,29,981	19,48,540	61·63	130	2·09
Increase or decrease . . . . .	+0·13	+27,711	+3,24,846	-49,760	+3,74,606	-5·26	+9	+0·37
Percentage of increase or decrease . . . . .	+0·02	+1·81	+6·83	-1·57	+23·81	...	+7·44	...

The following table shows the gross earnings under main heads as compared with 1891:

	1891.	1892.	Increase or decrease.
	₹	₹	₹
Coaching . . . . .	18,38,501	19,90,028	+1,51,527
Goods . . . . .	26,87,909	28,65,714	+1,77,805
Electric telegraph . . . . .	13,811	14,271	+460
Sundries . . . . .	2,13,454	2,08,508	-4,946
TOTAL . . . . .	47,53,675	50,78,521	+3,24,846

*Coaching.*—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows :

YEAR.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS, MAIL.		THIRD CLASS, ORDINARY.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
1891 . . . . .	8,711	72,263	31,774	1,07,067	365,015	4,16,609	1,154,135	10,06,962	1,559,635	16,02,901
1892 . . . . .	8,986	75,664	29,969	1,03,483	396,790	4,66,560	1,294,192	11,08,784	1,729,937	17,54,491
Increase or decrease	+ 275	+ 3,401	-1,805	-3,584	+ 31,775	+ 49,951	+ 140,057	+ 1,01,822	+ 170,302	+ 1,51,590

The ordinary passenger traffic was further developed and improved during the year, but a large part of the increased earnings from third class passengers is attributed to the occurrence of bathing festivals of exceptional importance at various places on the Ganges.

The average sum received for carrying a passenger one mile amounted to 2.82 pies against 2.83 pies in the previous year.

The coaching earnings per passenger train-mile were R2.89 against R2.63.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	330,233	24,23,222	365,103	26,35,008	+ 34,870	+ 2,11,786
Military stores . . . . .	1,132	17,890	1,373	23,164	+ 241	+ 5,274
Railway materials for construction (Home line only) . . . . .	11,697	48,768	23,463	30,639	+ 11,766	- 18,129
Coal and coke for the public and foreign railways . . . . .	6,405	35,389	5,639	24,201	- 766	- 11,188
Coal and coke for construction (Home line only) . . . . .	355	1,965	268	1,021	- 87	- 944
Coal and coke for revenue only . . . . .	35,877	1,22,696	40,515	1,06,142	+ 4,638	- 16,554
Revenue stores other than coal and coke . . . . .	184,955	29,709	185,795	38,314	+ 840	+ 8,605
Live-stock . . . . .	139	4,076	126	2,812	- 13	- 1,264
Rents, miscellaneous, etc. . . . .	...	4,194	...	4,413	...	+ 219
<b>TOTAL</b> . . . . .	<b>570,793</b>	<b>26,87,909</b>	<b>622,282</b>	<b>28,65,714</b>	<b>+ 51,489</b>	<b>+ 1,77,805</b>

The noticeable fluctuations of traffic under "General merchandise" are shown below :

	Increase.		Decrease.	
	Tons.	R	Tons.	R
Cotton, manufactured . . . . .	1,620	33,359	...	...
Grains . . . . .	8,578	43,875	...	...
Salt . . . . .	3,066	21,390	...	...
Sugar and jaggree . . . . .	8,624	1,05,627	...	...

*Grains.*—There was a large decrease in the wheat traffic in the second-half of the year, but this was to some extent counterbalanced by an increase in rice and other grains, due, it is said, to the preference for these grains over wheat.

*Sugar and jaggree.*—The increase was due chiefly to an improvement in the local traffic, to increased imports into the districts served by the railway, and

to an increase in the cross traffic between the Oudh and Rohilkhand (state) and Great Indian Peninsula railways.

The increase in quantity carried under "Railway materials for construction (Home line only)" was chiefly due to a much larger quantity of ballast (which was carried at lower rates than other materials) having been moved during the first-half of the year. The decrease in earnings was the result of the adoption of the lower rates for the carriage of this material, recently prescribed by Government.

The increase in quantity under "Coal and coke for revenue only" was due to a larger quantity having been carried for the locomotive department in the first-half of the year. The decrease in earnings is accounted for by the East Indian railway having conveyed the coal for the Gwalior station to Agra instead of handing it over to the Indian Midland railway at Mánikpur.

The average sum received for carrying a ton of goods one mile amounted to 6.60 pies against 6.48 pies in the previous year.

The goods earnings per goods train-mile were ₹3.28 against ₹3.22.

The following table compares the working expenses during the years 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance . . . . .	6,77,080	14.24	6,67,316	13.14	— 9,764	— 1.44
Locomotive . . . . .	10,36,911	21.81	10,60,353	20.88	+ 23,442	+ 2.27
Carriage and wagon . . . . .	2,21,033	4.65	2,35,179	4.63	+ 14,146	+ 6.40
Traffic . . . . .	4,46,856	9.40	4,45,809	8.78	— 1,047	— 0.23
General . . . . .	4,63,848	9.76	4,72,537	9.30	+ 8,689	+ 1.87
Special and miscellaneous	3,34,013	7.03	2,48,787	4.90	— 85,226	— 25.52
<b>TOTAL</b>	<b>31,79,741</b>	<b>66.89</b>	<b>31,29,981</b>	<b>61.63</b>	<b>— 49,760</b>	<b>— 1.57</b>

The increase in the locomotive expenses was principally due to the increased outlay under "Repairs of engines" necessitated by the increasing age of the engines.

The increase in the carriage and wagon expenses was principally due to the increased expenditure on rolling-stock.

The decrease in special and miscellaneous expenditure was due to the fact that in 1891 a large sum was included to provide for payment, with arrears, for accommodation, etc., at certain joint stations.

The principal alterations in the coaching fares and goods rates will be found noted on pages 141 and 142 of Part I of the Administration report.

Rates and fares.

*North Western Railway system (standard gauge).*

6. The open mileage of the railway system was as follows:

Commercial section—(Main line and branches)	Miles.
Military section—Sind-Pishin and Sind-Sagar railways, including the Khusálgarh branch	1,763½
	846½
	<u>2,610</u>

The mileage of the commercial section includes 108 miles of the Rájputa-Bhátinda railway and 59 miles of the Hyderabad-Umarkot railway worked by,

and 16 miles of the Jammu and Kashmir railway (native state section) leased to, the North Western (state) railway.

The Amritsar-Pathankot railway, which had hitherto been treated as a provincial leased line, was, under the new Provincial Contract, transferred to the Imperial charge, and absorbed into the North Western (state) railway system, with effect from 1st April 1892.

The mean mileage worked during the year was 2,574\* miles against 2,503\* miles in 1891.

The increase in the mean mileage was principally due to the opening during the year of the following lengths of lines :

	Miles.
Kundián to Mári . . . . .	36
Hussainiwala to Ferozepore City . . . . .	2
Sukkur and Kotri Bandar sidings . . . . .	3
Killa Abdulla to Chaman . . . . .	28½
Hyderabad-Umarkot railway, Giddu Bandar to Shadipali	59

The Wazirabad-Khanki branch, 11 miles, was taken over by Punjab Irrigation Department from the 1st May 1892.

Separate accounts are maintained of the earnings of the Rájputra-Bhátinda and the Hyderabad-Umarkot railways, but, for the purposes of this review, the transactions of these railways have been included with those of the North Western (state) railway.

The following table shows the general results of the year's working, as compared with those of 1891 :

General results.

YEAR.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . . . .	2,503	9,335,871	3,31,85,955	2,07,13,725	1,24,72,230	62'42	255	3'03
1892 . . . . .	2,574	8,108,226	2,70,32,924	1,72,86,524	97,46,400	63'95	202	2'24
Increase or decrease	+ 71	-1,227,645	-61,53,031	-34,27,201	-27,25,830	+ 1'53	-53	-0'79
Percentage of increase or decrease.	+ 2'84	-13'15	-18'54	-16'55	-21'86	...	-20'78	...

The figures relating to the three sections, *viz.* the main line and branches the Sind-Sagar and Khusálgarh branches, and the Pishin section for 1891 and 1892 are given below :

	Main line and branches.		Sind-Sagar and Khusálgarh branches.		Pishin section.		TOTAL.	
	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.
Gross earnings	R 2,96,01,898	R 2,39,97,491	R 15,36,550	R 13,78,810	R 20,47,507	R 16,56,623	R 3,31,85,955	R 2,70,32,924
Working expenses	1,63,26,571	1,33,07,753	11,13,469	11,84,621	32,73,685	27,94,150	2,07,13,725	1,72,86,524
Net earnings	1,32,75,327	1,06,89,738	4,23,081	1,94,189	-12,26,178	-11,37,527	1,24,72,230	97,46,400

The net earnings of the main line were less by R25,85,589 than in the previous year, due chiefly to a lighter wheat traffic in consequence of failure of the crops and the dull state of the English market. The breaches in the line caused by the floods also, to some extent, affected the flow of traffic. The net earnings of the main line yielded a return of 3'42 per cent. on the total capital

\* Includes 13 miles of the East Indian railway, between Gháziabad and Delhi, worked over by the North Western (state) railway.

outlay including suspense. The net earning of the Sind-Sagar and Khusálgarh branches amounted to ₹1,94,189 against ₹4,23,081 in 1891, giving a return of 0.57 per cent. on the capital cost of the line; the decrease mainly occurred under "General merchandise." The Pishin section continues to be worked at a loss; the gross earnings of the line decreased by ₹3,90,884, as compared with the earnings of the previous year, but as the working expenses were less by ₹4,79,535, the net loss amounted to ₹11,37,527 against ₹12,26,178 in 1891.

The following table shows the gross earnings under main heads as compared with 1891 :

	Gross earnings.		Increase or decrease.
	1891.	1892.	
	R	R	R
Coaching . . . . .	1,03,63,515	98,23,101	-5,40,414
Goods . . . . .	2,23,41,351	1,66,99,145	-56,42,206
Electric telegraph . . . . .	79,446	73,443	-6,003
Steam-boat . . . . .	6,550	26,577	+20,027
Sundries . . . . .	3,95,093	4,10,658	+15,565
<b>TOTAL</b>	<b>3,31,85,955</b>	<b>2,70,32,924</b>	<b>-61,53,031</b>

The train-mileage and earnings per train-mile were as under:

	Mean-mileage worked.	Train-mileage.	Average number of trains over the whole line daily in both directions.	PER TRAIN-MILE.			Average number of passengers in a passenger train.	Average weight of goods in a goods train.
				Gross earnings.	Working expenses.	Net earnings.		
	Miles.	Miles.	No.	R	R	R	No.	Tons.
1891 . . . . .	2,503	9,335,871	10.22	3.55	2.22	1.33	208.65	126.99
1892 . . . . .	2,574	8,108,226	8.61	3.33	2.13	1.20	189.10	115.57

*Coaching.*—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
1891 . . . . .	42,776	3,26,427	125,420	4,05,540	360,615	4,11,006	10,432,420	76,26,404	10,961,231	87,69,377
1892 . . . . .	40,857	3,06,433	130,377	4,15,618	416,352	4,67,203	10,707,903	73,36,532	11,295,489	85,25,786
Increase or decrease . . . . .	-1,919	-19,994	+4,957	+10,078	+55,737	+56,197	+275,483	-2,89,872	+334,258	-2,43,591

The improvement in the second class passenger traffic was mostly due to the movement of European soldiers from Kurrachee to Meerut, Umballa and Quetta, and in the intermediate class to the more extended use of this class by the upper class of natives. The decrease in earnings from third class passengers may be attributed generally to a sickly season, slackness of trade and breaches on the line. The increase in number carried with decreased earnings is accounted for by the average distance travelled by passengers having been greater in 1891.

The other items of coaching traffic are compared in the following table :

	Military baggage, horses, carriages, etc.	Passengers' luggage.	Carriages, horses, dogs, etc.	Parcels.	Special trains.
	R	R	R	R	R
1891 . . . . .	5,10,532	2,47,946	1,55,522	4,69,232	28,362
1892 . . . . .	3,00,039	2,17,225	1,44,104	4,40,853	18,098
Decrease . . . . .	2,10,493	30,721	11,418	28,379	10,264

The decrease under "Military baggage, etc.," was due to fewer movements of troops, and to the refund of about ₹57,000 on account of re-adjustment of charges on mule trains during the preceding year.

The decrease under "Passengers' luggage" was due to a smaller third class passenger traffic.

In 1891 the parcel traffic was abnormally high, due to large bookings of parcels for the Frontier expedition. Had not this been the case, the parcels traffic, which shows a steady increase since 1888, would have resulted in an increase in 1892.

The average sum received for carrying a passenger one mile amounted to 2'62 pies, the same as in the previous year. The coaching earnings per passenger train-mile were ₹2'97 against ₹3'36.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with 1891:

	1891.		1892.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . . . .	2,399,569	1,97,37,497	1,669,689	1,43,10,011	-729,880	-54,27,486
Military stores . . . . .	33,280	4,92,056	25,479	5,74,000	-7,801	+81,934
Railway materials for construction (Home line only) . . . . .	504,110	2,40,317	375,348	3,01,447	-128,762	+61,130
Coal and coke for the public and foreign railways . . . . .	18,208	53,224	11,306	43,071	-6,902	-10,153
Coal and coke for construction (Home line only) . . . . .	7,086	22,507	5,951	18,202	-1,135	-4,305
Coal and coke for revenue only . . . . .	143,577	4,57,068	158,892	4,06,325	+15,315	-50,743
Revenue stores other than coal and coke . . . . .	1,116,077	12,17,253	1,257,290	9,29,080	+141,213	-2,88,173
Live-stock . . . . .	2,036	77,557	2,353	70,122	+317	-7,435
Rents, miscellaneous, etc. . . . .	...	43,862	...	46,887	...	+3,025
<b>TOTAL</b> . . . . .	<b>4,223,943</b>	<b>2,23,41,351</b>	<b>3,506,308</b>	<b>1,66,99,145</b>	<b>-717,635</b>	<b>-56,42,206</b>

The noticeable fluctuations in the traffic under "General merchandise" are shown below:

	INCREASE.		DECREASE.	
	Tons.	₹	Tons.	₹
Cotton, raw . . . . .	...	...	3,517	60,009
Cotton piece-goods . . . . .	...	...	1,308	74,251
Grains . . . . .	...	...	470,088	49,30,349
Jute, including gunny bags and cloth . . . . .	...	...	10,789	67,695
Provisions . . . . .	15,550	1,13,381	...	...
Railway plant and rolling-stock . . . . .	8,912	94,330	...	...
Sugar . . . . .	825	87,381	...	...
Stone and lime . . . . .	...	...	163,164	2,67,204
Wool . . . . .	...	...	1,336	75,176

*Grains.*—The large decrease the bulk of which was in wheat, and amounted to 376,839 tons and ₹46,51,263, was due to a short crop and to dull European markets. There were also large importations of grain in 1891.

*Provisions.*—The increase was chiefly in the traffic from the East Indian railway *via* Umballa and from Kurrachee and Kiamari; there was also a considerable increase in the outward traffic of Kurrachee, Chaman and Kila Abdulla.

*Stone and lime.*—The decrease was due to the completion of the Chenab Weir works.

*Wool.*—The decrease was in the bookings from Kila Abdulla and Chaman.

The decrease in tonnage under "Military stores" was due to large bookings having been made in 1891 from Quetta to Quetta sidings. The increase in earnings occurred in bookings from Quetta, Ferozepore, Rawalpindi and Peshawar.

The decrease in tonnage under "Railway materials for construction (Home line only)" was due to a smaller number of ballast trains having been run for the gradient works, but the increase in amount indicates longer leads of other railway material.

The increase in tonnage and decrease in earnings under "Coal and coke for revenue only" was probably due to shorter leads in 1892, arising from the extended use of Dandot and Khost coal.

There was an increase in tons of 141,213 and decrease in earnings of ₹2,88,173 under the head "Revenue stores other than coal and coke." The former was chiefly due to more ballast trains having been run on the line, while the decrease in earnings is accounted for by reduction in bookings of stone from quarries for bridge protection and other works.

The average sum received for carrying a ton of goods one mile amounted to 5.78 pies against 5.40 pies in the previous year.

The goods earnings per goods train-mile were ₹3.48 against ₹3.57.

The following table shows the working expenses of the railway system during 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance . . . . .	76,39,938	23.02	54,93,800	20.32	-21,46,138	-28.09
Locomotive . . . . .	67,74,753	20.41	63,39,534	23.45	-4,35,219	-6.42
Carriage and wagon . . . . .	22,74,730	6.85	13,65,657	5.05	-9,09,073	-39.96
Traffic . . . . .	24,37,761	7.35	25,13,892	9.30	+76,131	+3.12
General . . . . .	11,83,614	3.57	11,86,392	4.40	+2,778	+0.23
Steam-boat . . . . .	80,607	0.24	70,139	0.26	-10,468	-12.99
Special and miscellaneous . . . . .	3,22,322	0.98	3,17,110	1.17	-5,212	-1.62
<b>TOTAL</b> . . . . .	<b>2,07,13,725</b>	<b>62.42</b>	<b>1,72,86,524</b>	<b>63.95</b>	<b>-34,27,201</b>	<b>-16.55</b>

The decrease in the maintenance charges chiefly occurred under "Maintenance and renewal of permanent-way," although the number of miles of rail renewed were 354.18 against 244.66 in 1891. This was due to the fact that a large debit on account of permanent-way material was raised in 1891, while the material was actually laid in 1892. The restoration of the flood damages cost about ₹8,36,000.

The decrease in the locomotive expenses chiefly occurred under "Fuel" (₹2,94,544), and "Carriage of revenue stores" (₹1,04,491), due to lighter traffic in 1892.

The decrease in carriage and wagon expenses mainly occurred under "Repairs and renewals of vehicles" (₹8,20,715), the number of vehicles renewed in 1892 having been 32 coaching and 93 goods against 17 coaching and 544 goods in the preceding year.

The increase in traffic expenses occurred chiefly under "Station" and "Train" staff, due to extra staff engaged for the Kundian-Mári branch and the Chaman extension of the Sind-Pishin section.

Out-agencies at Mussoorie, Dehra, Rajpur, Chakrata and Murree were open during the year. Additional Out-agencies were also opened at Kalsi, Palampur, Dharmasala, and Dalhousie; the one at Kalsi from 1st January, and the other three from the 15th February 1893.

The chief alterations in the goods rates will be found noted on page 142, Rates and fares. Part I, of the Administration report.

*Oudh and Rohilkhand (state) Railway (standard gauge).*

7. The following table shows the general results of the year's working as compared with those of 1891 :

General results.

YEAR.	Mean-mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . .	692'55	2,272,452	85,64,209	36,21,751	49,42,458	42'29	238	5'33
1892 . . .	692'55	2,438,993	85,42,836	35,26,507	50,16,329	41'28	237	5'43
Increase or decrease .	...	+166,541	-21,373	-95,244	+73,871	-1'01	-1	+0'10
Percentage increase or decrease .	...	+7'33	-0'25	-2'63	+1'49	...	-0'42	...

The increase in the train-mileage was due to a larger number of ballast trains having been run for engineering purposes and to the light running caused by the stoppage of the Hardwar fair.

The following table shows the gross earnings under main heads as compared with 1891 :

Gross earnings.

with 1891 :

	1891.	1892.	Increase or decrease.
	R	R	R
Coaching . . . . .	38,42,518	37,57,481	-85,037
Goods . . . . .	42,75,549	44,12,793	+1,37,244
Electric telegraph . . . . .	26,589	26,808	+219
Sundries . . . . .	4,19,553	3,45,754	-73,799
TOTAL . . . . .	85,64,209	85,42,836	-21,373

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD OR LOWEST CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
1891	20,098	1,12,921	54,103	1,20,640	99,193	1,04,214	5,080,888	31,57,622	5,254,282	34,95,397
1892	20,532	1,15,907	57,351	1,35,110	104,383	1,05,246	5,161,860	30,52,264	5,344,126	34,08,527
Increase or decrease .	+434	+2,986	+3,248	+14,470	+5,190	+1,032	+80,972	-1,05,358	+89,844	-86,870

The increase in the number of passengers carried was mainly due to the National Congress held at Allahabad in December 1892 and to the Kartikie bathing fair which took place during the second-half of the year. The increase in the number of third class passengers carried with decreased earnings was due partly to the shorter distance travelled and partly to refunds made to passengers who were booked and not permitted to proceed as far as Hardwar during the fair.

The average sum received for carrying a passenger one mile amounted to 2'67 pies against 2'65 pies in the previous year.

The coaching earnings per passenger train-mile were R3'45 against R3'66.



*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	824,792	37,27,098	870,163	40,30,863	+45,371	+3,03,765
Military stores	2,032	26,406	3,453	35,890	+821	+9,484
Railway materials for construction (Home line only)	45,534	23,621	22,014	38,238	-23,520	+14,617
Coal and coke for the public and foreign railways	46,382	2,70,374	18,048	67,948	-28,334	-2,02,426
Coal and coke for construction (Home line only)	...	...	1,383	5,047	+1,383	+5,047
Coal and coke for revenue only	36,931	1,37,067	38,085	1,25,922	+1,154	-11,145
Revenue stores other than coal and coke	79,898	62,313	274,658	78,507	+94,760	+16,194
Live-stock	298	10,329	284	9,045	-14	-684
Rents, miscellaneous, etc.	...	18,341	...	20,733	...	+2,392
<b>TOTAL</b>	<b>1,136,467</b>	<b>42,75,549</b>	<b>1,228,088</b>	<b>44,12,793</b>	<b>+91,621</b>	<b>+1,37,244</b>

The noticeable fluctuations in the traffic under "General merchandise" are shown below :

	INCREASE.		DECREASE.	
	Tons.	R	Tons.	R
Grains	...	...	54,538	1,57,427
Oil-seeds	12,235	63,475	...	...
Sugar	74,788	3,21,186	...	...

*Grains.*—The decreases occurred mainly under the following staples :

	Tons.	R
Wheat	25,250	93,120
Gram	16,495	44,771
Other grains	9,800	33,090

The large falling off in the wheat traffic is attributed to the dull tone of the European market. The exports during the second-half of 1891 were abnormal.

*Oil-seeds.*—The increase was mainly due to a fair demand for export of linseed to Europe.

*Sugar.*—The large increase was in sugar, undrained, and was due mainly to the sugar-cane crop of 1891, which was much later than usual, having been carried in the year under review.

The large decrease under "Coal and coke for the public and foreign railways" was due to coal booked from Bengal to the Punjab having been diverted from the Moghal Sarai-Saharanpur route over the Oudh and Rohilkhand (state) railway to the Moghal Sarai-Ghaziabad route over the East Indian railway.

The average sum received for carrying a ton of goods one mile amounted to 5.80 pies against 5.44 pies in the previous year.

The goods earnings per goods train-mile were R3.27 against R3.50.

The following table compares the working expenses of the railway during

Working expenses. 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
Maintenance	8,98,275	10.49	10,38,951	12.16	+1,40,676	+15.66
Locomotive	12,11,926	14.15	10,45,427	12.24	-1,66,499	-13.74
Carriage and wagon	3,08,051	3.60	3,06,789	3.59	-1,262	-0.41
Traffic	6,84,369	7.99	6,44,454	7.55	-39,915	-5.83
General	4,35,660	5.09	4,02,438	4.71	-33,222	-7.63
Special and miscellaneous	83,470	0.97	88,448	1.03	+4,978	+5.96
<b>TOTAL</b>	<b>36,21,751</b>	<b>42.29</b>	<b>35,26,507</b>	<b>41.28</b>	<b>-95,244</b>	<b>-2.63</b>

The increase in the maintenance charges was chiefly due to heavy renewals of permanent-way, and to the cost of materials having been higher owing to the fall in the rate of exchange.

The decrease in the locomotive expenses was nominal as the expenditure in 1891 included a payment of ₹2,14,462 to the East Indian railway for arrear freight charges for coal. Eliminating this payment the expenditure in 1892 showed an increase of ₹47,963, mainly due to the issue of coal at a higher rate than in 1891.

The chief alterations in the coaching fares and goods rates will be found noted on pages 141 and 142, Part I of the Administration report.

Rates and fares.

*Eastern Bengal Railway system (standard, metre and special gauges).*

8. The mean-mileage worked during the year was 902·15 miles against 902·04 miles in 1891. The open mileages of the several sections were as follows :

	Miles.
Eastern and Southern sections . . . . .	248·72
Northern, Assam-Bihar and Dacca sections . . . . .	491·39
Kaunia-Dharilla branch . . . . .	37·03
Bengal Central-railway . . . . .	125·01
	902·15

The following table shows the general results of the year's working as compared with those of 1891 :

YEAR.	Mean-mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean-mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1891.	902·04	3,542,698	1,34,87,106	66,27,270	68,59,836	49·14	270	6·13
1892.	902·15	3,440,625	1,23,25,793	57,79,163	65,46,630	46·88	249	5·75
Increase or decrease .	+0·11	-102,073	-11,61,313	-8,48,107	-3,13,206	-2·26	-21	-0·38
Percentage of increase or decrease	+0·01	-2·88	-8·61	-12·80	-4·57	...	-7·78	...

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase or decrease.
	₹	₹	₹
Coaching . . . . .	51,12,643	45,70,884	-5,41,759
Goods . . . . .	72,36,618	67,97,966	-4,38,652
Electric telegraph . . . . .	34,293	35,367	+1,074
Steam-boat . . . . .	8,13,244	6,26,933	-1,86,311
Sundries . . . . .	2,90,308	2,94,643	+4,335
TOTAL	1,34,87,106	1,23,25,793	-11,61,313

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS. *		THIRD CLASS.		TOTAL.	
	No.	Earnings	No.	Earnings	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
1891 . . . . .	45,120	1,51,349	167,385	1,80,700	1,195,776	5,39,117	9,051,938	37,08,470	10,460,219	45,79,636
1892 . . . . .	46,510	1,59,040	160,721	1,79,517	1,213,054	5,08,256	8,820,204	32,54,614	10,240,489	41,01,427
Increase or decrease .	+1,390	+7,691	-6,664	-1,183	+17,278	-30,861	-231,734	-4,53,856	-219,730	-4,78,209

The increase in the number of intermediate class passengers carried with a decrease in the earnings was due to the extended use of intermediate class return tickets for short journeys.

The decrease in number and earnings from third class traffic was due to the heavy third class traffic in 1891 on the occasion of an important bathing festival.

The average sum received for carrying a passenger one mile amounted to 2.75 pies against 2.74 pies in the previous year.

The coaching earnings per passenger train-mile were R2.71 against R2.98.

*Goods.*—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	1,040,880	66,37,926	1,013,018	63,56,357	-27,862	-2,81,569
Military stores . . . . .	891	4,011	867	4,479	-24	+468
Railway materials for construction (Home line only) . . . . .	57,781	1,07,466	53,371	1,00,148	-4,410	-7,318
Coal and coke for the public and foreign railways . . . . .	129,765	1,69,495	171,398	1,35,074	+41,633	-34,421
Coal and coke for revenue only . . . . .	111,018	1,47,003	80,020	87,174	-30,998	-59,829
Revenue stores other than coal and coke . . . . .	69,537	1,15,808	48,592	74,470	-20,945	-41,338
Live-stock . . . . .	591	9,636	99	1,471	...	-8,165
Rents, miscellaneous, etc. . . . .	...	45,273	...	38,793	-492	-6,480
<b>TOTAL</b> . . . . .	<b>1,410,463</b>	<b>72,36,618</b>	<b>1,367,365</b>	<b>67,97,966</b>	<b>-43,098</b>	<b>-4,38,652</b>

The noticeable fluctuations of traffic under "General merchandise" are shown below:

	Increase.		Decrease.	
	Tons.	R	Tons.	R
Cotton piece-goods . . . . .	4,526	51,387	...	...
Grain . . . . .	...	...	38,819	1,21,812
Jute . . . . .	...	...	12,300	2,31,351
Kerosine oil . . . . .	27,020	27,854	...	...
Metals . . . . .	9,415	60,591	...	...
Tea . . . . .	3,763	31,052	...	...
Tobacco . . . . .	2,700	27,292	...	...

*Cotton piece-goods.*—The increase was due to large despatches from Calcutta and the Port Trust railway stations to the districts served by the Northern, Central and Dacca sections, and also by the Rivers Steam Navigation Company's Steamer Service to Assam *via* Goalundo.

*Grain.*—The decrease was on account of short crops, due to scanty rainfall.

*Jute.*—The decrease occurred in the first-half of the year, and is attributed to the failure of the jute crop of the season 1891-92.

*Kerosine oil.*—The increase was due to larger despatches from Budge-Budge consequent on the prohibition of carriage by boat within certain limits of the Port of Calcutta.

The increase in quantity under "Coal and coke for the public and foreign railways" was chiefly due to the opening of Messrs. Mackinnon, Mackenzie's coal depôt at Brace Bridge Hall; the decrease in earnings was due to the low rates charged for all coal.

The decrease under "Coal and coke for revenue only" was due to a smaller consumption for locomotive purposes, owing to the decrease in the train-mileage run.

The decrease under "Revenue stores other than coal and coke" was due to the completion of relaying works on the Northern section, for which more stores were carried during 1891.

The average sum received for carrying a ton of goods one mile amounted to 8.51 pies against 8.80 pies in the previous year.

The goods earnings per goods train-mile were ₹3.68 against ₹3.96.

The following table compares the working expenses of the railway during Working expenses. 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance . . . . .	19,44,987	14.42	11,04,458	8.96	-8,40,529	-43.22
Locomotive . . . . .	12,99,922	9.64	12,73,012	10.33	-26,910	-2.07
Carriage and wagon . . . . .	5,22,765	3.88	4,32,123	3.50	-90,642	-17.34
Traffic . . . . .	13,05,713	9.68	12,78,198	10.37	-27,515	-2.11
General . . . . .	6,04,830	4.48	6,10,766	4.96	+5,936	+0.98
Steam-boat . . . . .	7,42,667	5.51	6,29,020	5.10	-1,13,647	-15.30
Special and miscellaneous . . . . .	2,06,386	1.53	4,51,586	3.66	+2,45,200	+118.81
<b>TOTAL</b>	<b>66,27,270</b>	<b>49.14</b>	<b>57,79,163</b>	<b>46.88</b>	<b>-8,48,107</b>	<b>-12.80</b>

The decrease in the maintenance charges occurred chiefly under "Maintenance and renewals of permanent-way," due principally to more extensive relaying on the Eastern and Northern sections in the previous year. During the year under review only 0.03 miles of rails were relaid on the standard gauge portion, and 24.05 miles on the narrow gauge portion, against 12.43 miles and 39.47 miles, respectively, in 1891.

The decrease was also due to a write-back to capital of ₹52,898 on account of the value of additional Denham and Olphert's sleepers put into the line, and to a considerable decrease under "Repairs of bridges," owing to the abnormal expenditure on repairing damages on the Assam-Bihar section by the floods of 1890 having been included in the accounts for the first-half of 1891.

The decrease in the carriage and wagon expenses occurred principally under "Repairs and renewals of coaching and goods vehicles."

The decrease in the steam-boat expenses was principally due to compensation claims paid during 1891, on account of goods lost and damaged by the sinking of a flat at Kooshtea in October 1889, and by the burning of another flat at Raita in November 1890.

The increase in the special and miscellaneous expenditure was chiefly due to arrear freight charges on coal, from January 1889 to September 1891, amounting to Rs. 2,23,278, paid to the East Indian railway.

On and from the 8th July 1892 the Megna Junction feeder steamer service was discontinued, and the India General Steam Navigation Company's Cachar steamers ran into and from Náráyanganj.

The chief alterations in the goods rates will be found noted on page 142, Rates and fares. Part I of the administration report.

*Calcutta Port Commissioners' Railway (standard gauge).*

9 The following table shows the general results of the year's working as compared with those of 1891 :

YEAR.	Mean mileage worked.	Train-mileage.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R			
1891 . . . . .	6'22	...	3,10,459	1,47,029	1,63,430	47'36	960	2'83
1892 . . . . .	6'22	...	2,70,920	1,40,005	1,30,915	51'68	838	2'26
Increase or decrease	...	...	-39,539	-7,024	-32,515	+4'32	-122	-0'57
Percentage of increase or decrease	...	...	-12'74	-4'78	-19'90	...	-12'71	...

There are only two sources of revenue, *viz.*, goods and sundries, the earnings obtained from which are shown in the following table :

	1891.	1892.	Increase or decrease.
	R	R	R
Goods . . . . .	2,99,089	2,48,662	-50,427
Sundries . . . . .	11,370	22,258	+10,888
TOTAL . . . . .	3,10,459	2,70,920	-39,532

The following table shows the working expenses during 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance . . . . .	12,344	3'97	13,060	4'82	+716	+5'80
Locomotive . . . . .	21,197	6'83	24,337	8'99	+3,140	+14'81
Carriage and wagon . . . . .	7,597	2'44	10,703	3'95	+3,106	+40'88
Traffic . . . . .	82,115	26'45	72,171	26'64	-9,944	-12'11
General . . . . .	12,033	3'88	12,091	4'46	+58	+0'48
Special and miscellaneous . . . . .	11,743	3'79	7,643	2'8	-4,100	-34'91
TOTAL . . . . .	1,47,029	47'36	1,40,005	51'68	-7,024	-4'78

\* No record of train-mileage is kept.

*Great Indian Peninsula Railway system (standard gauge).*

10. The mean mileage worked during the year was 1,490·08 miles against 1,489·13 miles in 1891. The open mileages of the several sections were as follows:

	Miles.
Great Indian Peninsula railway . . . . .	1,286·77
Wardha Coal state railway . . . . .	44·88
Dhond-Manmád state railway . . . . .	145·44
Khámgaon railway . . . . .	7·55
Amráoti railway . . . . .	5·44
	<u>1,490·08</u>

The following table shows the general results of the year's working as compared with those of 1891:

Year.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1891 . . . . .	1,489·13	10,418,015	4,52,55,333	2,15,49,976	2,37,05,357	47·62	584	8·05
1892 . . . . .	1,490·08	9,785,576	4,06,65,627	2,00,05,340	2,06,60,287	49·19	525	7·02
Increase or decrease . . . . .	+ 0·95	-632,439	-45,89,706	-15,44,636	-30,45,070	+ 1·57	-59	-1·03
Percentage of increase or decrease . . . . .	+ 0·06	-6·07	-10·14	-7·17	-12·85	.....	-10·16	.....

The divisible surplus profits of the first-half of 1892 at the date of submission of accounts amounted to ₹76,17,155 as against ₹1,03,52,684 in the first-half of 1891, the decrease being ₹27,35,529. There were no surplus profits in the second-half of 1892, the net earnings amounting to ₹62,34,316 having fallen short of the guaranteed interest charges by ₹5,04,151.

After deducting from the net earnings of the year the Great Indian Peninsula Railway Company's moiety of surplus profits, charges for guaranteed interest and contribution to Provident Fund, the net result showed a gain to the State for the year of ₹33,04,427 as against the gain of ₹49,67,416 in 1891, or a falling off of ₹16,62,989.

The following table shows the gross earnings under main heads as compared with 1891:

	1891.	1892.	Decrease.
	₹	₹	₹
Coaching . . . . .	90,87,884	89,58,793	1,29,091
Goods . . . . .	3,57,37,728	3,13,19,876	44,17,852
Electric telegraph . . . . .	73,105	72,931	174
Sundries . . . . .	3,56,616	3,14,027	42,589
<b>TOTAL</b> . . . . .	<b>4,52,55,333</b>	<b>4,06,65,627</b>	<b>45,89,706</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS BY MAIL.		THIRD CLASS BY OTHER TRAINS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
1891 . . . . .	75,683	4,29,619	568,075	6,58,134	549,246	10,43,419	11,604,477	55,67,283	12,897,481	76,98,455
1892 . . . . .	77,708	4,12,524	542,975	6,92,271	655,900	10,24,784	11,695,973	55,06,203	12,972,556	76,15,782
Increase or decrease . . . . .	+ 2,025	-17,095	-25,100	+ 34,137	+ 6,654	-18,635	+ 91,496	-61,080	+ 75,075	-62,673

\* Including contribution to the Provident Fund, and expenses incurred direct by the State on leased lines.

The decrease in first and the third class and the increase in second class earnings were chiefly due to shorter and longer leads respectively.

The average sum received for carrying a passenger one mile amounted to 2.70 pies against 2.71 pies in the previous year.

The coaching earnings per passenger train-mile were R2.62 against R2.72.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	2,275,670	3,32,10,429	2,063,596	2,90,68,123	-212,074	-41,42,306
Military stores . . . . .	9,258	2,46,576	10,006	2,30,959	+748	-15,617
Railway materials for construction (Home line only) . . . . .	75,699	83,504	112,994	1,03,427	+37,295	+19,923
Coal and coke for the public and foreign railways . . . . .	87,281	2,22,817	83,767	2,33,646	-3,514	-10,829
Coal and coke for construction (Home line only) . . . . .	24	88	16	45	-8	-43
Coal and coke for revenue only . . . . .	229,885	8,70,950	202,462	6,61,842	-27,423	-2,09,108
Revenue stores other than coal and coke . . . . .	520,520	8,75,724	479,802	8,67,551	-40,718	-8,173
Live-stock . . . . .	9,059	1,16,506	8,662	1,05,271	-397	-11,235
Rents, miscellaneous, etc. . . . .	...	1,11,134	...	49,012	...	-62,122
<b>TOTAL</b> . . . . .	<b>3,207,396</b>	<b>3,57,37,728</b>	<b>2,961,305</b>	<b>3,13,19,876</b>	<b>-246,091</b>	<b>-44,17,852</b>

The noticeable fluctuations of traffic under "General merchandise" are shown below :

	Increase.		Decrease.	
	Tons.	R	Tons.	R
Cotton, raw . . . . .	1,217	...	...	1,42,765
Cotton piece-goods . . . . .	...	...	1,188	55,509
Dyes and tans . . . . .	6,332	79,823	...	...
Grains . . . . .	...	...	149,340	24,03,772
Jute . . . . .	...	...	5,076	83,755
Oils . . . . .	...	...	1,333	1,44,452
Oil-seeds . . . . .	...	...	35,851	8,94,689
Provisions . . . . .	...	...	27,173	4,00,314
Sugar . . . . .	...	...	3,753	1,81,426

*Cotton, raw.*—Decrease in earnings due to shorter average lead.

*Cotton piece-goods.*—The decrease was probably the result of the fall in exchange.

*Grains.*—The large decrease under this head was chiefly in wheat, jawar, and bajra. There was less demand in the European markets for wheat in 1892, and a larger importation of jawar and bajra into Madras and the Southern Mahratta country in 1891 due to scarcity.

*Oils.*—The decrease was partly due to a falling off in the kerosine oil traffic sent from Calcutta *via* the Bengal-Nágpur railway to stations on the Nágpur branch of the Great Indian Peninsula railway and partly to failure of the castor-oil crop.

*Oil-seeds.*—The decrease was principally due to failure in the linseed and tilseed crops in the districts served by this railway.

*Provisions.*—The decrease occurred in the traffic in groundnuts and was due to a smaller area having been under cultivation.

*Sugar.*—The decrease in this traffic was due to partial failure of the sugarcane crop in the South-East district and to the falling off in the imports into Bombay from Mauritius.

The average sum received for carrying a ton of goods one mile amounted to 8·17 pies against 8·46 pies in the previous year.

The goods earnings per goods train-mile were R4·92 against R5·05. The following table shows the working expenses of the railway system during Working expenses, 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance . . . . .	54,92,062	12·13	49,53,999	12·18	—5,38,062	—9·80
Locomotive . . . . .	86,10,191	19·03	77,52,128	19·06	—8,58,063	—9·97
Carriage and wagon Traffic . . . . .	22,27,021	4·92	20,43,153	5·02	—1,83,868	—8·26
General . . . . .	29,99,568	6·63	30,05,587	7·39	+6,019	+0·20
Special and miscellaneous . . . . .	13,17,440	2·91	13,41,977	3·30	+24,537	+1·09
	9,03,694	2·00	9,08,496	2·24	+4,802	+0·53
<b>TOTAL</b> . . . . .	<b>2,15,49,976</b>	<b>47·62</b>	<b>2,00,05,340</b>	<b>49·19</b>	<b>—15,44,636</b>	<b>—7·17</b>

The decrease in the maintenance charges was chiefly due to the shorter length of line renewed and relaid.

The decrease in the locomotive expenses was principally due to a decrease in the consumption and cost of carriage of fuel consequent on a decrease in the train-mileage run. The lower price of English coal also accounts in some measure for the decrease.

The decrease in the carriage and wagon expenses was chiefly due to smaller outturn of coaching and goods vehicles and to economies effected in the shops at Parel.

The increased general charges were principally due to an increase in loss by exchange caused by the fall in the value of the rupee.

The following are the principal alterations in goods rates during the year 1892 :

	PIES PER TON PER MILE.	
	Rates in force prior to 1892.	Rates brought into force in 1892.
Wheat, other grain and seeds from stations on the Delhi-Umballa-Kalka railway, as also from certain stations on the North Western (State) railway to Bombay <i>via</i> Itarsi . . . . .	4·14 4·24	3·56 wheat. 3·63 grain and seed.
Cotton, pressed, class A, from stations on the Delhi-Umballa-Kalka railway to Bombay <i>via</i> Itarsi . . . . .	8·28	7·61.
Cotton, pressed, class A, from certain stations on the North Western (State) railway to Bombay <i>via</i> Itarsi . . . . .	8·28	6·93.
Kerosine oil from Bombay to stations on the Jhānsi-Cawnpore section . . . . .	10·42	{ Varying from 6·46 to 6·18.



	PIES PER TON PER MILE.	
	Rates in force prior to 1892.	Rates brought into force in 1892.
Wheat, grain, and seeds from certain stations on the Bengal-Nágpur railway and from Nágpur itself to Bombay	5 92	From Nágpur 4'73. From stations on the Bengal Nágpur railway, varying from 4 36 to 3'375 These were actually brought in force from 20th December 1891.
Grain and seeds from stations on the Jhánsi-Agra section of the Indian Midland railway to Bombay <i>via</i> Itársi	Varying from 6'43 to 4'44 6'54 to 4 54	Varying from 5'87 to 4'34 for wheat. 5'87 to 4'44 for grain and seed.
Grain and seeds from Nágpur and <i>via</i> Nágpur to stations between Bársi and Ráichúr and <i>via</i>	8'67 to 6 63	6'08 to 4'97.
Gunny bags, screwed to not more than 4 c ft. per maund, in bales weighing not more than 10 maunds each, in consignments of 200 maunds, from Bombay to Nágpur and to certain stations on the Bengal-Nágpur railway, <i>i.e.</i> , Kamptee to Raipur	10'70 to 10'28	10'28 to 6'80.
Wheat, grain, and seeds from and <i>via</i> Ráichúr to Bombay	9'02 to 8 53	8 05.
Matches, crackers, fireworks and fuses from Bombay to or <i>via</i> stations on the Great Indian Peninsula railway	40 to 25	{ Lowest rates are now from 39'46 to 31'70.
Kerosine oil from Bombay to Nágpur and <i>via</i> Nágpur— For consignments of 270 maunds and over . . . . . For consignments of under 270 maunds . . . . .	10'70 to 10'28	{ 8'98. 9'24
Wheat, grain, and seeds from certain stations on the Nágpur branch of the Great Indian Peninsula to Agra <i>via</i> Itársi for traffic to Delhi	8 66 to 8'58	8'59 to 6'77.
Grain and seeds from certain stations on the Nágpur extension of the Great Indian Peninsula to and <i>via</i> Cawnpore <i>via</i> Itársi	8'76 to 8'58	6'75 to 4'66

*Bombay, Baroda, and Central India Railway (standard gauge).*

11. The open mileages of the several sections were as follows:

	Miles.
Main line—Bombay to Sábarmati . . . . .	312'50
Wadhván extension—Sábarmati to Wadhván . . . . .	76'75
Ánand-Godhra branch—Ánand to Godhra . . . . .	49'25
Pátri branch—Viramgám to Khárághoda . . . . .	22'40
	460'90

CHAP. IV.—REVENUE TRANSACTIONS—TRAFFIC AND WORKING. 113

The following table shows the general results of the year's working as compared with those of 1891:

YEAR.	Mean mileage worked.	Train-mileage.	Gross earnings.	*Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense and state expenditure on the Pátri branch.
1891	Miles. 460.90	Miles. 2,588,783	₹ 1,41,37,769	₹ 59,12,649	₹ 82,25,120	41.82	₹ 590	8.54
1892	460.90	2,537,585	1,42,44,478	61,13,519	81,30,959	42.92	594	8.45
Increase or decrease.	...	-51,198	+1,06,709	+2,00,870	-94,161	+1.10	+4	-0.09
Percentage of increase or decrease	...	-1.98	+0.75	+3.40	-1.14	...	+0.68	...

The total amount payable to the Bombay, Baroda, and Central India Railway Company on account of surplus profits, in comparison with 1891, is shown in the following table:

	1891.		1892.	
	1st half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net earnings	54,85,545	28,22,657	55,76,834	26,36,256
<i>Deduct—</i>				
Guaranteed interest	22,12,386	22,02,175	22,78,725	22,78,725
Interest on overdrawn capital	93,188	1,04,675	...	...
Contribution to Provident Fund	...	83,082	...	82,131
TOTAL	23,05,574	23,89,932	22,78,725	23,60,856
Balance surplus profits	31,79,971	4,32,725	32,98,109	2,75,400
Moiety payable to the company	15,89,985	2,16,363	16,49,055	1,37,700
<i>Add—</i>				
Guaranteed interest	22,12,386	22,02,175	22,78,725	22,78,725
(a) Total payable to the company	38,02,371	24,18,538	39,27,780	24,16,425
Percentage of total capital bearing interest, <i>vis.</i> , ₹9,58,77,818 for 1891 and 892.	3.97	2.52	4.10	2.52
(b) Amount payable to the company for Rajputana-Malwa railway ( $\frac{1}{8}$ th surplus profits)	8,30,217	3,74,291	9,11,472	3,81,518
TOTAL PAYABLE TO THE COMPANY (a + b)	46,32,588	27,92,829	48,99,252	27,97,943
Percentage on total capital bearing interest	4.83	2.91	5.11	2.92

\* Includes contribution to the Provident Fund.

The following table shows the gross earnings under main heads as compared with 1891:

Gross earnings.	1891.	1892.	Increase or decrease.
	R	R	R
Coaching . . . . .	45,11,243	46,57,496	+ 1,46,253
Goods . . . . .	93,74,364	92,99,145	- 75,219
Electric telegraph . . . . .	39,817	46,457	+ 6,640
Sundries . . . . .	2,12,345	2,41,380	+ 29,035
TOTAL . . . . .	1,41,37,769	1,42,44,478	+ 1,06,709

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
1891.	109,203	1,25,114	1,029,618	3,14,061	461,681	7,72,819	12,769,631	28,04,359	14,370,133	40,16,353
1892.	109,185	1,29,893	1,050,225	3,31,888	449,314	7,73,901	13,002,913	28,84,980	14,611,637	41,20,662
Increase or decrease .	-18	+ 4,779	+ 20,607	+ 17,827	-12,367	+ 1,082	+ 233,282	+ 80,621	+ 241,504	+ 1,04,309

The improvement in passenger traffic may be ascribed to general development of traffic. The decrease in number and increase in earnings under intermediate class were due to passengers having travelled longer distances.

The average sum received for carrying a passenger one mile amounted to 2.62 pies, which was the same as in the previous year.

The coaching earnings per passenger train-mile were ₹3.55 against ₹3.51.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891:

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	1,157,264	85,48,233	1,145,963	83,34,303	-11,301	-2,13,930
Military stores . . . . .	648	21,753	880	30,383	+ 232	+ 8,630
Railway materials for construction (Home line only)	14,035	16,195	25,422	29,090	+ 11,387	+ 12,895
Coal and coke for the public and foreign railways	35,676	2,01,381	46,810	2,58,870	+ 11,134	+ 57,489
Coal and coke for construction (Home line only)	40	211	40	6	...	- 205
Coal and coke for revenue only . . . . .	39,582	1,01,120	53,688	1,31,608	+ 14,106	+ 30,488
Revenue stores other than coal and coke	131,030	1,50,821	138,009	1,51,829	+ 6,979	+ 1,008
Live-stock . . . . .	18,370	3,24,059	18,906	3,56,555	+ 536	+ 32,496
Rents, miscellaneous, etc. . . . .	...	10,609	...	6,511	...	- 4,098
Less—Outstandings irrecoverable . . . . .	1,396,645	93,74,382	1,429,718	92,99,155	+ 33,073	- 75,227
	...	18	...	10	...	- 8
TOTAL . . . . .	1,396,645	93,74,364	1,429,718	92,99,145	+ 33,073	- 75,219

The noticeable fluctuations of traffic under "General merchandise" are shown below:

	INCREASE.		DECREASE.	
	Tons.	R	Tons.	R
Grains . . . . .	...	...	74,195	5,64,761
Metals . . . . .	...	...	2,565	23,703
Oil-seeds . . . . .	48,650	3,97,059	...	...
Railway plant and rolling-stock carried for foreign railways . . . . .	2,098	41,449	...	...
Sugar . . . . .	...	...	1,069	65,213

*Grains.*—The decrease was chiefly in wheat traffic received at Bombay from the Rajputana-Malwa railway and beyond *via* Sábarmati.

*Oil-seeds.*—The increase was chiefly in traffic received at Bombay from stations on the Godhra branch and from the Rajputana-Malwa railway and beyond *via* Sábarmati.

The average sum received for carrying a ton of goods one mile amounted to 7.68 pies against 7.71 pies in the previous year.

The goods earnings per goods train-mile were R7.58 against R7.20.

The following table shows the working expenses of the railway during Working expenses. 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R			
Maintenance . . . . .	17,09,193	12.09	16,41,575	11.52	-67,618	-3.96
Locomotive . . . . .	20,32,309	14.38	19,68,271	13.82	-64,038	-3.15
Carriage and wagon . . . . .	6,40,981	4.53	8,23,793	5.78	+1,82,812	+28.52
Traffic . . . . .	8,31,180	5.88	8,32,911	5.85	+1,731	+0.21
General . . . . .	5,12,368	3.62	5,82,040	4.09	+69,672	+13.60
Special and miscellaneous . . . . .	1,86,618	1.32	2,64,929	1.86	+78,311	+41.96
<b>TOTAL</b>	<b>59,12,649</b>	<b>41.82</b>	<b>61,13,519</b>	<b>42.92</b>	<b>+2,00,870</b>	<b>+3.40</b>

The decrease in maintenance charges was chiefly under "Maintenance and renewal of permanent-way" and "Repairs of stations and buildings."

The decrease in the locomotive expenses was almost wholly due to reduction in the rates at which English coal was purchased during the year.

The increase in the carriage and wagon expenses was due to the repairs and renewals executed during 1892 having been more numerous, and of a heavier nature than usual. It is also attributable to the unfavourable rate of exchange ruling during the year.

The increase in general charges was due chiefly to the expenditure for the year having been increased by the commission and stamp charges on a debenture loan raised in 1891, and to heavy inspection fees and printing charges incurred in England and the exchange charges connected therewith.

The increase in special and miscellaneous expenditure was due to special payments on account of personal injuries sustained in the Nadiad and Clerk Road accidents, to an increase in the amount of claims settled for goods damaged by untimely rains, and to the payment of the usual contribution to the education fund which was omitted in 1891.

The principal changes in the goods rates made during the year are given below :

With effect from the 1st April 1892, a revised scale of rates as noted below was adopted on the Bombay, Baroda, and Central India railway system for coal, coke and patent fuel in consignments of 160 maunds for the public or for railways :

		Per maund per mile.		
		Pie.		
From	1 to 100 miles	.	.	0'20
"	101 " 200 "	.	.	0'18
"	201 " 400 "	.	.	0'15
	Over 400 miles	.	.	0'10

} With the addition of ordinary terminals.

In conjunction with the East Indian and North Western state railways the concession as to the free carriage of returned empty salt gunny bags, after having been carried full, was withdrawn with effect from the 1st April 1892.

With effect from the 1st September 1892, special rates were quoted for permanent-way materials (rails, chairs, bolts, spikes, keys, etc.) in consignments of 160 maunds and over ; loading and unloading to be done by owners.

Under the arrangement come to between the Bombay, Baroda, and Central India railway on the one part and the East Indian, Indian Midland and Great Indian Peninsula railways on the other part, the rates for cotton, wheat, other grain and common seeds from stations on the Delhi-Umballa-Kalka railway and stations on the North Western (state) railway beyond Umballa Cantonment to Bombay in through-booking *via* Agra and Sábarmati were equalized with those quoted by the East Indian, Indian Midland, and Great Indian Peninsula railways *via* Delhi, Agra and Itársi, with effect from the 1st May 1892, subject to the following conditions :

1. That, as provided by contract, the Delhi-Umballa-Kalka railway is to quote equal rates in through-booking with the Bombay, Baroda and Central India railway at Delhi as in through-booking with the East Indian railway.
2. That the East Indian railway is to quote equal rates in through-booking with the Bombay, Baroda, and Central India railway at Agra as with the Indian Midland railway.
3. That the combined through rates from the Delhi-Umballa-Kalka railway route *via* Agra to Bombay shall not be lower than the combined through rates from the Delhi-Umballa-Kalka railway *via* Delhi to Bombay.

*Madras Railway (standard gauge).*

12 The following table shows the general results of the year's working as compared with those of 1891 :

Year.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	R	R.	R		R	
1891 . . .	839'30	2,522,227	93,44,688	54,38,158	39,06,530	58'20	214	3'28
1892 . . .	839'26	2,519,724	96,24,670	53,32,537	42,92,133	55'40	221	3'59
Increase or decrease.	-0'04	-2,503	+2,79,982	-1,05,621	+3,85,603	-2'80	+7	+0'31
Percentage of increase or decrease .	...	-0'10	+3'00	-1'94	+9'87	...	+3'27	...

The small decrease in the mean mileage worked was due to the difference between the approaches of the old and the new Pápaghni bridges.

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase or decrease.
	<i>R</i>	<i>R</i>	<i>R</i>
Coaching . . . . .	36,14,372	37,54,832	+ 1,40,460
Goods . . . . .	55,38,684	56,90,713	+ 1,52,029
Electric telegraph . . . . .	20,056	18,479	- 1,577
Sundries . . . . .	1,71,576	1,60,646	- 10,930
<b>TOTAL</b>	<b>93,41,683</b>	<b>96,24,670</b>	<b>+ 2,79,982</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		<i>R</i>		<i>R</i>		<i>R</i>		<i>R</i>
1891 . . . . .	17,534	1,62,585	70,341	2,06,090	8,465,339	27,43,620	8,553,214	31,13,195
1892 . . . . .	17,789	1,58,923	69,260	2,10,203	8,966,014	28,06,036	9,053,093	32,35,162
Increase or decrease . . . . .	+ 255	- 3,662	- 1,081	+ 3,213	+ 500,675	+ 1,22,416	+ 499,849	+ 1,21,967

The third class traffic showed a large increase both in number and earnings. This was mainly due to a development of traffic in the second-half of 1892.

The average sum received for carrying a passenger one mile amounted to 1.79 pies against 1.86 pies in the previous year.

The coaching earnings per passenger train-mile were *R*2.96 against *R*3.02.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Difference.	
	Tons.	<i>R</i>	Tons.	<i>R</i>	Tons.	<i>R</i>
General merchandise	820,020	50,73,163	745,836	51,32,000	-74,184	+58,837
Military stores	1,640	82,683	2,064	92,977	+424	+10,294
Railway materials for construction (Home line only)	23,448	36,019	49,442	44,345	+25,994	+7,426
Coal and coke for the public and foreign railways	33,475	1,55,549	51,506	2,43,909	+18,031	+88,360
Coal and coke for revenue only	10,017	15,273	20,109	21,402	+10,092	+6,129
Revenue stores other than coal and coke	289,310	1,26,375	249,000	1,03,632	-39,410	-22,743
Live-stock	1,695	34,920	1,417	38,732	-278	+3,812
Rents, miscellaneous, etc.	...	13,802	...	13,716	...	-86
<b>TOTAL</b>	<b>1,179,605</b>	<b>55,38,684</b>	<b>1,120,274</b>	<b>56,90,713</b>	<b>-59,331</b>	<b>+1,52,029</b>

The increased earnings under "General merchandise" were chiefly owing to the introduction of terminal charges. These charges, at the rate of 4 pies per maund at each end for local and at the Madras end for foreign traffic, came into force on 1st January 1892.

The noticeable fluctuations in the traffic under "General merchandise" are shown below :

	INCREASE.		DECREASE.	
	Tons.	R	Tons.	R
Railway plant and rolling-stock . . . . .	...	...	11,249	1,36,907
Grains . . . . .	...	...	57,530	95,492
Hides and skins . . . . .	3,660	80,110	...	...
Cotton, raw . . . . .	...	...	8,431	77,511
Dyes and tans . . . . .	2,984	50,925	...	...
Provisions . . . . .	149	46,707	...	...
Tobacco . . . . .	2,458	31,212	...	...
Kerosine oil . . . . .	2,561	29,282	...	...
Coffee . . . . .	2,615	28,352	...	...
Sugar, undrained . . . . .	1,290	26,618	...	...

*Railway plant and rolling-stock.*—The decrease was mainly due to the completion of the Villupuram-Guntakal railway.

*Grains.*—The decreases occurred mainly under the following staples :

	Tons.	Earnings. R
Cholum and camboo . . . . .	10,167	56,346
Raggy . . . . .	24,666	59,206

The falling off in cholum and camboo occurred in the second-half of 1892, and was confined to traffic from the Great Indian Peninsula line *via* Raichur, and from Timmanacherla, Raichur, Kondapuram and other stations on the north-west line. The decrease in raggy was due to smaller despatches from the Mysore dominions and stations on the Bangalore branch.

The increase of 18,031 tons and of R88,360 under "Coal and coke for the public and foreign railways" was due to larger exports of coal from Madras to Kolar Road for the gold mines.

The average sum received for carrying a ton of goods one mile amounted to pies 8'30 against pies 7'29 in the previous year.

The goods earnings per goods train-mile were R4'54 against R4'18.

The following table compares the working expenses of the railway during

Working expenses. 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance . . . . .	13,06,187	13'98	14,52,779	15'09	+1,46,592	+11'22
Locomotive . . . . .	21,14,363	22'63	18,61,234	19'34	-2,53,129	-11'97
Carriage and wagon . . . . .	4,97,691	5'33	5,16,752	5'37	+19,061	+3'83
Traffic . . . . .	8,51,582	9'14	8,43,745	8'77	-10,837	-1'27
General . . . . .	5,67,456	6'07	5,40,155	5'61	-27,301	-4'81
Special and miscellaneous . . . . .	97,879	1'05	1,17,872	1'22	+19,993	+20'43
TOTAL . . . . .	54,38,158	58'20	53,32,537	55'40	-1,05,621	-1'94

The increase in the maintenance charges was R2,39,582, but this was reduced by a credit of R92,990 for return stores, the net result being an increase of R1,46,592 mainly due to increased maintenance and renewal of permanent-way and to loss by exchange.

The number of miles of rails removed during the year was 103'26, of which 65'56 miles were relaid with 75lb. steel rails.

The decrease in the locomotive expenses was due chiefly to the charge for eight new engines in the first-half of 1891, the cost of which was ₹2,31,352, less a credit of ₹15,897 for sale of old engines.

*The Nizam's Guaranteed Railway system (standard gauge).*

13. The open mileage of this railway system was as follows:

	Miles.
The Nizam's Guaranteed State railway . . . . .	329'29
Bezwada extension railway . . . . .	21'47
	350'67

The mean mileage worked during the year was the same as in 1891, viz., 353'77, which includes 3'10 miles worked over twice by every train.

The following table shows the general results of the year's working as compared with those of 1891:

General results.

Year.	Mean-mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1891 .	353'77	632,283	27,76,437	14,89,878	12,86,559	53'66	151	3'14
1892 .	353'77	602,288	27,80,641	14,27,335	13,53,306	51'33	151	3'30
Increase or decrease .	...	-29,995	+4,204	-62,543	+66,747	-2'33	...	+0'16
Percentage of increase or decrease .	...	-4'74	+0'15	-4'20	+5'19	...	...	...

The following table shows the gross earnings under main heads as compared with 1891:

Gross earnings.

	1891.	1892.	Increase or decrease.
	₹	₹	₹
Coaching . . . . .	8,19,129	8,36,044	+16,915
Goods . . . . .	18,59,997	18,27,808	-32,189
Electric telegraph . . . . .	15,332	14,232	-1,100
Sundries . . . . .	81,979	1,02,557	+20,578
TOTAL .	27,76,437	27,80,641	+4,204

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS BY MAIL TRAINS.		THIRD CLASS BY OTHER TRAINS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
1891 .	7,372	52,437	34,432	63,897	311,279	1,59,932	782,946	4,38,594	1,136,029	7,14,860
1892 .	7,017	50,301	34,560	64,358	327,117	1,65,334	835,774	4,53,590	1,204,468	7,33,582
Increase or decrease .	-355	-2,136	+128	+461	+15,838	+5,402	+52,828	+14,996	+68,439	+18,722



The improvement in the third class passenger traffic occurred chiefly in the bookings from Bezwada to Kandapalli, and *vice versa*.

The average sum received for carrying a passenger one mile amounted to 2.35 pies against 2.36 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3.76 against ₹3.78

*Goods.*—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . . . .	187,483	11,60,002	191,083	11,65,466	+ 3,600	+ 4,474
Military stores . . . . .	753	12,365	828	13,294	+ 75	+ 929
Railway materials for construction (Home line only) . . . . .	16,616	15,853	25,339	7,325	+ 8,723	— 8,528
Coal and coke for the public and foreign railways . . . . .	98,337	5,68,682	105,107	5,64,544	+ 6,770	— 4,138
Coal and coke for construction (Home line only) . . . . .	73	282	41	148	— 32	— 134
Coal and coke for revenue only . . . . .	20,991	52,723	15,028	36,287	— 5,963	— 16,436
Revenue stores other than coal and coke . . . . .	161,532	41,864	91,100	29,073	— 70,432	— 12,791
Live-stock . . . . .	103	2,532	358	4,524	+ 255	+ 1,992
Rents, miscellaneous, etc. . . . .	...	4,704	...	7,147	...	+ 2,443
<b>TOTAL . . . . .</b>	<b>485,888</b>	<b>18,59,997</b>	<b>428,884</b>	<b>18,27,808</b>	<b>— 57,004</b>	<b>— 32,189</b>

The noticeable fluctuations in the traffic under "General merchandise" are shown below :

	INCREASE.		DECREASE.	
	Tons.	₹	Tons.	₹
Grains . . . . .	3,384	29,812	...	...
Metals . . . . .	3,986	40,248	...	...
Oil-seeds . . . . .	...	...	8,428	46,279
Provisions . . . . .	...	...	909	25,177
Salt . . . . .	2,032	11,829	...	...

*Grains.*—The improvement occurred principally in the first-half of the year, and is chiefly attributable to the inward traffic of Hyderabad.

*Metals.*—The increase, which was almost entirely in iron, was due to the carriage of material for the Kistna bridge at Bezwada.

*Oil-seeds.*—The decrease was chiefly in castor seed, which showed a falling off of 9,300 tons and of ₹51,246, due to bad crops.

The average sum received for carrying a ton of goods one mile amounted to 7.43 pies against 7.12 pies in the previous year.

The goods earnings per goods train-mile were ₹4.81 against ₹4.47.

The following table compares the working expenses of the railway system during the years 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	<i>R</i>		<i>R</i>			
Maintenance . . . . .	4,77,167	17'19	4,28,156	15'40	-49,011	-10'27
Locomotive . . . . .	4,12,221	14'85	3,71,400	13'35	-40,821	-9'90
Carriage and wagon . . . . .	94,576	3'41	1,10,088	3'96	+15,512	+16'40
Traffic . . . . .	2,15,875	7'77	2,20,091	7'95	+5,116	+2'37
General . . . . .	2,67,543	9'63	2,75,625	9'91	+8,082	+3'02
Special and miscellaneous	22,496	0'81	21,075	0'76	-1,421	-6'32
<b>TOTAL</b> :	<b>14,89,878</b>	<b>53'66</b>	<b>14,27,335</b>	<b>51'33</b>	<b>-62,543</b>	<b>-4'20</b>

The decrease in the maintenance charges occurred chiefly under "Maintenance and renewal of permanent-way." This was principally due to the absence of special outlay on renewals of sleepers.

The decrease in the locomotive expenses was mainly due to less expenditure under "Fuel," "Maintenance of locomotive machinery" and "Unclassified expenditure."

The increase in carriage and wagon expenses was chiefly due to heavier repairs and renewals.

*The Gaekwar's Petlad Railway (standard gauge).*

14. The following table shows the general results of the year's working as compared with those of 1891 :

Year.	Mean-mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	<i>R</i>	<i>R</i>	<i>R</i>		<i>R</i>	
1891 . . . . .	13'35	19,517	59,113	22,767	36,346	38'51	85	5'18
1892 . . . . .	13'35	19,530	61,243	26,486	34,757	43'25	88	4'89
Increase or decrease . . . . .	...	+13	+2,130	+3,719	-1,589	+4'74	+3	-0'29
Percentage of increase or decrease . . . . .	...	+0'07	+3'60	+16'31	-4'37	...	+3'53	...

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase or decrease.
	<i>R</i>	<i>R</i>	<i>R</i>
Coaching . . . . .	38,411	42,150	+3,739
Goods . . . . .	19,998	18,584	-1,414
Electric telegraph . . . . .	503	509	+6
Sundries . . . . .	201	...	-201
<b>TOTAL</b> . . . . .	<b>59,113</b>	<b>61,243</b>	<b>+2,130</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
1891 . . . . .	147	106	1,940	729	204,215	36,283	206,302	37,118
1892 . . . . .	121	93	1,932	708	228,588	39,743	230,041	40,544
Increase or decrease	-26	-13	-8	-21	+24,373	+3,460	+24,339	+3,426

The improvement in the third class passenger traffic was due to ordinary development of traffic.

The average sum received for carrying a passenger one mile amounted to 2.50 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were ₹3.18 against ₹3.08.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . . . .	23,940	19,524	21,616	17,986	-2,324	-1,538
Railway materials for construction (Home line only) . . . . .	66	12	...	...	-56	-12
Coal and coke for the public and foreign railways . . . . .	...	...	5	4	+5	+4
Live-stock . . . . .	225	342	198	324	-27	-18
Rents, miscellaneous, etc. . . . .	...	120	...	270	...	+150
TOTAL . . . . .	24,221	19,998	21,819	18,584	-2,402	-1,414

The noticeable fluctuations of traffic under "General merchandise" are shown below :

	Increase.		Decrease.	
	Tons.	₹	Tons.	₹
Stone and lime . . . . .	...	...	7,630	4,151
Timber . . . . .	736	612	...	...
Tobacco . . . . .	1,962	607	...	...

The average sum received for carrying a ton of goods one mile amounted to 12.73 pies against 11.73 pies in the previous year.

The goods earnings per goods train-mile were ₹2.97 against ₹2.84.

The following table shows the working expenses of the railway during 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹			
Maintenance . . . . .	5,192	8.78	7,192	11.74	+2,000	+38.52
Locomotive . . . . .	8,609	14.56	8,562	13.98	-47	-0.55
Carriage and wagon . . . . .	2,769	4.68	3,713	6.06	+944	+34.09
Traffic . . . . .	3,562	6.03	3,668	5.99	+106	+2.98
General . . . . .	2,190	3.71	2,558	4.18	+368	+16.80
Special and miscellaneous . . . . .	454	0.75	793	1.30	+348	+78.20
TOTAL . . . . .	22,767	38.51	26,486	43.25	+3,719	+16.34

The increase of R3,719 in the total working expenses of the line was chiefly due to the maintenance charges from 1st January to 30th April 1891 having been borne by the contractor. It was also due to the increased percentage of expenses to earnings prevailing on the Bombay, Baroda, and Central India railway, on which the expenditure is based.

*Bengal and North Western Railway system (metre gauge).*

15. The mean mileage worked during the year was 754·16 miles against 717·00 miles in 1891. The open mileages of the two sections were as follows :

	Miles.
Company's section . . . . .	414·50
Tirhoot section . . . . .	341·80
	756·30

The increase in the mean mileage was due to the opening of the following lengths of lines during 1892: and to the Chupra-Revelganj and Gonda-Colonelganj branches of the Company's section and the Sitamarhi-Dheng branch of the Tirhoot section having been worked for a part of 1891 only :

	Miles.
Company's section—	
Colonelganj to Gogra Ghât on 1st February . . . . .	14·00
Tirhoot section—	
Dheng to Bairagnia on 1st March . . . . .	3·50
Increase due to re-measurement of line . . . . .	1·23

The following table shows the general results of the year's working as compared with those of 1891 :

Year.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital * outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . . . .	717·00	1,537,049	49,66,188	19,88,347	29,77,841	40·04	121	5·95
1892 . . . . .	754·16	1,630,258	51,23,939	21,06,870	30,17,069	41·12	120	5·85
Increase or decrease . . . . .	+37·16	+93,209	+1,57,751	+1,18,523	+39,228	+1·08	—1	—0·10
Percentage of increase or decrease . . . . .	+5·18	+6·06	+3·18	+5·96	+1·32	...	—0·83	...

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase or decrease.
	R	R	R
Coaching . . . . .	19,96,749	20,05,445	+8,696
Goods . . . . .	23,57,102	25,20,555	+1,63,453
Electric telegraph . . . . .	22,876	24,206	+1,330
Steam-boat . . . . .	4,60,395	4,05,950	—54,445
Sundries . . . . .	1,29,066	1,67,783	+38,717
TOTAL . . . . .	49,66,188	51,23,939	+1,57,751

\* Excluding interest on capital outlay on the company's section during construction, R10,90,014.

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
1891 . . .	14,787	42,326	21,031	33,166	31,621	23,867	4,811,215	17,74,867	4,878,654	18,74,226
1892 . . .	14,741	45,309	20,881	35,138	54,989	29,961	4,750,854	17,69,817	4,841,467	18,80,225
Increase or decrease .	-47	+2,983	-147	+1,972	+23,368	+6,094	-60,361	-5,050	-37,187	+5,999

The decrease in the number of first and second class passengers carried with increased earnings was due to the average distance travelled having been greater than in the previous year.

The decrease in the third class was caused by scarcity in Tirhoot.

The average sum received for carrying a passenger one mile amounted to 2.23 pies against 1.94 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2.89 against ₹3.13.

*Goods.*—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with 1891:

	1891.		1892.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . .	604,957	22,03,678	595,329	23,95,630	-9,628	+1,91,952
Railway materials for construction (Home line only)	7,727	49,235	11,225	36,944	+3,498	-12,291
Coal and coke for the public and foreign railways	12,867	41,036	21,431	36,974	+2,564	-4,062
Coal and coke for construction (Home line only)	122	222	...	...	-122	-222
Coal and coke for revenue only .	21,443	14,114	30,783	25,560	+9,340	+11,216
Revenue stores other than coal and coke .	12,433	18,050	13,715	17,598	+1,282	-452
Live-stock .	192	2,946	75	1,032	-117	-1,914
Rents, miscellaneous, etc. .	...	27,591	...	6,817	...	-20,774
<b>TOTAL .</b>	<b>665,741</b>	<b>23,57,102</b>	<b>672,558</b>	<b>25,20,555</b>	<b>+6,817</b>	<b>+1,63,453</b>

The noticeable fluctuations of traffic under "General merchandise" are shown below:

	Increase.		Decrease.	
	Tons.	₹	Tons	₹
Sugar . . . . .	7,217	31,882	...	...
Tobacco . . . . .	4,569	23,050	...	...
Grains . . . . .	...	1,04,955	8,263	...

*Sugar and Tobacco.*—The increases under these heads were due to good harvests and a good market.

*Grains.*—The increase in earnings was due to the traffic having been carried over a greater distance on the company's section. The decrease in tonnage was due to failure of crops in Tirhoot in the first-half of the year.

The average sum received for carrying a ton of goods one mile amounted to 5'67 pies against 6'48 pies in the previous year.

The goods earnings per goods train-mile were ₹2'69 against ₹2'62.

The following table shows the working expenses of the railway system during 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance . . . . .	3,71,478	7'48	4,23,413	8'26	+51,965	+13'99
Locomotive . . . . .	4,73,557	9'54	4,58,610	8'95	-14,911	-3'15
Carriage and wagon . . . . .	1,33,120	2'69	1,40,188	2'74	+6,768	+5'07
Traffic . . . . .	3,50,598	7'18	4,14,998	7'90	+48,400	+13'57
General . . . . .	3,05,421	7'36	3,83,365	7'48	+17,944	+4'91
Steam-boat service . . . . .	2,78,438	5'00	2,16,573	4'23	-61,865	-22'22
Special and miscellaneous . . . . .	9,435	0'10	79,657	1'56	+70,222	+744'27
<b>TOTAL</b>	<b>19,88,347</b>	<b>40'04</b>	<b>21,06,870</b>	<b>41'12</b>	<b>+1,18,523</b>	<b>+5'96</b>

The increase in the maintenance charges was chiefly due to large renewals of sleepers on the company's section and to large renewals of rails on the Tirhoot section, also to debits for establishment on the Tirhoot section previously charged to capital.

The increase in the traffic expenses was due to a large debit for stationery not utilised during the year, to arrear charges paid to the East Indian railway for transhipment of goods at Digha Ghât, and to the opening of the Bahramghat branch.

The increase in the general charges was due to increased home and telegraph charges.

The decrease in the steam-boat expenses and the increase in special and miscellaneous expenditure were chiefly due to the working expenses of the Ajo-dhya, Bahramghat and Revelganj ferries having been previously charged to the former head, whereas, under recent orders, they are now charged to the latter head.

The chief alterations in the coaching fares will be found noted on page 141, *Bates and fares.* Part I, of the Administration report.

*Rajputana-Malwa Railway (metre gauge).*

16. The mean mileage worked during the year was 1,674'02 miles against 1,672'56 miles in 1891. The open mileages of the several sections were as follows:

	Miles.
Rajputana-Malwa section . . . . .	1,035'33
Holkar section . . . . .	87'00
Rewári-Ferozepore section . . . . .	291'04
Cawnpore-Achnera section . . . . .	260'65
	<hr/>
	<u>1,674'02</u>

The increase of 1'46 miles in the mean mileage was due to an additional salt siding at Sámbar laid and opened for traffic from 1st September 1891.

The following table shows the general results of the year's working as compared with those of 1891 :

Year.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1891 . . . . .	1,672'56	6,718,385	2,17,89,570	94,72,504	1,23,17,066	43'47	251	9'44
1892 . . . . .	1,674'02	6,755,454	2,24,00,454	91,85,679	1,32,14,775	41'01	257	10'13
Increase or decrease .	+1'46	+37,069	+6,10,884	-2,86,825	+8,97,709	-2'46	+6	+0'69
Percentage of increase or decrease .	+0'09	+0'55	+2'80	-3'03	+7'29	...	+2'39	...

The total amount payable to the Bombay, Baroda and Central India Railway Company on account of surplus profits of the Rajputana-Malwa Railway, in comparison with 1891, is shown in the following table :

	1891.		1892.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts . . . . .	72,88,197	50,25,438	80,47,775	51,70,043
Deduct— Interest . . . . .	31,37,110	31,53,985	31,92,120	32,62,454
Divisible surplus profits Government share . . . . .	41,51,087	18,71,453	48,57,359*	19,07,589
Company's share . . . . .	33,20,870	14,97,162	38,85,837	15,26,071
	8,30,217	3,74,291	9,71,472	3,81,518

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase or decrease.
	₹	₹	₹
Coaching . . . . .	62,71,473	62,03,640	-67,833
Goods . . . . .	1,52,52,527	1,55,67,082	+3,14,555
Electric telegraph . . . . .	56,506	62,776	+6,270
Sundries . . . . .	2,09,064	5,66,956	+3,57,892
TOTAL . . . . .	2,17,89,570	2,24,00,454	+6,10,884

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings	No.	Earnings	No.	Earnings	No.	Earnings	No.	Earnings
		₹		₹		₹		₹		₹
1891 . . . . .	17,252	1,19,793	69,466	1,76,798	236,074	2,68,996	0,304,834	50,57,929	9,627,626	56,23,516
1892 . . . . .	16,382	1,25,708	69,496	1,89,371	245,581	2,85,269	8,651,323	50,64,896	8,982,782	56,65,244
Increase or decrease . . . . .	-870	+5,915	+30	+12,573	+9,507	+16,273	-653,511	+6,967	-644,844	+41,728

\* Includes ₹1,704, balance of net loss on sale of Cawnpore-Achnera railway unserviceable stores not taken over by the Company debited in Accounts for June 1892.

The large decrease in number under third class passengers was due to a write-back on account of traffic carried in Indian Midland railway trains between Agra and Tundla from March 1889, which had been credited to the Rajputana-Malwa railway in the previous accounts.

The average sum received for carrying a passenger one mile amounted to 2'12 pies against 2'11 pies in the previous year.

The coaching earnings per passenger train-mile were R2'94 against R3'04.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891:

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	1,405,111	1,44,67,267	1,474,890	1,46,19,196	+69,779	+1,51,929
Military stores . . . . .	5,926	1,08,014	6,154	1,40,079	+228	+32,065
Railway materials for construction (Home line only) . . . . .	40,994	1,00,706	72,019	1,93,381	+31,025	+92,675
Coal and coke for the public and foreign railways . . . . .	8,161	75,786	8,542	62,884	+381	-12,902
Coal and coke for construction (Home line only) . . . . .	2,129	9,256	2,203	10,216	+74	+960
Coal and coke for revenue only . . . . .	83,053	3,08,726	93,317	3,39,009	+10,264	+30,283
Revenue stores other than coal and coke . . . . .	45,550	1,19,480	55,754	1,33,796	+10,204	+14,316
Live-stock . . . . .	5,776	47,512	5,371	49,376	-405	+1,864
Rents, miscellaneous, etc. . . . .	..	15,845	...	19,145	...	+3,300
<b>TOTAL</b> . . . . .	<b>1,596,700</b>	<b>1,52,52,592</b>	<b>1,718,250</b>	<b>1,55,67,082</b>	<b>+121,550</b>	<b>+3,14,490</b>
<i>Less—Outstandings irrecoverable</i> . . . . .	...	65	...	...	...	-65
	<b>1,596,700</b>	<b>1,52,52,527</b>	<b>1,718,250</b>	<b>1,55,67,082</b>	<b>+121,550</b>	<b>+3,14,555</b>

The noticeable fluctuations of traffic under "General merchandise" are shown below:

	Increase.		Decrease.	
	Tons.	R	Tons.	R
Cotton, raw . . . . .	...	...	16,234	2,75,018
Grains . . . . .	31,503	...	...	3,38,243
Oil-seeds . . . . .	40,545	4,25,968	...	...
Provisions . . . . .	8,445	86,460	...	...
Railway plant and rolling-stock for foreign railways . . . . .	...	...	8,062	53,767
Salt . . . . .	4,657	65,772	...	...
Sugar . . . . .	11,387	1,55,461	...	...

*Cotton, raw.*—The decrease was in traffic forwarded to the Bombay, Baroda and Central India railway *via* Sábarmati chiefly to Bombay.

*Grains.*—The decrease in earnings was in wheat traffic forwarded to the Bombay, Baroda and Central India railway *via* Sábarmati chiefly to Bombay.

*Oil-seeds.*—The increase was in traffic forwarded to the Bombay, Baroda and Central India railway *via* Sábarmati chiefly to Bombay.

*Sugar.*—The increase was chiefly in traffic booked from Cawnpore and places beyond to stations on the Malwa section and to the Bombay, Baroda and Central India railway.

The average sum received for carrying a ton of goods one mile amounted to 6'64 pies against 6'48 pies in the previous year.



The goods earnings per goods train-mile were ₹3.35 against ₹3.28.

The following table shows the working expenses during 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹			
Maintenance . . . . .	16,01,163	7.35	16,33,157	7.29	+ 31,994	+ 2.00
Locomotive . . . . .	40,85,617	18.75	40,33,686	18.01	- 51,931	- 1.27
Carriage and wagon . . . . .	10,88,097	4.99	8,13,294	3.63	- 2,74,803	- 25.26
Traffic . . . . .	13,93,748	6.40	14,12,757	6.31	+ 19,009	+ 1.36
General . . . . .	11,65,795	5.35	11,61,480	5.18	- 4,315	- 0.37
Special and miscellaneous . . . . .	1,38,084	0.63	1,31,305	0.59	- 6,779	- 4.91
<b>TOTAL</b> . . . . .	<b>94,72,504</b>	<b>43.47</b>	<b>91,85,679</b>	<b>41.01</b>	<b>- 2,86,825</b>	<b>- 3.03</b>

The increase in maintenance charges was partly due to large expenditure on a temporary bridge erected at mile 528 over the Pushmavati river, and partly to issue of iron tanks for temporary watering arrangements on the line.

Under locomotive expenses there was a large decrease under consumption of coal, which was in a measure counterbalanced by an increase in the outlay incurred on repairs and renewals of engines, machinery, etc.

The large decrease in carriage and wagon expenses is accounted for by the heavy expenditure incurred on wheel and axle changing operations in 1891. The expenditure during 1892 was normal.

The net increase in traffic expenses was chiefly due to the employment of extra staff owing to increased train service and to larger consumption of consumable stores.

The decrease in general charges was mainly due to an adjustment in 1891 of arrear contribution charges on account of the Police Department.

The decrease in special and miscellaneous expenditure was due to the recovery from the Indian Midland railway of joint station charges at Agra from March 1889 to December 1892.

The principal changes in the goods rates made during the year are noted *Rates and fares.* on page 116 of this report.

#### *Southern Mahratta Railway system (metre gauge).*

17. The mean mileage worked during the year was 1,384.95 miles against 1,361.31 miles in 1891. The open mileages of the several sections were as follows:

	Miles.
Southern Mahratta railway . . . . .	1,043.70
Mysore section . . . . .	296.00
Nanjangúd extension . . . . .	15.25
Yesvantpur-Dodballapur section . . . . .	19.93
Kolhápúr railway . . . . .	29.07
	<hr/>
	1,403.95

The increase in the mean mileage was due to the opening of the Yesvantpur-Dodballapur section, 19.93 miles, on the 15th December 1892, and to the following openings in 1891 :

	Miles.
Miraj to Kollápúr on 21st April . . . . .	29.07
Mysore to Nanjangúđ on 1st December . . . . .	15.25

The following table shows the general results of the year's working as compared with those of 1891 :

Year.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
1891 . . . . .	Miles. 1,361.31	Miles. 2,453,964	₹ 61,43,472	₹ 40,60,915	₹ 20,73,557	66.25	₹ 87	1.86
1892 . . . . .	1,384.95	2,394,401	59,41,076	40,87,921	18,53,155	68.81	83	1.81
Increase or decrease . . . . .	+ 23.64	- 59,503	- 2,02,396	+ 18,006	- 2,20,402	+ 2.56	- 4	- 0.05
Percentage of increase or decrease . . . . .	+ 1.74	- 2.42	- 3.29	+ 0.44	- 10.63	...	- 4.60	...

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Decrease.
	₹	₹	₹
Coaching . . . . .	26,52,855	26,44,918	7,937
Goods . . . . .	33,44,378	31,67,504	1,76,874
Electric telegraph . . . . .	26,459	25,265	1,194
Sundries . . . . .	1,19,780.	1,03,389	16,391
TOTAL . . . . .	61,43,472	59,41,076	2,02,396

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
1891 . . . . .	12,725	76,655	43,015	93,846	4,470,720	22,08,490	4,526,460	23,78,991
1892 . . . . .	13,027	69,019	45,968	99,284	4,774,812	22,20,645	4,833,807	23,88,948
Increase or decrease . . . . .	+ 302	- 7,636	+ 2,953	+ 5,438	+ 304,092	+ 12,155	+ 307,347	+ 9,957

The comparatively small improvement in earnings is traceable to the reduction in third class fares introduced at the close of 1890, and on 1st July 1892, on certain sections of the company's system.

The average sum received for carrying a passenger one mile amounted to 2.36 pies against 2.44 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2.60 against ₹2.50.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . . . .	584,692	30,21,874	497,538	28,48,059	-87,154	-1,73,815
Military stores . . . . .	987	12,144	2,550	46,475	+1,563	-34,331
Railway materials for construction (Home line only) . . . . .	28,676	58,059	23,908	30,678	-4,768	-27,381
Coal and coke for the public and foreign railways . . . . .	1,235	3,174	2,615	15,887	+1,380	+12,713
Coal and coke for construction (Home line only) . . . . .	4	12	6	26	+2	+14
Coal and coke for revenue only . . . . .	11,913	41,545	13,654	53,052	+1,741	+11,507
Revenue stores other than coal and coke . . . . .	124,743	1,93,459	105,897	1,52,591	-18,846	-40,868
Live-stock . . . . .	115	3,183	125	6,885	+10	+3,702
Rents, miscellaneous, etc. . . . .	...	10,928	...	13,851	...	+2,923
<b>TOTAL</b>	<b>752,365</b>	<b>33,44,378</b>	<b>646,293</b>	<b>31,67,504</b>	<b>-106,072</b>	<b>-1,76,874</b>

The noticeable fluctuations of traffic under "General merchandise" are shown below :

	Increase.		Decrease.	
	Tons.	₹	Tons.	₹
Cotton, raw . . . . .	...	...	24,829	1,70,106
Cotton piece-goods . . . . .	936	11,705	...	...
Grains . . . . .	...	...	54,044	1,60,042
Oils . . . . .	5,082	24,953	...	...
Oil-seeds . . . . .	...	...	14,235	84,800
Provisions . . . . .	12,412	1,08,293	...	...
Railway plant and rolling-stock . . . . .	...	24,592	20,699	...
Salt . . . . .	8,416	36,686	...	...
Spices . . . . .	2,856	44,318	...	...
Sugar . . . . .	...	...	3,273	29,998
Tobacco . . . . .	...	...	1,316	14,115

*Raw cotton, grains, oil-seeds, sugar and tobacco.*—The decreases in these commodities were due to the failure of crops in 1891.

*Oils.*—The increase was due to steadily increasing importations of kerosine oil.

*Provisions.*—The increase was due to a heavier traffic in cocoanuts in the first-half of 1892, and to general improvement of crops.

*Railway plant and rolling-stock.*—The decrease in tonnage lifted and the increase in earnings were due to a long lead having been obtained for machinery, etc., required for the East Coast railway, which was booked from the Portuguese frontier to Kistna Canal terminus.

*Salt.*—The increase was due to large importations of Portuguese salt which finds a ready market in the districts served by this railway.

*Spices.*—The increase was due to improved bookings of chillies and betelnuts from Guntur and Byadgi.

The average sum received for carrying a ton of goods one mile amounted to 7·96 pies against 8·37 pies in the previous year.

The goods earnings per goods train-mile were R2·30 against R2·40.

The following table shows the working expenses of the railway system during 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance . . . . .	9,43,314	15·35	9,60,680	16·17	+17,366	+1·84
Locomotive . . . . .	13,52,603	22·02	13,50,183	22·73	—2,480	—0·18
Carriage and wagon . . . . .	2,95,413	4·81	3,10,000	5·22	+14,587	+4·94
Traffic . . . . .	7,09,554	11·55	6,76,938	11·39	—32,616	—4·60
General . . . . .	7,21,540	11·75	7,33,148	12·34	+11,608	+1·61
Special and miscellaneous . . . . .	47,431	0·77	56,972	0·96	+9,541	+20·12
<b>TOTAL</b>	<b>40,69,915</b>	<b>66·25</b>	<b>40,87,921</b>	<b>68·81</b>	<b>+18,006</b>	<b>+0·44</b>

The increase in the maintenance charges was principally due to heavy expenditure incurred in repairing breaches caused by washaways and in special watering arrangements required on account of the failure of the monsoons in 1891.

The increase in the carriage and wagon expenses was due chiefly to the repairs executed to vehicles damaged at the Yeleyur and Savalyapuram accidents, to the renewals of certain carriages, and to the cost of fitting Jones' patent buffers and couplings.

The decrease in the traffic expenses was due to the decrease in the train-mileage run owing to a change in the train service.

The increase in general charges was due to the duty and commission charges paid in England on the renewal of £600,000 Debentures which fell due on the 1st April 1892.

The increase in special and miscellaneous expenditure was due to the payment of compensation for personal injuries sustained by passengers in the accident at Yeleyur and for goods booked from Bombay damaged by rain while passing over the Braganza Ghâts.

The principal alterations in coaching fares and goods rates will be found noted on pages 141 and 143 of Part I of the Administration report.

Rates and fares.

*South Indian Railway (metre gauge).*

18. The following review includes the transactions connected with the working of the Pondicherry railway and the amount received by the South Indian Railway Company for working that line, but the net earnings and results calculated thereon refer to the South Indian railway only.

The mean mileage worked, including the Pondicherry railway, was 1,087·28 miles against 883·43 miles in 1891. The increase in the mean mileage worked was due to the opening of the following lengths of line:

	Miles.
Pákala to Váyalpád . . . . .	47½
Váyalpád to Dharmavaram . . . . .	94
Dharmavaram to Guntakal . . . . .	63

The first section was opened for public traffic on the 1st January 1892, and the two latter on the 1st March for goods traffic only, and for passenger traffic

on the 20th March and 1st June 1892, respectively. The increase in the mean mileage worked was also due to the Tiruvannamalai-Tirupati section having been worked during a portion only of 1891.

The following table shows the general results of the year's working as compared with those of 1891:

Year.	Mean mileage worked.	Train-miles.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . . . .	883.43	2,907,210	70,36,757	46,07,132	24,29,625	65.47	153	3.15
1892 . . . . .	1,087.28	3,277,020	77,14,996	48,01,405	28,53,591	63.01	136	3.65
Increase or decrease .	+203.85	+370,410	+6,78,239	+2,54,273	+4,23,966	-2.46	-17	+0.50
Percentage of increase or decrease .	+23.07	+12.74	+9.64	+5.52	+17.45	...	-11.11	...

The following table shows the gross earnings under main heads as compared with 1891:

	1891.	1892.	Increase.
	R	R	R
Coaching . . . . .	37,34,924	40,70,125	3,35,201
Goods . . . . .	32,03,563	33,29,239	1,25,676
Electric telegraph . . . . .	23,509	24,122	613
Sundries . . . . .	74,761	1,43,069	68,308
Old Company's Fire Insurance Fund . . . . .	...	1,48,441	1,48,441
TOTAL . . . . .	70,36,757	77,14,996	6,78,239

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
1891 . . . . .	16,956	55,117	146,435	1,26,451	9,468,071	33,38,902	9,631,462	35,20,470
1892 . . . . .	20,754	63,000	162,274	1,39,765	10,317,070	36,69,709	10,500,098	38,72,474
Increase . . . . .	3,798	7,883	15,839	13,314	848,999	3,30,807	868,636	3,52,004

The increase in the passenger traffic was almost entirely due to the greater length of line open for traffic and to the establishment of through communication between the southern and northern districts.

The average sum received for carrying a passenger one mile amounted to 2.06 pies, being the same as in the previous year.

The coaching earnings per passenger train-mile were R2.80 against R2.83.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	865,708	28,78,361	800,887	30,52,579	-64,821	+1,74,218
Military stores . . . . .	244	8,576	174	4,584	-70	-3,992
Railway materials for construction (Home line only)	244,845	1,35,795	360,693	91,666	+115,848	-44,129
Coal and coke for the public and foreign railways	1,141	3,002	5,915	6,096	+4,774	+3,094
Coal and coke for revenue only	21,853	39,059	25,928	43,833	+4,075	+4,774
Revenue stores other than coal and coke . . . . .	488,927	1,31,202	630,435	1,19,557	+141,508	-11,645
Live-stock . . . . .	226	3,158	149	3,907	-77	+749
Rents, miscellaneous, etc. . . . .	...	6,040	...	7,017	...	+977
<b>TOTAL</b> . . . . .	<b>1,622,944</b>	<b>32,05,193</b>	<b>1,824,181</b>	<b>33,29,239</b>	<b>+201,237</b>	<b>+1,24,046</b>
<i>Loss</i> —Outstandings irrecoverable . . . . .	...	1,630	...	...	...	-1,630
<b>NET TOTAL</b> . . . . .	<b>1,622,944</b>	<b>32,03,563</b>	<b>1,824,181</b>	<b>33,29,239</b>	<b>+201,233</b>	<b>+1,25,676</b>

The noticeable fluctuations in the traffic under "General merchandise" are noted below :

	Increase.		Decrease.	
	Tons.	R	Tons.	R
Grains . . . . .	...	25,179	699	...
Oil-seeds . . . . .	...	16,515	22,060	...
Provisions . . . . .	3,517	36,780	...	...
Salt . . . . .	2,044	19,982	...	...
Stone and lime . . . . .	...	...	65,246	43,068

*Grains.*—The increase in the earnings, with a decrease in the tonnage carried, was due to a decrease in the traffic from the Tanjore district and to the requirements of the Madura and Tinnevely districts having been met by supplies from Madras, South Arcot, Nellore, Trichinopoly and stations on the Madras railway *via* Erode, which gave a longer lead.

*Oil-seeds.*—The decrease in tonnage was mainly owing to the failure of crops; the traffic in ground-nuts was very low and showed a falling off from Tindivanam, Panruti and Tanjore to Pondicherry; the increased earnings were due to the crops of til or gingelly seed having failed for want of rain in the southern part of the Presidency, and supplies having been imported into the Madura and Tinnevely districts from and *via* Erode, from Karúr, Vellore and other stations.

*Salt.*—The increase in this traffic was principally from Vencatachellum and Nellore to the Pákala-Dharmavaram section, and also in traffic from Tuticorin.

*Stone and lime.*—The falling off was in consequence of stone not having been carried from Pallávaram quarries to Madras for the harbour works.

The average sum received for carrying a ton of goods one mile amounted to 7.38 pies against 7.53 pies in the previous year.

The goods earnings per goods train-mile were R1.83 against R2.02.

The following table compares the working expenses of the railway during 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R			
Maintenance . . .	15,63,789	22.22	13,54,670	17.56	-2,09,119	-13.37.
Locomotive . . .	16,67,037	23.69	18,09,661	23.46	+1,42,624	+8.56
Carriage and wagon . . .	2,85,870	4.06	3,94,650	5.11	+1,08,780	+38.05
Traffic . . .	5,38,496	7.65	6,58,671	8.54	+1,20,175	+22.32
General . . .	5,05,853	7.19	5,90,513	7.65	+84,660	+16.74
Special and miscellaneous . . .	46,087	0.66	53,240	0.69	+7,153	+15.52
<b>TOTAL</b> . . .	<b>46,07,132</b>	<b>65.47</b>	<b>48,61,405</b>	<b>63.01</b>	<b>+2,54,273</b>	<b>+5.52</b>

The decrease in the maintenance charges was chiefly attributable to the shorter length of 50lb. rails laid, *viz.*, 25.66 miles against 65.80 miles laid in 1891.

The number of miles of rails removed and relaid during the year was 77.24 against 119.68. In addition 442.84 miles of extensions and sidings were opened.

The increase in the locomotive expenses was mainly due to the cost of five new locomotives obtained from England to replace condemned ones, and to heavier repairs and renewals.

The increase in the carriage and wagon expenses was due to heavier repairs and renewals to the stock and also to replacement of the old type of couplings by Jones' flexible buffer couplings.

The increased traffic expenses was attributable to increased mileage and to a larger number of stations having been worked during the year.

The increase in general charges was chiefly attributable to increased mileage and to the inclusion of arrear charges on account of Government Police supervision from the 1st of January 1891.

*Burma (state) Railway system (metre gauge).*

19. The mean mileage worked during the year was 691.81 miles against 585.88 miles in 1891. The increase was principally due to the opening of the Shwebo to Wuntho section, 100. miles, of the Mu Valley railway for goods traffic on the 4th April 1892, and partly to the Sagaing-Shwebo section, 53½ miles, and the Myohaung branch, 6 miles, having been open for traffic during a portion only of 1891. The mean mileages of the sections worked were as follows:

Irrawaddy and Sittang sections . . . . .	Miles.
Toungoo-Mandalay section . . . . .	336.00
Mu Valley section . . . . .	222.50
	133.31
<b>TOTAL</b> . . . . .	<b>691.81</b>

The following table shows the general results of working as compared with those of 1891:

Year.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . . . .	585,88	1,677,192	58,55,197	34,83,805	23,71,392	59.50	192	4.58
1892 . . . . .	691,81	1,904,349	71,00,618	37,14,531	33,86,087	52.31	197	5.39
Increase or decrease . . . . .	+105,93	+227,157	+12,45,421	+2,30,726	+10,14,695	-7.19	+5	+0.81
Percentage increase or decrease . . . . .	+18.08	+13.54	+21.27	+6.62	+42.79	...	+2.60	...

The following table shows the gross earnings under main heads as compared with 1891:

	1891.	1892.	Increase.
	R	R	R
Coaching . . . . .	34,19,267	40,76,573	6,57,306
Goods . . . . .	23,54,622	28,89,782	5,35,160
Electric telegraph . . . . .	21,823	25,927	4,104
Steam-boat . . . . .	853	18,236	17,383
Sundries . . . . .	58,632	90,100	31,468
<b>TOTAL . . . . .</b>	<b>58,55,197</b>	<b>71,00,618</b>	<b>12,45,421</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
1891 . . . . .	14,759	80,006	136,859	1,46,037	5,388,729	29,98,888	5,540,347	32,24,931
1892 . . . . .	17,408	80,535	181,354	1,69,391	6,466,862	36,49,051	6,665,624	38,98,887
Increase . . . . .	2,649	529	44,495	23,264	1,078,133	6,50,163	1,125,277	6,73,956

The improvement in the passenger traffic is ascribed to the increased mileage worked, the natural expansion of traffic, the increased demand for labourers in lower Burma owing to the increased area under paddy cultivation and to the abnormal movement of population southward owing to the continued scarcity in upper Burma.

The average sum received for carrying a passenger one mile amounted to 3.11 pies against 3.12 pies in the previous year.

The coaching earnings per passenger train-mile were R4.63 against R4.19.



*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	434,959	21,28,816	498,814	25,86,560	+ 63,855	+ 4,57,744
Military stores . . . . .	1,643	40,579	1,958	38,443	+ 315	- 2,136
Railway materials for construction (Home line only) . . . . .	106,893	43,436	132,789	42,795	+ 31,896	- 641
Coal and coke for the public and foreign railways . . . . .	1,008	297	2,666	807	+ 1,658	+ 510
Coal and coke for construction (Home line only) . . . . .	7	38	...	...	- 7	- 38
Coal and coke for revenue only . . . . .	17,652	32,445	18,778	30,368	+ 1,126	- 2,077
Revenue stores other than coal and coke . . . . .	119,204	66,524	155,193	78,440	+ 35,989	+ 11,916
Live-stock . . . . .	1,674	35,993	3,958	1,04,214	+ 2,284	+ 68,221
Rents, miscellaneous, etc. . . . .	...	7,449	...	10,056	...	+ 2,607
<b>TOTAL</b> . . . . .	<b>677,040</b>	<b>23,55,577</b>	<b>8,14,156</b>	<b>28,91,683</b>	<b>137,116</b>	<b>+ 5,36,106</b>
<i>Less</i> —Outstandings irrecoverable . . . . .	...	955	...	1,901	...	+ 946
<b>NET TOTAL</b> . . . . .	<b>677,040</b>	<b>23,54,622</b>	<b>8,14,156</b>	<b>28,89,782</b>	<b>+ 137,116</b>	<b>+ 5,35,160</b>

The noticeable increases in the traffic under "General merchandise" are shown below :

	Tons.	R
Grains . . . . .	46,291	2,47,109
Provisions . . . . .	7,563	26,891
Dyes and tans . . . . .	4,299	69,298

*Grains.*—The increase was chiefly in husked rice, which was despatched in abnormal quantities to upper Burma to meet the scarcity prevailing there.

The average sum received for carrying a ton of goods one mile was 6·70 pies against 7·18 pies in the previous year.

The goods earnings per goods train-mile were R2·82 against R2·73.

The following table compares the working expenses of the railway system during 1891 and 1892 :

	1891.		1892.		Increase or decrease.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R			
Maintenance . . . . .	12,19,348	20·82	11,08,391	15·61	- 1,10,957	- 9·10
Locomotive . . . . .	10,31,608	17·62	11,50,949	16·21	+ 1,19,341	+ 11·57
Carriage and wagon . . . . .	2,48,076	4·24	2,46,839	3·47	- 1,237	- 0·50
Traffic . . . . .	5,87,001	10·03	7,11,997	10·03	+ 1,24,996	+ 21·29
General . . . . .	3,45,211	5·90	3,79,664	5·35	+ 34,453	+ 9·98
Steam-boat . . . . .	7,913	0·13	61,589	0·87	+ 53,676	+ 678·33
Special and miscellaneous . . . . .	44,648	0·76	55,102	0·77	+ 10,454	+ 23·41
<b>TOTAL</b> . . . . .	<b>34,83,805</b>	<b>59·50</b>	<b>37,14,531</b>	<b>52·31</b>	<b>+ 2,30,726</b>	<b>+ 6·62</b>

The decrease in the maintenance charges was due chiefly to rails and sleepers for relaying during the financial year 1891-92 having been partly drawn at the latter end of 1891, while those for the season 1892-93 have been mostly drawn in 1893; the return to stores during 1892 of a considerable quantity of second-hand materials taken out in relaying on the Irrawaddy district also accounts to some extent for this decrease. During the year 18 miles of rails were relaid, of which 15 miles were relaid with 50lb steel rails and 3 miles with 41½lb steel rails.

The increase in the locomotive expenses was mainly attributable to the opening of the line to Wuntho and to increased renewals of engines. There was a decrease under "Unclassified expenditure," due to the arrears of freight on coal carried over the East Indian railway having been adjusted in 1891.

The increase in the traffic expenses was mainly due to the opening of the railway to Wuntho.

The increase in general charges occurred principally under "Rents of buildings" and "Electric telegraph," the former being due to increase in the rent paid to the Rangoon Port Trust for land at Latter street and Keighley street stations, and the latter to the opening of the line to Wuntho.

The expenditure of the previous year in steam-boat service was incurred on a special launch carrying goods between Mandalay and Sagaing, while the expenditure in 1892 was on the regular ferry service opened in February between Amarapura Shore and Sagaing.

The increase in special and miscellaneous expenditure was due to an increase in the contribution for the Provident Institution bonus, owing to the extra staff employed on the opening of the line to Wuntho and to certain "Rates and taxes" not accounted for in 1891.

The goods classification was assimilated with that of the East Indian railway, and the revised tariff came into force from the 1st January 1893.

Rates and fares.

*Rohilkund and Kumaon Railway system (metre gauge).*

20: The mean mileage worked during the year was 252·30 miles against 223·63 miles in 1891, the increase being due to the Gola Gokaran Nāth-Pilibhit section having been open for traffic during a portion only of 1891.

The open mileages of the two sections were as follows:

Company's section . . . . .	53·92
Lucknow-Bareilly section . . . . .	198·38

The following table shows the general results of the year's working as compared with those of 1891:

Year.	Mean mileage worked.	Train mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding cart-road service.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . . . .	223·63	297,665	8,80,152	5,47,060	3,33,092	62·15	73	3·34
1892 . . . . .	252·30	388,948	11,16,484	6,43,647	4,72,837	57·65	85	4·78
Increase or decrease	+28·67	+91,283	+2,36,332	+96,587	+1,39,745	-4·50	+12	+1·44
Percentage of increase or decrease	+12·82	+30·67	+26·86	+17·66	+41·95	...	+16·44	...

\* Includes contribution to the Provident Fund.

The following table shows the gross earnings under main heads as compared with 1891:

	1891.	1892.	Increase.
	R	R	R
Coaching . . . . .	4,14,290	5,10,100	95,810
Goods . . . . .	3,33,126	4,56,893	1,23,767
Electric telegraph . . . . .	4,709	5,875	1,166
Sundries . . . . .	1,28,027	1,43,616	15,589
<b>TOTAL</b>	<b>8,80,152</b>	<b>11,16,484</b>	<b>2,36,332</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
1891 . . . . .	7,180	38,019	...	...	12,471	35,589	782,343	2,82,663	801,904	3,56,271
1892 . . . . .	5,194	35,233	7,319	27,281	11,261	20,195	967,030	3,57,577	990,804	4,40,286
Increase or decrease	-1,986	-2,786	+7,319	+27,281	-1,210	-15,394	+184,687	+74,914	+188,810	+84,015

The large increase in the third class passenger traffic was due to the opening of the Gola Gokaran Nâth-Pilibhit section throughout the year.

The decreases under first and intermediate classes were due to the introduction of the second class.

The average sum received for carrying a passenger one mile amounted to 2.62 pies against 2.70 pies in the previous year.

The coaching earnings per passenger train-mile amounted to R2.89 against R2.64.

*Goods.*—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with 1891:

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	137,722	3,14,861	186,505	4,35,303	+48,783	+1,20,442
Military stores . . . . .	608	4,025	624	4,439	+10	+414
Railway materials for construction (Home line only)	6,104	7,467	22,350	9,646	+16,246	+2,179
Coal and coke for the public and foreign railways . . . . .	35	67	78	138	+43	+71
Coal and coke for construction (Home line only)	891	1,381	168	469	-723	-912
Revenue stores other than coal and coke . . . . .	12,688	4,011	15,099	4,854	+2,411	+843
Live-stock . . . . .	6	153	3	59	-3	-94
Rents, miscellaneous, etc. . . . .	...	1,161	...	1,985	...	+824
<b>TOTAL</b>	<b>158,054</b>	<b>3,33,126</b>	<b>224,827</b>	<b>4,56,893</b>	<b>+66,773</b>	<b>+1,23,767</b>

The noticeable increases in the traffic under "General merchandise" are shown below:

	Tons.	R
Grains . . . . .	7,484	15,322
Oil-seeds . . . . .	4,199	11,624
Sugar . . . . .	17,416	45,376

*Grains.*—The increase was due to better crops and to the opening of the Gola Gokaran Náth-Pilibhit section.

*Sugar.*—The large increase in this traffic was due partly to the increased mileage worked and partly to a good sugar-cane crop.

The average sum received for carrying a ton of goods one mile amounted to 7·08 pies against 7·83 in the previous year.

The goods earnings per goods train-mile were R2·15 against R2·36.

The following table shows the working expenses of the railway system during 1891 and 1892:

	1891.		1892.		Increase in amount.	Percentage of increase.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R			
Maintenance . . .	93,083	10·58	1,10,283	9·88	17,200	18·48
Locomotive . . .	1,31,898	14·99	1,45,955	13·07	14,057	10·66
Carriage and wagon . . .	28,542	3·24	40,541	3·63	11,999	42·04
Traffic . . .	1,12,534	12·79	1,32,261	11·85	19,727	17·53
General . . .	1,01,428	11·52	1,29,389	11·59	27,961	27·57
Special and miscellaneous	79,575	9·03	85,218	7·63	5,643	7·09
<b>TOTAL</b> . . .	<b>5,47,060</b>	<b>62·15</b>	<b>6,43,647</b>	<b>57·65</b>	<b>96,587</b>	<b>17·66</b>

The increased expenditure was due to the longer length of line open.

The principal alterations in the coaching fares will be found noted on page Rates and fares. 141, Part I, of the Administration report.

*Dibru-Sadiya Railway (metre gauge).*

21: The following table shows the general results of the year's working as compared with those of 1891:

YEAR.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . .	78·00	152,928	4,98,632	3,28,156	1,70,526	65·80	123	2·54
1892 . . .	77·50	195,289	5,13,713	3,49,494	1,63,719	68·10	127	2·35
Increase or decrease . . .	-0·50	+42,361	+14,531	+21,338	-6,807	+2·30	+4	-0·19
Percentage of increase or decrease . . .	-0·64	+27·70	+2·91	+6·50	-3·99	...	+3·25	...

Under terms of the contract for the construction and maintenance of this line, the Government of India pays to the Assam Railways and Trading Company 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. The net earnings of the year ended the 30th June 1892, R1,84,804, having fallen short of the interest charges, R2,91,754, by R1,06,950; the maximum subsidy of R1,00,000 was accordingly paid to the company.

The following table shows the gross earnings under main heads as compared with 1891 :

Gross earnings.	1891.	1892.	Increase or decrease.
	R	R	R
Coaching . . . . .	70,761	80,462	+ 9,701
Goods . . . . .	3,97,802	4,01,179	+ 3,377
Electric telegraph . . . . .	13,303	12,076	- 1,227
Sundries . . . . .	16,816	19,496	+ 2,680
<b>TOTAL</b>	<b>4,98,682</b>	<b>5,13,213</b>	<b>+ 14,531</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
1891 . . . . .	2,776	6,808	2,059	2,857	87,023	49,894	91,858	59,559
1892 . . . . .	3,053	7,142	1,974	2,787	101,130	59,061	106,157	68,990
Increase or decrease	+277	+334	-85	-70	+14,107	+9,167	+14,299	+9,431

The improvement in the passenger traffic may be ascribed to a general development of passenger traffic.

The average sum received for carrying a passenger one mile amounted to 4'44 pies against 4'54 pies in the previous year.

The coaching earnings per passenger train-mile were R3'07 against R3'70.

*Goods.*—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	27,907	1,76,179	33,391	1,98,069	+ 5,484	+ 21,830
Coal and coke for the public and foreign railways . . . . .	148,484	2,14,697	156,820	1,98,219	+ 8,336	- 16,478
Revenue stores other than coal and coke . . . . .	2,052	5,874	22,782	4,474	+ 20,730	- 1,400
Live-stock . . . . .	73	808	37	351	- 36	- 457
Rents, miscellaneous, etc. . . . .	...	244	...	126	...	- 118
<b>TOTAL</b>	<b>178,516</b>	<b>3,97,802</b>	<b>213,030</b>	<b>4,01,179</b>	<b>+ 34,514</b>	<b>+ 3,377</b>

The principal increases under "General merchandise" are noted below :

	Tons.	R
Metals . . . . .	616	4,522
Timber . . . . .	3,364	6,746

The decrease in the earnings under "Coal and coke for the public and foreign railways" was chiefly due to a reduction having been made in the rate for coal.

The increase in the quantity carried under "Revenue stores other than coal and coke" was due to the fact that the weight of ballast trains was not included

in the figures of the previous year; and the decrease in the earnings was principally due to less stores having been carried during the year.

The average sum received for carrying a ton of goods one mile amounted to 6.64 pies against 7.57 pies in the previous year.

The goods earnings per goods train-mile were R2.37 against R2.97.

The following table shows the working expenses during 1891 and 1892:

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R			
Maintenance . . . . .	1,29,326	25.93	1,34,256	26.16	+ 4,930	+ 3.81
Locomotive . . . . .	57,168	11.46	67,655	13.18	+ 10,487	+ 18.34
Carriage and wagon . . . . .	23,964	4.81	22,191	4.32	- 1,773	- 7.40
Traffic . . . . .	38,002	7.62	38,268	7.46	+ 266	+ 0.70
General . . . . .	78,429	15.73	85,533	16.67	+ 7,104	+ 9.06
Special and miscellaneous . . . . .	1,267	0.25	1,591	0.31	+ 324	+ 25.57
<b>TOTAL</b> . . . . .	<b>3,28,156</b>	<b>65.80</b>	<b>3,49,494</b>	<b>68.10</b>	<b>+ 21,338</b>	<b>+ 6.50</b>

The increase in the locomotive expenses was partly due to the appointment of an Assistant Locomotive Superintendent and partly to the repairs done to the engines and to increased consumption of coal.

The special rate on coal was reduced from 4½ to 4 pies per ton per mile.

*The Gaekwar's Mehsána Railway (metre gauge).*

22. The mean mileage worked during the year was 92.63 against 75.69 in 1891. The open mileages of the several sections were as follows:

	Miles.
Mehsána-Kherálu section . . . . .	27.73
Mehsána-Viramgám section . . . . .	40.21
Mehsána-Pátan section . . . . .	24.69
	92.63

The increase in the mean-mileage was due to the Mehsána-Viramgám and Mehsána-Pátan branches having been worked for a portion only of 1891.

The following table shows the general results of the year's working as compared with those of 1891:

YEAR.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . . . .	75.69	83,174	1,94,247	88,446	1,05,801	45.53	49	3.64
1892 . . . . .	92.63	92,359	2,58,963	1,05,958	1,53,005	40.92	54	5.15
Increase or decrease	+ 16.94	+ 9,185	+ 64,716	+ 17,512	+ 47,204	- 4.61	+ 5	+ 1.51
Percentage of increase or decrease	+ 0.22	+ 11.04	+ 33.32	+ 19.80	+ 44.62	...	+ 10.20	...

Gross earnings. The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase.
	R	R	R
Coaching . . . . .	93,640	1,25,151	31,511
Goods . . . . .	99,860	1,31,820	31,960
Electric telegraph . . . . .	529	1,408	879
Sundries . . . . .	218	584	366
<b>TOTAL</b>	<b>1,94,247</b>	<b>2,58,963</b>	<b>64,716</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
1891 . . . . .	180	356	2,021	1,498	382,402	87,068	384,603	88,922
1892 . . . . .	246	395	2,342	1,901	488,114	1,15,974	400,702	1,18,270
Increase . . . . .	66	39	321	403	105,712	28,906	106,099	29,348

The improvement under all classes of passenger traffic may be ascribed generally to the mean mileage worked having being greater in 1892 and to ordinary development of traffic.

The average sum received for carrying a passenger one mile amounted to 2.28 pies, being the same as it was in the previous year.

The coaching earnings per passenger train-mile were R2.84 against R2.61.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	63,098	87,807	93,583	1,28,156	+30,485	+40,349
Military stores . . . . .	...	1	1	6	+1	+5
Railway materials for construction (Home line only)	19,520	11,245	5,262	2,947	-14,258	-8,298
Coal and coke for the public and foreign railways . . . . .	7	13	7	15	...	+2
Coal and coke for revenue only . . . . .	12	5	...	...	-12	-5
Revenue stores other than coal and coke . . . . .	224	115	...	...	-224	-115
Live-stock . . . . .	493	444	83	99	-410	-345
Rents, miscellaneous, etc. . . . .	...	230	...	597	...	+367
<b>TOTAL</b>	<b>83,354</b>	<b>99,860</b>	<b>98,936</b>	<b>1,31,820</b>	<b>+15,582</b>	<b>+31,960</b>

The noticeable increases of traffic under "General merchandise," shown below, were due chiefly to the increase in the mean mileage worked :

	Tons.	R
Grains . . . . .	9,692	11,198
Oil-seeds . . . . .	10,836	7,603
Salt . . . . .	3,249	7,705
Sugar . . . . .	4,619	8,253

The average sum received for carrying a ton of goods one mile amounted to 8·18 pies against 7·25 pies in the previous year.

The goods earnings per goods train-mile were R2·73 against R2·11.

The following table shows the working expenses during 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance . . . . .	17,501	9·07	18,827	7·27	+ 1,326	+ 7·58
Locomotive . . . . .	36,720	18·90	46,617	18·00	+ 9,897	+ 26·95
Carriage and wagon . . . . .	9,815	5·05	9,363	3·62	— 452	— 4·61
Traffic . . . . .	12,580	6·48	16,279	6·29	+ 3,699	+ 29·40
General . . . . .	10,583	5·45	13,358	5·16	+ 2,775	+ 26·22
Special and miscellaneous . . . . .	1,247	0·64	1,514	0·58	+ 267	+ 21·41
<b>TOTAL</b>	<b>88,446</b>	<b>45·53</b>	<b>1,05,958</b>	<b>40·92</b>	<b>+ 17,512</b>	<b>+ 19·80</b>

As the working expenses are based on the same percentage of expenses on the gross earnings as obtains on the Rajputana-Malwa and the Gaekwar's Mehsána railways, no explanations of fluctuations under the several abstracts are necessary.

*Jodhpore-Bickaneer Railway system (metre gauge).*

23. The mean mileage worked during 1892 was 291 miles against 182·6 miles in the previous year, the increase being due to the extension from Jodhpore to Bickaneer having been open for traffic during a portion only of 1891.

The mileages of the two sections were as follows :

	Miles.
Jodhpore section . . . . .	247·50
Bickaneer section . . . . .	43·50

The following table shows the general results of the year's working as compared with those of 1891 :

YEAR.	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1891 . . . . .	182·66	240,266	6,17,978	2,80,890	3,37,088	45·45	65	6·00
1892 . . . . .	291·00	344,217	10,23,528	4,69,683	5,53,845	45·89	68	9·63
Increase or decrease.	+108·34	+103,951	+4,05,550	+1,88,793	+2,16,757	+0·44	+3	+3·63
Percentage of increase or decrease.	+59·31	+43·26	+65·63	+67·21	+64·30	...	+4·62	...

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase.
	R	R	R
Coaching . . . . .	2,32,658	3,50,355	1,17,697
Goods . . . . .	3,75,209	6,48,708	2,73,499
Electric telegraph . . . . .	9,604	22,741	13,137
Sundries . . . . .	507	1,724	1,217
<b>TOTAL</b>	<b>6,17,978</b>	<b>10,23,528</b>	<b>4,05,550</b>



*Coaching.*—The number\* of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
1891 . . .	749	4,267	3,568	5,770	394,635	1,99,314	358,952	2,09,351
1892 . . .	1,088	6,867	5,333	10,853	516,307	2,91,400	522,728	3,09,120
Increase . . .	339	2,600	1,765	5,083	121,672	92,086	123,776	99,769

The improvement in the passenger traffic was due to the extension to Bickaneer having been open for traffic throughout the year.

The average sum received for carrying a passenger one mile amounted to 2'09 pies against 2'08 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2'88 against ₹2'73.

*Goods.*—The following is a summary of the tonnage† of goods lifted and the earnings therefrom as compared with 1891:

	1891.		1892.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . .	68,790	3,19,993	130,551	6,06,067	+ 61,761	+ 2,86,074
Military stores . . .	5	78	13	190	+ 8	+ 112
Railway materials for construction (Home line only) . . .	74,795	42,467	55,246	29,655	- 19,549	- 12,812
Coal and coke for the public and foreign railways . . .	916	5,425	298	1,309	- 618	- 4,116
Coal and coke for construction (Home line only) . . .	...	...	24	27	+ 24	+ 27
Coal and coke for revenue only . . .	1,560	2,520	2,722	5,123	+ 1,162	+ 2,603
Revenue stores other than coal and coke . . .	1,702	1,456	3,586	3,076	+ 1,884	+ 1,620
Live-stock . . .	33	357	41	471	+ 8	+ 114
Rents, miscellaneous, etc. . . . .	...	2,913	...	2,790	...	- 123
<b>TOTAL . . .</b>	<b>147,801</b>	<b>3,75,209</b>	<b>192,481</b>	<b>6,48,708</b>	<b>+ 44,680</b>	<b>+ 2,73,499</b>

The noticeable increase in the traffic under "General merchandise" occurred in grain which showed an increase of 45,950 tons and of ₹1,53,628 owing to demands on account of the scarcity which prevailed during the year.

The decrease in "Railway materials for construction (Home line only)" was due to the approaching completion of the Merta road, Kuchaman road section.

The average sum received for carrying a ton of goods one mile amounted to 8'98 pies against 8'85 pies in the previous year.

The goods earnings per goods train-mile were ₹2'92 against ₹2'42.

\* Numbers shown count through passengers over the two sections twice over.

† Tonnage shown counts through traffic over the two sections twice over.

The following table shows the working expenses of the railway system during 1891 and 1892:

	1891.		1892.		Increase in amount.	Percentage of increase.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	<i>R</i>		<i>R</i>			
Maintenance . . . . .	99,831	16·15	1,34,497	13·14	34,666	34·72
Locomotive . . . . .	1,18,856	19·23	2,00,894	19·63	82,038	69·02
Carriage and wagon . . . . .	9,240	1·50	16,270	1·59	7,030	76·08
Traffic . . . . .	29,139	4·72	51,565	5·04	22,426	76·96
General . . . . .	16,204	2·62	33,079	3·23	16,875	104·14
Special and miscellaneous . . . . .	7,620	1·23	33,378	3·26	25,758	338·03
<b>TOTAL</b>	<b>2,80,890</b>	<b>45·45</b>	<b>4,69,683</b>	<b>45·89</b>	<b>1,88,793</b>	<b>67·21</b>

The increase in the maintenance charges was chiefly due to the extra mileage maintained and to a larger outlay on "Maintenance and renewal of permanent-way" in the first-half of the year.

The increase in the locomotive expenses was due mainly to the increase under "Maintenance and renewal of engines" and to the heavier expenditure under "Fuel" due to the increased train-mileage run.

The increase under special and miscellaneous expenditure was almost wholly due to a larger debit on account of mileage and demurrage of foreign stock.

The principal changes in goods rates will be found noted on page 143, Part I of the Administration report.

*Bhavnagar-Gondal-Junagarh-Porbandar Railway (metre gauge).*

24. The open mileages of the several sections were as follows :

	Miles.
Bhavnagar section (Bhavnagar bandar to Wadhwan and Dhola to Dhasa)	119·35
Gondal and Porbandar sections (Dhasa to Porbandar)	142·67
Junagarh section (Jetalsar to Veraval)	67·20
	<u>329·22</u>

The following table shows the general results of the year's working as compared with those of 1891:

YEAR.	Mean mileage worked.*	Train mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.†
	Miles.	Miles.	<i>R</i>	<i>R</i>	<i>R</i>		<i>R</i>	
1891 . . . . .	333·69	463,793	14,77,263	10,01,477	4,75,786	67·79	85	2·78
1892 . . . . .	333·72	492,859	15,78,179	11,40,302	4,37,877	72·25	91	2·54
Increase or decrease . . . . .	+0·03	+29,066	+1,00,916	+1,38,825	-37,909	+4·46	+6	-0·24
Percentage of increase or decrease . . . . .	+0·01	+6·27	+6·83	+13·86	-7·97	...	+7·06	...

\* Includes 4·50 miles of quarry and dock estate lines.

† Based on outlay, excluding expenditure on quarry and dock estate lines.

The following table shows the gross earnings under main heads as compared with 1891 :

	1891.	1892.	Increase or decrease.
	R	R	R
Coaching . . . . .	8,14,967	8,11,591	-3,376
Goods . . . . .	6,26,142	7,23,958	+97,816
Electric telegraph . . . . .	11,046	15,483	+4,437
Sundries . . . . .	25,108	27,147	+2,039
<b>TOTAL</b>	<b>14,77,263</b>	<b>15,78,179</b>	<b>+1,00,916</b>

*Coaching.*—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
1891 . . . . .	3,142	10,741	26,707	33,812	1,281,328	7,25,587	1,311,177	7,70,140
1892 . . . . .	3,402	11,547	26,207	32,855	1,314,566	7,15,225	1,344,175	7,59,627
Increase or decrease . . . . .	+260	+806	-500	-957	+33,238	-10,362	+32,903	-10,513

The increase in number with a decrease in earnings in the third class passenger traffic is attributed to passengers having travelled shorter distances.

The average sum received for carrying a passenger one mile was the same in both years, *viz.*, 2'84 pies.

The coaching earnings per passenger train-mile were R2'99 against R3'02.

*Goods.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with 1891 :

	1891.		1892.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . . . . .	122,325	5,82,012	150,682	6,90,411	+28,357	+1,08,399
Railway materials for construction (Home line only)	7,465	10,354	6,755	5,031	-710	+5,323
Coal and coke for the public and foreign railways	2,479	7,709	1,395	3,949	-1,084	-3,760
Coal and coke for construction (Home line only)	6	2	15	20	+9	+18
Coal and coke for revenue only	4,327	6,502	2,893	2,271	-1,434	-4,231
Revenue stores other than coal and coke . . . . .	19,553	18,114	18,566	20,680	-987	-2,566
Live-stock . . . . .	64	494	34	440	-30	-55
Rents, miscellaneous, etc. . . . .	...	955	...	1,156	...	+201
<b>TOTAL</b>	<b>156,219</b>	<b>6,26,142</b>	<b>180,340</b>	<b>7,23,958</b>	<b>+24,121</b>	<b>+97,816</b>

The noticeable fluctuations of traffic under "General merchandise" are shown below :

	INCREASE.		DECREASE.	
	Tons.	R	Tons.	R
Cotton, raw . . . . .	6,877	33,863	...	...
Grains . . . . .	14,297	54,819	...	...
Oil-seeds . . . . .	1,425	9,207	...	...
Railway plant and rolling-stock	1,455	5,127	...	...
Timber . . . . .	729	4,573	...	...
Metals . . . . .	...	...	332	2,187
Provisions . . . . .	...	...	815	7,955

CHAP. IV.—REVENUE TRANSACTIONS—TRAFFIC AND WORKING. 147

*Cotton, raw.*—The increase was due to better crops in Káthiáwár during the first-half of the year.

*Grains.*—The improvement was due to increased exports to Bombay.

The average sum received for carrying a ton of goods one mile amounted to 10'34 pies against 9'93 pies in the previous year.

The goods earnings per goods train-mile were ₹3'27 against ₹3'23.

The following table shows the working expenses during 1891 and 1892 :

	1891.		1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance . . .	3,74,948	25'38	5,16,088	32'70	+1,41,140	+37'64
Locomotive . . .	2,43,846	16'51	2,31,834	14'69	—12,012	—4'93
Carriage and wagon . . .	33,959	2'30	44,310	2'81	+10,351	+30'48
Traffic . . .	1,50,778	10'20	1,55,594	9'86	+4,816	+3'19
General . . .	1,75,067	11'85	1,62,233	10'28	—12,834	—7'35
Special and miscellaneous . . .	22,879	1'55	30,243	1'91	+7,364	+32'19
<b>TOTAL . . .</b>	<b>10,01,477</b>	<b>67'79</b>	<b>11,40,302</b>	<b>72'25</b>	<b>+1,38,825</b>	<b>+13'86</b>

The increase in the maintenance charges was chiefly due to heavy renewal of sleepers on the Bhávnagar and Gondal sections.

**CHAPTER V.**  
**SCHOOLS AND FINE FUNDS.**  
**SECTION I.—SCHOOLS.**

In the following statements are given details of the number of children of railway employes, and also of apprentices and workmen attending schools, together with information regarding the Government grants, railway grants, average school fees, and annual expenditure for the calendar year 1892 :

STATEMENT No. 7.

## Railway schools.

Serial number.	RAILWAY.	Number of schools.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual expenditure.
			CHILDREN.		APPRENTICES AND WORKMEN.		Government grant.	Railway grant.	School fees.	TOTAL.	
			Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.					
	<b>STANDARD GAUGE.</b> <b>State lines worked by companies.</b>						<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
I	East { European . . . . .	(a) 13	671	525	..	..	3,327	(b) 9,865	19,055	(c) 32,886	(d) 48,156
	Indian { Native . . . . .	27	2,400	1,842	1,509	717	3,746	4,137	11,194	(e) 21,335	(d) 21,175
II	Bengal-Nágpur (European)	2	35	24	..	..	..	749	537	1,286	1,286
III	Indian Midland . . . . .	1	57	41	..	..	..	1,700	451	2,151	1,723
	<b>State lines worked by the State.</b>										
IX	North West- { European	3	82	67	27	19	1,184	(f) 7,511	7,131	15,826	(g) 16,573
	ern (state) { Native . . . . .	20	71	60	1,028	399	..	5,964	..	5,964	5,640
*XI	Oudh & Rohil- { European	2	41	25	..	..	500	746	575	1,821	1,246
	khand (state) { Native . . . . .	3	13	11	162	68	..	421	..	421	421
XII } and } XLIII }	Eastern Bengal (state) (h)	7	13	8	272	77	..	1,244	..	1,244	1,244
	<b>Lines worked by guaranteed companies.</b>										
XVIII	Great Indian Peninsula . . . . .	(i) 7	300	215	..	..	3,365	14,083	(j) 2,177	19,625	15,880
XIX	Bombay, Baroda and Central India . . . . .	3	108	98	..	..	1,461	3,216	1,894	6,571	5,840
XX	Madras (European) . . . . .	9	408	297	..	..	3,009	8,556	2,924	14,489	(k) 15,369
	<b>METRE GAUGE.</b> <b>State lines worked by companies.</b>										
XXXIII	Bengal and North-Western—										
	Tirhoot section	(l) 3	42	34	..	..	..	1,735	799	2,534	2,641
	Company's section										
XXXV	Rajputana-Malwa . . . . .	(m) 9	275	227	43	37	3,746	16,325	8,356	28,427	28,349
XXXVI	Southern Mahratta . . . . .	1	18	13	..	..	(n)	600	254	854	790
XXXVII	Southern Mahratta (Mysore section) . . . . .	1	14	13	..	..	..	76	104	180	180
	<b>State line worked by the State.</b>										
XLIV	Burma (state) . . . . .	1	..	..	25	22	600	..	300	900	900
	<b>Line owned and worked by native states.</b>										
LIV	Bhávnaagar-Gondal-Junágarh-Portbandar . . . . .	2	19	16	..	..	115	1,200	540	1,855	2,173

(a) Includes the joint railway schools at Gháziabad and Aligarh.

(b) Includes R300 and R600, the amounts received from the Oudh and Rohilkhand (state) and North Western (state) railways, respectively, for the joint railway schools at Aligarh and Gháziabad.

(c) Includes R639 collected from other sources.

(d) The excess expenditure was met from the balance of school funds, etc., and in the case of Mussoorie Hill school a loan of R800 was granted from the Fine Fund during 1892.

(e) Includes R2,258 collected from other sources.

(f) Includes R130, being interest on promissory notes.

(g) The excess expenditure was met from other sources.

(h) Includes the Bengal Central railway.

(i) Includes the joint railway school at Khandwa, which is also included in the number of schools shown against the Rajputana-Malwa railway.

(j) Includes fees from children of non-railway employes attending the joint railway school at Khandwa.

(k) The expenditure on the joint railway school at Raichúr is divided between the Great Indian Peninsula and the Madras railways.

(l) The school at Samastipur was opened in March 1892, and that at Sonopore in June 1892.

(m) Includes the joint railway school at Khandwa, which is also included in the number of schools shown against the Great Indian Peninsula railway.

(n) Government grant has not yet been received, but the school has been inspected and R147 have been sanctioned by Government.

STATEMENT No. 8.  
Local and district schools.

Serial number.	RAILWAY.	Number of schools.	AVERAGE DAILY ATTENDANCE.		Annual railway grant.
			Children.	Apprentices and workmen.	
STANDARD GAUGE.					
State line worked by company.					
I	East Indian	2	319	...	780
State lines worked by the State.					
IX	North Western (state)	(a) 11	186	...	8,786
XI	Oudh and Rohilkhand (state)	(b) 10	78	...	4,583
XII and XLIII	Eastern Bengal (state) (c)	11	349	...	3,383
Lines worked by guaranteed companies.					
XVIII	Great Indian Peninsula	4	(d)	...	1,650
XIX	Bombay, Baroda and Central India	15	31	...	1,831
METRE GAUGE.					
State lines worked by companies.					
XXXIII	Bengal and North-Western— Tirhoot section	1	25	...	240
	Company's section				
XXXV	Rajputana-Malwa	6	197	...	1,858
State line worked by the State.					
XLIV	Burma (state)	11	82	...	1,903
Assisted company.					
XLVII	Rohilkund and Kumaon (Company's section) (e)	1	5	...	68

- (a) Excludes the joint railway school at Ghaziabad, which receives a contribution from the North Western (state) railway. The particulars regarding this school are included with railway schools of the East Indian railway.
- (b) Excludes the joint railway school at Aligarh, which receives a contribution from the Oudh and Rohilkhand (state) railway. The particulars regarding this school are included with railway schools of the East Indian railway.
- (c) Includes the Bengal Central railway.
- (d) Information not furnished; the number on the rolls was 149.
- (e) Includes the Lucknow-Bareilly section.

SECTION II.—FINE FUNDS.

2. The following table exhibits the transactions of the Fine Funds during 1892-93 on state railways worked by the State.

It will be seen that the assets of the funds, including the balance (a) at the close of the previous year, amounted to ₹1,12,943; the expenditure to ₹35,322; and the balance at the end of the year to ₹77,621 :—

STATEMENT No. 9.

Serial number.	RAILWAY.	RECEIPTS.				EXPENDITURE.			Balance at the end of 1892-93.
		Balance on 1st April 1892.	Fines.	Interest.	Total.	Disbursements.	Refunds.	Total.	
	State lines worked by the State.	R	R	R	R	R	R	R	R
IX	North Western (state)	6,357	16,771	423	(b) 23,809	14,782	214	14,996	8,813
XI	Oudh and Rohilkhand (state).	63,201	1,680	2,260	67,141	(c) 6,736	56	6,792	(d) 60,349
XII and XLIII	Eastern Bengal (state).	608	7,258	31	7,897	6,727	123	6,850	1,047
XLIV	Burma (state)	6,459	6,549	240	(e) 13,400	6,615	69	6,684	6,716
	Cherra-Companyganj	180	...	7	187	...	...	...	187
LVII	Jorhát	447	45	17	509	...	...	...	509
	TOTAL	77,252	32,303	2,978	(b)(e) 1,12,943	34,860	462	35,322	77,621

- (a) Excludes ₹98 of the late Nalhati state railway Fine Fund, the line having been incorporated with the East Indian railway from the 1st of April 1892.
- (b) Includes a write-back of ₹258 on account of salary and house-rent paid from the Fine Fund to the Railway Chaplain at Lahore.
- (c) Includes ₹4,074 unclaimed Provident Fund and security deposits of discharged employes of the Oudh and Rohilkhand Guaranteed Railway Company transferred to the "Dead Account" pending repayment.
- (d) As explained in previous reports, this large balance is due to ₹70,760 having been taken over by Government from the Oudh and Rohilkhand Guaranteed Railway Company.
- (e) Includes ₹152 on account of advance recovered and miscellaneous adjustments.

The expenditure of the year is made up of—

Disbursements	R	34,860
Refunds		462
<b>TOTAL</b>		<b>35,322</b>

3. Some details of the disbursements are given in the following statement:

Serial No.	RAILWAY.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Institutes, reading-rooms and libraries.	Railway gardens.	Sports.	Volunteers.	Miscellaneous.
	State lines worked by the State.	R	R	R	R	R	R	R	R
IX	North Western (state)	100	69	10,503	3,577	...	350	...	183
XI	Oudh and Rohilkhand (state)	...	103	1,667	192	...	...	...	4,774
XII and XLIII	Eastern Bengal (state)	...	657	3,313	2,205	...	..	...	552
XLIV	Burma (state)	...	...	1,902	1,799	...	1,651	600	663

R. A. SARGEANT, *Lieut.-Col., R.E.*,  
*Director General of Railways.*

*Calcutta, the 16th December 1893.*

APPENDIX A.

INDIAN RAILWAYS.

*Statistics of their working for the half-years ended the 30th June and the 31st December 1892.*

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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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 1892.

## GENERAL RESULTS.

Serial Number.	RAILWAY.	1892.	Capital expended.	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			₹	Miles.	Miles.	₹	₹	₹
I	East Indian (b)	1st half	35,32,52,826	(r) 1,563½	5,039,988	2,67,06,607	72,74,917	1,94,31,690
		2nd half	35,80,76,551	(e) 1,634½	4,485,534	2,21,48,499	64,11,785	1,57,36,714
	Patna-Gya	1st half	43,69,426	57½	69,385	2,86,495	(d) 1,23,033	1,63,462
		2nd half	Incorporated with the East Indian railway.					
II	Bengal-Nágpur	1st half	8,90,41,492	831½	807,239	39,07,239	16,43,964	22,63,275
		2nd half	9,02,80,954	831½	662,357	21,76,323	14,31,432	7,44,891
III	Indian Midland	1st half	8,34,00,076	(e) 696½	751,202	26,24,261	14,23,433	12,00,828
		2nd half	8,40,51,885	(e) 696½	578,233	18,53,363	13,27,932	5,25,431
IV	Bhopal-Itársi (British section)	1st half	16,27,182	13	35,258	94,173	50,218	43,955
		2nd half	17,27,868	13	24,144	58,924	46,482	12,442
VI	Wardha Coal	1st half	49,82,807	45	46,634	(f) 75,369	(g) 35,902	39,472
		2nd half	49,87,689	45	40,842	(f) 32,204	(g) 37,576	—5,367
VII	Dhond-Manmád	1st half	1,09,89,259	145½	207,594	(f) 1,92,026	(g) 6,410	1,85,616
		2nd half	1,10,71,284	145½	210,307	(f) 1,49,129	(g) 6,410	1,42,719
VIII	Bezwada extension	1st half	14,17,376	21½	10,388	(f) 11,490	(g) 561	10,929
		2nd half	14,17,674	21½	8,998	(f) 17,418	...	17,418
IX	North Western (state) (h)	1st half	41,18,43,715	(j) 2,428½	4,264,003	1,49,13,537	(k) 94,95,899	54,17,638
		2nd half	41,37,42,272	2,435½	3,641,930	1,15,22,128	(l) 74,88,737	40,33,391
	Amritsar-Pathánot (m)	1st half	(m')	(m')	(m')	(f) 28,052	...	28,052
		2nd half	Incorporated with the North Western (state) railway on the 1st April 1892.					
X	Hyderabad-Umarkot (n)	1st half	...	...	...	...	...	...
		2nd half	16,17,397	42½	20,360	33,206	35,155	—1,949
XI	Oudh and Rohilkhand (state)	1st half	9,05,28,559	692½	1,282,016	50,60,923	18,17,174	32,43,749
		2nd half	9,06,20,467	692½	1,156,947	34,81,913	17,09,333	17,72,580
XII	Eastern Bengal (state)	1st half	5,65,13,438	248½	707,219	25,59,929	14,95,863	10,64,066
		2nd half	5,71,09,557	248½	951,915	44,64,966	16,17,454	28,47,512
XIII	Bengal Central	1st half	99,03,570	125	147,496	3,75,912	2,24,284	1,51,628
		2nd half	99,69,367	125	151,663	3,93,435	2,32,160	1,61,275
XIV	Calcutta Port Commissioners'	1st half	59,55,153	6½	(o)	1,20,373	1,13,379	6,994
		2nd half	57,83,466	6½	(o)	1,50,547	20,026	1,23,921
XVIII	Great Indian Peninsula	1st half	27,17,93,645	1,288½	5,409,792	2,52,24,675	(p) 1,08,97,015	1,43,27,660
		2nd half	27,21,77,576	1,286½	3,834,317	1,54,49,952	(q) 94,08,985	60,31,967
XIX	Bombay, Baroda and Central India.	1st half	9,28,07,604	461	1,468,667	89,26,667	33,49,233	55,76,834
		2nd half	9,37,77,980	461	1,068,919	53,18,411	20,82,155	26,36,256
XX	Madras	1st half	11,66,59,758	839½	1,245,122	47,45,102	26,73,052	20,72,050
		2nd half	11,69,03,761	839½	1,274,602	48,79,567	26,59,484	22,20,083
XXI	Delhi-Umballa-Kalka	1st half	(r) 1,48,40,377	161½	224,939	5,52,751	2,65,320	2,87,431
		2nd half	(r) 1,49,07,798	161½	232,902	5,29,018	2,53,928	2,75,090
XXII	Tarkessur	1st half	17,28,974	22½	25,927	1,63,003	(d) 76,110	86,083
		2nd half	17,32,567	22½	25,875	1,30,581	(d) 92,727	67,854
XXIII	Khámgaon	1st half	4,85,521	7½	6,688	(f) 23,133	...	23,133
		2nd half	4,85,521	7½	5,888	(f) 7,775	...	7,775
XXIV	Amráoti	1st half	4,41,556	5½	6,720	(f) 36,282	(g) 443	35,839
		2nd half	4,41,556	5½	10,794	(f) 13,241	(g) 443	12,793
XXV	Bhopal-Itársi (Native state section)	1st half	50,00,000	44	104,484	2,79,075	1,48,818	1,30,257
		2nd half	50,00,000	44	69,128	1,68,725	1,33,098	35,627
XXVI	The Nizam's Guaranteed State	1st half	3,87,24,168	332½	303,904	14,50,119	(s) 7,35,950	7,14,169
		2nd half	3,88,25,112	332½	278,998	13,30,523	(t) 7,19,733	6,10,790
XXVII	The Gaekwar's Petlád	1st half	6,92,508	13½	9,646	34,084	12,789	21,295
		2nd half	7,02,375	13½	9,884	27,159	13,697	13,462
XXIX	Rájputra-Bhátinda	1st half	65,56,118	108	87,591	3,94,959	1,67,727	1,37,232
		2nd half	65,90,424	108	82,162	2,59,094	1,42,502	1,16,592
XXX	Jammu and Kashmir (Native state section).	1st half	9,46,775	16	(m')	(f) 7,893	...	7,893
		2nd half	9,45,302	16	12,180	(f) 7,551	...	7,551
	TOTAL STANDARD GAUGE carried over.	1st half	1,67,36,01,883	10,17,3½	22,261,932	9,87,03,619	4,20,31,494	5,66,72,125
		2nd half	1,68,35,52,403	10,235	18,844,879	7,45,04,652	3,64,47,834	3,81,46,818

(a) Capital expended on open mileage charged to final heads, inclusive of steam-boat and rolling stock, but exclusive of suspense items.  
 (b) Includes the Azimganj branch from the 1st April and the Gya branch from the 1st July 1892. This remark applies to all the tables.  
 (c) Includes 1 mile of the Rajputana-Malwa railway, and 23¼ miles of the Eastern Bengal (state) railway worked over by the East Indian railway.  
 (d) Includes contribution to the East Indian railway Provident Institution, ½ 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 Tarkessur railway only.  
 (e) Includes 15½ miles of the East Indian railway, 280 miles of the Rajputana-Malwa railway, 1 mile of the Oudh and Rohilkhand railway, and 0½ mile of the Great Indian Peninsula railway worked over.  
 (f) Represents the amount received as rent for use of this line.  
 (g) Expenditure incurred direct by the State

(h) Includes the Amritsar-Pathánot railway which was incorporated into the North Western railway from the 1st April 1892. This remark applies to all the tables.  
 (i) Includes 13 miles, Ghaziabad to Delhi, worked over by the North Western (state) railway.  
 (k) Includes ₹35,945 on account of rent of leased lines.  
 (l) Includes ₹7,551 on account of rent of leased lines.  
 (m) Transactions for three months ending the 30th April 1892.  
 (m') Included with the North Western (state) Railway.  
 (n) Opened for traffic on the 18th August 1892.  
 (o) Information not furnished.  
 (p) Includes ₹3,26,810 on account of rent of leased lines.  
 (q) Includes ₹2,02,350 on account of rent of leased lines.  
 (r) Excludes ₹5,76,918 on account of interest on capital during construction.  
 (s) Includes ₹11,490 on account of rent of leased line.  
 (t) Includes ₹17,418 on account of rent of leased line.

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 1892—concluded.

## GENERAL RESULTS—concluded.

Serial Number.	RAILWAY.	1892.	Capital expended. (a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings
			₹	Miles.	Miles.	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half 2nd half	1,67,36,01,883 1,68,35,52,403	10,173½ 10,235	22,261,932 18,844,879	9,87,03,619 7,45,94,652	4,20,31,494 3,64,47,834	5,66,72,125 3,81,46,818
	METRE GAUGE.							
XXXIII	Bengal and North-Western—							
	Tirhoot section	1st half 2nd half	2,35,12,141 2,36,38,810	339½ 341½	(b) (b)	11,51,738 10,33,123	3,24,266 5,44,780	8,27,472 4,88,343
	Company's section	1st half 2nd half	(e) 2,64,48,694 (e) 2,67,78,556	412½ 414½	(d) 865,882 (d) 704,376	17,81,569 11,57,508	7,05,939 5,32,784	10,76,530 6,24,724
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half	(e) 76,21,320 (e) 76,69,568	198½ 198½	161,563 38,922	3,06,234 1,99,682	2,12,469 1,21,407	1,83,765 78,275
XXXV	Rajputana-Malwa	1st half 2nd half	12,60,86,651 12,61,86,902	1,674 1,674	3,965,762 2,789,692	1,30,08,524 93,92,930	49,63,764 42,21,915	80,44,760 51,70,015
XXXVI	Southern Mahratta	1st half 2nd half	9,22,20,398 9,24,98,256	1,044 1,043½	924,182 843,759	23,17,089 21,16,018	16,65,780 13,79,328	6,51,309 7,36,690
XXXVIII	Southern Mahratta (Mysore section).	1st half 2nd half	1,47,24,225 1,41,86,520	311½ 296	294,027 290,558	6,41,935 7,57,527	4,64,824 4,86,732	1,77,111 2,70,795
	Southern Mahratta (Nanjungud extension.)	1st half 2nd half	... 5,92,414	... 15½	... 6,773	... 16,478	... 10,315	... 6,163
	Southern Mahratta (Yesvantpur-Dodballapur.) (f)	1st half 2nd half	... 5,20,781	... 1½	... 756	... 1,631	... 1,007	... 624
XXXIX	South Indian (g)	1st half 2nd half	7,40,32,138 7,45,74,660	1,053½ 1,113	1,581,403 1,696,217	38,11,213 39,03,783	24,17,300 24,44,105	13,93,913 14,59,678
XLIII	Eastern Bengal (state)—Northern and Behar sections (including the Kaunia-Dharila 2' 6" gauge branch).	1st half 2nd half	3,73,97,472 3,90,40,471	422½ 442½	(h) 736,205 (h) 746,127	18,72,253 22,78,378	9,85,126 9,78,946	8,87,127 12,99,432
	Dacca section	1st half 2nd half	66,88,123 66,99,363	86 86	(j) (j)	1,69,706 2,11,214	1,20,559 1,24,771	40,147 86,443
XLIV	Burma (state)	1st half 2nd half	5,99,12,412 6,11,09,166	661½ 716	1,014,735 889,614	41,75,681 29,24,937	18,30,109 18,84,422	23,45,572 10,40,515
XLVI	Deoghur	1st half 2nd half	2,86,179	4½	14,562	26,564	17,257	9,707
XLVII	Rohilkund and Kumaon (Company's section).	1st half 2nd half	20,53,951 20,52,435	(k) 66 (k) 67	46,647 141,816	2,33,065 2,86,602	1,13,482 1,95,309	1,20,483 91,293
XLIX	Dibru-Sadiya	1st half 2nd half	67,77,089 68,47,234	78 77½	93,840 101,440	2,69,902 2,43,311	1,78,481 1,71,013	91,421 72,298
LI	The Gaekwar's Mehsana	1st half 2nd half	29,59,023 29,71,610	92½ 92½	52,100 40,259	1,53,830 1,05,133	58,608 47,260	95,132 57,873
LII	Kolhapur	1st half 2nd half	22,92,466 23,18,476	29 29	11,549 22,856	44,571 45,827	32,027 29,189	12,544 16,038
LIII	Jodhpore-Bickaneer—Jodhpore section	1st half 2nd half	49,09,990 47,61,590	247½ 247½	163,140 141,882	5,64,041 3,82,938	2,15,104 2,02,934	3,48,937 1,80,004
	Bickaneer section	1st half 2nd half	8,90,984 9,48,622	43½ 43½	22,116 17,070	44,107 32,440	29,302 22,341	14,805 10,999
LIV	Bhavnagar-Gondal-Junagarh-Portandar.	1st half 2nd half	1,67,83,145 1,68,42,743	333½ 333½	283,667 204,192	9,67,026 6,11,152	6,62,681 4,77,620	3,04,345 1,33,532
	SPECIAL GAUGES.							
	Nalhāti (4' 0") (l)	1st half 2nd half	... Incorporated with the East Indian railway on the 1st April 1892-	13½ ...	14,298 ...	24,917 ...	-411 ...	25,328 ...
	Cherra-Companyganj (2' 6")	1st half 2nd half	3,51,615 3,54,994	8 8	6,664 6,579	9,479 9,091	8,801 8,901	678 190
LVII	Jorhāt (2' 0")	1st half 2nd half	7,31,980 7,38,472	27½ 26	11,720 11,134	29,115 36,964	27,038 27,253	2,077 9,711
LVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half	29,86,662 30,03,609	51 51	79,377 71,560	3,14,175 3,21,603	1,88,122 1,77,212	1,26,053 1,44,391
LIX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half	17,88,028 18,29,994	71½ 71½	53,203 35,939	1,47,291 91,318	76,398 55,701	70,893 35,617
LXI	Morvi (2' 6")	1st half 2nd half	20,35,921 20,80,223	94 94	81,279 75,604	1,70,011 1,39,160	91,593 87,208	78,413 51,952
	TOTAL METRE AND SPECIAL GAUGES.	1st half 2nd half	51,32,04,428 51,82,45,469	7,378½ 7,484½	10,468,368 8,937,134	3,22,98,372 2,62,07,748	1,53,70,552 1,42,32,453	1,69,27,820 1,20,65,295
	TOTAL OF ALL GAUGES FOR THE YEAR. (m)		2,80,20,84,051	17,640½	60,526,875	23,19,21,355	10,80,99,590	12,38,21,765

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

(b) Included with the Bengal and North-Western railway (Company's section).

(c) Excludes Rs. 90,014 on account of interest on capital during construction.

(d) Includes the Bengal and North-Western railway (Tirhoot section).

(e) Excludes Rs. 1,020 on account of interest on capital during construction.

(f) Opened for traffic on the 16th December 1892.

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

(h) Includes the Dacca section.

(i) Included with the Eastern Bengal (state), Northern and Behar sections, including the Kaunia-Bharila (2' 6" gauge) branch.

(j) Includes 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the company.

(k) For the first three months only. This remark applies to all the tables.

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

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

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

## SUMMARY OF EARNINGS.

Half-years ended the 30th June and  
the 31st December 1892.

[From No. VIII of Revenue Accounts.]

Serial Number.	RAILWAY.	1892.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	SUNDRIES.		TOTAL.
							Receipts from other lines for hire, mileage, and rents.	Other items.	
			R	R	R	R	R	R	R
STANDARD GAUGE.									
I	East Indian (a)	1st half	84,64,229	1,87,79,786	45,778	36,355	88,914	2,03,884	2,77,08,946
		2nd half	79,08,589	1,44,91,504	38,075	34,022	69,525	2,05,723	2,28,08,093
II	Bengal-Nágpur	1st half	6,08,103	30,51,864	10,380	...	1,98,831	38,061	30,07,239
		2nd half	5,03,180	15,09,043	8,047	...	1,33,121	22,332	21,70,323
III	Indian Midland (b)	1st half	10,78,652	17,94,844	7,088	...	62,249	53,776	20,97,509
		2nd half	9,11,377	10,70,809	6,284	...	45,907	40,575	20,81,012
VI	Wardha Coal	1st half 2nd half	Included with the Great Indian Peninsula railway				...	...	{ 75,369 32,204
VII	Dhond-Manmád	1st half 2nd half	Included with the Great Indian Peninsula railway				...	...	{ 1,02,026 1,49,129
VIII	Bezwada extension	1st half 2nd half	Included with the Nizam's Guaranteed State railway				...	...	{ 11,490 17,418
IX	North Western (state)	1st half	49,76,648	96,46,608	34,985	10,000	94,795	1,50,501	1,49,13,537
		2nd half	45,06,931	07,98,295	35,203	16,577	28,059	1,37,003	1,15,22,128
	Amritsar-Pathánkot	1st half 2nd half	Included with the North Western (state) railway				...	...	{ 28,052 ...
X	Hyderabad-Umarkot	1st half	...	...	...	...	...	...	...
		2nd half	19,212	13,641	335	...	...	18	33,206
XI	Oudh and Rohilkhand (state).	1st half	20,19,796	27,92,331	15,271	...	1,84,857	48,668	50,60,923
		2nd half	17,37,085	16,20,401	11,537	...	58,976	53,254	34,81,913
XII	Eastern Bengal (state)	1st half	11,90,320	10,64,533	7,078	1,41,068	95,685	61,245	25,59,929
		2nd half	10,98,706	31,19,144	6,888	1,56,767	15,217	68,244	44,04,900
XIII	Bengal Central	1st half	2,81,655	91,647	1,354	...	...	1,256	3,75,912
		2nd half	2,71,702	1,10,666	1,032	...	...	3,975	3,93,435
XIV	Calcutta Port Commissioners'	1st half	...	1,00,094	...	...	...	11,279	1,20,373
		2nd half	...	1,39,508	...	...	...	10,979	1,50,547
XVIII	Great Indian Peninsula	1st half	46,68,658	2,03,54,577	38,471	...	8,211	1,54,758	2,52,24,675
		2nd half	42,90,135	1,09,05,299	34,400	...	6,651	1,44,407	1,54,40,952
XIX	Bombay, Baroda and Central India.	1st half	24,05,342	62,60,695	25,769	...	74,470	60,791	80,26,067
		2nd half	21,62,154	30,38,450	20,688	...	51,135	45,984	53,18,411
XX	Madras	1st half	18,40,026	28,13,649	9,275	...	14,001	67,251	47,45,102
		2nd half	19,13,906	28,77,064	9,203	...	8,613	70,781	48,79,507
XXIII	Klámgaon	1st half 2nd half	Included with the Great Indian Peninsula railway				...	...	{ 23,133 7,775
		1st half 2nd half	Included with the Great Indian Peninsula railway				...	...	{ 36,282 13,241
XXVI	The Nizam's Guaranteed State.	1st half	4,36,070	9,52,046	7,865	...	19,017	34,221	14,50,119
		2nd half	3,99,974	8,74,803	6,366	...	21,329	27,991	13,30,523
XXVII	The Gaekwar's Petlád	1st half	22,519	11,305	260	...	...	...	34,084
		2nd half	19,631	7,279	249	...	...	...	27,159
XXIX	Rájputra-Bhátinda	1st half	1,68,936	1,34,384	1,524	...	...	115	3,04,959
		2nd half	1,51,374	1,06,217	1,396	...	...	107	2,59,094
XXX	Jammu and Kashmir (Native state section).	1st half 2nd half	Included with the North Western (state) railway				...	...	{ 7,893 7,551
TOTAL STANDARD GAUGE carried over.		1st half 2nd half	2,82,51,854 2,58,94,616	6,78,58,263 4,07,49,023	2,05,998 1,79,763	1,87,423 2,07,966	8,41,030 4,38,533	9,84,806 8,97,433	9,87,03,619 7,45,94,052

(a) Includes the Patna-Gya railway for the 1st half of 1892; also the Delhi-Umballa-Kalka and Tarkessur railways. This remark applies to all the subsequent tables except the interest table.

(b) Includes the Bhopal-Itársi railway (British and Native state sections). This remark applies to all the subsequent tables except the interest table.

A—continued.

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

## SUMMARY OF EARNINGS—concluded.

[From No. VIII of Revenue Accounts.]

Half-years ended the 30th June and  
the 31st December 1902.

Serial Number.	RAILWAY.	1892.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	SUNDRIES.		TOTAL.
							Receipts from other lines for hire, mileage, and rents.	Other items.	
	Brought forward STANDARD GAUGE.	1st half 2nd half	R 2,82,51,854 2,58,94,610	R 6,78,58,263 4,67,49,023	K 2,05,998 1,79,703	R 1,87,423 2,07,966	R 8,41,030 4,38,533	R 9,84,806 8,97,433	R 9,87,03,619 7,45,94,652
	METRE GAUGE.								
XXXIII	Bengal and North-Western— Tirhoot section. Company's section.	1st half 2nd half	10,66,581 9,38,864	15,46,254 9,74,301	13,311 10,895	2,10,664 1,86,345	779 33	86,778 80,193	29,33,307 21,90,631
XXXIV	Robilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half	1,63,826 1,40,593	2,19,245 1,38,465	2,678 1,717	...	4,544 1,867	5,941 3,960	3,96,234 2,86,602
XXXV	Rajputana-Malwa.	1st half 2nd half	33,29,167 28,74,473	94,57,558 61,09,524	31,382 31,394	...	26,052 25,834	1,64,365 3,50,705	1,30,08,524 93,91,930
XXXVI	Southern Mahratta.	1st half 2nd half	10,19,598 9,15,187	12,34,714 11,56,289	10,175 8,820	...	19,484 6,993	33,118 28,729	23,17,089 21,16,018
XXXVIII	Southern Mahratta (Mysore section).	1st half 2nd half	2,95,998 3,28,379	3,36,023 4,18,478	2,643 3,027	...	605 1,785	6,576 5,858	6,41,935 7,57,527
	Southern Mahratta (Nanjangud extension)	1st half 2nd half	... 14,615	... 1,658	... 155	... ...	... ...	... 50	... 16,478
	Southern Mahratta (Yesvantpur-Dodballapur)	1st half 2nd half	... 1,506	... 118	... 7	... ...	... ...	... ...	... 1,631
XXXIX	South Indian.	1st half 2nd half	19,97,872 20,72,253	15,95,751 17,33,488	12,132 11,990	...	... 24,831	(a) 2,05,458 61,221	38,11,213 39,03,783
XLIII	Eastern Bengal (state)— Northern and Behar sections, (including the Kaimia-Dharrila 2' 6" gauge branch.)	1st half 2nd half	7,65,112 6,74,626	9,63,160 13,60,802	6,926 8,723	1,18,373 2,10,725	... ...	18,682 23,502	18,72,253 22,78,378
	Dacca section.	1st half 2nd half	1,39,581 1,49,122	25,559 56,455	1,558 1,808	... ...	... ...	3,008 3,829	1,69,706 2,11,214
XLIV	Burma (state).	1st half 2nd half	22,43,442 18,33,131	18,64,317 10,25,465	14,156 11,771	7,155 11,082	820 3,738	45,791 39,750	41,75,681 29,24,937
XLVI	Deoghur.	1st half 2nd half	25,367	1,597	...	...	...	...	26,964
XLVII	Robilkund and Kumaon (Company's section).	1st half 2nd half	1,00,534 1,05,146	58,754 40,429	840 640	...	...	73,837 53,467	2,33,965 1,99,682
XLIX	Dibru-Sadiya.	1st half 2nd half	41,234 39,228	2,10,730 1,90,450	6,595 5,481	...	80 470	11,254 7,682	2,69,902 2,43,311
LI	The Gaekwar's Melsana.	1st half 2nd half	66,533 58,618	86,711 45,109	579 829	...	...	7 577	1,53,830 1,05,133
LII	Kolhapur.	1st half 2nd half	34,749 34,886	9,561 10,665	205 233	...	...	56 43	44,571 45,827
LIII	Jodhpore-Bickaneer— Jodhpore section.	1st half 2nd half	1,80,164 1,45,304	3,74,652 2,29,309	8,168 7,598	...	343 165	714 502	5,64,041 3,82,938
	Bickaneer section.	1st half 2nd half	12,787 12,039	28,025 16,721	3,295 3,680	...	...	... ...	44,107 32,440
LIV	Bhavnagar-Gondal-Jungarh-Forbandar.	1st half 2nd half	4,30,073 3,81,517	5,12,610 2,11,348	8,832 6,651	...	1,341 1,479	14,170 10,157	9,67,026 6,11,152
	SPECIAL GAUGES.								
	Nalhati (4' 0")	1st half 2nd half	15,636 ...	8,368 ...	187 ...	...	...	726 ...	24,917 ...
	Cherra-Companyganj (2' 6")	1st half 2nd half	1,243 1,313	8,235 7,762	... ...	...	...	1 16	9,479 9,091
LVII	Jorbhat (2' 0")	1st half 2nd half	4,684 4,329	23,854 32,230	... ...	...	...	577 405	29,115 36,904
LVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half	1,16,835 1,18,936	1,93,191 1,98,700	1,651 1,602	...	...	2,498 2,365	3,14,175 3,21,603
LIX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half	73,837 58,169	71,755 32,521	999 628	...	...	700 ...	1,47,291 91,318
LXI	Morvi (2' 6")	1st half 2nd half	1,00,701 94,289	65,360 41,282	3,761 3,444	...	...	189 145	1,70,011 1,39,160
	TOTAL METRE AND SPECIAL GAUGES.	1st half 2nd half	1,22,00,187 1,09,96,583	1,88,94,387 1,40,31,569	1,30,073 1,21,093	3,45,132 4,08,152	54,147 67,195	6,74,446 6,73,156	3,22,08,372 2,62,97,748
	TOTAL OF ALL GAUGES FOR THE YEAR. (b)	...	7,73,68,607	14,75,34,839	6,36,927	11,48,673	14,00,905	32,29,841	23,19,21,355

(a) Includes Rs. 48,441 on account of old Company's Fire Insurance Fund recredited to revenue.

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

APPENDIX  
STATISTICS OF INDIAN

DETAIL OF

[From Abstract H of

Half-years ended the 30th June and the 31st December 1892.

PASSENGERS

Serial Number.	RAILWAY.	1892.	FIRST CLASS.			SECOND CLASS.			THIRD OR INTERMEDIATE CLASS.		
			Average fare.	Number.	Earnings.	Average fare.	Number.	Earnings.	Average fare.	Number.	Earnings.
			Pies.		R	Pies.		R	Pies.		R
I	East Indian	1st half	15'68	25,847	2,68,745	6'57	89,567	3,40,118	3'52	426,256	4,05,191
		2nd half	15'34	27,374	2,75,317	6'21	96,486	3,95,885	3'49	423,464	4,31,604
II	Bengal-Nágpur	1st half	14'47	2,287	10,026	5'82	10,986	13,203	2'79	14,677	7,745
		2nd half	14'48	2,639	12,289	6'37	11,208	14,210	2'71	15,188	6,543
III	Indian Midland	1st half	11'04	4,869	36,934	4'41	13,836	49,061	(a)3'00	(a)206,892	(a)2,52,456
		2nd half	11'06	4,118	38,730	4'70	16,132	54,422	(a)3'00	(a)189,898	(a)2,14,105
IX	North Western (state)	1st half	10'96	21,522	1,61,953	3'89	64,384	2,14,567	3'08	200,164	2,28,150
		2nd half	11'04	18,722	1,40,503	4'23	64,018	1,96,859	3'02	200,829	2,27,017
X	Hyderabad-Umarkot	1st half	...	...	...	...	...	...	...	...	...
		2nd half	11'04	236	306	4'23	908	449	3'02	4,446	1,557
XI	Oudh and Rohilkhand (state.)	1st half	12'00	10,854	62,706	6'00	27,644	64,765	4'00	52,262	54,512
		2nd half	11'13	9,679	53,202	4'56	29,707	70,344	4'00	52,121	50,735
XII	Eastern Bengal (state)	1st half	11'56	22,337	85,135	6'18	60,080	80,006	3'01	531,516	2,18,547
		2nd half	13'33	21,855	69,794	5'28	67,965	83,951	3'00	523,754	2,17,521
XIII	Bengal Central	1st half	11'56	1,301	2,182	6'18	15,477	7,301	3'01	79,736	36,000
		2nd half	13'33	1,095	1,929	5'28	17,544	8,359	3'00	78,887	36,186
XIV	Calcutta Port Commissioners'	1st half	} Open for goods traffic only			...	...	...	...	...	...
2nd half											
XVIII	Great Indian Peninsula	1st half	10'95	38,256	2,00,176	4'05	277,229	3,37,164	(a)3'00	(a)344,222	(a)5,25,365
		2nd half	10'86	39,452	2,12,348	4'09	265,740	3,55,106	(a)3'00	(a)311,078	(a)4,99,419
XIX	Bombay, Baroda and Central India.	1st half	10'00	58,793	71,109	4'66	543,900	1,77,626	3'00	248,130	4,25,735
		2nd half	9'76	50,392	58,784	4'60	506,325	1,54,262	3'00	201,184	3,48,166
XX	Madras	1st half	10'32	8,701	78,345	5'29	35,153	99,471	...	...	...
		2nd half	10'32	9,088	80,578	5'34	34,106	1,10,732	...	...	...
XXVI	The Nizam's Guaranteed State.	1st half	15'54	3,914	27,437	4'11	17,274	32,203	(a)2'50	(a)167,310	(a)86,117
		2nd half	14'27	3,103	22,864	3'87	17,286	32,154	(a)2'50	(a)159,807	(a)79,217
XXVII	The Gaekwar's Petlad	1st half	10'00	53	41	4'66	1,028	372	...	...	...
		2nd half	9'76	68	52	4'60	904	336	...	...	...
XXIX	Rájpara-Bhátinda	1st half	10'96	1,323	2,012	3'89	2,318	1,745	3'08	12,378	5,173
		2nd half	11'04	1,123	1,599	4'23	2,088	1,998	3'02	12,010	5,305
	TOTAL STANDARD GAUGE carried over.	1st half	...	200,107	10,06,891	...	1,158,876	14,17,602	...	2,283,543	22,44,991
		2nd half	...	188,944	9,68,355	...	1,130,423	14,78,973	...	2,173,266	21,17,375

A--continued.

RAILWAYS--(PART I)--continued.

COACHING TRAFFIC.

Revenue Accounts.]

Half-years ended the 30th June and the 31st I

GENS.			TOTAL.		Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.
FOURTH OR LOWEST CLASS.			Number.	Earnings.						
Average fare.	Number.	Earnings.								
Pies.		R		R	R	R	R	R		
2'52	8,123,685	65,40,109	8,665,355	75,54,163	9,10,661	84,64,824	595	84,64,229	1st half	} I
2'51	7,243,222	59,00,248	7,790,546	70,03,054	9,09,060	79,12,114	3,525	79,08,589	2nd half	
1'99	988,979	5,13,213	1,016,929	5,44,187	63,916	6,08,103	...	6,08,103	1st half	} II
1'99	915,012	4,12,110	944,047	4,45,158	58,059	5,03,217	37	5,03,180	2nd half	
(b) 2'54	(b) 697,397	(b) 6,21,170	922,994	9,59,621	1,19,031	10,78,652	...	10,78,652	1st half	} III
(b) 2'54	(b) 590,795	(b) 4,87,613	806,943	7,94,870	1,16,507	9,11,377	...	9,11,377	2nd half	
2'45	5,307,032	38,02,824	5,593,102	44,07,494	5,69,165	49,76,660	12	49,76,648	1st half	} IX
2'40	4,842,635	32,35,021	5,120,204	37,99,400	7,07,484	45,06,944	13	45,06,931	2nd half	
...	...	...	...	...	...	...	...	...	1st half	} X
2'46	85,610	15,786	91,200	18,098	1,114	19,212	...	19,212	2nd half	
2'50	2,750,823	16,48,951	2,841,583	18,30,934	1,88,889	20,19,823	...	20,19,796	1st half	} XI
2'53	2,411,038	14,03,313	2,502,545	15,77,594	1,60,556	17,38,150	...	17,37,685	2nd half	
2'55	3,807,823	14,64,774	4,421,806	18,48,462	2,46,551	20,95,013	27	20,95,013	1st half	} XII
2'56	3,632,244	13,48,220	4,245,818	17,19,386	2,03,068	19,22,454	465	19,22,454	2nd half	
2'55	695,407	2,26,641	791,921	2,72,124	9,531	2,81,655	...	2,81,655	1st half	} XIII
2'50	692,215	2,14,979	789,741	2,61,453	10,309	2,71,762	...	2,71,762	2nd half	
...	...	...	...	...	...	...	...	...	1st half	} XIV
...	...	...	...	...	...	...	...	...	2nd half	
(b) 2'42	(b) 5,984,478	(b) 29,14,080	6,644,185	39,77,685	6,90,973	46,68,658	...	46,68,658	1st half	} XVIII
(b) 2'41	(b) 5,711,495	(b) 25,91,223	6,328,371	36,58,096	6,32,039	42,90,135	...	42,90,135	2nd half	
2'35	6,601,754	15,32,807	7,452,577	22,07,277	2,88,069	24,95,346	4	24,95,342	1st half	} XIX
2'34	6,401,159	13,52,173	7,159,060	19,13,385	2,48,769	21,62,154	...	21,62,154	2nd half	
1'63	4,446,919	14,10,401	4,490,773	15,88,217	2,52,709	18,40,926	...	18,40,926	1st half	} XX
1'64	4,519,095	14,55,634	4,562,289	16,46,944	2,66,962	19,13,906	...	19,13,906	2nd half	
(b) 2'00	(b) 413,825	(b) 2,20,291	602,323	3,75,048	61,053	4,36,101	31	4,36,070	1st half	} XXVI
(b) 2'00	(b) 421,949	(b) 2,24,299	602,145	3,58,534	41,447	3,99,981	7	3,99,974	2nd half	
2'35	122,240	21,243	123,321	21,656	863	22,519	...	22,519	1st half	} XXVII
2'34	106,348	18,500	107,320	18,888	743	19,631	...	19,631	2nd half	
2'45	373,614	1,49,920	389,633	1,58,850	10,086	1,68,936	...	1,68,936	1st half	} XXIX
2'46	353,991	1,32,981	369,212	1,41,883	9,491	1,51,374	...	1,51,374	2nd half	
...	40,313,976	2,10,76,324	43,056,502	2,57,45,718	34,11,498	2,91,57,216	669	2,91,56,547	1st half	}
...	37,932,808	1,87,92,100	41,425,441	2,33,56,803	33,65,608	2,67,22,411	4,047	2,67,18,364	2nd half	

(a) Third class by mail trains.  
(b) Third class by other than mail trains.

APPENDIX  
STATISTICS OF INDIAN

DETAIL OF

half-years ended the 30th June and the 31st December 1892.

[ From Abstract H of

Serial Number.	RAILWAY	1892.	PASSENGERS								
			FIRST CLASS.			SECOND CLASS.			THIRD OR INTERMEDIATE CLASS.		
			Average fare.	Number.	Earnings.	Average fare.	Number.	Earnings.	Average fare.	Number.	Earnings.
	Brought forward	1st half	...	200,107	10,06,801	...	1,158,876	14,17,602	...	2,283,543	22,44,901
	STANDARD GAUGE	2nd half	...	188,944	9,68,355	...	1,130,423	14,78,973	...	2,173,200	21,17,375
XXXIII	METRE GAUGE. Bengal and North-Western—										
	Tirhoot section	1st half	20'68	7,345	23,016	9'99	9,494	16,635	4'78	24,390	14,786
	Company's section	2nd half	21'07	7,396	22,293	10'15	11,390	18,503	4'92	30,599	15,175
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section)	1st half	26'98	1,410	4,275	11'65	959	1,697	9'64	4,113	3,434
		2nd half	27'38	789	3,252	13'63	1,854	3,530	4'00	4,165	3,189
XXXV	Rajputana-Malwa	1st half	13'67	8,777	74,732	6'17	34,645	95,091	3'00	128,664	1,51,751
		2nd half	13'14	7,605	50,976	5'40	34,851	94,280	3'00	116,917	1,33,518
XXXVI	Southern Mahratta	1st half	11'19	6,579	34,783	4'68	23,521	52,683	...	...	...
		2nd half	11'44	6,035	34,230	5'36	21,218	40,601	...	...	...
XXXVIII	Southern Mahratta (Mysore section).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
	Southern Mahratta (Nanjangūd extension).	1st half	Included with the Southern Mahratta railway								
		2nd half	...								
	Southern Mahratta (Yesvantpur-Dodbalapur)	1st half	...								
		2nd half	...								
XXXIX	South Indian	1st half	11'04	9,939	31,208	3'95	77,841	67,766	...	...	...
		2nd half	11'73	10,815	31,792	3'93	84,433	71,998	...	...	...
XI.III	Eastern Bengal (state)—Northern and Behar sections (including the Kamnia-Dharlla 2' 6" gauge branch.)	1st half	Included with the Eastern Bengal (state) railway (standard gauge)								
		2nd half	...								
XLIV	Burma (state)	1st half	13'30	8,115	40,746	5'48	86,124	85,041	...	...	...
		2nd half	13'25	9,292	39,789	5'19	95,229	84,260	...	...	...
XLVI	Penghur	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section)	1st half	26'98	1,586	14,375	11'65	430	2,234	9'64	2,982	13,572
		2nd half	27'38	1,409	13,331	13'63	4,076	19,820	...	...	...
XLIX	Dibru-Sadiya	1st half	*18'00	1,428	3,301	*9'00	1,029	1,496	...	...	...
		2nd half	*18'00	1,625	3,842	*9'00	945	1,290	...	...	...
LI	The Gaekwar's Melsana.	1st half	13'67	132	232	6'17	1,236	1,005	...	...	...
		2nd half	13'14	114	103	5'40	1,106	896	...	...	...
LII	Kolhápúr	1st half	Included with the Southern Mahratta railway								
		2nd half	...								
LIII	Jodhpore-Bickaneer—										
	Jodhpore section	1st half	*18'00	572	3,585	*6'00	2,743	6,103	...	...	...
		2nd half	*18'00	393	2,771	*6'00	2,093	4,090	...	...	...
	Bickaneer section	1st half	*18'00	49	185	*6'00	272	364	...	...	...
		2nd half	*18'00	74	320	*6'00	225	296	...	...	...
LIV	Bhánagar-Gondal-Junágarh-Porbándar.	1st half	10'63	1,777	6,103	5'20	14,660	18,505	...	...	...
		2nd half	10'45	1,625	5,444	5'09	11,547	14,351	...	...	...
	SPECIAL GAUGES.										
	Nalhati	1st half	*18'00	168	494	*6'00	1,576	1,302	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
	Cherra-Companyganj (2' 6").	1st half	(a)*27'00	(a) 72	(a) 67	...	...	...	...	...	...
		2nd half	(a)*27'00	(a) 119	(a) 108	...	...	...	...	...	...
LVI	Jorhát (2' 0")	1st half	(a)*24'00	(a) 870	(a) 910	...	...	...	...	...	...
		2nd half	(a)*24'00	(a) 813	(a) 745	...	...	...	...	...	...
LVIII	Darjeeling-Himalayan (2' 0")	1st half	*72'00	2,050	25,737	*36'00	4,052	25,897	...	...	...
		2nd half	*72'00	1,749	21,599	*36'00	4,405	28,020	...	...	...
LIX	The Gaekwar's Dabhoi (2' 6")	1st half	...	...	...	(a)*9'00	(a) 3,605	(a) 2,634	...	...	...
		2nd half	...	...	...	(a)*9'00	(a) 2,429	(a) 2,109	...	...	...
LXI	Morvi (2' 6")	1st half	*12'00	323	1,383	(a)*9'00	(a) 2,717	(a) 7,187	(c)*3'75	(c) 44,871	(c) 38,994
		2nd half	*12'00	394	1,014	(a)*9'00	(a) 2,646	(a) 6,778	(c)*3'75	(c) 40,275	(c) 35,539
	TOTAL. METRE AND SPECIAL GAUGES.	1st half	...	51,192	2,65,132	...	264,904	3,85,640	...	205,020	2,22,537
		2nd half	...	50,247	2,32,281	...	278,447	3,90,822	...	191,956	1,87,421
	TOTAL OF ALL GAUGES FOR THE YEAR.(f)	...	...	490,490	24,72,569	...	2,832,650	36,79,037	...	4,853,785	47,72,324

A—continued.

RAILWAYS—(PART I)—continued.

COACHING TRAFFIC—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcels, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
Average fare.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
...	40,313,976	2,10,76,324	43,956,502	2,57,45,718	34,11,498	2,91,57,216	669	2,91,56,547	1st half	}	
...	37,932,808	1,87,92,100	41,425,441	2,33,56,803	33,65,008	2,67,22,411	4,047	2,67,18,364	2nd half		
2'25	2,462,909	9,44,706	2,504,138	9,99,143	67,438	10,66,581	...	10,66,581	1st half	}	XXIII
2'00	2,287,945	8,25,111	2,337,330	8,81,082	57,782	9,38,864	...	9,38,864	2nd half		
2'19	437,742	1,44,054	444,224	1,53,160	10,366	1,63,826	...	1,63,826	1st half	}	XXXIV
2'22	380,709	1,19,319	387,517	1,29,290	11,303	1,40,593	...	1,40,593	2nd half		
2'00	4,333,536	27,34,641	4,505,622	30,56,215	2,72,961	33,29,176	9	33,29,167	1st half	}	XXXV
2'00	4,317,787	23,30,255	4,477,100	20,09,029	2,65,492	28,74,521	48	28,74,473	2nd half		
2'33	2,336,413	11,34,590	2,366,513	12,22,056	1,28,289	13,50,345	3,30,747	10,19,598	1st half	}	XXXVI
2'22	2,371,161	10,86,055	2,398,414	11,66,892	1,27,681	12,94,573	3,79,386	9,15,187	2nd half		
...	...	...	...	...	...	...	...	2,05,998	1st half	}	XXXVIII
...	...	...	...	...	...	...	...	3,28,379	2nd half		
...	...	...	...	...	...	...	...	14,615	1st half	}	
...	...	...	...	...	...	...	...	1,506	2nd half		
2'00	5,083,217	18,07,624	5,170,997	19,06,598	91,447	19,08,045	173	19,97,872	1st half	}	XXXIX
2'00	5,233,853	18,62,080	5,329,101	19,65,876	1,06,377	20,72,253	...	20,72,253	2nd half		
...	...	...	...	...	...	...	...	...	1st half	}	XLIII
...	...	...	...	...	...	...	...	...	2nd half		
3'00	3,442,191	20,20,587	3,536,430	21,46,374	97,581	22,43,955	513	22,43,442	1st half	}	XLIV
3'00	3,024,672	16,28,464	3,129,193	17,52,513	80,715	18,33,228	97	18,33,131	2nd half		
...	...	...	...	...	...	25,367	...	25,367	1st half	}	XLVI
...	...	...	...	...	...	...	...	...	2nd half		
2'19	77,603	47,093	82,601	77,274	23,260	1,00,534	...	1,00,534	1st half	}	XLVII
2'22	70,977	47,111	76,462	80,262	24,884	1,05,146	...	1,05,146	2nd half		
*4'00	48,857	30,786	51,314	35,583	5,651	41,234	...	41,234	1st half	}	XLIX
*4'00	52,273	28,275	54,843	33,407	5,821	39,228	...	39,228	2nd half		
2'00	260,517	62,015	261,885	63,252	3,281	66,533	...	66,533	1st half	}	LI
2'00	227,597	53,959	228,817	55,018	3,600	58,618	...	58,618	2nd half		
...	...	...	...	...	...	...	...	34,749	1st half	}	LII
...	...	...	...	...	...	...	...	34,886	2nd half		
*2'00	254,388	1,49,515	257,703	1,50,203	20,961	1,80,164	...	1,80,164	1st half	}	LIII
*2'00	212,866	1,21,581	215,352	1,28,442	16,922	1,45,364	...	1,45,364	2nd half		
*2'00	25,955	10,632	26,276	11,181	1,606	12,787	...	12,787	1st half	}	
*2'00	23,998	9,672	23,397	10,294	1,747	12,041	2	12,039	2nd half		
2'75	694,140	3,74,961	710,577	3,99,569	30,504	4,30,073	...	4,30,073	1st half	}	LIV
2'75	620,426	3,40,263	633,598	3,60,958	21,459	3,81,517	...	3,81,517	2nd half		
*3'00	40,824	12,230	42,568	14,026	1,610	15,636	...	15,636	1st half	}	
...	...	...	...	...	...	...	...	...	2nd half		
(b)*3'00	(b) 16,734	(b) 1,169	16,806	1,236	7	1,243	...	1,243	1st half	}	(a) Upper class.
(b)*3'00	(b) 15,502	(b) 1,139	15,621	1,247	66	1,313	...	1,313	2nd half		(b) Lower class.
(b)*4'00	(b) 25,670	(b) 3,524	26,540	4,434	250	4,684	...	4,684	1st half	}	I, VII
(b)*4'00	(b) 25,687	(b) 3,387	26,500	4,132	197	4,329	...	4,329	2nd half		
*15'00	19,563	40,408	25,665	92,042	24,793	1,16,835	...	1,16,835	1st half	}	LVIII
*15'00	22,858	44,692	29,012	94,311	24,025	1,18,936	...	1,18,936	2nd half		
(b)*3'00	(b) 222,958	(b) 68,629	226,563	71,263	2,574	73,837	...	73,837	1st half	}	LIX
(b)*3'00	(b) 189,024	(b) 54,015	191,453	56,124	2,045	58,169	...	58,169	2nd half		
(d)*3'00	(d) 69,859	(d) 43,875	117,770	91,439	9,262	1,00,701	...	1,00,701	1st half	}	LXI
(d)*3'00	(d) 66,923	(d) 41,705	110,238	85,636	8,653	94,289	...	94,289	2nd half		
...	19,853,076	66,31,039	20,374,102	1,05,04,348	7,91,841	1,12,96,189	3,31,442	1,12,95,494	...	}	
...	19,143,358	85,07,030	19,094,008	94,13,013	7,59,309	1,01,72,982	3,79,533	1,01,72,835	...		
...	117,243,218	5,86,96,552	125,420,143	6,91,20,482	83,28,316	7,73,74,165	7,15,691	7,73,68,607	...		(f) Includes the Deoghur railway for which yearly figures are shown.



APPENDIX  
STATISTICS OF INDIAN  
DETAIL OF

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract I of

Serial Number.	RAILWAY.	1892.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION AND REVENUE STORES.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	STANDARD GAUGE.			₹		₹		₹
I	East Indian	{ 1st half 2nd half	444,247,578 306,931,429	1,40,41,205 1,03,78,024	1,071,549 1,807,380	1,98,416 1,84,477	16,132,186 20,777,145	2,34,743 2,87,871
II	Bengal-Nágpur	{ 1st half 2nd half	50,638,990 23,890,479	25,85,948 10,97,929	7,163 7,906	934 702	8,484,738 8,060,043	1,91,380 1,73,910
III	Indian Midland	{ 1st half 2nd half	44,663,464 25,583,026	16,50,020 9,84,988	131,011 124,619	11,213 11,951	1,967,429 1,601,819	42,933 26,021
IX	North Western (state)	{ 1st half 2nd half	258,941,891 160,995,134	82,43,447 58,42,204	4,119,282 2,516,387	3,20,733 2,34,604	55,787,374 30,018,164	7,75,257 4,49,225
X	Hyderabad-Umarkot	{ 1st half 2nd half	... 284,251	... 12,541	... 398	... 95	... 24,820	... 768
XI	Oudh and Rohilkhand (state).	{ 1st half 2nd half	83,968,747 39,477,272	25,97,396 14,33,467	245,868 166,028	20,540 15,350	4,056,292 5,000,902	49,196 67,549
XII	Eastern Bengal (state)	{ 1st half 2nd half	39,734,458 77,907,304	18,35,033 43,33,840	26,493 20,599	2,597 1,039	6,826,465 6,757,269	87,109 86,316
XIII	Bengal Central	{ 1st half 2nd half	2,714,582 3,269,304	79,272 1,08,213	195 260	117 126	69,056 24,411	881 311
XIV	Calcutta Port Commissioners.	{ 1st half 2nd half	... ...	... ...	... ...	... ...	... ...	... ...
XVIII	Great Indian Peninsula.	{ 1st half 2nd half	424,492,168 210,560,278	1,91,89,231 98,78,892	1,042,827 744,541	1,35,802 95,157	25,459,746 31,532,801	4,40,130 5,30,848
XIX	Bombay, Baroda and Central India.	{ 1st half 2nd half	136,710,163 62,958,943	56,60,030 26,74,272	164,191 99,160	18,974 11,409	4,275,815 3,592,747	1,00,597 80,322
XX	Madras	{ 1st half 2nd half	56,236,603 58,206,360	25,37,268 25,94,732	275,641 289,235	43,921 49,056	3,774,203 2,840,752	83,061 64,016
XXVI	The Nizam's Guaranteed State.	{ 1st half 2nd half	10,799,836 10,442,898	5,98,919 5,66,548	52,696 46,926	6,801 6,493	1,616,301 422,933	27,673 8,725
XXVII	The Gaekwar's Petlad	{ 1st half 2nd half	160,585 116,811	11,099 6,887	... ...	... ...	... ...	... ...
XXIX	Rájputra-Bhátinda	{ 1st half 2nd half	3,046,531 2,461,476	1,19,097 92,662	74,333 71,694	9,378 9,190	219,566 144,174	3,219 2,059
	TOTAL STANDARD GAUGE carried over.	{ 1st half 2nd half	1,556,355,596 983,144,965	5,91,47,965 4,00,05,259	8,111,249 5,895,043	7,69,426 6,20,309	128,669,171 110,797,980	20,37,079 17,77,941

A—continued.

## RAILWAYS—(PART I)—continued.

## GOODS TRAFFIC.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

COAL.		Miscellaneous.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
Ton-miles.	Earnings.							
213,417,388	41,88,669	1,27,029	1,87,90,062	10,276	1,87,79,786	1st half	} I	
189,443,170	35,92,312	1,35,718	1,45,78,402	86,838	1,44,91,564	2nd half		
11,357,238	2,68,939	4,663	30,51,864	...	30,51,864	1st half	} II	
10,275,610	2,52,916	—15,799	15,09,718	75	15,09,643	2nd half		
6,111,997	86,821	3,857	17,94,844	...	17,94,844	1st half	} III	
3,199,413	44,543	3,366	10,70,869	...	10,70,869	2nd half		
18,446,780	2,51,925	55,369	96,46,731	123	96,46,608	1st half	} IX	
16,515,210	2,12,775	59,427	67,98,295	...	67,98,295	2nd half		
...	...	...	...	...	...	1st half	} X	
...	...	237	13,641	...	13,641	2nd half		
7,624,542	1,12,646	12,553	27,92,331	...	27,92,331	1st half	} XI	
5,591,961	86,271	17,824	16,20,461	...	16,20,461	2nd half		
6,093,727	1,10,332	18,181	20,53,252	...	20,53,252	1st half	} XII	
5,218,854	93,223	21,383	45,36,401	...	45,36,401	2nd half		
535,869	10,840	537	91,647	...	91,647	1st half	} XIII	
382,014	7,852	164	1,16,666	...	1,16,666	2nd half		
...	...	...	1,09,094	...	1,09,094	1st half	} XIV	
...	...	...	1,39,568	...	1,39,568	2nd half		
23,410,219	5,13,307	76,107	2,03,54,577	...	2,03,54,577	1st half	} XVIII	
17,539,456	3,82,226	78,176	1,09,65,299	...	1,09,65,299	2nd half		
15,880,777	2,94,301	1,86,803	62,60,705	10	62,60,605	1st half	} XIX	
5,167,216	96,184	1,76,263	30,38,450	...	30,38,450	2nd half		
4,434,311	1,17,546	30,953	28,13,649	...	28,13,649	1st half	} XX	
5,412,813	1,47,765	21,495	26,77,064	...	26,77,064	2nd half		
12,316,747	3,11,789	7,764	9,52,946	...	9,52,946	1st half	} XXVI	
11,523,593	2,89,190	3,907	8,74,863	...	8,74,863	2nd half		
67	4	202	11,305	...	11,305	1st half	} XXVII	
...	...	392	7,279	...	7,279	2nd half		
102,225	1,591	1,099	1,34,384	...	1,34,384	1st half	} XXIX	
91,990	1,305	1,001	1,06,217	...	1,06,217	2nd half		
319,731,887	62,68,710	5,25,117	6,88,57,391	10,409	6,88,46,982	1st half	}	
270,361,270	52,06,562	5,03,554	4,82,53,193	86,913	4,81,66,280	2nd half		

**APPENDIX**  
**STATISTICS OF INDIAN**  
**DETAIL OF**

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract I of

Serial Number.	RAILWAY.	1892.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION AND REVENUE STORES.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	TOTAL STANDARD GAUGE brought forward.	1st half 2nd half	1,556,355,596 983,144,965	₹ 5,91,47,965 4,00,05,259	8,111,249 5,895,043	₹ 7,69,426 6,20,309	128,669,171 110,797,980	₹ 20,37,079 17,77,941
	<b>METRE GAUGE.</b>							
XXXIII	Bengal and North-Western— Tirhoot section Company's section	1st half 2nd half	45,345,567 34,502,058	14,68,867 9,26,763	... ...	... ...	1,665,684 959,004	27,061 26,581
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half	5,945,037 3,610,792	2,14,932 1,33,083	4,697 8,117	501 860	178,707 245,520	2,482 3,403
XXXV	Rajputana-Malwa .	1st half 2nd half	255,381,669 153,928,590	89,20,391 56,98,805	703,439 562,003	77,236 62,843	8,853,622 8,001,342	1,65,555 1,61,622
XXXVI	Southern Mahratta .	1st half 2nd half	28,296,351 29,207,774	13,88,698 14,59,361	336,769 151,977	27,759 18,716	8,968,433 5,037,234	1,23,786 59,483
XXXVIII	Southern Mahratta (Mysore section).	1st half 2nd half						
	Southern Mahratta (Nanjangud extension).	1st half 2nd half	Included with the Southern Mahratta railway		...	...	...	...
	Southern Mahratta (Yesvantpur-Dodballapur).	1st half 2nd half	Included with the Southern Mahratta railway		...	...	...	...
XXXIX	South Indian .	1st half 2nd half	34,248,342 38,105,862	14,18,873 16,33,706	16,038 19,895	2,249 2,335	6,134,581 5,210,432	1,43,027 68,195
XLIII	Eastern Bengal (state) — Northern and Behar sections (including the Kaunia-Dharla 2' 6" gauge branch).	1st half	Included with the Eastern Bengal (state) railway (standard gauge)		...	...	...	...
	Dacca section . . .	2nd half	Included with the Eastern Bengal (state) railway (standard gauge)		...	...	...	...
XLIV	Burma (state) . . .	1st half 2nd half	44,806,945 23,430,363	17,01,199 8,85,362	191,293 293,267	15,133 23,309	4,581,062 7,060,697	48,592 72,644
XLVI	Deoghur . . .	1st half 2nd half	... ...	... ...	... ...	... ...	... ...	... ...
XLVII	Rohilkund and Kumaon (Company's section) .	1st half 2nd half	1,130,841 640,946	51,275 36,013	21,501 7,462	2,259 819	313,419 220,590	4,976 3,120
XLIX	Dibru-Sadiya . . .	1st half 2nd half	535,908 616,168	89,946 1,08,063	... ...	... ...	409,688 499,488	2,450 2,024
LI	The Gaekwar's Mehsana	1st half 2nd half	1,938,041 1,017,047	83,903 44,254	... 55	... 6	111,807 25,727	2,484 463
LII	Kolhapur . . .	1st half 2nd half	Included with the Southern Mahratta railway		...	...	...	...
LIII	Jodhpore-Bickaneer— Jodhpore section . . .	1st half 2nd half	7,375,419 3,218,603	3,65,015 2,00,144	758 174	134 33	303,920 1,509,306	5,257 24,630
	Bickaneer section . . .	1st half 2nd half	577,374 267,347	24,894 16,014	88 33	15 7	269,493 12,609	2,598 247
LIV	Bhavnagar-Gondal-Junagarh-Porbandar .	1st half 2nd half	7,230,310 3,418,674	4,93,597 1,96,314	... ...	... ...	1,238,550 1,306,282	15,445 10,266
	<b>SPECIAL GAUGES.</b>							
	Nalhati (4' 0") . . .	1st half 2nd half	87,601 ...	5,068 ...	... ...	... ...	15,723 ...	223 ...
	Cherra-Companyganj (2' 6") . . .	1st half 2nd half	87,878 87,462	7,980 7,518	... ...	... ...	... ...	... ...
LVII	Jorhat (2' 0") . . .	1st half 2nd half	42,489 61,328	23,451 31,475	... ...	... ...	103 48	23 3
LVIII	Darjeeling-Himalayan (2' 0").	1st half 2nd half	469,875 469,231	1,81,561 1,87,756	1,497 2,031	862 1,253	5,680 7,299	1,112 1,503
LIX	The Gaekwar's Dabhoi (2' 6").	1st half 2nd half	867,803 518,224	70,502 31,828	... ...	... ...	52,088 17,378	931 454
LXI	Morvi (2' 6") . . .	1st half 2nd half	705,389 483,015	64,189 40,083	.. 1,412	... 264	6,586 5,752	264 215
	TOTAL METRE AND SPECIAL GAUGES.	1st half 2nd half	435,081,869 293,584,084	1,65,74,341 1,16,37,042	1,276,080 1,057,026	1,26,148 1,10,445	33,109,146 30,718,768	5,47,166 4,34,853
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	3,268,166,514	12,73,64,607	16,339,398	16,26,328	303,295,065	47,97,039

A—continued.

RAILWAYS--(PART I)--continued.

GOODS TRAFFIC—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

COAL.		Miscellaneous.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
Ton-miles.	Earnings.							
319,731,887 270,301,270	R 62,68,710 52,06,562	R 5,25,117 5,03,554	R 6,88,57,391 4,82,53,193	R 10,409 86,913	R 6,88,46,982 4,81,66,280	1st half 2nd half	}	
2,055,622 810,931	45,453 17,081	3,973 3,876	15,46,254 9,74,301	...	15,46,254 9,74,301	1st half 2nd half		}
32,221 33,311	614 506	716 613	2,19,245 1,38,465	...	2,19,245 1,38,465	1st half 2nd half	}	
13,408,510 7,838,516	2,62,104 1,50,004	32,272 36,250	94,57,558 61,09,524	...	94,57,558 61,09,524	1st half 2nd half		}
1,803,762 2,607,902	27,701 41,263	12,353 8,384	15,80,297 15,87,207	3,45,583 4,30,918	12,34,714 11,56,289	1st half 2nd half	}	
...	...	...	...	...	3,36,023 4,18,478	1st half 2nd half		}
...	...	...	...	...	1,658	1st half 2nd half	}	
...	...	...	...	...	118	1st half 2nd half		}
1,227,406 1,568,509	26,360 23,069	4,742 6,183	15,95,751 17,33,488	...	15,95,751 17,33,488	1st half 2nd half	}	
...	...	...	...	...	...	1st half 2nd half		}
1,392,626 569,273	23,323 7,852	77,921 36,348	18,66,168 10,25,515	1,851 50	18,64,317 10,25,465	1st half 2nd half	}	
...	...	...	1,597	...	1,597	1st half 2nd half		}
196	6	238	58,754	...	58,754	1st half	}	
...	...	477	40,429	...	40,429	2nd half		}
5,417,559 4,119,600	1,18,010 80,209	324 154	2,10,730 1,90,450	...	2,10,730 1,90,450	1st half 2nd half	}	
298	15	309	86,711	...	86,711	1st half		}
...	...	386	45,109	...	45,109	2nd half	}	
...	...	...	...	...	9,561 10,665	1st half 2nd half		}
145,637 178,124	2,717 3,472	1,529 1,030	3,74,652 2,29,309	...	3,74,652 2,29,309	1st half 2nd half	}	
9,784 3,658	181 89	337 364	28,025 16,721	...	28,025 16,721	1st half 2nd half		}
92,299 147,833	2,421 3,819	1,147 449	5,12,610 2,11,348	...	5,12,610 2,11,348	1st half 2nd half	}	
71,826	2,724	353	8,368	...	8,368	1st half		}
...	...	...	...	...	...	2nd half	}	
3,711 3,604	255 244	...	8,235 7,762	...	8,235 7,762	1st half 2nd half		}
2,140 6,362	374 712	6 40	23,854 32,230	...	23,854 32,230	1st half 2nd half	}	
70,530 57,826	9,656 7,972	...	1,93,191 1,98,700	...	1,93,191 1,98,700	1st half 2nd half		}
7,115 3,936	184 122	138 117	71,755 32,521	...	71,755 32,521	1st half 2nd half	}	
14,568 11,247	547 409	360 311	65,360 41,282	...	65,360 41,282	1st half 2nd half		}
25,755,810 17,960,632	5,23,145 3,36,823	1,36,718 95,198	1,79,07,518 1,26,14,361	3,47,434 4,30,968	1,79,05,668 1,26,14,312	1st half 2nd half	}	
633,809,599	1,23,35,240	12,60,587	14,76,34,060	8,75,724	14,75,34,839	...		

**APPENDIX**  
**STATISTICS OF INDIAN**  
**SUMMARY OF**  
Half-years ended the 30th June and the 31st December 1892. [ From No. VIII of

Serial Number.	RAILWAY.	1892.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			R	R	R	R
<b>STANDARD GAUGE.</b>						
I	East Indian . . . . .	1st half	19,89,379	22,31,133	6,89,882	14,83,692
		2nd half	15,07,967	21,32,184	5,76,806	13,81,621
	Patna-Gya . . . . .	1st half	Included with the East Indian railway			...
		2nd half	Incorporated with the East Indian railway			...
II	Bengal-Nágpur . . . . .	1st half	4,16,435	5,11,271	92,762	2,60,250
		2nd half	4,20,357	3,87,654	88,579	2,07,306
III	Indian Midland . . . . .	1st half	3,29,417	6,04,837	1,18,754	2,13,190
		2nd half	3,37,900	4,55,515	1,16,425	2,32,618
VI	Wardha Coal . . . . .	1st half	(b) 35,159	...	...	...
		2nd half	(b) 36,833	...	...	...
VII	Dhond-Manmád . . . . .	1st half	} Included with the Great Indian Peninsula railway			...
		2nd half	}			...
VIII	Bezwada extension . . . . .	1st half	} Included with the Nizam's Guaranteed State railway			...
		2nd half	}			...
IX	North Western (state) . . . . .	1st half	32,13,218	34,14,237	7,98,421	12,19,525
		2nd half	21,76,141	28,05,934	5,29,895	12,46,542
X	Hyderabad-Umarkot . . . . .	1st half	...	...	...	...
		2nd half	20,214	7,401	2,316	2,966
XI	Oudh and Rohilkhand (state) . . . . .	1st half	5,15,187	5,61,899	1,61,519	3,31,678
		2nd half	5,23,764	4,83,528	1,45,269	3,12,777
XII	Eastern Bengal (state) . . . . .	1st half	2,21,048	3,23,023	1,12,690	3,27,988
		2nd half	2,16,898	3,83,871	1,66,705	4,26,712
XIII	Bengal Central . . . . .	1st half	48,317	50,885	15,961	50,287
		2nd half	47,853	53,518	19,322	53,257
XIV	Calcutta Port Commissioners' . . . . .	1st half	13,060	24,337	10,703	72,171
		2nd half				
XVIII	Great Indian Peninsula . . . . .	1st half	24,15,173	43,88,599	10,64,587	15,66,626
		2nd half	24,66,834	33,63,529	9,78,565	14,38,961
XIX	Bombay, Baroda and Central India . . . . .	1st half	9,24,996	11,56,113	3,83,047	4,54,368
		2nd half	7,15,579	8,12,157	4,40,745	3,78,544
XX	Madras . . . . .	1st half	6,72,733	9,36,122	3,03,882	4,28,521
		2nd half	7,80,045	9,25,113	2,12,870	4,15,223
XXII	Tarkessur . . . . .	1st half	} Included with the East Indian railway			...
		2nd half	}			...
XXIV	Amráoti . . . . .	1st half	} Included with the Great Indian Peninsula railway			...
		2nd half	}			...
XXVI	The Nizam's Guaranteed State . . . . .	1st half	2,12,424	1,95,828	56,886	1,12,025
		2nd half	2,15,732	1,75,573	53,202	1,08,967
XXVII	The Gaekwar's Petléd . . . . .	1st half	3,532	4,414	1,463	1,735
		2nd half	3,659	4,147	2,251	1,933
XXIX	Rájpura-Bhátinda . . . . .	1st half	45,538	60,533	18,936	24,253
		2nd half	38,689	51,429	16,088	20,606
TOTAL STANDARD GAUGE carried over		1st half	1,10,42,556	1,44,38,894	38,18,790	64,74,138
		2nd half	95,09,465	1,20,41,553	33,49,038	62,28,933

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1892.	Serial Number.	REMARKS.	
R	R	R	R				
9,04,474	49,521	3,25,527	76,73,608	1st half	} I	(a) Represents contribution to the Provident Fund and 4th share of net earnings paid to the East Indian railway.	
8,97,757	31,308	1,82,977	67,10,620	2nd half			
...	...	(a) 42,929	(a) 42,929	1st half	}		
...	...	...	...	2nd half			
2,97,861	...	65,385	16,43,964	1st half	} II		
2,99,356	...	28,180	14,31,432	2nd half			
2,31,903	...	1,24,368	16,22,469	1st half	} III		
2,40,635	...	1,24,419	15,07,512	2nd half			
(b) 743	...	...	(b) 35,902	1st half	} VI		
(b) 743	...	...	(b) 37,576	2nd half			
(b) 6,410	...	...	(b) 6,410	1st half	} VII		
(b) 6,410	...	...	(b) 6,410	2nd half			
(b) 561	...	...	(b) 561	1st half	} VIII		
...	...	...	...	2nd half			
5,90,388	45,331	1,78,834	(c) 94,95,899	1st half	} IX		(c) Includes R35,945, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
5,67,759	24,808	1,30,107	(d) 74,88,737	2nd half			
...	...	...	...	1st half	} X		(d) Includes R7,551, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
1,752	...	506	35,155	2nd half			
2,06,153	...	40,738	18,17,174	1st half	} XI		
1,96,285	...	47,710	17,09,333	2nd half			
1,39,408	1,51,166	2,20,540	14,95,863	1st half	} XII		
1,46,392	1,76,213	1,00,663	16,17,454	2nd half			
49,951	...	8,883	2,24,284	1st half	} XIII		
48,285	...	9,925	2,32,160	2nd half			
12,091	...	7,643	1,40,005	1st half	} XIV		
...	...	...	...	2nd half			
6,65,090	...	4,70,130	(e) 1,08,97,015	1st half	} XVIII	(e) Includes R3,26,810, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.	
6,61,697	...	2,97,049	(f) 94,08,985	2nd half			
3,21,833	...	1,08,876	33,49,233	1st half	} XIX	(f) Includes R2,02,350, being the amount paid to the State as rent of leased lines not included in any of the foregoing columns.	
2,60,208	...	73,922	26,82,155	2nd half			
2,70,909	...	60,885	26,73,052	1st half	} XX		
2,69,246	...	56,987	26,59,484	2nd half			
...	...	(a) 22,843	(a) 22,843	1st half	} XXII		
...	...	(a) 17,820	(a) 17,820	2nd half			
(b) 443	...	...	(b) 443	1st half	} XXIV		
(b) 443	...	...	(b) 443	2nd half			
1,38,003	...	9,294	(g) 7,35,950	1st half	} XXVI	(g) Includes R11,490, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.	
1,37,060	...	11,781	(h) 7,19,733	2nd half			
1,229	...	416	12,789	1st half	} XXVII		
1,329	...	378	13,697	2nd half			
14,324	...	4,143	1,67,727	1st half	} XXIX		
12,170	...	3,520	1,42,502	2nd half			
38,39,683	2,46,018	16,83,791	4,19,18,115	1st half	}		
37,47,527	2,32,329	10,85,944	3,64,21,203	2nd half			

APPENDIX  
STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1892.

[From No. VIII of

Serial Number.	RAILWAY.	1892.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			R	R	R	R.
	TOTAL STANDARD GAUGE brought forward	1st half 2nd half	1,10,42,556 95,09,405	1,44,38,894 1,20,41,553	38,18,790 33,49,038	64,74,138 62,28,033
	METRE GAUGE.					
XXXIII	Bengal and North-Western—					
	Tirhoot section . . . . .	1st half	1,96,220	2,31,758	67,738	2,08,287
	Company's section . . . . .	2nd half	2,27,223	2,26,887	72,450	1,96,711
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half	36,327 33,594	51,044 41,644	11,571 14,044	39,024 44,605
XXXV	Rajputana-Malwa . . . . .	1st half 2nd half	8,64,369 7,68,789	23,18,826 17,14,860	4,09,641 4,03,653	7,35,751 6,77,005
XXXVI	Southern Mahratta . . . . .	1st half 2nd half	3,96,531 3,22,055	5,55,842 4,53,666	1,39,535 93,223	2,65,357 2,39,852
XXXVIII	Southern Mahratta (Mysore section)	1st half 2nd half	1,11,585 1,11,571	1,53,993 1,02,341	38,657 33,124	73,515 85,866
	Southern Mahratta (Nanjangud extension).	1st half 2nd half	... 2,412	... 3,531	... 721	... 1,868
	Southern Mahratta (Yesvantpur-Dodballapur).	1st half 2nd half	... 351	... 298	... 53	... 180
XXXIX	South Indian . . . . .	1st half 2nd half	7,96,480 5,58,190	8,61,479 9,48,182	1,37,825 2,50,825	3,25,066 3,33,604
XLIII	Eastern Bengal (state)—					
	Northern and Bihar sections (including the Kaunia-Dharila 2' 6" gauge branch).	1st half 2nd half	2,25,637 2,68,944	1,82,863 2,08,477	51,487 46,487	1,87,795 1,79,964
	Dacca section . . . . .	1st half 2nd half	39,358 36,404	34,434 35,941	9,658 9,813	23,921 28,274
XLIV	Burma (state) . . . . .	1st half 2nd half	4,99,871 6,08,520	6,11,104 5,39,846	1,17,770 1,29,008	3,50,527 3,61,470
XLVI	Deoghur . . . . .	1st half 2nd half	4,302	5,074	657	4,010
XLVII	Rohilkund and Kumaon (Company's section).	1st half 2nd half	19,550 20,811	27,470 25,797	6,227 8,700	21,001 27,631
XLIX	Dibru-Sadiya . . . . .	1st half 2nd half	74,067 60,189	31,316 36,339	12,371 9,820	18,873 19,395
LI	The Gaekwar's Mehsana . . . . .	1st half 2nd half	10,221 8,606	27,421 19,196	4,844 4,518	8,701 7,579
LII	Kolhapur . . . . .	1st half 2nd half	8,365 7,210	10,692 9,821	2,684 2,004	5,105 5,194
LIII	Jodhpore-Bickaneer—					
	Jodhpore section . . . . .	1st half 2nd half	52,543 67,770	91,997 84,500	5,843 8,754	23,539 22,029
	Bickaneer section . . . . .	1st half 2nd half	8,357 5,827	13,424 10,972	806 806	3,269 2,728
LIV	Bhavnagar-Gondal-Junagarh-Porbandar	1st half 2nd half	3,20,758 1,95,330	1,32,161 99,672	23,432 20,878	87,199 68,395
	SPECIAL GAUGES.					
	Nalhāti (4' 0") . . . . .	1st half 2nd half	—11,078 ...	2,437 ...	760 ...	2,661 ...
	Cherra-Companyganj (2' 6") . . . . .	1st half 2nd half	1,466 1,416	2,916 2,828	853 1,004	2,408 2,297
LVII	Jorhāt (2' 0") . . . . .	1st half 2nd half	6,094 6,476	6,579 6,605	1,932 1,893	8,504 7,986
LVIII	Darjeeling-Himalayan (2' 0") . . . . .	1st half 2nd half	36,629 33,714	68,848 59,041	24,745 21,666	23,322 24,785
LIX	The Gaekwar's Dabhoi (2' 6") . . . . .	1st half 2nd half	28,808 17,686	19,829 14,534	7,771 8,258	11,434 9,247
LXI	Morvi (2' 6") . . . . .	1st half 2nd half	18,718 21,035	33,162 28,374	4,419 5,028	18,973 16,349
	TOTAL METRE AND SPECIAL GAUGES.	1st half 2nd half	37,40,876 33,84,723	54,69,595 47,33,352	10,80,569 11,52,910	24,44,232 23,03,014
	TOTAL OF ALL GAUGES FOR THE YEAR (a)	...	2,76,94,982	3,67,12,805	94,12,667	1,75,85,598

A—continued.

## RAILWAYS—(PART I)—continued.

EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1892.	Serial Number.	REMARKS.
R 38,39,683 37,47,527	R 2,46,018 2,32,329	R 16,83,791 10,85,944	R 4,19,18,115 3,64,21,208	1st half 2nd half		
1,86,515	1,12,019	26,768	10,29,305	1st half	} XXXIII	
1,96,849	1,04,555	52,889	10,77,564	2nd half		
40,542 41,389	...	33,961 20,033	2,12,469 1,95,309	1st half 2nd half	} XXXIV	
5,64,819 5,96,661	...	70,358 60,947	49,63,764 42,21,915	1st half 2nd half		} XXXV
2,90,698 2,59,423	...	17,817 10,509	16,65,780 13,79,328	1st half 2nd half	} XXXVI	
81,917 89,767	...	5,157 4,063	4,64,824 4,86,732	1st half 2nd half		} XXXVIII
...	...	...	...	1st half	}	
1,695	...	88	10,315	2nd half		
...	...	...	...	1st half	}	
111	...	14	1,007	2nd half		
2,74,863 3,15,651	...	21,587 31,653	24,17,300 24,44,105	1st half 2nd half	} XXXIX	
1,10,530	1,37,206	89,608	9,85,126	1st half		} XLIII
95,419	1,64,436	15,219	9,78,946	2nd half		
9,987 10,793	...	3,201 3,546	1,20,559 1,24,771	1st half 2nd half	}	
1,93,641 1,80,023	27,289 34,300	29,907 25,195	18,30,109 18,84,422	1st half 2nd half		} XLIV
3,050	...	164	17,257	1st half	} XLVI	
21,819 25,639	...	17,415 12,829	1,13,482 1,21,407	1st half 2nd half		} XLVII
41,049 44,484	...	805 786	1,78,481 1,71,013	1st half 2nd half	} XLIX	
6,679 6,679	...	832 632	58,608 47,260	1st half 2nd half		} LI
4,823 4,714	...	358 246	32,027 29,189	1st half 2nd half	} LII	
15,677 14,129	...	25,505 5,752	2,15,104 2,02,934	1st half 2nd half		} LIII
1,634 1,639	...	1,812 309	29,302 22,341	1st half 2nd half	}	
86,390 75,843	...	12,741 17,502	6,62,681 4,77,620	1st half 2nd half		} LIV
3,248	...	1,561	—411	1st half	}	
...	...	...	...	2nd half		
1,080 1,223	...	78 73	8,801 8,901	1st half 2nd half	}	
3,662 3,991	...	267 302	27,038 27,253	1st half 2nd half		} LVII
28,467 29,502	...	6,111 8,444	1,88,122 1,77,212	1st half 2nd half	} LVIII	
6,098 5,976	...	2,458 ...	76,398 55,701	1st half 2nd half		} LIX
15,987 15,414	...	334 1,008	91,593 87,208	1st half 2nd half	} LXI	
10,90,125 20,23,074	2,76,514 3,03,291	3,68,641 2,72,089	1,53,70,552 1,42,32,453	1st half 2nd half		}
1,16,15,550	10,58,152	34,18,272	10,80,99,590	...		

(a) Includes the Calcutta Port Commissioners' and the Deoghur railways for which yearly figures are shown.



APPENDIX  
STATISTICS OF INDIAN  
DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1892.

[From Abstract A of

Serial Number.	RAILWAY.	1892.	General	Maintenance	Repairs	Conservancy of
			superintendence.	of permanent-way.	of bridges, etc.	rivers.
			R	R	R	R
STANDARD GAUGE.						
I	East Indian . . . . .	1st half	2,52,634	12,90,186	1,14,384	...
		2nd half	2,66,541	7,73,735	84,671	...
II	Bengal-Nágpur . . . . .	1st half	91,020	1,83,621	69,984	...
		2nd half	92,799	1,95,643	61,211	...
III	Indian Midland . . . . .	1st half	79,352	1,80,479	29,215	...
		2nd half	80,682	1,86,963	25,067	...
VI	Wardha Coal . . . . .	1st half	} Included with the Great Indian Peninsula railway			
	2nd half					
IX	North Western (state) . . . . .	1st half	3,42,754	13,90,078	5,27,431	72,158
		2nd half	3,37,508	8,07,276	4,72,812	39,547
X	Hyderabad-Umarkot . . . . .	1st half	...	...	...	...
		2nd half	4,432	15,571	33	...
XI	Oudh and Rohilkhand (state) . . . . .	1st half	81,885	3,12,430	16,633	12,442
		2nd half	80,947	3,30,918	32,771	5,450
XII	Eastern Bengal (state) (b) . . . . .	1st half	1,12,735	3,70,323	44,503	198
		2nd half	1,01,210	3,19,669	76,835	394
XIII	Bengal Central . . . . .	1st half	12,045	27,036	4,840	25
		2nd half	11,919	25,505	6,603	648
XIV	Calcutta Port Commissioners' . . . . .	1st half	...	...	...	...
		2nd half	...	...	...	...
XVIII	Great Indian Peninsula . . . . .	1st half	2,22,677	12,05,406	3,37,367	...
		2nd half	2,25,187	12,25,653	2,62,760	...
XIX	Bombay, Baroda and Central India . . . . .	1st half	97,560	3,98,050	2,26,956	...
		2nd half	98,144	3,02,235	1,55,741	...
XX	Madras . . . . .	1st half	1,26,214	3,34,109	93,727	...
		2nd half	1,35,072	3,61,674	1,38,013	...
XXVI	The Nizam's Guaranteed State . . . . .	1st half	41,261	1,25,185	14,539	...
		2nd half	45,228	1,41,101	11,411	18
XXVII	The Gaekwar's Petlád . . . . .	1st half	} Included with the Bombay, Baroda and Central India railway			
	2nd half					
XXIX	Rájpura-Bhátinda . . . . .	1st half	} Included with the North Western (state) railway			
	2nd half					
TOTAL STANDARD GAUGE carried over		1st half	14,60,137	58,16,903	14,79,579	84,823
		2nd half	14,79,729	46,85,943	13,27,928	46,057

A—continued.

RAILWAYS—(PART I)—continued.

OF WAY, WORKS, AND STATIONS.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R	R	R	R	R			
1,51,790 1,57,753	1,97,767 2,65,827	20,06,761 15,48,527	17,382 40,560	19,89,379 15,07,967	1st half 2nd half	I	
49,266 38,587	22,544 32,117	4,16,435 4,20,357	... ...	4,16,435 4,20,357	1st half 2nd half	II	
18,251 19,372	22,120 25,816	3,29,417 3,37,900	... ...	3,29,417 3,37,900	1st half 2nd half	III	
...	...	{ (a)35,159 (a)36,833	... ...	(a)35,159 (a)36,833	1st half 2nd half	VI	(a) Cost of 6,697 sleepers purchased direct by the State.
3,20,103 2,46,166	6,06,232 3,11,461	32,58,756 22,14,830	45,538 38,689	32,13,218 21,76,141	1st half 2nd half	IX	
... 27	... 151	... 20,214	... ...	... 20,214	1st half 2nd half	X	
33,410 22,856	58,387 50,822	5,15,187 5,23,764	... ...	5,15,187 5,23,764	1st half 2nd half	XI	
68,243 97,211	56,084 55,310	6,52,086 6,50,629	1,66,043 1,28,383	4,86,043 5,22,246	1st half 2nd half	XII	(b) Includes the metre and special gauge sections of the undertaking.
4,396 2,425	562 753	48,904 47,853	587 ...	48,317 47,853	1st half 2nd half	XIII	
...	...	13,060	...	13,060	1st half 2nd half	XIV	
1,80,590 1,41,803	5,16,064 6,23,895	24,63,004 24,79,298	47,831 12,464	24,15,173 24,66,834	1st half 2nd half	XVIII	
47,231 45,420	1,58,731 1,18,098	9,28,528 7,20,238	3,532 3,659	9,24,996 7,16,579	1st half 2nd half	XIX	
95,519 90,044	1,20,807 1,58,175	7,70,466 8,82,978	97,733 1,02,933	6,72,733 7,80,045	1st half 2nd half	XX	
10,369 5,483	21,070 12,491	2,12,424 2,15,732	... ...	2,12,424 2,15,732	1st half 2nd half	XXVI	
...	...	...	...	{ 3,532 3,659	1st half 2nd half	XXVII	
...	...	...	...	{ 45,538 38,689	1st half 2nd half	XXIX	
9,79,168 8,67,147	17,81,358 16,55,516	1,16,37,127 1,00,99,153	3,78,646 3,26,688	1,13,07,551 98,14,813	1st half 2nd half		

APPENDIX  
STATISTICS OF INDIAN  
DETAIL OF EXPENSES FOR MAINTENANCE

H. If. years ended the 30th June and the 31st December 1892.

[From Abstract A of

Serial Number.	RAILWAY.	1892.	General	Maintenance	Repairs	Conservancy
			superintendence.	of permanent-way.	of bridges, etc.	of rivers.
			<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
	TOTAL STANDARD GAUGE brought forward.	1st half 2nd half	14,60,137 14,79,729	58,16,903 46,85,943	14,79,579 13,27,928	84,823 46,057
XXXIII	METRE GAUGE. Bengal and North-Western—					
	Tirhoot section . . . . .	1st half	52,939	1,00,307	7,533	3,230
	Company's section . . . . .	2nd half	50,368	1,17,914	15,219	2,921
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half	} Included with the Rohilkund and Kumaon railway (Company's section)			
XXXV	Rajputana-Malwa . . . . .	1st half 2nd half	1,60,799 1,66,446	4,72,089 4,50,720	27,171 47,639	... ...
XXXVI	Southern Mahratta . . . . .	1st half 2nd half	1,16,320 1,18,698	2,34,338 2,09,207	40,202 41,808	... ...
XXXVIII	Southern Mahratta (Mysore section)	1st half 2nd half	} Included with the Southern Mahratta railway			
	Southern Mahratta (Nanjangud extension)	1st half 2nd half	} Included with the Southern Mahratta railway			
	Southern Mahratta (Yesvantpur-Dodballapur).	1st half 2nd half	} Included with the Southern Mahratta railway			
XXXIX	South Indian . . . . .	1st half 2nd half	1,22,075 1,25,487	5,59,675 3,69,886	17,175 29,999	... ...
XLIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharila 2' 6" gauge branch)	1st half 2nd half	} Included with the Eastern Bengal (state) railway (standard gauge)			
	Dacca section . . . . .	1st half 2nd half	} Included with the Eastern Bengal (state) railway (standard gauge)			
XLIV	Burma (state) . . . . .	1st half 2nd half	78,425 1,00,749	2,48,860 3,97,853	45,569 39,419	14,145 1,144
XLVI	Deoghar . . . . .	1st half 2nd half	... ...	... ...	... ...	... ...
XLVII	Rohilkund and Kumaon (Company's section) . . . . .	1st half 2nd half	10,439 18,067	34,471 26,528	2,175 1,722	8,323 236
XLIX	Dibru-Sadiya . . . . .	1st half 2nd half	9,861 12,640	49,901 36,373	4,073 1,115	... ...
LI	The Gaekwar's Mhasana . . . . .	1st half 2nd half	} Included with the Rajputana-Malwa railway			
LII	Kolhapur . . . . .	1st half 2nd half	} Included with the Southern Mahratta railway			
LIII	Jodhpore-Bickaneer—					
	Jodhpore section . . . . .	1st half 2nd half	4,377 4,488	40,010 58,568	1,206 812	... ...
	Bickaneer section . . . . .	1st half 2nd half	848 553	7,488 5,248	... ...	... ...
LIV	Bhavnagar-Gondal-Junagarh-Porbandar	1st half 2nd half	25,030 23,967	2,47,929 1,48,874	19,456 —1,327	... ...
	SPECIAL GAUGES.					
	Nalhati (4' 0") . . . . .	1st half 2nd half	1,109 ...	620 ...	34 ...	... ...
	Cherra-Companyganj (2' 6") . . . . .	1st half 2nd half	300 300	1,050 1,073	... ...	... ...
LVII	Jorhat (2' 0") . . . . .	1st half 2nd half	702 702	4,652 4,712	50 627	... ...
LVIII	Darjeeling-Himalayan (2' 0") . . . . .	1st half 2nd half	9,668 8,727	16,644 15,872	4,845 3,503	... ...
LIX	The Gaekwar's Dabhoi (2' 6") . . . . .	1st half 2nd half	3,242 3,291	12,602 11,655	10,688 1,214	... ...
LXI	Morvi (2' 6") . . . . .	1st half 2nd half	4,545 3,789	13,509 16,296	72 247	... ...
	TOTAL METRE AND SPECIAL GAUGES	1st half 2nd half	6,00,679 6,38,872	20,45,045 18,70,779	1,80,429 1,81,997	25,698 4,301
	TOTAL OF ALL GAUGES FOR THE YEAR . . . . .	...	41,79,417	1,44,18,670	31,69,933	1,60,879

A—continued.

RAILWAYS—(PART I)—continued.

OF WAY, WORKS, AND STATIONS—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
<i>R</i> 9,79,168 8,67,147	<i>R</i> 17,81,358 16,55,516	<i>R</i> 1,16,37,127 1,00,99,153	<i>R</i> 3,78,646 3,26,688	<i>R</i> 1,13,07,551 98,14,813	1st half } 2nd half }		
18,882	13,329	1,96,220	...	1,96,220	1st half } 2nd half }	XXXIII	
18,477	22,324	2,27,223	...	2,27,223	1st half } 2nd half }	XXXIV	
...	...	...	...	...	1st half } 2nd half }	XXXV	
69,459 53,692	1,45,072 58,897	8,74,500 7,77,394	10,221 8,605	8,64,369 7,68,789	1st half } 2nd half }	XXXVI	
45,596 31,020	79,935 43,466	5,16,481 4,44,199	1,19,950 1,21,544	3,96,531 3,22,655	1st half } 2nd half }	XXXVIII	
...	...	...	...	1,11,585 1,11,571	1st half } 2nd half }	...	
...	...	...	...	2,412	1st half } 2nd half }	...	
...	...	...	...	351	1st half } 2nd half }	...	
38,653 20,342	71,735 44,762	8,09,313 5,90,476	12,833 32,286	7,96,480 5,58,190	1st half } 2nd half }	XXXIX	
...	...	...	...	...	1st half } 2nd half }	XLIII	
44,995 29,497	67,877 39,858	4,99,871 6,08,520	...	4,99,871 6,08,520	1st half } 2nd half }	XLIV	
...	...	4,302	...	4,302	1st half } 2nd half }	XLVI	
4,608 2,787	-4,139 4,165	55,877 54,405	...	55,877 54,405	1st half } 2nd half }	XLVII	
7,379 7,932	2,853 2,129	74,067 60,189	...	74,067 60,189	1st half } 2nd half }	XLIX	
...	...	...	...	10,221 8,606	1st half } 2nd half }	LI	
...	...	...	...	8,365 7,210	1st half } 2nd half }	LII	
1,184 1,305	4,776 2,597	52,543 67,770	...	52,543 67,770	1st half } 2nd half }	LIII	
12 18	9 8	8,357 5,827	...	8,357 5,827	1st half } 2nd half }	LIV	
6,917 9,636	21,426 14,180	3,20,758 1,95,330	...	3,20,758 1,95,330	1st half } 2nd half }	LIV	
147	161	2,071	13,149	-11,078	1st half } 2nd half }		
...	...	...	...	...	1st half } 2nd half }		
112 7	4 36	1,466 1,416	...	1,466 1,416	1st half } 2nd half }		
689 435	1 ...	6,094 6,476	...	6,094 6,476	1st half } 2nd half }	LVII	
6,207 6,093	1,422 2,170	38,786 36,365	2,157 2,651	36,629 33,714	1st half } 2nd half }	LVIII	
1,292 996	984 530	28,808 17,686	...	28,808 17,686	1st half } 2nd half }	LIX	
296 387	296 316	18,718 21,035	...	18,718 21,035	1st half } 2nd half }	LXI	
2,46,428 1,82,624	4,05,741 2,35,738	35,04,020 31,14,311	1,58,310 1,65,086	34,75,881 30,79,375	1st half } 2nd half }		
22,75,367	40,78,353	2,83,71,973	10,28,730	2,76,94,982	...		

APPENDIX  
STATISTICS OF INDIAN

## DETAIL OF LOCOMO

• Half-years ended the 30th June and the 31st December 1892.

[From Abstract B of

Serial Number.	RAILWAY.	1892.	General * superintendence.	Wages of drivers and firemen, fuelling, clean- ing engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian . . . . .	1st half	2,04,418	5,87,634	2,59,063	37,014	1,19,907
		2nd half	2,00,672	5,77,405	2,17,088	34,827	82,116
II	Bengal-Nágpur . . . . .	1st half	52,223	1,22,624	83,755	13,495	26,293
		2nd half	50,811	1,04,869	50,666	11,900	17,613
III	Indian Midland . . . . .	1st half	40,907	1,19,204	2,52,598	18,963	23,123
		2nd half	37,583	99,493	1,67,708	18,404	18,167
IX	North-Western (state) . . . . .	1st half	2,21,542	6,40,430	14,09,598	54,943	89,106
		2nd half	2,36,675	5,95,253	10,92,522	45,550	77,501
X	Hyderabad-Umarkot . . . . .	1st half 2nd half	Included with the North Western (state) railway				...
XI	Oudh and Rohilkhand (state) . . . . .	1st half	51,239	73,908	2,16,087	7,480	18,483
		2nd half	48,837	72,586	1,89,856	7,544	21,875
XII	Eastern Bengal (state) (a) . . . . .	1st half	63,599	1,49,420	1,65,621	16,269	40,031
		2nd half	63,873	1,59,650	2,28,375	14,864	42,721
XIII	Bengal Central . . . . .	1st half 2nd half	Included with the Eastern Bengal (state) railway (standard gauge)				...
XIV	Calcutta Port-Commissioners' . . . . .	1st half 2nd half	...	...	...	...	...
XVIII	Great Indian Peninsula . . . . .	1st half	1,73,356	9,30,242	13,77,291	1,06,988	1,36,323
		2nd half	1,71,610	7,34,032	9,80,832	82,625	91,382
XIX	Bombay, Baroda and Central India {	1st half	57,382	2,37,503	3,79,952	32,046	32,173
		2nd half	56,689	1,82,456	2,38,554	21,001	25,541
XX	Madras . . . . .	1st half	57,496	1,81,465	3,35,569	14,745	21,431
		2nd half	57,285	1,84,481	3,38,281	13,216	22,373
XXVI	The Nizam's Guaranteed State {	1st half	21,723	39,267	46,660	7,776	6,944
		2nd half	21,379	38,660	39,448	7,271	6,493
XXVII	The Gaekwar's Petlad . . . . .	1st half 2nd half	Included with the Bombay, Baroda and Central India railway				...
XXIX	Rájpura-Bhátinda . . . . .	1st half 2nd half	Included with the North Western (state) railway				...
TOTAL STANDARD GAUGE carried over.		1st half 2nd half	9,43,885 9,51,414	30,81,607 27,48,885	45,26,224 35,43,330	3,09,719 2,57,262	5,13,814 4,05,782

A—continued.

## RAILWAYS—(PART I)—continued.

## TIVE EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

MAINTENANCE AND RENEWAL OF		Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
Locomotive engines.	Machinery.							
R	R	R	R	R	R			
5,85,756	40,038	3,97,781	22,31,611	478	22,31,133	1st half	} I	(a) Includes the metre and special gauge sections of the undertaking, also the Bengal Central railway, except in the net total.
6,05,165	21,990	3,94,534	21,39,797	7,613	21,32,184	2nd half		
84,571	11,754	1,16,556	5,11,271	...	5,11,271	1st half	} II	
81,776	8,583	61,376	3,87,654	...	3,87,654	2nd half		
71,356	2,198	76,488	6,04,837	...	6,04,837	1st half	} III	
74,201	4,343	35,616	4,55,515	...	4,55,515	2nd half		
6,73,319	79,797	3,06,035	34,74,770	60,533	34,14,237	1st half	} IX	
4,84,014	73,084	2,60,165	28,64,764	58,830	28,05,934	2nd half		
...	...	...	...	...	{ ... 7,401	1st half	} X	
...	...	...	...	...	...	2nd half		
99,026	7,807	87,869	5,61,899	...	5,61,899	1st half	} XI	
80,097	9,511	53,222	4,83,528	...	4,83,528	2nd half		
1,81,720	16,174	36,423	6,19,257	78,937	5,40,320	1st half	} XII	
1,23,108	13,217	41,312	6,87,120	58,831	6,28,289	2nd half		
...	...	...	...	...	{ 50,885	1st half	} XIII	
...	...	...	...	...	53,518	2nd half		
...	...	...	24,337	...	24,337	1st half	} XIV	
...	...	...	...	...	...	2nd half		
7,68,628	58,973	8,36,798	43,88,599	...	43,88,599	1st half	} XVIII	
6,21,324	45,230	6,36,494	33,63,529	...	33,63,529	2nd half		
1,61,811	13,371	2,46,290	11,60,528	4,415	11,56,113	1st half	} XIX	
1,21,936	17,949	1,52,178	8,16,304	4,147	8,12,157	2nd half		
2,11,427	49,881	64,108	9,36,122	...	9,36,122	1st half	} XX	
1,95,181	52,987	61,309	9,25,113	...	9,25,113	2nd half		
45,943	2,005	25,480	1,95,828	...	1,95,828	1st half	} XXVI	
42,284	1,986	18,052	1,75,573	...	1,75,573	2nd half		
...	...	...	...	...	{ 4,414	1st half	} XXVII	
...	...	...	...	...	4,147	2nd half		
...	...	...	...	...	{ 60,533	1st half	} XXIX	
...	...	...	...	...	51,429	2nd half		
28,33,557	2,81,998	21,93,828	1,46,84,722	1,44,363	1,46,56,191	1st half	}	
24,29,086	2,48,880	17,14,258	1,22,98,897	1,29,421	1,22,85,971	2nd half		

APPENDIX  
STATISTICS OF INDIAN

## DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract B of

Serial Number.	RAILWAY.	1892.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
			R	R	R	R	R
	TOTAL STANDARD GAUGE brought forward.	1st half 2nd half	9,43,885 9,51,414	30,81,697 27,48,885	45,26,224 35,43,330	3,09,719 2,57,262	5,13,814 4,05,782
	METRE GAUGE.						
XXXIII	Bengal and North-Western— Tirhoot section . . . . . Company's section . . . . .	1st half 2nd half	28,860 29,431	56,557 53,406	87,228 72,311	6,321 6,815	12,915 11,126
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half	Included with the Rohilkund and Kumaon railway (Company's section)				
XXXV	Rajputana-Malwa . . . . .	1st half 2nd half	1,54,800 1,62,440	4,28,027 3,42,492	10,44,546 6,97,970	57,061 37,238	56,546 35,052
XXXVI	Southern Mahratta . . . . .	1st half 2nd half	67,131 66,852	1,11,974 1,05,051	2,54,347 2,23,072	19,158 16,501	15,863 13,307
XXXVIII	Southern Mahratta (Mysore section)	1st half 2nd half	Included with the Southern Mahratta railway				
	Southern Mahratta (Nanjangud extension).	1st half 2nd half	Included with the Southern Mahratta railway				
	Southern Mahratta (Yesvantpur-Dodballapur).	1st half 2nd half	Included with the Southern Mahratta railway				
XXXIX	South Indian . . . . .	1st half 2nd half	58,812 67,210	1,51,389 1,66,052	3,92,800 3,72,364	16,742 17,976	26,027 31,591
XLIII	Eastern Bengal (state)— Northern and Bihar sections (including the Kaunia-Dharila 2' 6" gauge branch). Dacca section . . . . .	1st half 2nd half	Included with the Eastern Bengal (state) railway (standard gauge)				
XLIV	Burma (state) . . . . .	1st half 2nd half	65,950 66,434	1,41,033 1,39,841	2,22,063 1,54,233	21,001 18,264	29,490 28,477
XLVI	Deoghur . . . . .	1st half 2nd half	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section).	1st half 2nd half	8,410 9,372	11,190 10,130	40,608 29,404	1,827 1,856	3,200 2,858
XLIX	Dibru-Sadiya . . . . .	1st half 2nd half	3,726 3,949	7,277 5,870	6,801 11,197	1,128 976	1,674 2,097
LI	The Gaekwar's Mehsana . . . . .	1st half 2nd half	Included with the Rajputana-Malwa railway				
LII	Kolhapur . . . . .	1st half 2nd half	Included with the Southern Mahratta railway				
LIII	Jodhpore Bikaner— Jodhpore section . . . . . Bikaner section . . . . .	1st half 2nd half 1st half 2nd half	3,049 3,241 407 380	6,603 6,612 923 786	62,340 45,974 8,187 5,417	5,365 3,392 2,427 2,194	4,457 2,222 566 273
LIV	Bhavnagar-Gondal-Junagarh-Porbandar.	1st half 2nd half	14,924 14,915	27,185 20,400	64,458 39,655	2,385 2,406	3,284 2,552
	SPECIAL GAUGES.						
	Nalbati (4' 0") . . . . .	1st half 2nd half	665 ...	345 ...	687 ...	72 ...	124 ...
	Cherra-Companyganj (2' 0") . . . . .	1st half 2nd half	600 600	390 390	1,286 898	... ...	133 93
LVII	Jorhat (2' 0") . . . . .	1st half 2nd half	995 995	875 794	1,715 1,702	29 42	383 291
LVIII	Darjeeling-Himalayan (2' 0") . . . . .	1st half 2nd half	2,349 2,424	14,105 13,817	25,858 21,379	1,318 499	3,170 2,957
LIX	The Gaekwar's Dabhoi (2' 6") . . . . .	1st half 2nd half	456 456	4,294 3,147	7,533 5,615	1,225 1,242	870 321
LXI	Morvi (2' 6") . . . . .	1st half 2nd half	2,062 2,171	4,696 4,199	16,872 15,026	754 669	1,371 1,494
	TOTAL METRE AND SPECIAL GAUGES.	1st half 2nd half	4,13,286 4,30,870	9,66,863 8,72,996	22,37,329 16,96,217	1,37,313 1,10,070	1,60,193 1,35,311
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	27,39,455	76,70,441	1,20,03,100	8,14,364	12,15,010

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

MAINTENANCE AND RENEWAL OF		Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
Locomotive engines.	Machinery.							
R 28,33,557 24,29,086	R 2,81,998 2,18,880	R 21,93,828 17,14,258	R 1,46,84,722 1,22,98,897	R 1,44,363 1,29,421	R 1,46,56,191 1,22,85,971	1st half 2nd half		
39,437 46,151	763 2,728	28,737 4,919	2,60,848 2,26,887	29,098 ...	2,31,758 2,26,887	1st half 2nd half	XXXIII	
...	...	...	...	...	...	1st half 2nd half	XXXIV	
3,61,270 3,20,908	9,026 11,534	2,34,881 1,25,822	23,46,247 17,34,056	27,421 19,196	23,18,826 17,14,860	1st half 2nd half	XXXV.	
1,59,100 1,32,060	13,315 13,146	70,639 59,668	7,20,527 6,29,057	1,64,685 1,75,991	5,55,842 4,53,666	1st half 2nd half	XXXVI	
...	...	...	...	...	1,53,993 1,62,341	1st half 2nd half	XXXVIII	
...	...	...	...	...	3,531	1st half 2nd half		
1,75,445 2,70,185	2,860 2,907	42,594 20,093	8,66,669 9,54,378	5,190 6,196	8,61,479 9,48,182	1st half 2nd half	XXXIX	
...	...	...	...	...	...	1st half 2nd half	XLIII	
88,775 96,579	4,416 4,156	38,376 31,862	6,11,104 5,39,846	...	6,11,104 5,39,846	1st half 2nd half	XLIV	
...	...	...	5,074	...	5,074	1st half 2nd half	XLVI	
12,195 13,134	703 678	381 ...	78,514 67,441	...	78,514 67,441	1st half 2nd half	XLVII	
9,765 10,994	945 1,256	...	31,316 36,339	...	31,316 36,339	1st half 2nd half	XLIX	
...	...	...	...	...	27,421 19,196	1st half 2nd half	LI	
...	...	...	...	...	10,692 9,821	1st half 2nd half	LII	
7,413 19,064	116 73	2,654 3,322	91,997 84,500	...	91,997 84,500	1st half 2nd half	LIII	
532 1,508	15 2	367 412	13,424 10,972	...	13,424 10,972	1st half 2nd half	LIII	
16,153 17,673	1,896 1,118	1,370 953	1,32,161 99,672	...	1,32,161 99,672	1st half 2nd half	LIV	
535 ...	...	9	2,437	...	2,437	1st half 2nd half		
481 721	19 119	7 7	2,916 2,828	...	2,916 2,828	1st half 2nd half		
2,289 2,524	108 234	185 23	6,579 6,005	...	6,579 6,005	1st half 2nd half	LVII	
10,959 12,376	1,354 827	9,773 4,830	68,886 59,109	38 68	68,848 59,041	1st half 2nd half	LVIII	
3,569 3,701	...	1,882 52	19,829 14,534	...	19,829 14,534	1st half 2nd half	LIX	
6,784 4,517	...	623 298	33,162 28,374	...	33,162 28,374	1st half 2nd half	LXI	
8,94,702 9,52,095	35,536 38,778	4,41,484 2,58,261	52,86,616 44,95,198	2,26,424 2,01,451	52,52,298 44,88,934	1st half 2nd half		
71,10,040	6,05,192	46,07,831	3,67,94,844	7,01,659	3,67,12,805	...		



APPENDIX  
STATISTICS OF INDIAN  
DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract C of

Serial Number.	RAILWAY.	1892.	General superintendence.	REPAIRS AND RENEWALS OF			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian . . . . .	1st half	48,380	1,15,660	4,65,235	17,880	40,653
		2nd half	45,874	1,18,477	3,59,905	17,895	38,682
II	Bengal-Nágpur . . . . .	1st half	11,906	11,299	42,028	1,041	23,312
		2nd half	10,803	15,261	32,137	1,812	25,348
III	Indian Midland . . . . .	1st half	13,677	46,658	37,591	1,502	18,627
		2nd half	14,864	46,150	38,538	2,027	14,580
IX	North Western (state) . . . . .	1st half	52,107	2,52,498	3,72,711	12,971	1,01,888
		2nd half	44,724	2,28,664	1,62,607	12,255	93,493
X	Hyderabad-Umarkot . . . . .	1st half 2nd half	} Included with the North Western (state) railway				...
XI	Oudh and Rohilkhand (state) . . . . .	1st half	11,568	64,933	61,044	1,442	22,123
		2nd half	11,415	48,371	60,075	2,513	22,499
XII	Eastern Bengal (state) (a) . . . . .	1st half	37,233	61,624	70,726	1,292	29,063
		2nd half	34,636	98,021	1,19,799	2,219	26,801
XIII	Bengal Central . . . . .	1st half 2nd half	} Included with the Eastern Bengal (state) railway (standard gauge)				...
XIV	Calcutta Port Commissioners' . . . . .	1st half 2nd half	...	...	...	...	...
XVIII	Great Indian Peninsula . . . . .	1st half	53,242	3,48,413	3,74,499	23,992	1,19,514
		2nd half	53,862	3,26,761	3,39,767	18,261	1,07,709
XIX	Bombay, Baroda and Central India . . . . .	1st half	24,225	67,123	1,96,154	17,738	31,093
		2nd half	27,193	1,00,047	2,12,435	18,650	25,775
XX	Madras . . . . .	1st half	18,153	69,173	1,28,922	35,001	32,367
		2nd half	13,397	46,268	75,143	30,779	31,656
XXVI	The Nizam's Guaranteed state . . . . .	1st half	6,311	23,090	18,760	992	7,733
		2nd half	6,469	24,573	15,128	685	6,332
XXVII	The Gaekwar's Petlád . . . . .	1st half 2nd half	} Included with the Bombay, Baroda and Central India railway				...
XXIX	Rájputra-Bhátíuda . . . . .	1st half 2nd half	} Included with the North Western (state) railway				...
TOTAL STANDARD GAUGE carried over		1st half 2nd half	2,75,902 2,63,297	10,60,471 10,52,593	17,67,670 14,06,534	1,13,851 1,07,096	4,26,373 3,92,875

A—continued.

## RAILWAYS—(PART I)—continued.

## AND WAGON EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R	R	R	R			
8,978	6,96,786	6,904	6,89,882	1st half	} I	
9,511	5,81,344	4,538	5,76,806	2nd half		
4,076	92,762	...	92,762	1st half	} II	
3,158	88,579	...	88,579	2nd half		
699	1,18,754	...	1,18,754	1st half	} III	
266	1,16,425	...	1,16,425	2nd half		
25,182	8,17,357	18,936	7,98,421	1st half	} IX	
6,556	5,48,299	18,404	5,29,895	2nd half		
...	...	...	{ 2,316	1st half	} X	
...	...	...		2nd half		
409	1,61,519	...	1,61,519	1st half	} XI	
396	1,45,269	...	1,45,269	2nd half		
3,514	2,03,452	29,617	1,73,835	1st half	} XII	
2,335	2,83,811	60,806	2,23,005	2nd half		
...	...	...	{ 15,961	1st half	} XIII	
...	...	...		2nd half		
...	10,703	...	10,703	1st half	} XIV	
...	...	...	...	2nd half		
1,52,009	10,71,669	7,082	10,64,587	1st half	} XVIII	
1,35,911	9,82,271	3,706	9,78,565	2nd half		
48,177	3,84,510	1,463	3,83,047	1st half	} XIX	
58,896	4,42,996	2,251	4,40,745	2nd half		
23,437	3,07,053	3,171	3,03,882	1st half	} XX	
15,027	2,12,870	...	2,12,870	2nd half		
...	56,886	...	56,886	1st half	} XXVI	
15	53,202	...	53,202	2nd half		
...	...	...	{ 1,463	1st half	} XXVII	
...	...	...		2nd half		
...	...	...	{ 18,936	1st half	} XXIX	
...	...	...		2nd half		
2,65,481	39,10,748	67,173	38,79,935	1st half	}	
2,32,071	34,55,066	89,705	34,05,338	2nd half		

(a) Includes the metre and special gauge sections of the undertaking, also the Bengal Central railway except in the net total.

APPENDIX  
STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract C of

Serial Number.	RAILWAY.	1892.	General superintendence.	REPAIRS AND RENEWALS OF			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			R	R	R	R	R
	Brought forward STANDARD GAUGE	{ 1st half 2nd half	2,75,902 2,63,297	10,60,471 10,52,593	17,67,670 14,96,534	1,13,851 1,07,096	4,26,373 3,92,875
	METRE GAUGE.						
XXXIII	Bengal and North-Western—						
	Tirhoot section . . . . .	{ 1st half	10,222	19,478	26,680	509	10,199
	Company's section . . . . .	{ 2nd half	9,291	18,294	33,340	...	10,211
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	{ 1st half 2nd half	} Included with the Rohilkund and Kumaon railway (Company's section)				
XXXV	Rajputana-Malwa . . . . .	{ 1st half 2nd half	35,818 38,505	1,14,451 1,43,600	1,63,047 1,39,307	1,659 1,556	81,246 67,890
XXXVI	Southern Mahratta . . . . .	{ 1st half 2nd half	21,489 21,481	72,535 47,724	68,180 41,718	1,819 1,700	16,425 15,484
XXXVIII	Southern Mahratta (Mysore-section)	{ 1st half 2nd half	} Included with the Southern Mahratta railway				
	Southern Mahratta (Nanjangud extension).	{ 1st half 2nd half	} Included with the Southern Mahratta railway				
	Southern Mahratta (Yesvantpur-Dodballapur).	{ 1st half 2nd half	} Included with the Southern Mahratta railway				
XXXIX	South Indian . . . . .	{ 1st half 2nd half	9,715 11,059	61,980 1,08,894	48,833 1,16,172	... ...	17,977 20,314
XLIII	Eastern Bengal (state)—						
	Northern and Behar sections (including the Kaunia-Dharila 2' 6" gauge branch).	{ 1st half 2nd half	} Included with the Eastern Bengal (state) railway (standard gauge)				
	Dacca section . . . . .						
XLIV	Burma (state) . . . . .	{ 1st half 2nd half	12,916 15,055	39,802 38,709	33,333 43,625	3,985 2,234	24,249 27,063
XLVI	Deoghur . . . . .	{ 1st half 2nd half	... ...	... ...	... ...	... ...	... ...
XLVII	Rohilkund and Kumaon (Company's section).	{ 1st half 2nd half	2,804 3,121	122 8,831	4,768 5,612	491 489	3,624 3,744
XLIX	Dibru-Sadiya . . . . .	{ 1st half 2nd half	2,972 3,010	704 -125	5,813 4,205	... ...	2,882 2,601
LI	The Gaekwar's Mehsana . . . . .	{ 1st half 2nd half	} Included with the Rajputana-Malwa railway				
LII	Kolhapur . . . . .	{ 1st half 2nd half	} Included with the Southern Mahratta railway				
LIII	Jodhpore-Bickaneer—						
	Jodhpore Section . . . . .	{ 1st half 2nd half	772 655	1,678 3,964	1,302 1,712	... ...	2,018 2,390
	Bickaneer Section . . . . .	{ 1st half 2nd half	99 77	237 445	163 208	... ...	298 136
LIV	Bhavnagar-Gondal-Junagarh-Porbandar	{ 1st half 2nd half	4,975 4,972	11,551 8,836	3,943 3,521	... 571	2,779 2,497
	SPECIAL GAUGES.						
	Nalhāti (4' 0") . . . . .	{ 1st half 2nd half	327 ...	235 ...	86 ...	... ...	111 ...
	Cherra-Companyganj (2' 6").	{ 1st half 2nd half	300 300	276 365	138 247	... ...	139 152
LVII	Jorbhat (2' 0") . . . . .	{ 1st half 2nd half	249 249	377 553	956 862	... ...	350 229
LVIII	Darjeeling-Himalayan (2' 0") . . . . .	{ 1st half 2nd half	1,994 2,027	6,127 7,245	13,561 10,006	1,100 380	2,001 2,076
LIX	The Gaekwar's Dabhoi (2' 6") . . . . .	{ 1st half 2nd half	152 152	4,733 3,288	1,712 3,870	... ...	1,172 948
LXI	Morvi (2' 6") . . . . .	{ 1st half 2nd half	920 923	1,378 2,678	842 409	... ...	1,279 1,018
	TOTAL METRE AND SPECIAL GAUGES .	{ 1st half 2nd half	1,05,724 1,10,877	3,41,664 3,93,301	3,73,357 4,04,814	9,563 6,030	1,66,749 1,56,753
	TOTAL OF ALL GAUGES FOR THE YEAR	...	7,55,800	28,48,029	39,52,375	2,37,440	11,42,750

A—continued.

RAILWAYS—(PART I)—continued.

AND WAGON EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R	R	R	R			
2,66,481	29,10,748	67,173	38,79,935	1st half		
2,32,671	34,55,066	89,705	34,05,338	2nd half		
650	67,738	...	67,738	1st half	} XXXIII	
1,315	72,450	...	72,450	2nd half		
...	...	...	...	1st half	} XXXIV	
...	...	...	...	2nd half		
18,264	4,14,485	4,844	4,09,641	1st half	} XXXV	
17,313	4,08,171	4,518	4,03,653	2nd half		
428	1,80,876	41,341	1,39,535	1st half	} XXXVI	
1,018	1,29,125	35,902	93,223	2nd half		
...	...	...	38,657	1st half	} XXXVIII	
...	...	...	33,124	2nd half		
...	...	...	721	1st half	}	
...	...	...	53	2nd half		
1,006	1,39,511	1,686	1,37,825	1st half	} XXXIX	
1,139	2,57,578	753	2,56,825	2nd half		
...	...	...	...	1st half	} XLIII	
...	...	...	...	2nd half		
3,485	1,17,770	...	1,17,770	1st half	} XLIV	
2,382	1,29,068	...	1,29,068	2nd half		
...	657	...	657	1st half	} XLVI	
...	...	...	...	2nd half		
—11	17,798	...	17,798	1st half	} XLVII	
947	22,744	...	22,744	2nd half		
...	12,371	...	12,371	1st half	} XLIX	
129	9,820	...	9,820	2nd half		
...	...	...	4,814	1st half	} LI	
...	...	...	4,518	2nd half		
...	...	...	2,684	1st half	} LII	
...	...	...	2,004	2nd half		
73	5,843	...	5,843	1st half	} LIII	
33	8,754	...	8,754	2nd half		
9	806	...	806	1st half	}	
...	866	...	866	2nd half		
184	23,432	...	23,432	1st half	} LIV	
480	20,878	...	20,878	2nd half		
1	760	...	760	1st half	}	
...	...	...	...	2nd half		
...	853	...	853	1st half	}	
...	1,064	...	1,064	2nd half		
...	1,932	...	1,932	1st half	} LVII	
...	1,893	...	1,893	2nd half		
...	24,783	38	24,745	1st half	} LVIII	
...	21,734	68	21,666	2nd half		
2	7,771	...	7,771	1st half	} LIX	
...	8,258	...	8,258	2nd half		
...	4,419	...	4,419	1st half	} LXI	
...	5,028	...	5,028	2nd half		
24,091	10,21,148	47,909	10,19,424	1st half	}	
24,756	10,97,431	41,241	10,06,610	2nd half		
5,47,999	94,95,753	2,46,028	94,12,667	...		

APPENDIX  
STATISTICS OF INDIAN  
DETAIL OF

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract D of

Serial Number.	RAILWAY.	1892.	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	2,07,350 2,04,931	7,49,112 7,11,266	2,83,275 2,58,247	1,13,907 98,482	.16,275 12,788	56,257 49,776	1,800 1,800
II	Bengal-Nágpur . . . . .	{ 1st half 2nd half	39,912 39,328	94,811 83,719	32,938 30,269	22,547 23,396	4,097 —204	21,048 12,755	... ...
III	Indian Midland . . . . .	{ 1st half 2nd half	36,175 39,917	97,126 93,653	37,502 33,407	21,687 24,682	232 1,193	13,538 11,843	36 50
IX	North Western (state) . . . . .	{ 1st half 2nd half	1,74,461 1,74,165	6,00,640 6,07,007	2,58,728 2,34,317	1,22,317 1,36,405	8,266 29,742	52,050 54,217	206 136
X	Hyderabad-Umarkot . . . . .	{ 1st half 2nd half	} Included with the North Western (state) railway					...	...
XI	Oudh and Rohilkhand (state) . . . . .	{ 1st half 2nd half	48,543 47,897	1,60,068 1,51,901	56,179 52,951	27,811 33,708	5,375 1,582	18,818 18,090	870 876
XII	Eastern Bengal (state) (a) . . . . .	{ 1st half 2nd half	86,854 89,229	3,46,469 4,23,926	59,321 65,545	52,888 52,371	6,505 4,729	26,404 33,259	1,475 6,889
XIII	Bengal Central . . . . .	{ 1st half 2nd half	} Included with the Eastern Bengal (state) railway (standard gauge)					...	...
XIV	Calcutta Port Commissioners' . . . . .	{ 1st half 2nd half	...	...	...	...	...	...	...
XVIII	Great Indian Peninsula . . . . .	{ 1st half 2nd half	1,45,062 1,45,439	7,02,563 6,46,469	4,47,309 3,70,662	1,27,053 1,26,634	11,846 23,060	56,748 61,039	3,809 3,502
XIX	Bombay, Baroda and Central India. . . . .	{ 1st half 2nd half	46,619 38,629	2,28,752 2,14,181	48,538 40,914	63,665 39,132	6,595 5,319	26,230 24,453	3,300 3,084
XX	Madras . . . . .	{ 1st half 2nd half	69,336 63,362	1,87,281 1,83,679	47,246 46,679	54,831 47,574	4,218 5,588	38,577 37,953	1,248 1,003
XXVI	The Nizam's Guaranteed state . . . . .	{ 1st half 2nd half	19,965 19,553	49,708 50,242	14,561 14,295	13,453 10,327	10 856	8,221 7,145	... ...
XXVII	The Gaekwar's Petlád . . . . .	{ 1st half 2nd half	} Included with the Bombay, Baroda and Central India railway					...	...
XXIX	Rájputra-Bhátinda . . . . .	{ 1st half 2nd half	} Included with the North Western (state) railway					...	...
	TOTAL STANDARD GAUGE carried over.	{ 1st half 2nd half	8,74,277 8,59,050	32,16,530 31,71,043	12,85,597 11,47,286	6,30,249 5,92,711	63,419 84,593	3,17,900 3,10,530	12,744 17,340

A—continued.

## RAILWAYS—(PART I)—continued.

## TRAFFIC EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R	R	R	R	R	R			
20,210 18,706	32,850 22,419	2,560 3,206	14,83,695 13,81,621	3	14,83,692 13,81,621	1st half 2nd half	I	
383 373	43,486 16,166	1,028 1,064	2,60,250 2,07,306	...	2,60,250 2,07,306	1st half 2nd half	II	
1,012 952	5,522 30,379	360 442	2,13,190 2,32,618	...	2,13,190 2,32,618	1st half 2nd half	III	
2,109 2,170	13,595 22,752	11,406 9,202	12,43,778 12,70,113	24,253 23,571	12,19,525 12,46,542	1st half 2nd half	IX	
...	...	...	...	...	2,966	1st half 2nd half	X	
135 30	13,121 5,047	758 695	3,31,678 3,12,777	...	3,31,678 3,12,777	1st half 2nd half	XI	
7,417 11,084	...	2,700 1,507	5,00,063 6,88,539	50,359 53,589	5,39,704 6,34,950	1st half 2nd half	XII	(a) Includes the metre and special gauge sections of the undertaking and the Bengal Central railway.
...	...	...	...	...	50,287 53,257	1st half 2nd half	XIII	
...	...	...	72,171	...	72,171	1st half 2nd half	XIV	
2,708 3,752	19,424 16,077	40,104 42,327	15,66,626 14,38,961	...	15,66,626 14,38,961	1st half 2nd half	XVIII	
1,080 1,095	22,460 15,046	8,855 -1,376	4,56,103 3,80,477	1,735 1,933	4,54,368 3,78,544	1st half 2nd half	XIX	
3,295 3,059	4,880 5,150	17,895 17,096	4,28,807 4,10,143	286 920	4,28,521 4,15,223	1st half 2nd half	XX	
732 747	5,346 5,772	29 30	1,12,025 1,08,967	...	1,12,025 1,08,967	1st half 2nd half	XXVI	
...	...	...	...	...	1,735 1,933	1st half 2nd half	XXVII	
...	...	...	...	...	24,253 20,606	1st half 2nd half	XXIX	
39,111 41,968	1,60,684 1,38,888	85,704 74,193	66,86,215 64,37,522	76,636 80,013	66,85,854 64,36,271	1st half 2nd half		

APPENDIX.  
STATISTICS OF INDIAN  
DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract D of

Serial Number.	RAILWAY.	1892.	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	
	TOTAL STANDARD GAUGE brought forward.	1st half 2nd half	8,74,277 8,59,050	32,16,530 31,71,043	12,85,597 11,47,286	6,30,249 5,92,711	63,419 84,593	3,17,900 3,10,530	12,744 17,340	
XXXIII	METRE GAUGE. Bengal and North-Western— Tirhoot section . . . . .	1st half	27,705	79,880	26,368	14,656	3,770	16,714	15,780	
	Company's section . . . . .	2nd half	27,601	77,198	26,172	17,049	2,046	17,861	11,305	
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half	Included with the Rohilkund and Kumaon railway (Company's section)							...
XXXV	Rajputana-Malwa . . . . .	1st half 2nd half	1,18,232 1,13,055	3,35,404 3,01,727	1,25,627 1,10,291	86,597 85,330	16,800 6,051	27,666 35,731	54 60	
XXXVI	Southern Mahratta . . . . .	1st half 2nd half	58,952 59,482	1,47,443 1,42,365	41,761 38,480	47,789 40,489	9,979 6,535	20,144 27,309	... ...	
XXXVIII	Southern Mahratta (Mysore section).	1st half 2nd half	Included with the Southern Mahratta railway							... ...
	Southern Mahratta (Nanjangud extension).	1st half 2nd half	Included with the Southern Mahratta railway							... ...
	Southern Mahratta (Yesvantpur-Dodballapur).	1st half 2nd half	Included with the Southern Mahratta railway							... ...
XXXIX	South Indian . . . . .	1st half 2nd half	55,456 45,689	1,44,503 1,52,884	31,027 31,344	37,543 44,702	7,487 6,225	32,104 40,910	86 9	
XLIII	Eastern Bengal (state)— Northern and Behar sections, (including the Kurnia-Dharia 2' 6" gauge branch).	1st half 2nd half	Included with the Eastern Bengal (state) railway (standard gauge)							... ...
	Dacca section . . . . .	1st half 2nd half	Included with the Eastern Bengal (state) railway (standard gauge)							... ...
XLIV	Burma (state) . . . . .	1st half 2nd half	45,153 49,185	1,90,796 1,75,380	44,046 45,705	37,002 33,865	6,858 11,309	24,574 37,474	... ...	
XLVI	Deoghur . . . . .	1st half 2nd half	... ...	... ...	... ...	... ...	... ...	... ...	... ...	
XLVII	Rohilkund and Kumaon (Company's section).	1st half 2nd half	10,512 12,010	22,691 21,705	5,741 5,233	6,626 7,132	877 300	7,069 6,657	... ...	
XLIX	Dibru-Sadiya . . . . .	1st half 2nd half	3,809 3,802	8,049 8,342	2,160 2,161	806 552	87 105	2,347 2,292	1,506 2,003	
LI	The Gaekwar's Mehsana . . . . .	1st half 2nd half	Included with the Rajputana-Malwa railway							... ...
LII	Kollapur . . . . .	1st half 2nd half	Included with the Southern Mahratta railway							... ...
LIII	Jodhpore-Bickaneer— Jodhpore section . . . . .	1st half 2nd half	4,950 5,541	11,515 9,808	1,067 1,159	2,773 2,809	... —11	3,107 2,700	... ...	
	Bickaneer section . . . . .	1st half 2nd half	618 643	1,824 1,366	120 122	413 233	... ...	293 362	... ...	
LIV	Bhavnagar-Gondal-Junagarh- Porbandar . . . . .	1st half 2nd half	14,989 12,725	40,010 31,353	6,377 5,312	12,530 6,376	613 1,407	6,638 5,413	... ...	
	SPECIAL GAUGES. Nalhati (4' 0") . . . . .	1st half 2nd half	706 ...	1,465 ...	277 ...	168 ...	17 ...	—416 ...	... ...	
	Cherra-Companyganj (2' 6") . . . . .	1st half 2nd half	300 300	1,923 1,768	180 179	5 1	... ...	... 50	... ...	
LVI	Jorhat (2' 0") . . . . .	1st half 2nd half	1,251 1,101	5,893 5,523	355 350	884 811	... ...	106 200	... ...	
LVIII	Darjeeling-Himalayan (2' 0") . . . . .	1st half 2nd half	2,922 3,066	10,535 10,893	2,972 3,224	2,341 2,690	160 66	1,116 1,008	... ...	
LIX	The Gaekwar's Dabhoi (2' 6") . . . . .	1st half 2nd half	608 608	5,758 4,070	878 738	576 782	141 102	779 703	... ...	
LXI	Morvi (2' 6") . . . . .	1st half 2nd half	3,299 2,801	5,167 5,123	1,574 1,524	2,675 1,405	75 157	2,761 1,786	3,113 3,407	
	TOTAL METRE AND SPECIAL GAUGES.	1st half 2nd half	3,49,462 3,37,609	10,12,886 9,51,119	2,90,530 2,71,994	2,53,384 2,49,285	46,864 34,292	1,45,002 1,80,456	20,539 16,784	
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	24,20,398	83,51,578	29,95,407	17,25,629	2,29,168	9,53,888	67,407	

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R	R	R	R	R	R			
39,111	1,60,684	85,704	66,86,215	76,636	66,85,854	1st half	}	
41,968	1,38,803	74,193	64,37,522	80,013	64,36,271	2nd half		
1,099	18	22,297	2,08,287	...	2,08,287	1st half	} XXXIII	
3,135	...	14,344	1,96,711	...	1,96,711	2nd half		
...	...	...	...	...	...	1st half	} XXXIV	
...	...	...	...	...	...	2nd half		
4,617	28,034	1,421	7,44,452	8,701	7,35,751	1st half	} XXXV	
4,545	26,096	1,698	6,84,584	7,579	6,77,005	2nd half		
3,886	13,350	673	3,43,977	78,620	2,65,357	1st half	} XXXVI	
4,797	13,000	593	3,32,960	93,108	2,39,852	2nd half		
...	...	...	...	...	73,515	1st half	} XXXVIII	
...	...	...	...	...	85,866	2nd half		
...	...	...	...	...	1,868	1st half	}	
...	...	...	...	...	180	2nd half		
4,641	9,777	2,851	3,25,475	409	3,25,066	1st half	} XXXIX	
3,014	6,347	2,824	3,34,008	404	3,33,604	2nd half		
...	...	...	...	...	...	1st half	} XLIII	
...	...	...	...	...	...	2nd half		
1,777	...	321	3,50,527	...	3,50,527	1st half	} XLIV	
1,908	...	644	3,61,470	...	3,61,470	2nd half		
...	...	...	4,010	...	4,010	1st half	} XLVI	
...	...	...	...	...	...	2nd half		
939	5,282	288	60,025	...	60,025	1st half	} XLVII	
908	18,235	56	72,236	...	72,236	2nd half		
108	...	1	18,873	...	18,873	1st half	} XLIX	
138	...	...	19,395	...	19,395	2nd half		
...	...	...	...	...	8,701	1st half	} LI	
...	...	...	...	...	7,579	2nd half		
...	...	...	...	...	5,105	1st half	} LII	
...	...	...	...	...	5,194	2nd half		
93	...	4	23,539	...	23,539	1st half	} LIII	
23	...	...	22,029	...	22,029	2nd half		
...	...	1	3,269	...	3,269	1st half	}	
...	...	2	2,728	...	2,728	2nd half		
2,005	3,162	875	87,199	...	87,199	1st half	} LIV	
2,017	2,966	821	68,395	...	68,395	2nd half		
8	441	—5	2,661	...	2,661	1st half	}	
...	...	...	...	...	...	2nd half		
...	...	...	2,408	...	2,408	1st half	}	
...	...	...	2,297	...	2,297	2nd half		
15	...	...	8,504	...	8,504	1st half	} LVII	
...	...	1	7,986	...	7,986	2nd half		
59	3,217	...	23,322	...	23,322	1st half	} LVIII	
15	3,823	...	24,785	...	24,785	2nd half		
...	2,694	...	11,434	...	11,434	1st half	} LIX	
...	1,635	...	9,247	...	9,247	2nd half		
153	...	156	18,973	...	18,973	1st half	} LXI	
80	...	66	16,349	...	16,349	2nd half		
19,400	65,675	28,883	22,32,925	87,730	22,32,516	1st half	}	
20,580	72,102	26,959	21,55,180	1,01,091	21,54,776	2nd half		
1,21,059	4,37,560	2,09,739	1,75,88,023	3,45,470	1,75,85,598	...		



APPENDIX  
STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract E of

Serial Number.	RAILWAY.	1892.	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	
I	STANDARD GAUGE. East Indian . . . . .	1st half	1,29,656	55,431	1,99,464	67,687	49,416	67,510	71,943	
		2nd half	1,37,167	53,224	2,01,473	69,383	50,867	65,534	74,707	
II	Bengal-Nágpur . . . . .	1st half	80,599	27,111	53,194	13,223	10,684	32,228	13,165	
		2nd half	82,086	30,794	58,486	18,517	11,608	17,226	13,567	
III	Indian Midland . . . . .	1st half	55,210	23,503	57,095	14,981	7,867	12,120	16,213	
		2nd half	64,783	24,909	58,858	14,009	8,222	11,234	13,947	
VI	Wardha Coal . . . . .	1st half	Included with the Great Indian Peninsula railway						...	...
	2nd half									
VII	Dhond-Manumád . . . . .	1st half	Included with the Great Indian Peninsula railway						...	...
	2nd half									
VIII	Bezwađa extension . . . . .	1st half	Included with the Nizam's Guaranteed State railway						...	...
		2nd half								
IX	North Western (state) . . . . .	1st half	31,208	54,359	1,58,773	39,046	30,637	40,042	36,533	
		2nd half	...	50,430	1,05,304	44,520	31,190	30,194	38,202	
X	Hyderabad-Umarkot . . . . .	1st half	Included with the North Western (state) railway						...	...
	2nd half									
XI	Ondh and Rohilkhand (state). . . . .	1st half	5,099	20,980	70,271	12,407	11,063	15,002	13,830	
		2nd half	...	21,664	71,813	12,946	10,993	10,544	10,138	
XII	Eastern Bengal (state) (b) . . . . .	1st half	8,051	38,433	76,942	9,819	19,672	17,422	14,910	
		2nd half	...	36,574	75,032	9,943	21,106	14,756	16,053	
XIII	Bengal Central . . . . .	1st half	17,371	3,371	3,300	348	426	921	...	
		2nd half	18,221	3,316	3,300	348	426	1,335	...	
XIV	Calcutta Port Commissioners'. . . . .	1st half	...	...	...	...	...	...		
		2nd half	...	...	...	...	...	...		
XVIII	Great Indian Peninsula . . . . .	1st half	49,354	48,538	1,53,367	54,052	30,823	31,764	68,131	
		2nd half	48,834	48,511	1,52,745	53,834	30,424	30,006	70,615	
XIX	Bombay, Baroda and Central India. . . . .	1st half	66,667	20,034	69,939	26,194	13,376	23,466	27,723	
		2nd half	23,053	18,010	64,944	26,834	14,280	25,710	25,002	
XX	Madras . . . . .	1st half	33,275	26,233	71,719	12,421	17,154	8,217	18,832	
		2nd half	33,109	21,396	65,542	10,969	17,936	8,978	20,464	
XXIV	Amráoti . . . . .	1st half	Included with the Great Indian Peninsula railway						...	...
	2nd half									
XXVI	The Nizam's Guaranteed State. . . . .	1st half	34,623	9,818	32,385	6,455	7,174	10,671	16,207	
		2nd half	38,513	9,865	32,613	5,270	7,070	8,550	14,536	
XXVII	The Gaekwar's Petlád . . . . .	1st half	Included with the Bombay, Baroda and Central India railway						...	...
	2nd half									
XXIX	Rájputra-Bhátinda . . . . .	1st half	Included with the North Western (state) railway						...	...
	2nd half									
	TOTAL STANDARD GAUGE carried over.	1st half	5,11,113	3,27,811	9,47,349	2,56,633	1,08,292	2,59,363	2,97,487	
		2nd half	4,46,366	3,18,693	9,50,710	2,66,633	2,04,122	2,24,007	2,97,231	

A—continued.

RAILWAYS—(PART I)—continued.

GENERAL CHARGES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R	R	R	R	R	R			
6,861	2,55,356	1,533	9,04,857	383	9,04,474	1st half	} I	(a) Expenditure incurred direct by the State.
2,857	2,40,873	1,092	8,97,777	20	8,97,757	2nd half		
750	66,090	817	2,97,861	...	2,97,861	1st half	} II	
894	65,420	158	2,99,356	...	2,99,356	2nd half		
74	43,921	19	2,31,903	...	2,31,903	1st half	} III	
320	44,274	19	2,40,635	...	2,40,635	2nd half		
...	...	...	(a) 743	...	(a) 743	1st half	} VI	
...	...	...	(a) 743	...	(a) 743	2nd half		
...	...	...	(a) 6,410	...	(a) 6,410	1st half	} VII	
...	...	...	(a) 6,410	...	(a) 6,410	2nd half		
...	...	...	(a) 561	...	(a) 561	1st half	} VIII	
...	...	...	...	...	...	2nd half		
3,170	2,10,257	687	6,04,712	14,324	5,90,388	1st half	} IX	
1,528	2,19,986	326	5,81,680	13,921	5,67,759	2nd half		
...	...	...	...	...	1,752	1st half	} X	
...	...	...	...	...	...	2nd half		
590	56,688	123	2,06,153	...	2,06,153	1st half	} XI	
325	57,455	497	1,96,285	...	1,96,285	2nd half		
724	97,247	919	2,84,139	24,214	2,59,925	1st half	} XII	
1,509	95,055	337	2,73,905	21,361	2,52,004	2nd half		
...	...	...	25,737	...	(c) 49,051	1st half	} XIII	
...	...	...	26,946	...	(d) 48,285	2nd half		
...	...	...	12,091	...	12,091	1st half	} XIV	
...	...	...	...	...	...	2nd half		
2,847	1,91,804	34,410	6,65,090	...	6,65,090	1st half	} XVIII	
3,250	1,87,813	35,665	6,61,697	...	6,61,697	2nd half		
892	44,633	30,137	3,23,061	1,228	3,21,833	1st half	} XIX	
793	47,008	15,903	2,61,537	1,329	2,60,208	2nd half		
1,970	64,772	18,787	2,73,380	2,471	2,70,909	1st half	} XX	
2,117	68,355	23,478	2,72,344	3,058	2,69,246	2nd half		
...	...	...	(a) 443	...	(a) 443	1st half	} XXIV	
...	...	...	(a) 443	...	(a) 443	2nd half		
54	20,609	7	1,38,003	...	1,38,003	1st half	} XXVI	
69	20,568	6	1,37,060	...	1,37,060	2nd half		
...	...	...	...	...	1,229	1st half	} XXVII	
...	...	...	...	...	1,329	2nd half		
...	...	...	...	...	14,324	1st half	} XXIX	
...	...	...	...	...	12,170	2nd half		
18,032	10,51,377	87,439	30,63,033	42,620	30,60,200	1st half	}	
13,662	10,49,307	77,991	38,56,878	39,729	38,53,739	2nd half		

(b) Includes the metre and special gauge sections of the undertaking and the Bengal Central railway.

(c) Includes Rs 24,214 charged by the Eastern Bengal State railway for working the Bengal Central railway, the details of which are included with the figures of the former line.

(d) Includes Rs 21,339 charged by the Eastern Bengal (state) railway for working the Bengal Central railway, the details of which are included with figures of the former line.

APPENDIX  
STATISTICS OF INDIAN  
DETAIL OF

Half-years ended the 30th June and the 31st December 1892.

[From Abstract E of

Serial Number.	RAILWAY.	1892.	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	
	Brought forward STANDARD GAUGE	1st half 2nd half	5,11,113 4,46,366	3,27,811 3,18,693	9,47,349 9,50,710	2,56,633 2,60,633	1,98,292 2,04,122	2,59,363 2,24,067	2,97,487 2,97,231	
	METRE GAUGE.									
XXXIII	Bengal and North Western—									
	Tirhoot section	1st half	38,181	26,334	36,030	6,998	6,300	7,887	14,429	
	Company's section	2nd half	48,682	26,916	35,753	6,594	6,587	7,740	13,336	
XXXIV	Rohilkund and Kumaon (Lucknow-Barilly section)	1st half 2nd half	Included with the Rohilkund and Kumaon railway (Company's section)							...
XXXV	Rajputana-Malwa	1st half 2nd half	1,13,488 1,27,014	30,306 33,083	1,07,685 1,19,505	35,725 35,220	25,610 25,732	26,787 39,277	55,202 44,704	
XXXVI	Southern Mahratta	1st half 2nd half	1,16,664 95,082	20,207 20,181	64,201 64,694	13,680 17,479	14,225 14,341	16,541 15,544	27,853 20,682	
XXXVIII	Southern Mahratta (Mysore section).	1st half 2nd half	Included with the Southern Mahratta railway							...
	Southern Mahratta (Nanjangud extension).	1st half 2nd half	Included with the Southern Mahratta railway							...
	Southern Mahratta (Yesvantpur-Dodballapur).	1st half 2nd half	Included with the Southern Mahratta railway							...
XXXIX	South Indian	1st half 2nd half	83,470 93,846	20,433 20,796	56,003 58,658	12,856 13,398	10,423 11,008	13,362 18,390	8,813 31,445	
XLIII	Eastern Bengal (state)—Northern and Behar sections (including the Kania-Dharila 2' 6" gauge branch).	1st half 2nd half	Included with the Eastern Bengal (state) railway (standard gauge)							...
	Dacca section									
XLIV	Burma (state)	1st half 2nd half	...	32,185 22,825	49,579 51,617	17,490 15,731	7,437 7,259	12,501 10,680	7,014 7,389	
XLVI	Deoghur	1st half 2nd half	...	...	...	...	...	...	...	
XLVII	Rohilkund and Kumaon (Company's section).	1st half 2nd half	16,032 16,441	7,786 11,935	13,084 13,425	2,784 3,710	1,054 1,382	6,174 5,570	1,782 1,836	
XLIX	Dibru-Sadiya	1st half 2nd half	12,921 12,921	6,673 6,835	6,523 6,447	1,814 3,587	2,082 2,092	4,277 5,155	...	
LI	The Gaekwar's Mehsana	1st half 2nd half	Included with the Rajputana-Malwa railway							...
LII	Kelhapur	1st half 2nd half	Included with the Southern Mahratta railway							...
LIII	Jodhpore-Bickaneer—Jodhpore section	1st half 2nd half	...	...	8,157 5,706	1,284 1,515	333 360	249 240	407 964	
	Bickaneer section	1st half 2nd half	...	...	637 531	151 171	60 60	18 16	9	
LIV	Bhavnagar-Gondal-Junagarh-Porbandar—	1st half 2nd half	939 765	14,112 9,413	22,073 19,961	3,497 1,113	5,474 5,752	5,001 4,121	13,625 13,714	
	SPECIAL GAUGES.									
	Nalhāti (4' 0")	1st half 2nd half	...	1,333	1,050	222	85	124	82	
	Cherra-Compaunganj (2' 6")	1st half 2nd half	...	210	284	...	349	237	...	
		1st half 2nd half	...	210	442	...	338	233	...	
LVII	Jorhāt (2' 0")	1st half 2nd half	...	1,581	569	331	30	341	...	
		1st half 2nd half	...	1,581	885	284	30	436	...	
LVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half	3,913 3,826	11,115 12,054	5,718 5,933	...	1,865 1,915	2,661 2,483	...	
LIX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half	...	608	1,608	154	300	311	1,533	
		1st half 2nd half	...	608	1,608	152	300	631	975	
LXI	Morvi (2' 6")	1st half 2nd half	...	3,948	4,376	1,406	239	1,910	922	
		1st half 2nd half	...	3,937	4,555	1,416	611	804	1,137	
	TOTAL METRE AND SPECIAL GAUGES.	1st half 2nd half	3,85,617 3,98,577	1,76,833 1,70,274	3,77,877 3,89,780	98,392 1,00,376	75,866 77,767	98,381 1,11,320	1,31,671 1,42,242	
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	17,41,673	9,93,611	26,65,716	7,22,034	5,56,047	6,93,131	8,68,631	

A—continued.

RAILWAYS—(PART I)—continued.

GENERAL CHARGES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R 18,032 13,662	R 10,51,377 10,49,807	R 87,439 77,991	R 30,63,053 38,56,878	R 42,620 39,729	R 30,60,200 38,53,739	1st half 2nd half		
189	50,038	129	1,86,515	...	1,86,515	1st half	} XXXIII	
282	50,835	124	1,96,849	...	1,96,849	2nd half		
...	...	...	...	...	...	1st half 2nd half	} XXXIV	
458	1,75,750	487	5,71,498	6,679	5,61,819	1st half		} XXXV
1,242	1,77,106	331	6,03,340	6,679	5,96,661	2nd half		
1,080	1,02,569	417	3,77,437	86,739	2,90,698	1st half	} XXXVI	
370	1,01,470	—133	3,55,710	96,287	2,59,423	2nd half		
...	...	...	...	...	81,917 89,767	1st half 2nd half	} XXXVIII	
...	...	...	...	...	1,695	1st half 2nd half		
1,313	65,979	2,205	2,74,866	3	2,74,863	1st half	} XXXIX	
1,995	65,122	1,023	3,15,681	30	3,15,651	2nd half		
...	...	...	...	...	...	1st half 2nd half	} XLIII	
1,537	65,896	2	1,93,641	...	1,93,641	1st half		} XLIV
965	69,512	15	1,86,023	...	1,86,023	2nd half		
...	...	...	3,050	...	3,050	1st half 2nd half	} XLVI	
713	12,043	...	62,361	...	62,361	1st half		} XLVII
144	12,579	6	67,028	...	67,028	2nd half		
...	6,757	...	41,049	...	41,049	1st half	} XLIX	
...	7,337	60	44,484	...	44,484	2nd half		
...	...	...	...	...	6,679 6,679	1st half 2nd half	} LI	
...	...	...	...	...	4,823 4,714	1st half 2nd half		
...	4,047	...	15,677	...	15,677	1st half	} LIII	
35	5,309	...	14,129	...	14,129	2nd half		
...	759	...	1,634	...	1,634	1st half	}	
2	859	...	1,639	...	1,639	2nd half		
110	20,601	958	86,390	...	86,390	1st half	} LIV	
257	20,262	485	75,843	...	75,843	2nd half		
...	352	...	3,248	...	3,248	1st half 2nd half	}	
...	...	...	1,080	...	1,080	1st half		}
...	...	...	1,223	...	1,223	2nd half	} LVII	
...	810	...	3,662	...	3,662	1st half		}
...	775	...	3,991	...	3,991	2nd half		
181	3,553	...	29,006	539	28,467	1st half	} LVIII	
209	3,805	...	30,225	663	29,562	2nd half		
...	1,584	...	6,098	...	6,098	1st half	} LIX	
...	1,702	...	5,976	...	5,976	2nd half		
...	3,156	30	15,987	...	15,987	1st half	} LXI	
...	3,045	9	15,414	...	15,414	2nd half		
5,581	5,15,604	4,237	18,70,149	93,950	18,69,608	1st half	}	
5,501	5,19,798	1,920	19,17,555	1,03,659	19,16,862	2nd half		
42,776	31,36,676	1,71,587	1,16,22,776	2,79,968	1,16,15,550	...		

APPENDIX  
STATISTICS OF INDIAN  
SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1892.

[From Abstract G of

Serial Number.	RAILWAY.	1892.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE.		R	R	R	R
I	East Indian . . . . .	{ 1st half 2nd half	8,235 7,903	6,891 25,457	33,597 29,705	2,07,708 64,083
II	Bengal-Nágpur . . . . .	{ 1st half 2nd half	1,806 81	2,189 753	... ...	47,164 15,558
III	Indian Midland . . . . .	{ 1st half 2nd half	... 1	1,093 3,210	540 559	87,330 87,186
IX	North Western (state) . . . . .	{ 1st half 2nd half	3,682 -1,982	25,557 6,709	9,669 6,035	44,643 30,131
X	Hyderabad-Umarkot . . . . .	{ 1st half 2nd half	} Included with the North Western (state) railway			...
XI	Oudh and Rohilkuud (state) . . . . .	{ 1st half 2nd half	2 165	823 1,802	... ...	6,454 11,831
XII	Eastern Bengal (state) . . . . .	{ 1st half 2nd half	1,876 244	16,839 4,961	15,157 11,384	29,594 71,128
XIII	Bengal Central . . . . .	{ 1st half 2nd half	1 117	... ...	... ...	... ...
XIV	Calcutta Port Commissioners' . . . . .	{ 1st half 2nd half	... ...	... ...	... ...	... ...
XVIII	Great Indian Peninsula . . . . .	{ 1st half 2nd half	2,050 732	26,526 18,793	22,297 23,813	3,97,330 2,30,682
XIX	Bombay, Baroda and Central India . . . . .	{ 1st half 2nd half	382 1,035	18,706 24,504	15,719 14,848	37,399 19,522
XX	Madras . . . . .	{ 1st half 2nd half	524 658	5,765 2,402	3,985 15,722	24,727 11,323
XXII	Tarkessur . . . . .	{ 1st half 2nd half	} Included with the East Indian railway			...
XXVI	The Nizam's Guaranteed State . . . . .	{ 1st half 2nd half	506 501	268 432	-179 807	1,140 1,140
XXVII	The Gaekwar's Petlád . . . . .	{ 1st half 2nd half	} Included with the Bombay, Baroda and Central India railway			...
XXIX	Rájputra-Bhátinda . . . . .	{ 1st half 2nd half	} Included with the North Western (state) railway			...
	TOTAL STANDARD GAUGE carried over.	{ 1st half 2nd half	19,064 9,515	1,04,657 89,023	1,00,785 1,02,873	8,83,489 5,42,584

A—continued.

RAILWAYS—(PART I)—continued.

LANEIOUS EXPENDITURE.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R	R	R	R			
69,096	3,25,527	...	3,25,527	1st half	} I	
55,769	1,82,977	...	1,82,977	2nd half		
14,226	65,385	...	65,385	1st half	} II	
11,788	28,180	...	28,180	2nd half		
35,405	1,24,368	...	1,24,368	1st half	} III	
33,403	1,24,419	...	1,24,419	2nd half		
99,426	1,82,977	4,143	1,78,834	1st half	} IX	
93,240	1,34,133	4,026	1,30,107	2nd half		
...	...	...	506	1st half	} X	
...	...	...	...	2nd half		
33,459	40,738	...	40,738	1st half	} XI	
33,912	47,710	...	47,710	2nd half		
2,58,765	3,22,231	8,842	3,13,349	1st half	} XII	
41,519	1,29,236	9,808	1,19,428	2nd half		
...	I	...	(a) 8,883	1st half	} XIII	(a) Includes RS,882 charged by the Eastern Bengal (state) railway for working this railway, the details of which are included with the figures of the former line.
...	117	...	(b) 9,925	2nd half		
...	7,643	...	7,643	1st half	} XIV	(b) Includes Rs,808 charged by the Eastern Bengal (state) railway for working this railway, the details of which are included with the figures of the former line.
...	...	...	...	2nd half		
39,631	4,87,834	17,704	4,70,130	1st half	} XVIII	
25,796	2,99,816	2,767	2,97,049	2nd half		
47,924	1,20,130	11,254	1,08,876	1st half	} XIX	
14,390	74,299	377	73,922	2nd half		
29,592	64,593	3,708	60,885	1st half	} XX	
27,093	57,798	811	56,987	2nd half		
22,843	22,843	...	22,843	1st half	} XXII	
17,820	17,820	...	17,820	2nd half		
7,559	9,294	...	9,294	1st half	} XXVI	
8,901	11,781	...	11,781	2nd half		
...	...	...	416	1st half	} XXVII	
...	...	...	378	2nd half		
...	...	...	4,143	1st half	} XXIX	
...	...	...	3,520	2nd half		
7,00,855	18,08,850	45,691	17,76,600	1st half		
3,64,291	11,08,286	17,789	11,04,709	2nd half		

APPENDIX  
STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1892.

[ From Abstract G of

Serial Number.	RAILWAY.	1892.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			R	R	R	R
	Brought forward STANDARD GAUGE	{ 1st half 2nd half	19,064 9,515	1,04,657 89,023	1,00,785 1,02,873	8,83,489 5,42,584
	METRE GAUGE.					
XXXIII	Bengal and North Western—					
	Tirhoot section . . . . .	{ 1st half 2nd half	884 879	551 1,330	1,443 3,181	... ...
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	{ 1st half 2nd half	} Included with the Rohilkund and Kumaon railway (Company's section)			
XXXV	Rajputana-Malwa . . . . .	{ 1st half 2nd half	1,584 696	3,732 6,220	101 1,433	11,633 ...
XXXVI	Southern Mahratta . . . . .	{ 1st half 2nd half	806 2,576	15,000 570	2,415 3,982	242 2,153
XXXVIII	Southern Mahratta (Mysore section)	{ 1st half 2nd half	} Included with the Southern Mahratta railway			
	Southern Mahratta (Nanjangud extension).	{ 1st half 2nd half	} Included with the Southern Mahratta railway			
	Southern Mahratta (Yesvantpur-Dodballapur).	{ 1st half 2nd half	} Included with the Southern Mahratta railway			
XXXIX	South Indian . . . . .	{ 1st half 2nd half	124 171	1,407 2,346	2,184 10,461	6,076 4,582
XLIII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dharila 2' 6" gauge branch).	{ 1st half 2nd half	} Included with the Eastern Bengal (state) railway (standard gauge)			
	Dacca section . . . . .	{ 1st half 2nd half	} Included with the Eastern Bengal (state) railway (standard gauge)			
XLIV	Burma (state) . . . . .	{ 1st half 2nd half	715 —40	1,041 709	10,338 7,980	... ...
XLVI	Deoghur . . . . .	{ 1st half 2nd half	... ...	... ...	... ...	... ...
XLVII	Rohilkund and Kumaon (Company's section)	{ 1st half 2nd half	18 344	186 249	130 115	678 —3,828
XLIX	Dibru-Sadiya . . . . .	{ 1st half 2nd half	685 667	84 81	36 36	... ...
LI	The Gaekwar's Mchána . . . . .	{ 1st half 2nd half	} Included with the Rajputana-Malwa railway			
LII	Kolhápúr . . . . .	{ 1st half 2nd half	} Included with the Southern Mahratta railway			
LIII	Jodhpore-Bickaneer—					
	Jodhpore section . . . . .	{ 1st half 2nd half	... ...	319 170	... ...	25,186 5,498
	Bickaneer section . . . . .	{ 1st half 2nd half	... ...	35 20	... ...	1,777 285
LIV	Bhavnagar-Gondal-Junágarh-Porbandar	{ 1st half 2nd half	47 241	209 7,273	... ...	1,371 1,394
	SPECIAL GAUGES.					
	Nalháti (4' 0") . . . . .	{ 1st half 2nd half	... ...	15 ...	... ...	... ...
	Cherra-Companyganj (2' 6") . . . . .	{ 1st half 2nd half	... ...	... ...	... ...	... ...
LVII	Jorhát (2' 0") . . . . .	{ 1st half 2nd half	... ...	77 33	... 45	... ...
LVIII	Darjeeling-Himalayan (2' 0") . . . . .	{ 1st half 2nd half	284 1,676	107 108	3,450 6,416	... ...
LIX	The Gaekwar's Dabhoi (2' 6") . . . . .	{ 1st half 2nd half	2 ...	2,456 ...	... ...	... ...
LXI	Morvi (2' 6") . . . . .	{ 1st half 2nd half	... 101	172 356	... ...	... ...
	TOTAL METRE AND SPECIAL GAUGES . . . . .	{ 1st half 2nd half	5,150 7,311	25,481 19,405	20,007 30,647	46,063 10,084
	TOTAL OF ALL GAUGES FOR THE YEAR . . . . .	...	41,040	2,38,626	2,54,404	14,83,120

A—continued.

RAILWAYS—(PART I)—continued.

LANEIOUS EXPENDITURE—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1892.	Serial Number.	REMARKS.
R 7,00,855 3,64,291	R 18,08,850 11,08,286	R 45,691 17,789	R 17,76,600 11,04,709	1st half 2nd half		
23,890	26,768	...	26,768	1st half	} XXXIII	
47,499	52,889	...	52,889	2nd half		
...	...	...	...	1st half 2nd half	} XXXIV	
54,140 53,280	71,190 61,629	832 682	70,358 60,947	1st half 2nd half		} XXXV
4,870 5,639	23,333 14,920	5,516 4,411	17,817 10,509	1st half 2nd half	} XXXVI	
...	...	...	5,157 4,063	1st half 2nd half		} XXXVIII
...	...	...	88	1st half 2nd half	}	
11,796 14,093	21,587 31,653	...	21,587 31,653	1st half 2nd half		} XXXIX
...	...	...	...	1st half 2nd half	} XLIII	
17,813 16,546	29,907 25,195	...	29,907 25,195	1st half 2nd half		} XLIV
...	164	...	164	1st half 2nd half	} XLVI	
(a) 50,364 35,982	51,376 32,862	...	51,376 32,862	1st half 2nd half		} XLVII
...	805	...	805	1st half	} XLIX	
2	786	...	786	2nd half		
...	...	...	832	1st half	} LI	
...	...	...	682	2nd half		
...	...	...	358	1st half	} LII	
...	...	...	246	2nd half		
...	25,505	...	25,505	1st half	} LIII	
84	5,752	...	5,752	2nd half		
...	1,812	...	1,812	1st half	}	
4	309	...	309	2nd half		
11,024 8,594	12,741 17,502	...	12,741 17,502	1st half 2nd half	} LIV	
1,546	1,561	...	1,561	1st half 2nd half		}
...	...	...	...	1st half	}	
78	78	...	78	2nd half		
73	73	...	73	1st half	} LVII	
190	267	...	267	2nd half		
224	302	...	302	1st half	} LVIII	
2,269	6,111	...	6,111	2nd half		
3,244	8,444	...	8,444	1st half	} LIX	
...	2,458	...	2,458	2nd half		
...	...	...	...	1st half	} LXI	
162	334	...	334	2nd half		
551	1,008	...	1,008	1st half	}	
1,78,142 1,85,815	2,75,833 2,53,324	6,348 5,093	2,75,832 2,53,324	1st half 2nd half		
14,20,103	34,54,100	74,921	34,18,272	...		



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

Half-years ended the 30th June and the 31st December 1892.

Serial Number.	RAILWAY.	1892.	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	573	16	68'00	1,229	56'43
		2nd half	562	7	74'00	1,218	56'39
II	Bengal-Nágpur . . . . .	1st half	93	...	14'54	195	15'73
		2nd half	97	...	18'72	233	18'96
III	Indian Midland . . . . .	1st half	(a) 100	...	14'00	365	51'00
		2nd half	(a) 105	...	16'00	365	37'00
IX	North Western (state) . . . . .	1st half	(c) 590	49	105'45	(e) 1,507	154'03
		2nd half	(c) 590	24	99'26	(e) 1,508	151'00
X	Hyderabad-Umarkot . . . . .	1st half 2nd half	} Worked by the North Western (state) railway			...	...
XI	Oudh and Rohilkhand (state) . . . . .	1st half	156	I	30'66	459	60'76
		2nd half	156	I	32'59	459	60'88
XII	Eastern Bengal (state) . . . . .	1st half	97	...	25'38	437	49'34
		2nd half	97	...	16'15	439	49'73
XIII	Bengal Central . . . . .	1st half 2nd half	} Worked by the Eastern Bengal (state) railway			...	...
XIV	Calcutta Port Commissioners' . . . . .	1st half	6	...	...	...	...
		2nd half		...	...	...	...
XVIII	Great Indian Peninsula . . . . .	1st half	605	...	165'00	1,054	134'00
		2nd half	605	...	183'00	1,045	109'00
XIX	Bombay, Baroda and Central India . . . . .	1st half	127	...	18'00	(i) 428	40'00
		2nd half	127	...	16'00	(d) 427	59'00
XX	Madras . . . . .	1st half	152	...	39'00	627	54'00
		2nd half	153	...	40'00	629	53'00
XXVI	The Nizam's Guaranteed State . . . . .	1st half	50	...	15'50	109	7'18
		2nd half	50	I	14'59	109	8'72
XXVII	The Gaekwar's Petlad . . . . .	1st half 2nd half	} Worked by the Bombay, Baroda and Central India railway			...	...
XXIX	Rájpara-Bhátinda . . . . .	1st half 2nd half	} Worked by the North Western (state) railway			...	...
TOTAL STANDARD GAUGE carried over.		1st half	2,543	66	495'53	6,410	622'47
		2nd half	2,542	33	510'31	6,432	603'68

A—continued.

## RAILWAYS—(PART I)—continued.

## ROLLING-STOCK.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

VEHICLES.						1892.	Serial Number.	RAILWAY.
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.			
8,987	198'22	343	23'65	10,559	278'30	1st half	} I	
8,956	294'67	341	23'94	10,515	375'00	2nd half		
2,591	27'92	82	5'37	2,868	49'02	1st half	} II	
2,739	30'55	84	8'62	3,056	58'13	2nd half		
2,160	112'00	(b)85	10'00	2,610	173'00	1st half	} III	
2,448	75'00	(b)86	3'00	2,599	115'00	2nd half		
(c) 9,962	463'71	513	50'45	11,982	668'19	1st half	} IX	
(c) 10,092	445'35	513	61'41	12,113	657'76	2nd half		
...	...	...	...	...	...	1st half	} X	
...	...	...	...	...	...	2nd half		
4,384	246'35	120	15'02	4,963	323'03	1st half	} XI	
4,384	297'63	120	14'62	4,963	373'13	2nd half		
1,865	211'22	63	11'06	2,365	271'62	1st half	} XII	
1,866	117'27	63	4'60	2,368	171'60	2nd half		
...	...	...	...	...	...	1st half	} XIII	
...	...	...	...	...	...	2nd half		
150	...	...	...	150	...	1st half	} XIV	
...	...	...	...	...	...	2nd half		
7,999	560'00	579	37'00	9,632	731'00	1st half	} XVII	
7,999	450'00	588	61'00	9,632	620'00	2nd half		
3,557	276'00	...	7'00	4,069	323'00	1st half	} XIX	
3,567	246'00	...	8'00	4,078	313'00	2nd half		
2,883	103'00	164	15'00	3,674	172'00	1st half	} XX	
2,880	71'00	163	15'00	3,672	139'00	2nd half		
735	29'92	41	2'30	885	39'40	1st half	} XXVI	
735	24'72	41	2'31	885	35'75	2nd half		
...	...	...	...	...	...	1st half	} XXVII	
...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	1st half	} XXIX	
...	...	...	...	...	...	2nd half		
45,123	2,228'34	2,074	177'75	53,607	3,028'56	1st half	}	
45,366	2,052'19	2,083	202'50	53,881	2,858'37	2nd half		

(a) Includes 3 ballast (construction) engines.  
 (b) Includes 16 composite brake-vans (3rd class) and 12 construction brake-vans.

(c) Excludes 4 engines, 12 coaching and 10 goods vehicles belonging to the Ferozepore tramway, and 19 engines, 8 coaching and 51 goods vehicles belonging to the metre gauge line.

(d) Includes 26 third class carriages with brakes.

APPENDIX  
STATISTICS OF INDIAN

STATEMENT OF

[From No. XII of

Half-years ended the 30th June and the 31st December 1892.

Serial Number.	RAILWAY.	1892.	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.
	Brought forward STANDARD GAUGE.	1st half 2nd half	2,543 2,542	66 33	495'53 510'31	6,410 6,432	622'47 603'68
	METRE GAUGE.						
XXXIII	Bengal and North-Western— Tirhoot section . . . } Company's section . . . }	1st half 2nd half	100 100	... ...	20'30 24'88	344 344	28'65 28'62
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half	} Worked by the Rohilkund and Kumaon railway (Company's section)				..
XXXV	Rajputana-Malwa . . . }	1st half 2nd half	422 424	... ...	91'71 97'37	1,301 1,301	98'55 105'47
XXXVI	Southern Mahratta . . . }	1st half 2nd half	179 179	34 27	45'26 48'01	552 552	44'40 54'35
XXXVIII	Southern Mahratta (Mysore section).	1st half 2nd half	42 42	6 7	11'27 11'06	162 162	7'35 17'97
	Southern Mahratta (Nanjangud extension).	1st half 2nd half	} Worked by the Southern Mahratta railway			...	...
	Southern Mahratta (Yesvantpur-Dodballapur).	1st half 2nd half	}			...	...
XXXIX	South Indian . . . }	1st half 2nd half	184 184	... ...	27'99 44'49	641 669	27'76 49'39
XLIII	Eastern Bengal (state)— Northern and Behar sections, (including the Kania-Dharila 2' 6" gauge branch). Dacca section . . . }	1st half 2nd half	84 89	... ...	18'14 16'76	347 348	35'42 30'01
XLIV	Burma (state) . . . }	1st half 2nd half	114 120	1 1	13'31 19'91	552 583	57'80 66'59
XLVI	Deoghur . . . }	1st half 2nd half	} 3			10	...
XLVII	Rohilkund and Kumaon (Company's section).	1st half 2nd half	27 27	4 ...	5'74 6'27	138 148	21'25 23'24
XLIX	Dibru-Sadiya . . . }	1st half 2nd half	15 15	... ...	2'00 2'00	17 21	1'00 2'00
LI	The Gaekwar's Mehsana . . . }	1st half 2nd half	} Worked by the Rajputana-Malwa railway			...	...
LII	Kolhapur . . . }	1st half 2nd half	} Worked by the Southern Mahratta railway			...	...
LIII	Jodhpore-Bickaneer— Jodhpore section . . . } Bickaneer section . . . }	1st half 2nd half 1st half 2nd half	} Information not furnished			...	...
LIV	Bhavnagar-Gondal-Junagarh-Porbandar.	1st half 2nd half	33 33	... ...	5'86 7'65	186 186	20'71 19'46
	SPECIAL GAUGES.						
	Nalhati (4' 0") . . . }	1st half 2nd half	5 ...	... ...	0'54 ...	11 ...	1'02 ...
	Cherra-Companyganj (2' 6")	1st half 2nd half	4 4	... ...	0'53 0'53	4 4	0'17 0'17
LVII	Jorhat (2' 0") . . . }	1st half 2nd half	7 7	... ...	1'00 0'65	10 10	1'00 0'17
LVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half	16 16	... ...	1'00 1'00	60 60	5'08 5'00
LIX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half	8 8	... ...	1'00 1'00	32 29	5'00 5'00
LXI	Morvi (2' 6") . . . }	1st half 2nd half	10 10	... ...	0'50 1'00	33 32	1'00 2'00
	TOTAL METRE AND SPECIAL GAUGES.	1st half 2nd half	1,250 1,258	45 35	246'15 282'58	4,390 4,449	356'16 415'44
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	3,809	179	1,534'57	10,891	1,997'75

A—continued.

RAILWAYS—(PART I)—continued.

ROLLING-STOCK—concluded.

Revenue Accounts.]

Halfyears ended the 30th June and the 31st December 1892.

VEHICLES.						1892.	Serial Number.	REMARKS.
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.			
45,123	2,228'34	2,074	177'75	53,607	3,028'56	1st half 2nd half	}	
45,366	2,052'19	2,083	202'50	53,881	2,858'37			
2,052	49'17	67	1'68	2,463	79'50	1st half 2nd half	}	XXXIII
2,052	103'36	67	4'77	2,463	136'75			
...	...	...	...	...	...	1st half 2nd half	}	XXXIV
7,268	333'60	282	24'78	8,851	456'93			
7,270	335'14	282	20'09	8,853	460'70	1st half 2nd half	}	XXXV
4,810	162'04	158	16'60	4,720	223'04			
4,010	212'30	158	23'50	4,720	290'15	1st half 2nd half	}	XXXVI
695	26'64	30	1'34	887	35'33			
695	33'37	30	3'63	887	59'97	1st half 2nd half	}	XXXVIII
...	...	...	...	...	...			
...	...	...	...	...	...	1st half 2nd half	}	
3,194	47'43	132	8'86	3,967	84'05			
3,197	226'20	141	12'21	4,007	287'80	1st half 2nd half	}	XXXIX
1,982	164'60	62	9'44	2,391	209'46			
2,177	156'03	62	8'48	2,587	200'52	1st half 2nd half	}	XLIII
3,091	157'27	114	7'89	3,757	222'06			
3,235	164'56	117	9'70	3,935	240'85	1st half 2nd half	}	XLIX
8	...	2	...	20	...			
665	61'53	27	4'35	830	87'13	1st half 2nd half	}	XLVII
665	81'51	27	4'30	840	109'05			
562	16'00	12	...	591	17'00	1st half 2nd half	}	XLIX
575	24'00	12	1'00	608	27'00			
...	...	...	...	...	...	1st half 2nd half	}	LI
...	...	...	...	...	...			
...	...	...	...	...	...	1st half 2nd half	}	LII
...	...	...	...	...	...			
...	...	...	...	...	...	1st half 2nd half	}	LIII
...	...	...	...	...	...			
896	32'10	39	4'69	1,121	57'50	1st half 2nd half	}	LIV
896	32'26	39	5'83	1,121	57'55			
32	0'19	2	...	45	1'21	1st half 2nd half	}	
...	...	...	...	...	...			
139	1'50	...	...	143	1'67	1st half 2nd half	}	
139	1'47	...	...	143	1'64			
71	3'33	...	...	81	4'41	1st half 2nd half	}	LVII
71	2'24	...	...	81	2'41			
167	6'00	...	...	227	11'00	1st half 2nd half	}	LVIII
176	6'00	...	...	236	11'00			
216	3'33	6	...	254	8'00	1st half 2nd half	}	LIX
216	4'00	6	...	251	9'00			
100	4'00	7	...	140	5'00	1st half 2nd half	}	LXI
105	5'00	6	...	143	7'00			
25,140	1,068'40	938	79'63	30,468	1,504'19	1st half 2nd half	}	
25,479	1,392'44	947	93'51	30,875	1,901'39			
71,003	6,741'37	3,032	553'39	84,926	9,292'51	...		

APPENDIX  
STATISTICS OF INDIAN

STATEMENT OF

[ From No. XIV

Half-years ended the 30th June and the 31st December 1892.

Serial Number.	RAILWAY.	1892.	TRAIN-MILES.			
			Passengers.	Goods.	Mixed.	Light.
STANDARD GAUGE.						
I	East Indian . . . . .	1st half	761,898	2,639,940	1,709,661	248,740
		2nd half	736,611	2,077,553	1,741,988	188,159
II	Bengal-Nagpur . . . . .	1st half	1,064	361,706	443,011	1,458
		2nd half	319	105,895	493,772	2,371
III	Indian Midland . . . . .	1st half	208,038	372,455	282,147	28,304
		2nd half	207,460	105,138	284,309	14,538
IX	North Western (state) . . . . .	1st half	426,061	2,008,244	1,748,978	80,720
		2nd half	408,765	1,376,325	1,789,947	79,073
X	Hyderabad-Umarkot . . . . .	1st half	...	...	...	...
		2nd half	...	2,507	17,784	69
XI	Oudh and Rohilkhand (state) . . . . .	1st half	230,660	239,652	776,872	34,862
		2nd half	224,606	147,152	709,439	15,750
XII	Eastern Bengal (state) . . . . .	1st half	273,340	181,750	244,316	7,813
		2nd half	280,222	433,440	225,796	12,457
XIII	Bengal Central . . . . .	1st half	24,956	53	122,160	27
		2nd half	20,369	2,496	122,792	6
XIV	Calcutta Port Commissioners' . . . . .	1st half	} Information not furnished		...	...
		2nd half				
XVIII	Great Indian Peninsula . . . . .	1st half	1,425,655	3,610,469	407,007	204,297
		2nd half	1,529,534	2,085,663	390,845	102,106
XIX	Bombay, Baroda and Central India . . . . .	1st half	629,889	794,777	43,956	45
		2nd half	638,668	372,049	58,100	102
XX	Madras . . . . .	1st half	429,557	219,883	569,592	26,090
		2nd half	435,084	234,884	579,726	24,908
XXVI	The Nizam's Guaranteed State . . . . .	1st half	46,154	41,702	226,095	341
		2nd half	45,973	14,702	227,321	...
XXVII	The Gaekwar's Petlad . . . . .	1st half	...	...	9,646	...
		2nd half	119	...	9,752	13
XXIX	Rajpura-Bhatinda . . . . .	1st half	1,022	7,175	78,442	952
		2nd half	726	1,601	79,394	531
TOTAL STANDARD GAUGE carried over . . . . .		1st half	4,458,294	10,507,806	6,662,183	633,649
		2nd half	4,534,456	7,079,405	6,790,935	440,083

A—continued.

## RAILWAYS—(PART I)—continued.

## TRAIN-MILEAGE.

of Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1892.	Serial Number.	REMARKS.
Coaching.	Goods.						
2,182,400 2,152,649	3,177,839 2,591,602	5,360,239 4,744,311	918,991 809,021	6,279,230 5,553,332	1st half 2nd half	} I	
176,769 195,802	630,470 466,495	807,239 652,357	89,989 76,828	897,228 739,185	1st half 2nd half		} II
345,772 342,990	545,172 328,515	890,944 671,505	75,392 55,630	966,336 727,135	1st half 2nd half	} III	
1,605,306 1,606,265	2,657,607 2,047,845	4,264,003 3,654,110	455,000 467,299	4,719,003 4,121,409	1st half 2nd half		} IX
... 10,903	... 9,457	... 20,360	... 1,271	... 21,631	1st half 2nd half	} X	
507,010 583,380	775,936 573,567	1,282,046 1,156,947	234,113 218,843	1,516,159 1,375,790	1st half 2nd half		} XI
421,369 422,871	285,850 529,044	707,219 951,915	214,984 257,117	922,203 1,209,032	1st half 2nd half	} XII	
96,661 98,587	50,835 53,076	147,496 151,663	14,814 12,990	162,310 164,653	1st half 2nd half		} XIII
... ...	... ...	... ...	... ...	... ...	1st half 2nd half	} XIV	
1,674,742 1,748,198	4,002,686 2,359,959	5,677,428 4,108,148	722,078 549,986	6,399,506 4,658,134	1st half 2nd half		} XVIII
645,564 665,495	823,103 403,424	1,468,667 1,068,919	164,177 114,284	1,632,844 1,183,203	1st half 2nd half	} XIX	
626,600 639,360	618,522 635,242	1,245,122 1,274,602	236,786 227,731	1,481,908 1,502,333	1st half 2nd half		} XX
108,213 114,060	206,070 173,936	314,292 287,996	36,643 37,823	350,935 325,819	1st half 2nd half	} XXVI	
6,035 7,235	3,611 2,649	9,646 9,884	1,499 1,712	11,145 11,596	1st half 2nd half		} XXVII
41,087 46,735	46,504 35,427	87,591 82,162	8,502 7,769	96,093 89,931	1st half 2nd half	} XXIX	
8,438,618 8,634,590	13,823,314 10,210,289	22,261,932 18,844,879	3,172,068 2,838,304	25,434,000 21,683,183	1st half 2nd half		}

APPENDIX  
STATISTICS OF INDIAN  
STATEMENT OF  
[ From No. XIV

Half-years ended the 30th June and the 31st December 1892.

Serial Number.	RAILWAY.	1892.	TRAIN-MILES.			
			Passengers.	Goods.	Mixed.	Light.
	Brought forward STANDARD GAUGE	1st half 2nd half	4,458,294 4,534,456	10,507,806 7,079,405	6,662,183 6,790,935	633,649 410,083
	METER GAUGE.					
XXXIII	Bengal and North-Western—					
	Tirhoot section . . . . .	1st half	11,669	195,391	642,222	16,600
	Company's section . . . . .	2nd half	11,011	71,635	663,802	17,928
XXXIV	Rohilkund and Kumaon (Lucknow-Dareilly section).	1st half 2nd half	} Included with the Rohilkund and Kumaon railway (Company's section)			
XXXV	Rajputana-Malwa . . . . .	1st half 2nd half	375,816 372,175	2,365,210 1,242,285	1,125,240 1,134,766	99,496 40,406
XXXVI	Southern Mahratta . . . . .	1st half 2nd half	145,704 160,155	251,214 179,159	510,458 488,193	16,806 10,252
XXXVIII	Southern Mahratta (Mysore section)	1st half 2nd half	108,536 90,896	63,802 81,951	120,340 115,083	1,349 2,628
	Southern Mahratta (Nanjangud extension).	1st half 2nd half	... 1,920	... 833	... 4,020	... ...
	Southern Mahratta (Yesvantpur-Dodballapur).	1st half 2nd half	... 462	... ...	... 294	... ...
XXXIX	South Indian . . . . .	1st half 2nd half	456,456 402,405	594,508 656,211	515,067 559,409	15,372 18,132
XLIII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dharila 2' 6" gauge branch.)	1st half	133,690	202,443	394,627	5,445
	Dacca section . . . . .	2nd half	135,295	236,084	369,993	4,755
XLIV	Burma (state) . . . . .	1st half 2nd half	223,441 223,636	335,440 203,532	419,000 428,720	36,854 33,726
XLVI	Deoghur . . . . .	1st half 2nd half	... ...	... ...	... ...	... ...
XLVII	Rohilkund and Kumaon (Company's section)	1st half 2nd half	3,910 1,544	46,999 16,775	153,054 158,588	4,247 3,831
XLIX	Dibru-Sadiya . . . . .	1st half 2nd half	... ...	63,008 53,529	30,832 47,920	... ...
LI	The Gaekwar's Mehsana . . . . .	1st half 2nd half	80 ...	18,607 7,577	33,124 32,658	289 24
LII	Kolhapur . . . . .	1st half 2nd half	462 11,817	616 860	10,436 10,062	35 117
LIII	Jodhpore-Bickaneer—					
	Jodhpore section . . . . .	1st half 2nd half	1,245 572	47,862 50,450	113,525 90,860	517 ...
	Bickaneer section . . . . .	1st half 2nd half	... 87	6,429 931	15,687 16,052	... ...
LIV	Bhavnagar-Gondal-Junagarh-Porbandar	1st half 2nd half	40,861 40,525	77,779 24,927	162,653 135,311	7,374 3,429
	SPECIAL GAUGES.					
	Nalhāti (4' 0") . . . . .	1st half 2nd half	55 ...	4,324 ...	9,919 ...	... ...
	Cherra-Companyganj (2' 6") . . . . .	1st half 2nd half	147 203	... ...	6,517 6,376	... ...
LVII	Jorhāt (2' 0") . . . . .	1st half 2nd half	1,594 848	8 8	10,118 10,278	... ...
LVIII	Darjeeling-Himalayan (2' 0") . . . . .	1st half 2nd half	18,636 18,644	60,741 52,916	... ...	... ...
IIX	The Gaekwar's Dabhoi (2' 6") . . . . .	1st half 2nd half	2,477 800	24,538 8,500	26,148 26,325	40 314
LXI	Morvi (2' 6") . . . . .	1st half 2nd half	34,607 34,937	12,456 6,075	31,216 34,592	... ...
	TOTAL METER AND SPECIAL GAUGES	1st half 2nd half	1,559,386 1,573,992	4,371,375 2,894,238	4,333,183 4,333,302	204,424 135,602
	TOTAL OF ALL GAUGES FOR THE YEAR	...	12,126,128	24,852,824	22,119,603	1,413,758

A—continued.

RAILWAYS—(PART I)—continued.

TRAIN-MILEAGE—concluded.

of Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1892.

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1892.	Serial Number.	REMARKS.
Coaching.	Goods.						
8,438,618	13,823,314	22,261,932	3,172,968	25,434,900	1st half	}	
8,634,590	10,210,289	18,844,879	2,838,304	21,683,183	2nd half		
316,315	549,567	865,882	157,958	1,023,840	1st half	}	XXXIII
376,618	387,758	764,376	155,621	919,997	2nd half		
...	...	...	...	...	1st half	}	XXXIV
...	...	...	...	...	2nd half		
1,069,149	2,896,613	3,965,762	423,640	4,389,402	1st half	}	
1,042,105	1,747,587	2,789,692	376,678	3,166,370	2nd half		
360,659	563,523	924,182	93,814	1,017,996	1st half	}	XXXV
346,762	496,997	843,759	87,605	931,364	2nd half		
148,814	145,213	294,027	26,206	320,233	1st half	}	XXXVI
132,625	157,933	290,558	31,470	322,028	2nd half		
5,498	1,275	6,773	49	6,822	1st half	}	XXXVIII
...	...	...	...	...	2nd half		
673	83	756	21	777	1st half	}	
...	...	...	...	...	2nd half		
713,051	868,352	1,581,403	271,633	1,853,036	1st half	}	XXXIX
744,644	951,573	1,696,217	272,919	1,969,136	2nd half		
325,070	411,135	736,205	124,158	860,363	1st half	}	XLIII
...	...	...	...	...	2nd half		
319,883	426,244	746,127	135,725	881,852	1st half	}	XLIV
438,039	576,696	1,014,735	172,641	1,187,376	2nd half		
441,914	447,700	889,614	155,741	1,045,355	1st half	}	XLVI
...	...	14,562	...	14,562	2nd half		
82,986	125,224	208,210	31,063	239,273	1st half	}	XLVII
93,781	86,957	180,738	27,987	208,725	2nd half		
10,277	83,563	93,840	31,805	125,735	1st half	}	XLIX
15,973	85,476	101,449	32,643	134,092	2nd half		
21,635	30,465	52,100	11,578	63,678	1st half	}	LI
22,460	17,799	40,259	5,606	45,865	2nd half		
7,181	4,368	11,549	1,164	12,713	1st half	}	LII
16,296	6,560	22,856	245	23,101	2nd half		
51,142	112,007	163,149	13,375	176,524	1st half	}	LIII
52,516	89,366	141,882	7,977	149,859	2nd half		
7,834	14,282	22,116	1,633	23,749	1st half	}	
10,349	6,721	17,070	485	17,555	2nd half		
142,049	146,618	288,667	18,178	306,845	1st half	}	LIV
129,711	74,481	204,192	10,272	214,464	2nd half		
6,671	7,627	14,298	717	15,015	1st half	}	
...	...	...	...	...	2nd half		
356	6,308	6,664	370	7,034	1st half	}	
557	6,022	6,579	338	6,917	2nd half		
5,408	6,312	11,720	...	11,720	1st half	}	LVII
4,310	6,824	11,134	...	11,134	2nd half		
18,636	60,741	79,377	...	79,377	1st half	}	LVIII
18,644	52,916	71,560	...	71,560	2nd half		
18,203	35,000	53,203	167	53,370	1st half	}	LIX
18,990	16,949	35,939	249	36,188	2nd half		
53,593	27,686	81,279	3,360	84,639	1st half	}	LXI
55,880	19,724	75,604	1,590	77,194	2nd half		
3,797,068	6,671,300	10,468,368	1,383,550	11,851,918	1st half	}	
3,850,189	5,086,945	8,937,134	1,393,221	10,240,355	2nd half		
24,720,465	35,791,848	60,526,875	8,698,043	69,224,918	...		



APPENDIX A—continued.

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

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 1892.

Serial Number.	RAILWAY.	1892.	Interest on capital.	Net earnings of the half-year.	DIFFERENCE.	
					Excess.	Deficiency.
			R	R	R	R
	STANDARD GAUGE.					
I	East Indian . . . . .	1st half	(a) 1,23,33,872	1,94,31,690	70,97,818	...
		2nd half	(a) 1,23,90,730	1,57,36,714	33,45,984	...
	Patna-Gya . . . . .	1st half	87,147	1,63,462	76,315	...
		2nd half	Included with the East Indian Railway.			
II	Bengal-Nágpur . . . . .	1st half	18,51,123	22,63,275	4,12,152	...
		2nd half	20,54,222	7,44,891	...	13,09,331
III	Indian Midland . . . . .	1st half	17,73,281	12,00,828	...	5,72,453
		2nd half	19,50,704	5,25,432	...	14,25,272
IV	Bhopal-Itársi (British section) . . . . .	1st half	34,796	43,955	9,159	...
		2nd half	34,335	12,442	...	21,893
VI	Wardha Coal . . . . .	1st half	99,632	39,467	...	60,165
		2nd half	99,705	-5,372	...	1,05,077
VII	Dhond-Manmád . . . . .	1st half	2,21,237	1,85,616	...	35,621
		2nd half	2,21,298	1,42,719	...	78,579
VIII	Bezwada extension . . . . .	1st half	28,233	10,929	...	17,304
		2nd half	28,350	17,418	...	10,932
IX	North Western (state) . . . . .	1st half	1,06,42,519	54,17,569	...	52,24,950
		2nd half	1,06,64,759	40,33,391	...	66,31,368
	Amritsar-Pathámkot . . . . .	1st half	56,093	28,052	...	28,041
		2nd half	...	...	...	...
X	Hyderabad-Umarkot . . . . .	1st half	...	...	...	...
		2nd half	29,587	-1,949	...	31,536
XI	Oudh and Rohilkhand (state) . . . . .	1st half	25,66,036	32,43,749	6,77,713	...
		2nd half	26,64,261	17,72,580	...	8,91,681
XII	Eastern Bengal (state) . . . . .	1st half	18,36,114	10,64,066	...	7,72,048
		2nd half	18,92,236	28,47,512	9,55,276	...
XIII	Bengal Central . . . . .	1st half	2,58,274	1,51,628	...	1,06,646
		2nd half	2,71,976	1,01,275	...	1,10,701
XIV	Calcutta Port Commissioners' . . . . .	1st half	Information not furnished.		...	...
		2nd half			...	...
XVIII	Great Indian Peninsula . . . . .	1st half	(a) 66,77,435	1,43,27,660	76,50,225	...
		2nd half	65,36,118	60,31,967	...	5,04,151
XIX	Bombay, Baroda and Central India . . . . .	1st half	22,78,725	55,76,834	32,98,109	...
		2nd half	(a) 23,60,856	26,36,256	2,75,400	...
XX	Madras . . . . .	1st half	28,97,597	20,72,050	...	8,25,547
		2nd half	29,11,293	22,20,083	...	6,91,210
XXI	Delhi-Umballa-Kalka . . . . .	1st half	Information not furnished.		...	...
		2nd half			...	...
XXII	Tarkessur . . . . .	1st half	Information not furnished.		...	...
		2nd half			...	...
XXIII	Khámgaon . . . . .	1st half	9,790	23,133	13,343	...
		2nd half	9,788	7,775	...	2,013
XXIV	Amráoti . . . . .	1st half	8,992	35,839	26,847	...
		2nd half	9,004	12,798	3,794	...
XXV	Bhopal-Itársi (Native state section) . . . . .	1st half	1,00,000	1,30,257	30,257	...
		2nd half	1,00,000	35,626	...	64,374
XXVI	The Nizam's Guaranteed State . . . . .	1st half	(b) 13,13,091	7,14,169	...	5,98,922
		2nd half	(b) 13,24,136	6,10,790	...	7,13,346
XXVII	The Gaekwar's Petlád . . . . .	1st half	14,023	21,295	7,272	...
		2nd half	14,122	13,462	...	660
XXIX	Rájpura-Bhátinda . . . . .	1st half	1,31,720	1,37,232	5,512	...
		2nd half	1,32,559	1,16,592	...	15,967
XXX	Jammu and Kashmir (Native state section). . . . .	1st half	21,993	7,893	...	14,100
		2nd half	18,921	7,551	...	11,370
TOTAL STANDARD GAUGE carried over. (c)		1st half	4,52,41,723	5,62,90,648	1,10,48,925	...
		2nd half	4,57,18,900	3,76,79,953	...	80,39,007

(a) Includes contribution to Provident Fund.

(b) Includes contribution to Sinking Fund.

(c) Excludes the Calcutta Port Commissioners', Delhi-Umballa-Kalka and Tarkessur railways.

## APPENDIX A—continued.

## STATISTICS OF INDIAN RAILWAYS—(PART I) —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 1892.

Serial Number.	RAILWAY.	1892.	Interest on capital.	Net earnings of the half-year.	DIFFERENCE.		
					Excess.	Deficiency.	
			R	R	R	R	
XXXIII	Brought forward STANDARD GAUGE { METRE GAUGE. Bengal and North-Western—	1st half	4,52,41,723	5,62,90,648	1,10,48,925	...	
		2nd half	4,57,18,960	3,76,79,953	...	80,39,007	
XXXIV	Tirhoot section . . . . . { Company's section . . . . . {	1st half	4,70,100	8,27,472	3,57,372	...	
		2nd half	4,79,925	4,88,343	8,418	...	
XXXIV	Rohilkund and Kumaon (Lucknow-Ba- reilly section). {	1st half	5,61,168	10,76,530	5,15,362	...	
		2nd half	5,64,417	6,24,724	60,307	...	
XXXV	Rajputana-Malwa . . . . . {	1st half	(a) 1,53,113	1,83,765	30,652	...	
		2nd half	(a) 1,54,994	91,293	...	63,701	
XXXVI	Southern Mahratta . . . . . {	1st half	(b)36,73,354	80,44,760	43,71,406	...	
		2nd half	(b)31,18,904	51,70,015	20,51,111	...	
XXXVIII	Southern Mahratta (Mysore section) . {	1st half	(b) & (c) 15,68,237	6,51,309	...	9,16,928	
		2nd half	(b) & (c) 19,26,229	7,36,690	...	11,89,539	
XXXVIII	Southern Mahratta (Nanjangūd exten- sion). {	1st half	(a) & (b) 3,98,155	1,77,111	...	2,21,044	
		2nd half	(a) & (b) 4,46,811	2,70,795	...	1,76,016	
XXXIX	Southern Mahratta (Yesvantpur-Dodballa- pur). {	1st half	Information not furnished.			...	...
		2nd half	Information not furnished.			...	...
XLIII	South Indian . . . . . {	1st half	(b) 12,49,396	13,93,913	1,44,517	...	
		2nd half	(b) 12,69,743	14,59,678	1,89,935	...	
XLIII	Eastern Bengal (state)— Northern and Behar section (including the Kaunia-Dharila, 2' 6" gauge branch) {	1st half	(d) 7,46,312	8,87,127	1,40,815	...	
		2nd half	(d) 7,52,841	12,99,432	5,46,591	...	
XLIV	Dacca section . . . . . { Burma (state) . . . . . {	1st half	1,33,762	49,147	...	8,615	
		2nd half	1,33,875	86,443	...	47,432	
XLVI	Deoghur . . . . . {	1st half	12,40,335	23,45,572	11,05,237	...	
		2nd half	12,52,608	10,40,515	...	2,12,093	
XLVII	Rohilkund and Kumaon (Company's sec- tion). {	1st half	Information not furnished.			...	...
		2nd half	Information not furnished.			...	...
XLIX	Dibru-Sadiya . . . . . {	1st half	Information not furnished.			...	...
		2nd half	Information not furnished.			...	...
LI	The Gaekwar's Mehsāna . . . . . {	1st half	59,619	95,132	35,513	...	
		2nd half	59,307	57,373	...	1,434	
LII	Kolhāpur . . . . . {	1st half	Information not furnished.			...	...
		2nd half	Information not furnished.			...	...
LIII	Jodhpore-Bickaneer— Jodhpore section . . . . . { Bickaneer section . . . . . {	1st half	Information not furnished.			...	...
		2nd half	Information not furnished.			...	...
LIV	Bhāvnagar-Gondal-Junāgarh-Porbandar . { SPECIAL GAUGES. Nalhati (4' 0") . . . . . {	1st half	3,42,041	3,04,345	...	37,696	
		2nd half	3,43,314	1,33,532	...	2,09,782	
LVII	Cherra-Companyganj (2' 6") . . . . . { Jorhāt (2' 0") . . . . . {	1st half	5,617	25,328	19,711	...	
		2nd half	...	...	...	...	
LVIII	Darjeeling-Himalayan (2' 0") . . . . . {	1st half	15,479	678	...	14,801	
		2nd half	7,066	190	...	6,876	
LIX	The Gaekwar's Dabhoi (2' 6") . . . . . { Morvi (2' 6") . . . . . {	1st half	15,028	2,077	...	12,951	
		2nd half	15,079	9,712	...	5,367	
LIX	The Gaekwar's Dabhoi (2' 6") . . . . . {	1st half	36,086	70,893	34,807	...	
		2nd half	36,619	35,617	...	1,002	
LXI	Morvi (2' 6") . . . . . {	1st half	40,718	78,418	37,700	...	
		2nd half	42,090	51,952	9,862	...	
	TOTAL METRE AND SPECIAL GAUGES (e) {	1st half	1,07,08,520	1,62,13,577	55,05,057	...	
		2nd half	1,06,03,822	1,15,56,804	9,52,982	...	
	TOTAL OF ALL GAUGES FOR THE YEAR . . . . .	...	11,22,73,025	12,17,40,982	94,67,957	...	

(a) Includes contribution to Provident Fund.

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

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

(d) Excludes the interest on capital expended on the Barsoi-Kissengunge branch.

(e) Excludes the Southern Mahratta Railway (Nanjangūd and Yesvantpur-Dodballapur sections), Darjeeling-Himalayan, Kolhāpur, Jodhpore and

Jodhpore-Bickaneer railways.

APPENDIX A.—*continued.*

## INDIAN RAILWAYS.

*Statistics of their working for the half-years ended the 30th June and the 31st December 1892.*

## PART II.

## SUMMARY OF ANALYSIS OF WORKING.

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Half-years ended the 30th June and the 31st December 1892.

Progressive number.	HEADINGS.	1892.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			STANDARD LINES WORKED BY TRED COM	
			I.	II.	III.	IX.	XI.	XII.	XVIII.	XIX.
			East Indian railway system.	Bengal-Nagpur.	Indian Midland railway system. (b)	North Western (state) railway excluding military lines. (e)	Oudh and Rohilkhand (state).	Eastern Bengal (state). (h)	Great Indian Peninsula railway system. (i)	Bombay, Baroda and Central India.
<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"	5' 6" 5' 6"	5' 6" 5' 6"
2	Mean mileage worked . . . . . Miles	{ 1st half 2nd ,,	(a) 1,804'52 (a) 1,818'15	831'58 831'58	753'78 753'78	1,721'05 1,756'31	692'55 692'55	373'72 373'73	1,491'55 1,490'08	460'90 460'90
3	Number of stations . . . . . No.	{ 1st half 2nd ,,	235 235	85 85	(c) 96 (c) 98	241 249	104 104	94 94	208 212	85 85
4	Total length of the following gradients :									
	(a) $\frac{1}{20}$ and less . . . . . Miles	{ 1st half 2nd ,,	5'78 5'78	1'13 1'13	... ...	5'50 5'30	... ...	... ...	19'31 19'31	... ...
	(b) $\frac{1}{10}$ to $\frac{1}{20}$ . . . . . "	{ 1st half 2nd ,,	7'12 7'11	0'14 0'14	6'75 6'75	28'01 28'01	... ...	... ...	2'36 2'36	1'35 1'35
	(c) $\frac{1}{5}$ to $\frac{1}{10}$ . . . . . "	{ 1st half 2nd ,,	16'98 16'97	82'36 82'36	4'20 4'20	71'22 71'22	... ...	... ...	62'10 62'10	0'24 0'24
	(d) $\frac{1}{4}$ to $\frac{1}{5}$ . . . . . "	{ 1st half 2nd ,,	106'56 106'56	276'01 276'01	199'00 199'00	73'90 82'98	5'04 5'04	0'55 0'55	516'07 516'07	5'83 5'83
	(e) $\frac{1}{3}$ to $\frac{1}{4}$ . . . . . "	{ 1st half 2nd ,,	118'03 118'03	78'00 78'00	67'32 67'32	75'68 78'27	18'05 18'05	1'20 1'09	204'78 204'78	12'90 12'90
5	Steepest gradient worked—									
	(a) Inclination . . . . .	{ 1st half 2nd ,,	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$
	(b) Length . . . . . Miles	{ 1st half 2nd ,,	3'98 3'98	1'13 1'13	2'40 2'40	1'19 1'19	0'40 0'40	0'14 0'14	5'85 5'85	1'35 1'35
<b>FINANCIAL RESULTS.</b>										
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . . . Per cent.	{ 1st half 2nd ,,	5'26 4'18	2'43 0'79	(d) 1'40 (d) 0'61	(f) 1'97 (g) 1'47	3'50 1'92	1'81 4'82	5'29 2'25	5'82 2'75
7	Percentage of net earnings on paid-up capital . . . . . "	{ 1st half 2nd ,,	... ...	2'39 0'76	(d) 1'38 (d) 0'59	... ...	... ...	... ...	5'29 2'25	5'82 2'75
<b>OUTLAY, EARNINGS AND EXPENSES.</b> (Exclusive of Steam-boat Service.)										
8	Capital outlay per mile open . . . . . R	{ 1st half 2nd ,,	2,10,244 2,08,379	1,07,075 1,08,569	(d) 1,23,127 (d) 1,24,089	(f) 1,81,396 (g) 1,82,291	1,30,718 1,30,850	2,19,064 2,21,877	2,10,981 2,11,520	2,03,114 2,03,467
9	Total earnings per mile open per week . . . . . "	{ 1st half 2nd ,,	590 482	181 101	153 106	303 228	281 193	288 484	650 399	745 444
10	Total working expenses per mile open per week . . . . . "	{ 1st half 2nd ,,	167 145	76 66	83 77	166 128	101 95	161 172	276 238	284 226
11	Total earnings per train-mile . . . . . "	{ 1st half 2nd ,,	5'16 4'80	4'84 3'29	3'36 3'10	3'67 3'27	3'95 3'01	3'27 4'26	4'44 3'76	6'08 4'98
12	Total working expenses per train-mile . . . . . "	{ 1st half 2nd ,,	1'46 1'44	2'04 2'16	1'82 2'25	2'01 1'83	1'42 1'48	1'84 1'52	1'89 2'24	2'32 2'54
13	Net earnings per train-mile . . . . . "	{ 1st half 2nd ,,	3'70 3'36	2'80 1'12	1'54 0'85	1'66 1'44	2'53 1'53	1'43 2'74	2'55 1'52	3'76 2'44
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . . . . "	{ 1st half 2nd ,,	3'70 3'99	5'33 6'44	5'43 7'09	5'81 6'06	4'15 5'32	7'02 4'91	6'06 7'86	5'93 7'83
15	Percentage of total working expenses upon total earnings . . . . . Per cent.	{ 1st half 2nd ,,	28'26 30'02	42'07 65'77	54'13 72'44	54'75 55'93	35'91 49'09	56'14 35'59	42'46 59'62	38'15 50'93
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 ,,	26'76 27'99	40'18 64'44	52'70 71'70	52'09 54'30	34'32 47'82	55'39 34'89	40'68 57'51	36'85 49'99
<b>(Inclusive of Steam-boat Service.)</b>										
17	Percentage of total working expenses on total earnings (for details, see items 123-29) . . . . . Per cent.	{ 1st half 2nd ,,	28'40 30'12	42'07 65'77	54'13 72'44	55'02 56'02	35'91 49'09	58'59 38'07	42'46 59'62	38'15 50'93

(a) Includes 23'24 miles of the Eastern Bengal (state) railway and 1 mile of the Rajputana-Malwa railway worked over by the undertaking.  
 (b) Includes the Bhopal-Itarsi railway, except where otherwise stated.  
 (c) Includes Agra Junction and Tundla.  
 (d) Indian Midland railway only.  
 (e) Includes the Amritsar-Pathankot, the Rájputana-Bhátinda, and the Jammu and Kashmir railways, except where otherwise stated. The figures for the second-half of 1892 include, in addition, the transactions of the Hyderabad-Umarkot railway.  
 (f) Excludes the Rájputana-Bhátinda and the Jammu and Kashmir railway (Native state section).  
 (g) Excludes the Rájputana-Bhátinda, the Jammu and Kashmir railway (Native state section), and the Hyderabad-Umarkot railway.  
 (h) Includes the Bengal Central railway excepting items 6, 8 and 196 to 199.  
 (i) Includes the Dhond-Manmad, the Wardha Coal, the Khámgaon, and the Amraoti railways, excepting items 8 and 196 to 199.

A—continued.

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1892.

GAUGE.		METRE GAUGE.										1892.	Progressive number.
GUARANTY.		STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.			
XX.	XXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.	LIV.				
Madras.	The Nizam's Guaranteed State railway system.(j)	Bengal and North-Western railway system.(k)	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian. (a)	Eastern Bengal (state), including the Kauria-Dharla (2' 6" gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Bhavnagar-Gondal-Junagarh-Forbandar.				
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"	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"	2nd ,, .		
839'30	353'77	752'03	1,674'02	1,384'02	1,061'25	528'42	661'64	252'30	333'72	333'72	1st half .	2	
839'22	353'77	756'30	1,674'02	1,385'86	1,113'04	528'42	717'50	252'30	333'72	333'72	2nd ,, .		
139	44	125	233	184	160	78	112	36	50	50	1st half .	3	
139	44	125	233	188	160	78	114	26	50	50	2nd ,, .		
...	...	...	3'40	2'94	...	...	...	...	...	...	1st half .	4	
...	...	...	3'40	2'94	...	...	...	...	...	...	2nd ,, .		
17'99	...	...	0'23	48'37	...	...	...	4'84	...	...	1st half .	5	
17'99	...	...	0'23	60'86	...	...	...	4'84	...	...	2nd ,, .		
48'09	83'79	...	18'75	439'74	139'12	0'07	...	6'12	0'15	0'15	1st half .	6	
48'09	83'79	...	18'75	440'76	139'12	0'07	...	6'12	0'15	0'15	2nd ,, .		
197'14	111'65	3'46	298'68	108'03	199'74	10'21	53'28	3'87	90'88	90'88	1st half .	7	
197'14	111'65	4'01	298'68	108'03	199'17	10'21	53'22	3'87	90'88	90'88	2nd ,, .		
123'86	80'09	...	137'82	79'05	98'99	7'11	63'10	5'02	42'97	42'97	1st half .	8	
123'86	80'09	3'06	137'82	79'13	98'99	7'11	63'10	5'02	42'97	42'97	2nd ,, .		
70	100	100	70	70	100	100	300	70	100	100	1st half .	9	
70	100	100	70	70	100	100	300	70	100	100	2nd ,, .		
0'80	2'52	1'43	3'40	2'94	3'12	0'07	1'38	3'00	0'15	0'15	1st half .	10	
0'80	2'52	3'42	3'40	2'94	3'12	0'07	1'38	3'00	0'15	0'15	2nd ,, .		
1'73	1'81	3'76	6'18	0'75	1'60	2'12	3'77	3'07	1'78	1'78	1st half .	11	
1'85	1'54	2'16	3'96	(m) 0'92	1'86	3'11	1'66	1'71	0'77	0'77	2nd ,, .		
1'72	1'36	...	...	0'74	...	...	...	2'93	...	...	1st half .	12	
1'84	1'16	...	...	(n) 0'88	...	...	...	1'64	...	...	2nd ,, .		
1,38,997	1,14,471	63,350	75,320	78,927	66,986	81,671	83,794	38,348	(p) 50,979	(p) 50,979	1st half .	13	
1,39,300	1,14,760	63,903	75,380	(m) 79,186	67,477	82,614	84,598	38,534	(p) 51,160	(p) 51,160	2nd ,, .		
217	158	139	299	83	133	140	242	96	111	111	1st half .	14	
224	145	102	216	82	135	166	156	74	70	70	2nd ,, .		
122	79	(l) 47	114	60	88	70	105	50	76	76	1st half .	15	
122	76	49	97	53	84	68	99	48	55	55	2nd ,, .		
3'81	4'61	3'13	3'28	2'44	2'32	2'61	4'11	3'03	3'35	3'35	1st half .	16	
3'83	4'62	2'62	3'37	2'52	2'30	3'05	3'28	2'69	2'99	2'99	2nd ,, .		
2'15	3'0	(l) 1'06	1'25	1'76	1'53	1'32	1'78	1'57	2'30	2'30	1st half .	17	
2'09	2'44	1'27	1'52	1'64	1'44	1'26	2'08	1'75	2'34	2'34	2nd ,, .		
1'66	2'31	(l) 2'07	2'03	0'68	0'79	1'29	2'33	1'46	1'05	1'05	1st half .	18	
1'74	2'18	1'35	1'85	0'88	0'86	1'79	1'20	0'94	0'65	0'65	2nd ,, .		
7'50	6'61	(l) 4'62	5'81	10'86	9'78	7'91	7'97	6'85	14'10	14'10	1st half .	19	
7'49	7'30	6'16	6'89	9'99	9'20	7'26	10'40	8'31	15'02	15'02	2nd ,, .		
56'33	49'96	(l) 33'80	38'16	72'28	65'83	50'35	43'25	51'72	68'53	68'53	1st half .	20	
54'50	52'78	48'55	44'95	65'26	62'51	41'22	63'49	65'13	78'15	78'15	2nd ,, .		
55'68	49'15	(l) 32'90	36'71	71'06	64'85	49'03	42'50	51'52	68'07	68'07	1st half .	21	
53'95	52'07	48'17	43'90	64'30	61'92	40'24	62'79	64'96	77'82	77'82	2nd ,, .		
56'33	49'96	(l) 35'09	38'16	72'28	65'83	54'15	43'83	51'72	68'53	68'53	1st half .	22	
54'50	52'78	49'19	44'95	65'26	62'51	44'33	64'43	65'13	78'15	78'15	2nd ,, .		

(j) Includes the Bezvada extension, excepting items 6 and 7.  
 (k) Although for convenience classed amongst the state railways, the company's section of the line is the property of the Bengal and North-Western Railway Company.  
 (l) Excludes contribution to Provident Fund.  
 (m) Excludes the Yesvantpur-Dodballapur section.  
 (n) Figures taken from Part I of the Administration Report for 1892-93.  
 (o) Includes the Pondicherry railway, excepting items 4, 5, 6 and 8.  
 (p) 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 1892.

Progressive number.	HEADINGS.	STANDARD									
		1892.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES WORKED BY TEED COM		
			I. East Indian railway system.	II. Bengal-Nagpur.	III. Indian Midland railway system.	IX. North Western (state) railway excluding military lines.	XI. Oudh and Rohilkhand (state).	XII. Eastern Bengal (state).	XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India.	
<b>DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.</b>											
18	Total working expenses for both coaching and goods traffic <i>R</i>	1st half 2nd "	73,92,990 64,69,655	15,48,359 13,85,495	14,98,456 14,08,746	72,65,979 56,86,409	17,46,781 16,32,712	14,62,336 15,78,045	1,05,10,082 90,21,117	32,72,041 26,22,324	
19	Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead-load).										
19	Coaching	1st half 2nd "	18,62,026 19,39,858	3,17,738 3,96,824	4,61,103 5,88,968	21,11,638 22,12,420	5,38,639 7,25,043	7,34,575 5,08,673	22,07,112 29,08,532	8,50,848 11,32,399	
20	Goods	1st half 2nd "	55,30,964 45,29,797	12,30,621 9,88,671	10,37,353 8,19,778	51,54,341 34,73,989	12,08,142 9,07,669	7,27,761 10,69,372	83,02,970 61,12,585	24,21,193 14,89,925	
	Multiplier for converting results based on the ton-mileage division of expenses into results based on—										
	Train-mileage	1st half 2nd "	1'62 1'51	1'07 1'03	1'26 1'22	1'35 1'18	1'23 1'14	1'20 1'46	1'41 1'32	1'69 1'44	
	Goods (items 113 to 115a and items 116 to 118 partially)†	1st half 2nd "	0'79 0'78	0'98 0'99	0'88 0'84	0'86 0'88	0'87 0'89	0'78 0'78	0'89 0'85	0'76 0'66	
	Coaching and goods earnings	1st half 2nd "	1'23 1'18	0'81 0'87	1'22 1'10	1'17 1'03	1'36 1'17	1'11 0'92	0'87 0'89	1'10 0'96	
	Goods (items 113 to 115a and items 116 to 118 partially)†	1st half 2nd "	0'92 0'92	1'05 1'05	0'90 0'93	0'93 0'98	0'84 0'87	0'88 1'04	1'03 1'06	0'97 1'03	
<b>COACHING TRAFFIC.</b>											
Gross receipts and train-mileage—											
21	Receipts from coaching traffic <i>R</i>	1st half 2nd "	84,64,229 79,08,589	6,08,103 5,03,180	10,78,652 9,11,377	45,15,460 40,96,129	20,19,796 17,37,686	14,71,974 13,70,468	46,68,658 42,90,135	24,95,342 21,62,154	
22	Coaching train-miles run <i>No.</i>	1st half 2nd "	2,182,400 2,152,050	176,769 195,862	345,772 342,990	1,453,641 1,465,007	507,010 583,380	518,030 521,458	1,674,742 1,748,198	645,564 665,495	
23	Average coaching receipts per train-mile <i>R</i>	1st half 2nd "	3'88 3'67	3'44 2'57	3'12 2'66	3'11 2'80	3'08 2'98	2'84 2'63	2'79 2'45	3'87 3'25	
<b>UNITS AND UNIT-MILEAGE—</b>											
Number of units carried one mile—											
24	1st class <i>Unit-miles</i>	1st half 2nd "	3,290,007 3,446,898	133,001 162,921	642,082 672,306	2,548,793 2,221,744	1,003,290 917,467	937,422 684,981	3,510,707 3,754,839	1,165,149 1,155,956	
25	2nd " "	1st half 2nd "	9,936,219 12,243,497	435,612 428,685	2,135,922 2,220,876	9,577,219 8,322,585	2,072,404 2,961,477	1,731,778 1,952,158	15,998,492 16,690,031	7,322,783 6,440,190	
26	3rd or intermediate class " "	1st half 2nd "	22,112,434 23,754,428	532,077 463,372	(a) 1,615,158 (a) 1,371,539	13,636,496 13,867,840	2,616,567 2,435,251	12,258,164 12,120,454	(a) 33,648,667 (a) 31,976,766	27,247,020 22,282,657	
27	4th or lowest " "	1st half 2nd "	498,103,211 451,067,709	49,411,230 39,701,707	(b) 46,954,619 (b) 36,858,958	273,119,097 232,171,314	126,639,424 106,633,575	76,097,908 70,802,319	231,042,987 (b) 206,151,651	125,422,748 111,021,847	
28	Total passenger unit-mileage " "	1st half 2nd "	533,441,871 490,512,532	50,511,920 40,756,685	65,889,781 53,467,536	298,881,605 256,583,483	132,331,775 112,947,770	91,025,272 85,559,912	284,200,853 258,573,287	161,357,700 140,900,650	
29	Other coaching traffic <i>Ton-miles</i>	1st half 2nd "	5,521,614 5,924,474	329,670 236,620	661,785 660,198	2,796,946 3,582,932	859,520 769,012	610,655 473,529	3,501,817 2,919,325	1,896,897 1,595,339	
Average sum received for carrying a unit one mile—											
30	1st class <i>Pies</i>	1st half 2nd "	15'68 15'34	14'47 14'48	11'04 11'06	10'90 10'85	12'00 11'13	10'38 12'67	10'95 10'86	10'00 9'76	
31	2nd " "	1st half 2nd "	6'57 6'21	5'82 6'37	4'41 4'70	3'84 4'10	6'00 4'56	5'91 5'69	4'05 4'09	4'66 4'60	
32	3rd or intermediate class " "	1st half 2nd "	3'52 3'49	2'79 2'71	(a) 3'00 (a) 3'00	3'06 3'00	4'00 4'00	3'01 3'00	(a) 3'00 (a) 3'00	3'00 3'00	
33	4th or lowest " "	1st half 2nd "	2'52 2'51	1'99 1'99	(b) 2'54 (b) 2'54	2'41 2'43	2'50 2'53	2'57 2'59	(b) 2'42 (b) 2'41	2'35 2'34	
34	Average for all classes " "	1st half 2nd "	2'72 2'74	2'07 2'10	2'80 2'85	2'56 2'59	2'66 2'68	2'77 2'80	2'69 2'72	2'63 2'61	
35	Other coaching traffic per ton-mile " "	1st half 2nd "	31'65 29'35	37'22 47'11	34'53 33'88	35'39 33'51	42'19 39'97	49'24 50'33	37'89 41'57	29'16 29'94	

\* Excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines for mileage, &c.  
 † For "freight" passenger units (items 24 to 27) have been converted into tons at the following rates, viz.—  
 First class passenger with free luggage : : : : = 0'10 ton  
 Second " " " " : : : : = 0'08 " "  
 Third or fourth class passenger with free luggage : : : : = 0'06 " "  
 plus the ton-mileage of other coaching traffic.  
 (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 1892.

GAUGE.		METRE GAUGE.								1892.	Progressive number
GUARANTEE.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.		
XX.	XXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.	LIV.		
Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state), including the Kanchi-Dharlia (2' 6" gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Bhavnagar-Gondal-Junagarh-Portbandar.		
25,82,525 25,70,887	6,81,234 6,66,817	(c)8,17,108 8,31,922	47,56,385 38,39,815	21,17,330 18,66,021	23,64,762 23,76,275	9,44,423 9,01,419	17,42,052 17,94,863	2,42,576 2,55,902	6,38,339 4,59,417	1st half 2nd "	18
10,18,438 10,34,557	1,94,596 2,25,265	(c)2,62,134 3,63,293	8,67,093 10,28,343	8,25,773 7,58,792	10,77,253 10,39,387	3,47,757 3,00,287	5,89,675 7,59,014	90,097 1,24,047	2,77,770 2,62,088	1st half 2nd "	19
15,64,087 15,36,330	4,86,638 4,41,552	(c)5,55,064 5,18,629	38,89,292 28,11,472	12,91,557 11,07,229	12,87,509 13,36,888	5,06,666 6,01,132	11,52,377 10,35,849	1,52,479 1,31,855	3,60,569 1,97,329	1st half 2nd "	20
1'28 1'25	1'21 1'17	1'14 1'20	1'48 1'39	1'08 1'06	0'99 1'00	1'20 1'29	1'28 1'17	1'07 1'07	1'13 1'11	1st half 2nd "	
0'82 0'83	0'92 0'91	0'93 0'86	0'89 0'86	0'95 0'96	1'01 1'00	0'88 0'86	0'86 0'87	0'96 0'93	0'90 0'85	1st half 2nd "	
1'00 0'99	1'10 0'93	1'27 1'19	1'43 1'18	1'18 1'10	1'22 1'25	1'30 1'10	1'61 1'52	1'31 1'19	1'05 1'13	1st half 2nd "	
1'00 1'00	0'96 1'04	0'87 0'87	0'90 0'93	0'88 0'93	0'82 0'80	0'82 0'95	0'69 0'62	0'82 0'82	0'96 0'83	1st half 2nd "	
18,40,926 19,13,906	4,36,070 3,99,974	10,66,581 9,38,864	33,29,167 28,74,473	13,50,345 12,94,573	20,10,170 20,83,390	9,04,694 8,23,748	22,43,442 18,33,131	2,64,361 2,45,739	4,30,073 3,81,517	1st half 2nd "	21
626,600 639,300	108,213 114,060	316,315 376,618	1,069,149 1,042,105	516,654 501,853	713,051 744,644	325,070 319,883	438,039 441,914	82,986 93,781	142,049 129,711	1st half 2nd "	22
2'94 2'99	4'03 3'51	3'37 2'49	3'11 2'76	2'61 2'58	2'82 2'80	2'78 2'58	5'12 4'15	3'19 2'62	3'03 2'94	1st half 2nd "	23
1,457,151 1,498,864	339,083 307,701	213,723 203,139	1,040,266 744,755	597,010 574,566	546,955 522,850	513,396 348,399	588,172 576,490	132,734 116,276	110,236 99,980	1st half 2nd "	24
3,611,779 3,981,253	1,503,020 1,594,445	319,609 350,167	2,960,555 3,349,291	2,162,614 1,669,570	3,313,415 3,542,208	978,925 1,397,962	2,980,684 3,114,330	64,800 328,995	683,741 541,199	1st half 2nd "	25
...	(a)6,613,779 (a)6,083,846	594,053 592,586	9,712,084 8,545,169	...	...	3,957,231 4,100,625	...	338,537 153,076	...	1st half 2nd "	26
165,916,373 170,929,363	(b)23,011,908 (b)21,532,716	80,620,755 79,184,485	262,526,016 223,704,259	93,529,902 93,906,930	174,619,453 179,751,105	51,327,437 46,562,121	129,322,431 104,227,230	16,736,569 14,363,074	26,179,137 23,756,612	1st half 2nd "	27
170,985,303 176,409,480	30,467,790 29,518,708	81,748,140 80,330,377	276,247,921 236,343,474	96,289,526 96,151,066	178,479,823 183,816,163	56,776,989 52,409,107	132,891,287 107,918,050	17,272,640 14,961,421	26,973,114 24,397,791	1st half 2nd "	28
1,279,435 1,389,761	276,265 180,076	287,235 238,115	1,668,690 1,404,149	559,279 558,109	319,083 367,375	391,480 337,915	289,198 323,511	79,142 92,343	124,932 88,123	1st half 2nd "	29
10'32 10'32	15'54 14'27	20'68 21'07	13'67 13'14	11'19 11'44	11'04 11'73	13'70 14'02	13'30 13'25	26'98 27'38	10'63 10'45	1st half 2nd "	30
5'29 5'34	4'11 3'87	9'99 10'15	6'17 5'40	4'68 5'36	3'95 3'93	6'66 4'72	5'48 5'19	11'65 13'63	5'20 5'09	1st half 2nd "	31
...	(a)2'50 (a)2'50	4'78 4'92	3'00 3'00	...	...	3'03 3'00	...	9'64 4'00	...	1st half 2nd "	32
1'63 1'64	(b)2'00 (b)2'00	2'25 2'00	2'00 2'00	2'33 2'22	2'00 2'00	2'51 2'51	3'00 3'00	2'19 2'22	2'75 2'75	1st half 2nd "	33
1'78 1'79	2'36 2'33	2'35 2'11	2'12 2'12	2'44 2'33	2'06 2'06	2'72 2'69	3'10 3'42	2'56 2'69	2'84 2'83	1st half 2nd "	34
37'92 30'88	42'41 44'18	45'08 46'59	31'41 36'30	44'04 43'92	55'40 55'82	48'78 50'70	64'78 47'90	81'58 75'24	46'58 46'75	1st half 2nd "	35

(c) Excludes contribution to Provident Fund.

To arrive at the average profit on working, convert the items showing cost per unit (77 to 80 for coaching, and 113 to 115(a) for goods) into their respective equivalents on the train-mileage basis, and then deduct the items so converted from the receipts per unit (items 23, 34, and 56 to 60 for coaching, and 91, 93 and 102 for goods).

Half-years ended the 30th June and the 31st December 1892.

Progressive number.	HEADINGS.	1892.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES WORKED BY TEED COM	
			I.	II.	III.	IX.	XI.	XII.	XVIII.	XIX.
			East Indian railway system.	Bengal-Nagpur.	Indian Midland railway system.	North West-ern (state) railway ex-cluding military lines.	Oudh and Rohil-khand (state).	Eastern Bengal (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India.
<b>COACHING TRAFFIC—contd.</b>										
<b>UNITS AND UNIT-MILEAGE—concl'd.</b>										
Average number of units in a train—										
36	1st class . . . . . No.	1st half 2nd "	1'51 1'60	0'75 0'83	1'86 1'96	1'75 1'52	1'98 1'57	1'81 1'31	2'10 2'15	2'12 1'74
37	2nd " . . . . . "	1st half 2nd "	4'55 5'09	2'47 2'19	6'18 6'48	6'59 5'08	4'09 5'08	3'34 3'74	9'55 9'55	11'34 9'08
38	3rd or intermediate class . . . . . "	1st half 2nd "	10'13 11'03	3'01 2'37	182'52 147'45	9'38 9'47	5'16 4'17	23'66 23'24	(a) 20'09 (a) 18'29	42'21 33'40
39	4th or lowest " . . . . . "	1st half 2nd "	228'24 209'54	279'52 202'70					187'89 158'47	249'77 182'79
40	Total passenger units . . . . . "	1st half 2nd "	244'43 227'86	285'75 208'09	190'56 155'89	205'61 175'14	261'00 193'61	175'71 164'07	169'70 147'91	249'05 211'72
41	Other coaching traffic . . . . . Tons	1st half 2nd "	2'53 2'75	1'86 1'21	1'01 1'92	1'92 2'45	1'79 1'32	1'18 0'91	2'09 1'67	2'94 2'40
<b>VEHICLES AND VEHICLE-MILEAGE—</b>										
Number of coaching vehicles hauled one mile—										
42	1st class . . . . . Vehicle-miles	1st half 2nd "	3,330,026 3,150,663	274,783 400,957	778,554 774,356	2,074,825 2,110,685	838,557 907,414	633,472 639,307	2,789,293 2,979,635	591,525 597,603
43	2nd " . . . . . "	1st half 2nd "	3,324,410 3,260,474	410,708 482,285	705,257 713,561	2,036,893 2,074,204	824,557 859,863	700,361 694,276	3,500,093 3,722,097	1,005,904 1,016,598
44	3rd or intermediate class . . . . . "	1st half 2nd "	2,695,483 2,418,427	69,569 129,646	(a) 948,346 (a) 963,847	1,734,297 1,951,205	809,138 843,449	1,162,254 1,164,939	(a) 1,818,753 (a) 1,781,121	818,259 775,407
45	4th or lowest " . . . . . "	1st half 2nd "	22,784,259 22,228,248	2,066,902 2,693,551	(b) 1,945,779 (b) 1,796,284	13,184,838 13,013,032	5,016,254 5,134,308	4,232,492 4,182,242	(b) 10,336,667 (b) 10,105,485	4,399,422 4,441,421
46	Other vehicles . . . . . "	1st half 2nd "	4,061,128 3,771,466	182,354 199,520	511,155 530,595	2,696,302 2,737,340	1,085,472 909,541	1,111,216 1,070,611	2,647,729 2,551,589	715,873 737,156
47	Brake-vans . . . . . "	1st half 2nd "	4,906,231 4,597,520	329,600 388,906	682,341 698,344	2,918,091 3,049,931	825,192 902,175	554,205 550,790	3,319,662 3,482,911	801,732 819,350
48	Total . . . . . "	1st half 2nd "	41,101,537 39,432,798	4,233,916 4,294,865	5,571,432 5,478,987	24,665,246 24,936,417	9,399,170 9,010,750	8,394,000 8,299,171	24,413,007 24,022,838	8,332,715 8,387,055
Average number of vehicles in a coaching train—										
49	1st class . . . . . No.	1st half 2nd "	1'53 1'47	1'56 2'05	2'25 2'26	1'43 1'44	1'65 1'55	1'22 1'22	1'67 1'70	0'92 0'90
50	2nd " . . . . . "	1st half 2nd "	1'52 1'51	2'32 2'46	2'04 2'08	1'40 1'42	1'63 1'47	1'35 1'33	2'09 2'13	1'56 1'53
51	3rd or intermediate class . . . . . "	1st half 2nd "	1'24 1'12	0'33 0'66	8'37 8'05	1'19 1'33	1'60 1'45	2'24 2'23	(a) 1'09 (a) 1'02	1'27 1'16
52	4th or lowest " . . . . . "	1st half 2nd "	10'44 10'33	16'78 13'75					9'07 8'88	9'89 8'80
53	Other vehicles . . . . . "	1st half 2nd "	1'86 1'75	1'03 1'02	1'48 1'55	1'86 1'87	2'14 1'50	2'15 2'05	1'58 1'46	1'11 1'11
54	Brake-vans . . . . . "	1st half 2nd "	2'25 2'14	1'87 1'99	1'97 2'03	2'02 2'08	1'63 1'65	1'07 1'06	1'98 1'99	1'24 1'23
55	Total . . . . . "	1st half 2nd "	18'84 18'32	23'95 21'93	16'11 15'97	16'97 17'02	18'54 16'48	16'20 15'91	14'58 14'08	12'01 12'60
Average earnings per coaching vehicle per mile—										
56	1st class . . . . . Pies	1st half 2nd "	15'50 16'75	7'01 5'88	9'11 9'60	13'43 11'48	14'36 11'26	15'36 13'04	13'78 13'68	23'08 18'88
57	2nd " . . . . . "	1st half 2nd "	19'64 23'31	6'17 5'66	13'36 14'64	18'15 16'56	15'08 15'71	14'62 15'99	18'49 18'32	33'90 29'13
58	3rd or intermediate class . . . . . "	1st half 2nd "	28'86 34'27	21'38 9'69	(a) 51'11 (a) 42'56	24'13 21'37	12'94 11'55	31'72 31'25	(a) 55'46 (a) 53'84	99'90 86'20
59	4th or lowest " . . . . . "	1st half 2nd "	55'11 50'96	33'21 29'38	(?) 61'29 (b) 52'12	50'16 43'51	63'11 52'48	46'24 43'78	(b) 54'14 (b) 49'23	66'89 58'45
60	Other vehicles . . . . . "	1st half 2nd "	43'03 46'10	67'30 55'88	44'71 42'16	36'71 43'86	33'41 33'20	27'06 22'26	50'11 47'56	77'26 64'79

(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 1892.

GAUGE.		METRE GAUGE.										1892.	Progressive number.
GUARAN- TANES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.				
		XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII	XLIV.			LIV.	1st half		
XX. Madras.	XXVI. The Nizam's Guaranteed State railway system.	Bengal and North- Western railway system.	Rajputana- Malwa.	Southern Maharatta railway system.	South Indian.	Eastern Bengal (state), including the Kaunia- Dharila (2' 6" gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Bharnagar- Gondal- Junagarh- Porbandar.				
2'33 2'34	3'13 2'70	0'68 0'54	0'98 0'71	1'15 1'14	0'77 0'70	1'58 1'09	1'34 1'30	1'60 1'24	0'77 0'77	1st half 2nd "		36	
5'76 6'23	13'89 13'98	1'01 0'93	2'77 3'21	4'19 3'33	4'64 4'76	3'01 4'37	6'80 7'05	0'78 3'51	4'81 4'17	1st half 2nd "		37	
...	(a) 61'12 (a) 53'24	1'88 1'57	9'08 8'20	...	...	12'17 12'82	...	4'08 1'63	...	1st half 2nd "		38	
264'79 267'34	(b) 203'41 (b) 188'78	254'87 210'25	245'55 214'67	181'03 187'12	244'89 241'39	157'90 145'56	295'23 235'85	201'68 153'16	184'30 183'15	1st half 2nd "		39	
272'88 275'91	281'55 258'80	258'44 213'29	258'38 226'79	186'37 191'59	250'30 246'85	174'66 163'84	303'37 244'20	208'14 159'54	189'88 188'09	1st half 2nd "		40	
2'04 2'17	2'55 1'58	0'91 0'63	1'56 1'35	1'08 1'11	0'45 0'49	1'20 1'06	0'66 0'73	0'95 0'98	0'88 0'68	1st half 2nd "		41	
855,015 923,613	274,659 259,285	652,523 697,711	1,510,595 1,577,547	565,977 520,889	724,210 728,036	525,724 478,400	805,421 804,504	183,966 214,380	199,561 181,706	1st half 2nd "		42	
986,915 976,058	257,256 252,742	569,087 634,409	1,417,350 1,436,144	616,665 575,153	1,565,213 1,525,105	509,520 477,699	1,346,507 1,357,726	26,666 143,883	232,709 203,954	1st half 2nd "		43	
...	1,110,490	319,122 328,492	934,474 883,912	...	...	596,829 626,267	...	191,844 189,461	...	1st half 2nd "		44	
6,138,850 6,341,064	1,218,992	6,276,715 6,159,204	13,833,716 13,539,062	5,001,133 5,065,067	9,596,884 9,931,206	3,641,852 3,485,055	7,670,915 6,995,967	1,139,095 1,296,489	1,612,802 1,408,684	1st half 2nd "		45	
755,633 697,505	229,187 202,726	219,967 202,054	1,206,544 1,094,736	413,071 433,740	1,727,778 1,702,683	625,121 451,831	570,838 564,814	155,590 138,483	88,715 90,348	1st half 2nd "		46	
1,372,725 1,384,119	327,169 317,523	627,486 686,183	2,679,882 2,767,680	1,088,615 1,120,132	137,944 161,486	390,794 385,481	857,280 830,359	123,040 123,624	409,857 353,804	1st half 2nd "		47	
10,109,138 10,322,359	2,198,761 2,271,268	8,664,900 8,708,053	21,582,561 21,299,081	7,684,861 7,714,981	13,752,029 14,048,516	6,289,840 5,904,733	11,250,961 10,553,370	1,826,201 2,106,320	2,543,644 2,238,496	1st half 2nd "		48	
1'36 1'44	2'54 2'27	2'06 1'85	1'41 1'51	1'09 1'04	1'02 0'98	1'62 1'50	1'84 1'82	2'22 2'29	1'41 1'40	1st half 2nd "		49	
1'57 1'53	2'35 2'21	1'80 1'69	1'33 1'38	1'19 1'15	2'20 2'05	1'57 1'49	3'07 3'07	0'32 1'53	1'64 1'57	1st half 2nd "		50	
...	10'26 10'86	0'01 0'87	0'87 0'85	...	...	1'84 1'96	...	2'31 2'02	...	1st half 2nd "		51	
9'80 9'92	10'26 10'86	19'84 16'35	12'94 12'99	9'68 10'09	13'46 13'34	11'20 10'89	17'51 15'83	13'73 13'82	11'35 10'86	1st half 2nd "		52	
1'21 1'09	2'11 1'79	0'70 0'54	1'13 1'05	0'80 0'86	2'42 2'28	1'92 1'41	1'30 1'28	1'87 1'48	0'62 0'70	1st half 2nd "		53	
2'19 2'16	3'00 2'78	1'98 1'52	2'51 2'66	2'11 2'23	0'19 0'22	1'20 1'21	1'06 1'88	1'48 1'32	2'89 2'73	1st half 2nd "		54	
16'13 16'14	20'26 19'91	27'39 23'12	20'19 20'44	14'87 15'37	19'29 18'87	19'35 18'46	25'68 23'88	21'93 22'46	17'91 17'26	1st half 2nd "		55	
17'59 16'75	19'18 16'93	6'77 6'13	9'50 6'20	11'80 12'62	8'34 8'42	13'38 10'65	9'71 9'50	19'46 14'85	5'87 5'75	1st half 2nd "		56	
19'35 21'78	24'04 24'43	5'61 5'60	12'88 12'60	16'42 15'56	8'37 9'12	12'80 13'82	12'13 11'92	28'31 31'16	15'27 13'51	1st half 2nd "		57	
...	54'53	8'90 8'87	31'18 29'00	...	...	20'11 19'66	...	17'02 3'23	...	1st half 2nd "		58	
44'11 44'07	47'03	28'90 25'72	37'05 33'05	43'56 41'17	36'38 36'19	35'44 33'58	50'57 44'69	32'22 24'65	44'64 46'38	1st half 2nd "		59	
64'21 73'49	51'12 39'25	58'86 54'91	43'44 46'55	59'63 56'52	10'23 12'04	30'55 37'92	32'82 27'44	41'50 50'18	66'02 45'60	1st half 2nd "		60	

Half-years ended the 30th June and the 31st December 1892.

Progressive number.	HEADINGS.	1892.	STANDARD								
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES WORKED BY GUA COMPANIES.		
			I.	II.	III.	IX.	XI.	XII.	XVIII.	XIX.	
	East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North Western (state) railway excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India.			
<b>COACHING TRAFFIC—contd.</b>											
<b>VEHICLES AND VEHICLE-MILEAGE—contd.</b>											
Carrying capacity hauled one mile (excluding brakes)—											
61	1st class . . . . . Seats	1st half	41,188,160	4,080,840	10,462,227	29,637,839	16,726,673	8,825,804	39,050,102	12,639,413	
		2nd "	39,800,645	5,303,733	10,152,790	128,791,454	17,793,610	8,846,674	41,714,897	13,139,574	
62	2nd " . . . . . "	1st half	78,092,732	6,217,578	11,575,047	46,742,782	20,029,321	11,906,137	94,122,033	44,300,012	
		2nd "	76,866,351	7,942,758	11,933,571	41,366,224	20,654,261	11,802,692	99,978,205	44,882,802	
63	3rd or intermediate class "	1st half	144,258,041	2,602,094	(a)48,284,002	55,543,356	26,841,743	69,735,240	90,937,650	54,446,210	
		2nd "	129,748,218	4,032,215	(a)49,175,318	60,503,616	28,018,735	69,896,340	89,056,050	51,431,290	
64	4th or lowest " "	1st half	1,337,562,613	146,137,658	(b)116,139,340	695,392,770	268,921,729	245,316,630	1,683,335	280,891,788	
		2nd "	1,303,623,268	133,372,763	(b)109,088,460	704,134,799	286,217,516	243,917,580	505,274,250	286,710,335	
65	Other vehicles . . . . . Tons	1st half	52,029,521	419,301	2,189,628	25,202,139	14,687,834	6,981,969	7,807,158	2,405,333	
		2nd "	47,552,110	447,621	2,059,740	27,359,112	14,304,390	6,313,032	7,058,330	2,476,844	
Percentage of freight upon capacity hauled—											
66	1st class . . . . . Per cent.	1st half	7'99	3'26	6'14	8'60	6'00	10'62	8'99	10'80	
		2nd "	8'66	3'07	6'62	7'72	5'16	7'74	9'00	8'80	
67	2nd " . . . . . "	1st half	12'72	7'01	18'45	20'49	10'35	14'55	17'00	16'53	
		2nd "	15'93	5'40	18'53	20'12	14'34	16'54	16'69	14'35	
68	3rd or intermediate class "	1st half	15'33	20'45	(a)33'46	24'55	9'75	17'58	(a)37'00	50'04	
		2nd "	18'31	11'49	(a)27'89	22'92	8'69	17'34	(a)35'91	43'33	
69	4th or lowest " "	1st half	37'24	33'81	(b)40'43	39'28	47'09	31'02	(b)44'70	44'65	
		2nd "	34'60	29'77	(b)33'79	32'97	37'26	29'03	(b)40'80	38'72	
70	Other vehicles . . . . . "	1st half	10'61	78'62	30'22	11'10	5'85	8'75	44'85	78'86	
		2nd "	12'46	52'86	30'05	13'10	5'37	7'50	41'36	64'41	
<b>WEIGHT OF TRAIN AND TON-MILEAGE—</b>											
<b>Gross ton-mileage of all coaching trains—</b>											
71	Freight . . . . . Ton-miles.	1st half	37,858,451	3,374,418	4,683,573	21,023,339	8,881,008	6,144,303	21,014,266	11,779,421	
		2nd "	35,737,972	2,697,112	3,939,560	19,233,262	7,641,806	5,673,566	18,917,716	10,224,420	
72	Dead weight . . . . . "	1st half	465,202,993	56,242,811	80,279,903	342,421,580	120,812,304	98,489,447	343,004,912	131,779,715	
		2nd "	450,761,282	58,910,750	79,148,950	345,748,480	128,517,653	97,940,525	351,025,667	134,302,785	
73	Total . . . . . "	1st half	503,061,444	59,617,229	84,963,476	363,444,919	129,693,312	104,633,750	364,019,178	143,559,136	
		2nd "	486,499,254	61,607,862	83,088,516	364,981,742	136,159,459	103,614,091	369,943,383	144,587,205	
Average weight of a coaching train—											
74	Freight . . . . . Tons	1st half	17'35	19'09	13'54	14'46	17'52	11'86	12'55	18'25	
		2nd "	16'60	13'77	11'49	13'13	13'10	10'88	10'82	15'36	
75	Dead weight . . . . . "	1st half	213'16	318'17	232'18	235'56	238'28	190'12	204'81	204'13	
		2nd "	209'40	300'78	230'76	236'00	220'30	187'82	200'79	201'90	
76	Total . . . . . "	1st half	230'51	337'26	245'72	250'02	255'80	201'98	217'36	222'38	
		2nd "	226'00	314'55	242'25	249'13	233'40	198'70	211'61	217'26	
<b>COST OF WORKING AND PROFIT—</b>											
77	Average cost of hauling a coaching train one mile . . . . . R	1st half	0'85	1'80	1'33	1'45	1'06	1'42	1'32	1'32	
		2nd "	0'90	2'03	1'72	1'51	1'24	0'98	1'66	1'70	
78	Average cost of hauling a coaching vehicle with its load one mile . . . . . Pies	1st half	9'88	15'63	18'11	18'66	12'06	17'09	20'09	21'69	
		2nd "	10'69	19'51	23'65	19'41	16'08	12'60	26'42	28'73	
79	Per passenger unit . . . . . Pies	1st half	0'60	1'15	1'21	1'21	0'70	1'37	1'29	0'93	
		2nd "	0'68	1'77	1'90	1'46	1'13	1'01	1'88	1'42	
80	Other traffic per ton . . . . . "	1st half	6'55	9'09	12'99	15'64	12'13	27'09	16'46	7'10	
		2nd "	6'27	16'79	17'74	13'90	15'26	23'45	25'07	11'09	
81	Average profit on working a coaching train one mile . . . . . R	1st half	3'03	1'64	1'79	1'66	2'92	1'42	1'47	2'55	
		2nd "	2'77	0'54	0'94	1'29	1'74	1'65	0'79	1'55	
82	1st class . . . . . Pies	1st half	5'62	—8'62	—9'00	—5'23	2'30	—2'63	—6'31	1'39	
		2nd "	6'06	—13'63	—14'05	—7'93	—4'82	1'04	—12'74	—9'85	
83	2nd " . . . . . "	1st half	9'76	—9'46	—4'75	—0'51	3'02	—3'37	—1'60	12'21	
		2nd "	12'62	—13'85	—9'01	—2'85	—0'37	3'39	—8'10	0'40	
84	3rd or intermediate class "	1st half	18'98	5'75	(a)33'00	5'47	0'88	13'73	(a)35'37	78'21	
		2nd "	23'58	—9'82	(a)18'91	1'96	—4'53	18'65	(a)27'42	52'47	
85	4th or lowest " "	1st half	45'23	17'58	(b)43'18	31'50	51'05	28'25	(b)34'05	45'20	
		2nd "	40'27	9'87	(b)28'47	24'10	36'40	31'18	(b)22'81	29'72	
86	Other vehicles . . . . . "	1st half	33'15	51'67	26'60	18'05	21'35	9'07	30'02	55'57	
		2nd "	35'41	36'37	18'51	24'45	17'71	9'66	21'14	36'06	

(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 1892.

GAUGE.		METRE GAUGE.								1892.	Progressive number.
RANTRIED	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.		
XX	XXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.	LIV.		
Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state), including the Kaunia-Dharila (2' 6" gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Bhavnagar-Gondal-Junagarh-Porbandar.		
10,655,631	3,317,408	8,503,810	15,966,989	5,617,528	9,547,474	6,453,080	9,313,685	2,207,592	2,593,253	1st half	} 61
10,007,976	3,330,210	9,177,306	16,074,672	5,240,842	9,680,799	5,735,470	9,779,220	2,572,560	2,334,795	2nd "	
33,062,506	4,406,308	8,418,570	17,716,875	9,257,538	32,266,552	6,114,234	20,220,120	319,992	4,630,465	1st half	} 62
19,700,290	4,330,566	9,345,772	17,951,800	8,714,644	31,260,115	5,732,388	25,709,835	1,726,596	3,985,606	2nd "	
...	...	7,020,684	23,399,229	...	...	14,473,016	...	4,877,584	...	1st half	} 63
...	67,399,835	7,883,808	22,133,156	...	...	15,140,816	...	3,991,408	...	2nd "	
337,112,277	74,709,405	191,900,533	450,810,526	192,778,721	320,009,021	117,202,876	244,785,877	36,177,720	54,238,850	1st half	} 64
323,774,728	...	191,138,468	439,213,217	185,268,985	330,016,167	112,156,862	234,925,802	46,376,336	47,175,065	2nd "	
3,768,588	2,255,080	579,737	5,127,812	1,086,377	5,380,624	1,619,108	2,715,901	426,278	295,424	1st half	} 65
2,706,926	2,057,604	506,501	5,407,996	1,067,000	5,091,614	1,178,255	2,703,516	385,218	317,509	2nd "	
13'67	10'22	2'51	6'57	10'63	5'73	7'96	6'32	6'01	4'25	1st half	} 66
14'98	9'24	2'21	4'47	10'96	5'40	6'07	5'90	4'52	4'28	2nd "	
10'92	24'11	3'80	16'71	23'36	10'27	16'01	10'20	20'25	14'77	1st half	} 67
20'21	36'82	3'75	18'66	19'16	11'33	24'39	12'11	19'05	13'58	2nd "	
...	...	8'46	41'51	...	...	27'34	...	6'94	...	1st half	} 68
...	42'47	7'52	38'61	...	...	27'08	...	3'84	...	2nd "	
49'22	30'94	42'01	58'23	48'52	54'57	43'79	52'83	46'26	48'27	1st half	} 69
52'79	...	41'43	50'93	50'09	54'47	41'52	44'37	35'57	56'36	2nd "	
33'95	12'24	49'55	32'54	51'48	5'93	24'18	10'65	18'57	42'29	1st half	} 70
51'34	8'75	47'01	25'96	52'31	7'22	28'68	11'97	23'97	27'75	2nd "	
11,669,074	2,147,956	5,207,065	18,344,747	6,403,783	11,116,019	3,838,214	7,345,816	1,122,106	1,761,403	1st half	} 71
12,113,909	1,995,395	5,073,067	15,681,533	6,383,547	11,488,103	3,524,357	6,882,940	1,001,259	1,566,814	2nd "	
124,073,516	27,294,061	51,472,186	130,913,891	69,618,446	99,025,777	40,120,241	66,642,848	12,032,771	17,936,919	1st half	} 72
126,006,026	28,849,083	53,871,703	133,531,454	69,605,243	101,448,129	37,841,524	66,116,698	13,919,013	15,877,890	2nd "	
135,742,590	29,442,017	56,679,251	149,258,638	76,022,229	110,141,796	43,958,455	73,988,664	13,154,877	19,698,322	1st half	} 73
138,179,935	30,844,478	58,944,770	149,212,987	75,988,790	112,936,232	41,365,881	73,000,638	14,920,272	17,444,704	2nd "	
18'62	19'85	16'46	17'16	12'39	15'39	11'81	16'77	13'52	12'40	1st half	} 74
18'95	17'49	13'47	15'05	12'72	15'43	11'02	15'58	10'68	12'08	2nd "	
198'01	252'22	162'72	122'45	134'75	138'88	123'42	152'14	145'00	126'27	1st half	} 75
197'17	252'93	143'04	128'13	138'70	136'23	118'30	149'61	148'42	122'41	2nd "	
216'63	272'07	179'18	139'61	147'14	154'47	135'23	168'91	158'52	138'67	1st half	} 76
216'12	270'42	156'51	143'18	151'42	151'66	129'32	165'19	159'10	134'49	2nd "	
1'63	1'80	(c) 0'83	0'81	1'60	1'51	1'07	1'35	1'09	1'96	1st half	} 77
1'62	1'97	0'96	0'99	1'51	1'40	0'93	1'72	1'32	2'02	2nd "	
22'38	19'96	(c) 6'26	8'81	22'04	15'19	11'32	10'89	10'19	24'99	1st half	} 78
22'22	22'13	8'70	10'65	22'09	14'37	10'45	14'99	12'01	26'70	2nd "	
1'04	1'05	(c) 0'60	0'56	1'36	1'02	1'06	0'80	0'69	1'90	1st half	} 79
1'03	1'33	0'84	0'78	1'43	0'96	1'07	1'27	1'47	1'97	2nd "	
13'29	19'72	(c) 5'33	6'95	15'39	77'28	16'64	22'67	15'43	17'72	1st half	} 80
11'81	22'94	8'05	9'20	14'91	62'69	11'60	26'32	19'26	25'35	2nd "	
1'31	2'23	(c) 2'54	2'30	1'01	1'31	1'71	3'77	2'10	1'07	1st half	} 81
1'37	1'54	1'53	1'77	1'07	1'40	1'65	2'43	1'30	0'92	2nd "	
-4'79	-0'78	(c) 0'51	0'69	-12'24	-6'85	2'06	-1'18	9'27	-19'12	1st half	} 82
-5'47	-5'20	-2'57	-4'45	-9'47	-5'95	0'20	-5'49	2'84	-20'95	2nd "	
-3'03	4'08	(c) -0'65	4'07	-7'62	-6'82	1'48	1'24	18'12	-9'72	1st half	} 83
-0'44	2'30	-3'10	1'95	-6'53	-5'25	3'37	-3'07	19'15	-13'19	2nd "	
...	...	(c) 2'64	22'37	...	...	8'79	...	6'83	...	1st half	} 84
...	34'57	0'17	18'35	...	...	9'21	...	-8'78	...	2nd "	
21'73	24'90	(c) 22'64	29'14	19'52	21'19	24'12	30'68	22'03	19'65	1st half	} 85
21'85	...	17'02	22'40	19'08	21'82	23'13	29'70	12'64	19'68	2nd "	
41'83	31'16	(c) 52'60	34'63	35'59	-4'96	19'23	21'93	31'31	41'02	1st half	} 86
51'27	17'12	46'21	35'90	34'43	-2'33	27'47	12'45	38'17	18'90	2nd "	

(c) Excludes contribution to Provident Fund.

Half-years ended the 30th June and the 31st December 1892.

Progressive number.	HEADINGS.	1892.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES WORKED BY GUA COMPA	
			I.	II.	III.	IX.	XI.	XII.	XVIII.	XIX.
			East Indian railway system.	Bengal-Nággpur.	Indian Midland railway system.	North West-ern (state) railway ex-cluding mili-tary lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India.
<b>COACHING TRAFFIC—concl'd.</b>										
<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 ,,	2'12 2'06	0'92 0'33	1'59 0'95	1'35 1'13	1'96 1'55	1'40 1'79	1'40 0'84	1'70 1'19
88	Other traffic per ton . . . . "	{ 1st half 2nd ,,	25'10 23'08	28'13 30'32	21'54 16'14	19'75 19'62	30'06 24'71	22'15 26'88	21'43 16'50	22'06 18'25
<b>GOODS TRAFFIC.</b>										
<b>GROSS RECEIPTS AND TRAIN-MILEAGE—</b>										
89	Receipts from goods traffic . . . . R	{ 1st half 2nd ,,	1,87,79,786 1,44,91,564	30,51,864 15,09,643	17,94,844 10,70,869	88,07,469 61,56,018	27,92,331 16,20,461	11,56,180 32,35,810	2,03,54,577 1,09,65,299	62,60,695 30,38,450
90	Goods train-miles run . . . . No.	{ 1st half 2nd ,,	3,177,839 2,591,661	630,470 466,495	545,172 328,515	2,250,034 1,719,845	775,036 573,567	336,685 582,120	4,002,686 2,359,950	823,103 403,424
91	Average goods receipts per train-mile R	{ 1st half 2nd ,,	5'91 5'59	4'84 3'24	3'29 3'26	3'91 3'58	3'60 2'83	3'43 5'56	5'09 4'65	7'61 7'53
<b>UNITS AND UNIT-MILEAGE—</b>										
92	Tons of goods carried one mile .Ton-miles	{ 1st half 2nd ,,	676,197,888 519,686,491	70,488,995 42,234,580	52,875,256 30,509,762	312,294,057 186,334,927	95,914,972 50,279,934	31,679,953 65,887,285	474,932,679 261,091,558	158,930,688 73,548,279
93	Average sum received for carrying a ton one mile . Pies	{ 1st half 2nd ,,	5'33 5'35	8'31 6'86	6'52 6'74	5'42 6'34	5'59 6'19	7'01 9'43	8'23 8'06	7'56 7'93
94	Average number of tons in a train Tons	{ 1st half 2nd ,,	212'79 200'52	111'80 90'54	96'99 92'87	138'80 108'34	123'76 87'66	94'09 113'18	118'65 110'63	193'09 182'31
<b>VEHICLES AND VEHICLE-MILEAGE—</b>										
95	Number of goods vehicles hauled one mile—Loaded . . . . Vehicle-miles	{ 1st half 2nd ,,	79,538,369 57,252,243	8,763,162 5,500,009	8,133,483 5,509,088	42,108,880 29,058,647	16,305,201 9,820,380	5,852,355 11,206,764	62,189,790 37,988,244	23,499,445 12,224,005
96	Empty . . . . "	{ 1st half 2nd ,,	28,237,313 22,793,839	5,115,041 3,284,485	5,494,216 2,787,270	15,235,922 8,077,242	6,730,715 3,326,669	1,965,177 6,360,563	29,578,193 14,274,535	8,828,363 2,796,804
97	Brake-vans . . . . "	{ 1st half 2nd ,,	2,586,708 1,991,743	879,059 751,297	891,737 566,231	2,787,271 2,227,607	1,191,285 887,293	328,249 578,350	7,712,465 4,495,160	730,011 329,897
98	Total . . . . "	{ 1st half 2nd ,,	110,362,390 82,037,825	14,757,262 9,535,791	14,519,436 8,862,589	60,132,073 39,363,496	24,227,291 14,034,342	8,145,781 18,145,677	99,480,448 56,757,939	33,057,819 15,350,766
99	Average number of vehicles on a goods train—Freight vehicles . . . . No.	{ 1st half 2nd ,,	33'91 30'89	22'01 18'83	25'00 25'25	25'49 21'59	29'72 22'92	23'22 30'18	22'92 22'15	39'27 39'23
100	Brake-vans . . . . "	{ 1st half 2nd ,,	0'81 0'77	1'39 1'61	1'63 1'72	1'24 1'30	1'54 1'55	0'97 0'99	1'93 1'90	0'89 0'82
101	Total . . . . "	{ 1st half 2nd ,,	34'72 31'66	23'40 20'44	26'63 26'97	26'73 22'89	31'26 24'47	24'19 31'17	24'85 24'05	40'16 38'05
102	Average earnings per goods vehicle per mile (excluding brakes) . Pies	{ 1st half 2nd ,,	33'46 34'76	42'22 33'00	25'29 24'78	29'49 31'83	23'27 23'67	28'40 35'37	42'59 40'28	37'18 38'84
103	Carrying capacity hauled one mile (excluding brakes) . Tons	{ 1st half 2nd ,,	1,269,783,625 958,705,999	158,242,551 100,779,479	147,397,210 89,783,728	577,659,584 391,337,452	233,907,028 134,214,289	76,874,369 172,930,986	992,326,698 565,208,677	340,378,001 153,819,298
104	Percentage of freight upon capacity hauled . . . . Per cent.	{ 1st half 2nd ,,	53'25 54'21	44'54 41'91	35'87 33'98	54'06 47'62	41'01 37'46	41'21 38'10	47'86 46'19	46'69 47'81
105	Average load of a goods vehicle (in-cluding both loaded and empty) . Tons	{ 1st half 2nd ,,	6'27 6'49	5'08 4'81	3'88 3'68	5'45 5'02	4'16 3'82	4'05 3'75	5'18 5'00	4'92 4'90
105	Average load of a loaded goods vehicle "	{ 1st half 2nd ,,	8'50 9'08	8'04 7'68	6'50 5'54	7'42 6'41	5'88 5'12	5'41 5'88	7'64 6'87	6'76 6'02
<b>WEIGHT OF TRAIN AND TON-MILEAGE—</b>										
<b>Gross ton-mileage of all goods trains—</b>										
107	Freight . . . . Tons.	{ 1st half 2nd ,,	676,197,888 519,686,491	70,488,995 42,234,580	52,875,256 30,509,762	312,294,057 186,334,927	95,914,972 50,279,934	31,679,953 65,887,285	474,932,679 261,091,558	158,930,688 73,548,279
108	Dead-weight . . . . "	{ 1st half 2nd ,,	818,095,369 616,346,591	160,412,730 111,258,574	138,268,776 85,140,119	574,846,508 386,767,241	194,980,793 120,175,596	71,983,286 151,938,383	894,476,698 516,383,070	249,584,671 116,688,625
109	Total . . . . "	{ 1st half 2nd ,,	1,494,294,257 1,136,033,082	230,901,725 153,493,154	191,144,032 115,649,881	887,140,565 573,102,168	290,895,765 170,455,530	103,663,239 217,825,668	1,369,409,377 777,474,628	408,515,359 90,236,904

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1892.

GAUGE.		METRE GAUGE.										1892.	Progressive number.		
BANKED LINES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COM- PANY.	LINE OWNED AND WORKED BY NATIVE STATE.						
		XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.			XLVII. Rohilkund and Kumaon railway system.	LIV. Bhāvnagar- Gondal- Junāgarh- Porbandar.	1st half	2nd "		
XX. Madras.	XXVI. The Nizam's Guaranteed State railway system.														
0'74 0'76	1'31 1'00	(a) 1'75 1'53	1'56 1'34	0'88 0'90	1'04 1'10	1'66 1'67	2'30 1'86	1'87 1'22	0'94 0'86	1st half 2nd "			87		
24'63 25'07	22'69 21'24	(a) 39'75 38'54	24'46 27'10	28'65 29'01	—21'88 —6'87	32'14 39'00	42'11 21'58	66'15 55'98	29'16 21'40	1st half 2nd "			88		
28,13,648 28,77,064	9,52,946 8,74,802	15,46,254 9,74,301	94,57,558 61,09,524	15,80,297 15,87,207	16,09,283 17,38,436	9,88,719 14,17,257	18,64,317 10,25,465	2,77,999 1,78,894	5,12,610 2,11,348	1st half 2nd "			89		
618,522 635,242	206,079 173,936	549,567 387,758	2,896,613 1,747,587	713,104 662,850	868,352 951,573	411,135 426,244	576,696 447,700	125,224 86,957	146,618 74,481	1st half 2nd "			90		
4'55 4'53	4'62 5'03	2'81 2'51	3'27 3'50	2'22 2'39	1'85 1'83	2'40 3'32	3'23 2'29	2'22 2'06	3'50 2'84	1st half 2nd "			91		
64,863,833 66,833,402	24,807,857 22,453,886	49,073,734 36,302,733	278,626,342 171,222,303	39,432,828 37,025,327	42,029,318 45,042,056	24,324,629 27,758,114	51,348,900 31,509,659	7,626,820 4,766,771	8,571,848 4,874,154	1st half 2nd "			92		
8'33 8'27	7'38 7'48	6'05 5'15	6'52 6'85	7'69 8'23	7'35 7'41	7'80 9'80	6'97 6'25	7'00 7'21	11'48 8'33	1st half 2nd "			93		
104'87 105'21	120'37 129'09	89'29 93'62	96'19 97'97	55'30 55'86	48'40 47'33	59'16 65'12	89'04 70'38	60'91 54'83	58'46 65'44	1st half 2nd "			94		
10,729,275 10,852,782	3,429,249 2,458,582	10,053,685 6,653,715	50,490,562 33,144,958	10,304,813 9,836,816	10,711,313 11,490,473	8,127,979 8,613,832	11,477,867 8,000,887	1,999,307 1,455,691	2,639,161 1,227,620	1st half 2nd "			95		
3,460,296 3,077,498	1,864,712 1,475,540	4,113,517 2,580,337	16,080,946 8,567,208	3,249,560 2,976,775	3,814,338 4,933,122	2,645,840 2,748,832	5,586,583 5,003,285	782,423 675,599	1,067,729 549,489	1st half 2nd "			96		
1,203,242 1,206,466	276,725 234,797	853,578 702,665	2,948,742 1,720,291	974,574 898,976	545,847 620,527	448,267 458,745	1,080,683 805,488	123,041 123,623	89,533 37,108	1st half 2nd "			97		
15,392,813 15,130,746	5,570,686 4,171,919	15,020,780 9,936,717	69,520,250 43,432,457	14,528,977 13,712,567	15,071,498 17,044,122	11,222,086 11,821,499	18,145,133 13,809,660	2,904,771 2,254,913	3,796,423 1,814,217	1st half 2nd "			98		
22'94 21'93	25'70 22'64	25'78 23'82	22'98 23'87	19'01 19'33	16'73 17'26	26'20 26'66	29'59 29'05	22'22 24'51	25'28 23'86	1st half 2nd "			99		
1'95 1'90	1'33 1'35	1'55 1'81	1'02 0'98	1'36 1'36	0'63 0'65	1'09 1'07	1'87 1'80	0'98 1'42	0'61 0'50	1st half 2nd "			100		
24'89 23'83	27'03 23'99	27'33 25'63	24'00 24'85	20'37 20'69	17'36 17'91	27'29 27'73	31'46 30'85	23'20 25'93	25'89 24'36	1st half 2nd "			101		
38'07 39'65	34'56 42'66	20'96 20'26	27'28 28'12	22'39 23'78	21'27 20'32	17'62 23'95	20'98 15'15	19'19 16'11	26'55 22'83	1st half 2nd "			102		
153,829,730 151,231,124	58,497,865 41,373,105	94,005,297 72,787,846	470,279,587 270,164,976	82,413,983 77,910,278	88,736,840 100,337,107	59,608,088 62,231,350	105,226,313 77,137,886	19,024,934 22,330,735	20,350,826 9,738,557	1st half 2nd "			103		
42'17 44'19	42'41 54'27	52'20 49'87	59'25 63'38	47'85 47'52	47'36 44'89	40'81 44'60	48'79 40'85	40'09 21'35	42'12 50'05	1st half 2nd "			104		
4'57 4'80	4'69 5'70	3'46 3'93	4'19 4'10	2'91 2'89	2'89 2'74	2'26 2'44	3'01 2'42	2'74 2'24	2'31 2'74	1st half 2nd "			105		
6'05 6'16	7'23 9'13	4'88 5'46	5'52 5'17	3'83 3'76	3'02 3'92	2'99 3'22	4'47 3'94	3'81 3'27	3'25 3'97	1st half 2nd "			106		
64,863,833 66,833,402	24,807,857 22,453,886	49,073,734 36,302,733	278,626,342 171,222,303	39,432,828 37,025,327	42,029,318 45,042,056	24,324,629 27,758,114	51,348,900 31,509,659	7,626,820 4,766,771	8,571,848 4,874,154	1st half 2nd "			107		
143,605,743 138,365,378	48,819,506 38,005,934	70,943,314 47,845,347	390,863,581 236,723,415	79,470,243 73,857,608	89,609,634 100,219,535	51,097,372 55,050,483	63,244,210 68,116,455	14,636,462 11,092,537	16,908,232 8,260,137	1st half 2nd "			108		
208,469,576 205,198,780	73,627,363 60,459,820	120,017,038 84,148,080	669,480,923 407,945,718	118,003,071 110,882,935	131,638,952 145,261,591	75,422,001 82,808,597	144,593,110 99,626,114	22,263,282 15,859,308	25,570,080 13,134,291	1st half 2nd "			109		

(a) Excludes contribution to Provident Fund.

Half-years ended the 30th June and the 31st December 1892.

Progressive number.	HEADINGS.	1892.	STANDARD							
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES WORKED BY GUA COMPA	
			I.	II.	III.	IX.	XI.	XII.	XVIII.	XIX.
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North Western (state) railway excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India.
<b>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 ,,	212'79 200'52	111'80 90'53	96'99 92'87	138'80 108'34	123'75 87'66	94'09 113'18	118'65 110'64	193'09 182'31
111	Dead-weight . . . . . "	{ 1st half 2nd ,,	257'44 237'82	254'43 238'50	253'62 259'17	255'48 224'89	251'58 209'53	213'80 261'01	223'47 218'81	303'22 289'25
112	Total . . . . . "	{ 1st half 2nd ,,	470'23 438'34	366'23 329'03	350'61 352'04	394'28 333'23	375'33 297'19	307'89 374'19	342'12 329'45	496'31 471'56
<b>COST OF WORKING AND PROFIT—</b>										
Average cost of hauling a goods train one mile . . . . . R										
113		{ 1st half 2nd ,,	1'74 1'75	1'95 2'12	1'90 2'50	2'29 2'02	1'56 1'58	2'16 1'84	2'07 2'59	2'94 3'69
Average cost of hauling a goods vehicle with its load one mile . . . . . Pies										
114		{ 1st half 2nd ,,	9'85 10'87	17'03 21'61	14'62 18'97	17'26 17'96	10'07 13'26	17'87 11'69	17'37 22'46	14'38 19'04
Average cost of hauling a goods unit (vis., one ton) one mile . . . . . "										
115		{ 1st half 2nd ,,	1'57 1'67	3'35 4'49	3'77 5'16	3'17 3'58	2'42 3'47	4'41 3'12	3'36 4'50	2'92 3'89
Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . . . "										
115a		{ 1st half 2nd ,,	3'59 4'13	8'38 12'14	8'42 11'99	6'49 8'44	5'62 8'37	9'45 6'43	5'57 7'95	5'06 7'44
Average profit on working a goods train one mile . . . . . R										
116		{ 1st half 2nd ,,	4'17 3'84	2'89 1'12	1'39 0'76	1'62 1'56	2'04 1'25	1'27 3'72	3'02 2'06	4'67 3'84
Average profit on working a goods vehicle with its load one mile . . . . . Pies										
117		{ 1st half 2nd ,,	23'61 23'89	25'19 11'39	10'67 5'81	12'23 13'57	13'20 10'41	10'53 23'68	25'22 17'82	22'80 19'80
Average profit on working a goods unit (vis., one ton) one mile . . . . . "										
118		{ 1st half 2nd ,,	3'76 3'68	4'06 2'37	2'75 1'58	2'25 2'70	3'17 2'72	2'60 6'31	4'87 3'56	4'64 4'04
<b>DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.</b>										
Percentage on Total Earnings—										
119	Coaching traffic . . . . . Per cent.	{ 1st half 2nd ,,	30'55 34'67	15'56 23'12	35'08 43'80	33'26 39'30	39'91 49'91	50'14 28'21	18'51 27'78	27'96 40'65
120	Goods traffic . . . . . "	{ 1st half 2nd ,,	67'77 63'54	78'11 69'37	59'88 51'46	64'89 59'06	55'17 46'54	39'38 66'00	80'69 71'02	70'14 57'13
121	Sundries, including telegraph . . . . . "	{ 1st half 2nd ,,	1'55 1'64	6'33 7'51	4'14 4'74	1'85 1'64	4'92 3'55	5'68 1'96	0'80 1'20	1'90 2'22
122	Steam-boat earnings . . . . . "	{ 1st half 2nd ,,	0'13 0'15	... ...	... ...	... ...	... ...	4'80 3'23	... ...	... ...
<b>TOTAL . . . . . "</b>										
		{ 1st half 2nd ,,	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100
Percentage of Working Expenses upon Total Earnings—										
123	Maintenance . . . . . Per cent.	{ 1st half 2nd ,,	7'18 6'61	10'66 19'31	10'99 16'24	16'05 13'77	10'18 15'04	9'18 5'45	9'57 15'98	10'36 13'47
124	Locomotive expenses . . . . . "	{ 1st half 2nd ,,	8'05 9'35	13'09 17'81	20'18 21'89	21'06 21'93	11'10 13'89	12'74 9'00	17'40 21'78	12'95 15'27
125	Carriage and wagon expenses . . . . . "	{ 1st half 2nd ,,	2'49 2'53	2'37 4'07	3'96 5'59	5'38 4'64	3'19 4'17	4'38 3'83	4'22 6'33	4'29 8'29
126	Traffic expenses . . . . . "	{ 1st half 2nd ,,	5'35 6'06	6'66 9'53	7'11 11'18	7'53 10'10	6'56 8'98	12'88 9'88	6'21 9'32	5'09 7'12
127	General charges . . . . . "	{ 1st half 2nd ,,	3'26 3'93	7'62 13'76	7'74 11'56	3'53 4'37	4'07 5'64	6'45 4'01	2'64 4'29	3'61 4'89
128	Miscellaneous expenses . . . . . "	{ 1st half 2nd ,,	1'89 1'50	1'67 1'29	4'15 5'98	1'20 1'12	0'81 1'37	7'81 2'27	2'42 1'92	1'85 1'89
129	Steam-boat expenses . . . . . "	{ 1st half 2nd ,,	0'18 0'14	... ...	... ...	0'27 0'09	... ...	5'15 3'63	... ...	... ...
130	<b>TOTAL WORKING EXPENSES . . . . . "</b>	{ 1st half 2nd ,,	28'40 30'12	42'07 65'77	54'13 72'44	55'02 56'02	35'91 49'09	58'59 38'07	42'46 59'62	38'15 50'93

APPENDIX A.

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1892.

GAUGE.		METRE GAUGE.								1892.	Progressive number.
RANTRIED NIRS.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.		
XX.	XXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.	LIV.		
Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state), including the Kaunia-Dharla (1'07 gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Bhāvnagare Gondal-Junagarh-Poibandar.		
104'87 105'21	120'37 129'09	89'29 93'62	96'19 97'97	55'30 55'86	48'40 47'33	59'16 65'12	89'04 70'38	60'91 54'82	58'46 65'44	1st half 2nd "	110
232'17 217'81	236'90 218'51	129'09 123'39	134'94 135'46	111'44 111'42	103'20 105'32	124'28 129'15	161'69 152'15	116'88 127'56	115'94 110'90	1st half 2nd "	111
337'04 323'02	357'27 347'60	218'38 217'01	231'13 233'43	166'74 167'28	151'60 152'65	183'44 194'27	250'73 222'53	177'79 182'38	174'40 170'34	1st half 2nd "	112
2'53 2'42	2'36 2'54	(n)1'01 1'34	1'34 1'61	1'81 1'67	1'48 1'40	1'45 1'41	2'00 2'31	1'22 1'52	2'46 2'65	1st half 2nd "	113
21'16 21'17	17'65 21'53	(a)7'52 10'78	11'22 12'94	18'30 16'59	17'02 15'63	10'63 10'16	12'97 15'29	10'52 11'88	18'68 21'32	1st half 2nd "	114
4'63 4'41	3'77 3'78	(a)2'17 2'74	2'68 3'15	6'29 5'74	5'88 5'70	4'71 4'16	4'31 6'31	3'84 5'31	8'08 7'77	1st half 2nd "	115
10'00 9'55	9'43 10'31	(a)4'91 6'59	4'51 5'83	14'57 14'34	10'71 10'39	10'09 9'19	8'13 11'80	7'75 10'44	13'49 15'03	1st half 2nd "	115
2'02 2'11	2'26 2'49	(a)1'80 1'17	1'93 1'89	0'41 0'72	0'37 0'43	0'95 1'91	1'23 —0'02	1'00 0'54	1'04 0'19	1st half 2nd "	116
16'91 18'48	16'91 21'13	(a)13'44 9'48	16'06 15'18	4'09 7'19	4'25 4'69	6'99 13'79	8'01 —0'14	8'67 4'23	7'87 1'51	1st half 2nd "	117
3'70 3'86	3'61 3'70	(a)3'88 2'41	3'84 3'70	1'40 2'49	1'47 1'71	3'09 5'64	2'66 —0'06	3'16 1'90	3'40 0'56	1st half 2nd "	118
38'80 39'22	30'07 30'06	36'36 42'86	25'59 30'61	44'96 44'07	(b)54'74 53'29	44'30 33'09	53'73 62'07	41'95 50'53	44'47 62'43	1st half 2nd "	119
59'29 58'96	65'72 65'75	52'71 44'48	72'70 65'05	52'61 54'03	(b)43'83 44'46	48'42 56'93	44'65 35'06	44'11 36'79	53'01 34'58	1st half 2nd "	120
1'91 1'82	4'21 4'19	3'44 4'16	1'71 4'34	2'43 1'90	(b)1'43 2'25	1'48 1'52	1'45 1'89	13'94 12'68	2'52 2'99	1st half 2nd "	121
...	...	7'49 8'50	...	...	...	5'80 8'46	0'17 0'38	...	...	1st half 2nd "	122
100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	1st half 2nd "	
14'18 15'98	14'65 16'21	6'69 10'37	6'64 8'19	17'20 15'12	21'69 14'28	12'98 12'26	11'97 20'81	8'87 11'19	31'17 31'96	1st half 2nd "	123
19'73 18'96	13'50 13'20	7'91 10'36	17'83 18'26	23'98 21'44	23'46 24'25	10'64 9'82	14'64 18'46	12'46 13'87	13'67 16'31	1st half 2nd "	124
6'40 4'36	3'92 4'00	2'31 3'31	3'15 4'29	6'02 4'40	3'75 6'57	2'99 2'26	2'82 4'41	2'82 4'68	2'42 3'42	1st half 2nd "	125
9'03 8'51	7'73 8'19	7'10 8'98	5'66 7'21	11'45 11'33	8'85 8'53	10'37 8'36	8'39 12'36	9'52 14'85	9'02 11'19	1st half 2nd "	126
5'71 5'52	9'52 10'30	6'36 8'99	4'34 6'35	12'57 12'11	7'49 8'07	5'90 4'27	4'64 6'36	9'90 13'78	8'93 12'41	1st half 2nd "	127
1'28 1'17	0'64 0'88	(a)0'90 2'41	0'54 0'65	1'06 0'86	0'59 0'81	4'55 0'75	0'72 0'86	8'15 6'76	1'32 2'86	1st half 2nd "	128
...	...	3'82 4'77	...	...	...	6'72 6'61	0'65 1'17	...	...	1st half 2nd "	129
56'33 54'50	49'96 52'78	35'09 49'19	38'16 44'95	72'28 65'26	65'83 62'51	54'15 44'33	43'83 64'43	51'72 65'13	68'53 78'15	1st half 2nd "	130

(a) Excludes contribution to Provident Fund.

(b) Calculated on total earnings less the credit on account of Fire Insurance Fund repaid by the old company. This remark applies to all items calculated on the total earnings.

APPENDIX  
STATISTICS OF INDIAN  
WORKING

Half-years ended the 30th June and the 31st December 1892.

TABLE A.—MAINTENANCE OF WAY

Progressive number.	HEADINGS.	1892.	STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		LINES WORKED COM	
			I.			II.		III.	IX.	XI.	XII.	XVIII.
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North Western (state) railway excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	Great Indian Peninsula railway system.			
	Mean age of lines on the 31st December 1892 .Years	...	25'77	4'43	5'49	16'64	17'72	18'42	26'61			
	PER MILE OF LINE MAINTAINED.											
131a	General superintendence (including office expenses) . . . . . R	1st half	146'33	109'45	108'04	113'00	118'23	163'70	149'29			
		2nd "	148'58	111'59	109'85	108'96	116'88	146'74	151'12			
132a	Maintenance and renewal of permanent-way . . . . . "	1st half	747'30	220'81	245'73	598'24	451'13	507'74	808'16			
		2nd "	431'31	235'27	254'50	321'56	477'83	424'29	822'54			
133a	Repairs of bridges, &c. . . . . "	1st half	66'25	84'16	39'78	93'11	24'02	77'06	204'22			
		2nd "	47'20	73'61	34'13	125'11	47'32	84'70	167'98			
134a	Conservancy of rivers . . . . . "	1st half	...	...	...	25'30	17'97	0'60	...			
		2nd "	...	...	...	13'53	7'87	2'30	...			
135a	Repairs of stations and buildings . . . . . "	1st half	87'92	59'24	24'85	136'58	48'24	125'76	110'97			
		2nd "	87'94	46'40	26'38	115'74	33'00	176'57	95'17			
136a	Other charges (net) . . . . . "	1st half	104'48	27'11	30'11	314'84	84'31	-154'10	346'59			
		2nd "	125'58	38'62	35'14	138'31	73'38	-126'20	418'70			
137a	Total maintenance, &c. . . . . "	1st half	1,152'28	500'77	448'51	1,281'07	743'90	720'76	1,619'23			
		2nd "	840'61	505'49	460'06	823'21	756'28	708'40	1,655'51			
	PER MILE OF TRACK, INCLUDING SIDINGS.											
131b	General superintendence (including office expenses) . . . . . R	1st half	96'22	97'64	95'92	91'92	102'61	117'68	100'75			
		2nd "	98'68	99'54	97'21	88'60	101'43	103'80	101'70			
132b	Maintenance and renewal of permanent-way . . . . . "	1st half	491'40	196'97	218'16	486'68	391'53	365'02	545'38			
		2nd "	286'46	209'87	225'26	261'46	414'65	300'12	533'55			
133b	Repairs of bridges, &c. . . . . "	1st half	43'57	75'07	35'32	75'75	20'85	55'40	137'81			
		2nd "	31'35	65'66	30'20	101'73	41'06	59'91	113'04			
134b	Conservancy of rivers . . . . . "	1st half	...	...	...	20'58	15'59	0'43	...			
		2nd "	...	...	...	11'01	6'83	1'63	...			
135b	Repairs of stations and buildings . . . . . "	1st half	57'81	52'85	22'06	111'11	41'87	90'41	74'89			
		2nd "	58'40	41'39	23'34	94'11	28'64	124'89	64'05			
136b	Other charges (net) . . . . . "	1st half	68'71	24'18	26'74	256'13	73'17	-110'78	233'90			
		2nd "	83'40	34'45	31'11	112'45	63'68	-89'27	281'78			
137b	Total maintenance, &c. . . . . "	1st half	757'71	446'71	398'20	1,042'17	645'62	518'16	1,092'73			
		2nd "	558'29	450'91	407'12	669'36	656'29	501'08	1,114'12			
	PER TOTAL TRAIN-MILE.											
131	General superintendence (including office expenses) . . . . . Annas	1st half	0'76	1'80	1'42	0'83	1'02	1'14	0'63			
		2nd "	0'90	2'24	1'92	0'95	1'12	0'79	0'88			
132	Maintenance and renewal of permanent-way . . . . . "	1st half	3'90	3'64	3'24	4'40	3'90	3'55	3'40			
		2nd "	2'61	4'73	4'46	2'82	4'58	2'30	4'77			
133	Repairs of bridges, &c. . . . . "	1st half	0'35	1'39	0'53	0'68	0'21	0'54	0'86			
		2nd "	0'29	1'48	0'60	1'10	0'45	0'46	0'97			
134c	Conservancy of rivers . . . . . "	1st half	...	...	...	0'19	0'15	0'01	...			
		2nd "	...	...	...	0'12	0'08	0'01	...			
135c	Repairs of stations and buildings . . . . . "	1st half	0'46	0'98	0'33	1'00	0'42	0'88	0'46			
		2nd "	0'53	0'93	0'46	1'01	0'31	0'96	0'55			
136c	Other charges (net) . . . . . "	1st half	0'55	0'44	0'39	2'31	0'73	-1'08	1'46			
		2nd "	0'75	0'77	0'61	1'21	0'70	-0'68	2'43			
137c	Total maintenance, &c. . . . . "	1st half	6'02	8'25	5'91	9'41	6'43	5'04	6'81			
		2nd "	5'08	10'15	8'05	7'21	7'24	3'84	9'60			
	PER 1,000 GROSS TON-MILES.											
131d	General superintendence (including office expenses) . . . . . R	1st half	0'13	0'31	0'29	0'16	0'19	0'29	0'13			
		2nd "	0'16	0'43	0'41	0'20	0'26	0'17	0'20			
132d	Maintenance and renewal of permanent-way . . . . . "	1st half	0'65	0'63	0'65	0'81	0'74	0'91	0'69			
		2nd "	0'48	0'91	0'94	0'60	1'08	0'50	1'07			
133d	Repairs of bridges, &c. . . . . "	1st half	0'06	0'24	0'10	0'13	0'04	0'14	0'17			
		2nd "	0'05	0'28	0'12	0'23	0'11	0'10	0'22			
134d	Conservancy of rivers . . . . . "	1st half	...	...	...	0'03	0'03	...	...			
		2nd "	...	...	...	0'03	0'02	...	...			
135d	Repairs of stations and buildings . . . . . "	1st half	0'08	0'17	0'07	0'19	0'08	0'23	0'10			
		2nd "	0'09	0'18	0'10	0'21	0'07	0'20	0'12			
136d	Other charges (net) . . . . . "	1st half	0'08	0'08	0'08	0'40	0'14	-0'28	0'30			
		2nd "	0'15	0'15	0'13	0'26	0'17	-0'15	0'54			
137d	Total maintenance, &c. . . . . "	1st half	1'00	1'43	1'19	1'72	1'22	1'29	1'39			
		2nd "	0'93	1'95	1'70	1'53	1'71	0'82	2'15			



APPENDIX A.

A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES.

WORKS AND STATIONS.

Half-years ended the 30th June and the 31st December 1892.

GAUGE.			METRE-GAUGE.										1892.	Progressive number.
WORKED BY GUARANTEE COMPANIES.		LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.				
XIX.	XX.	XXXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.	LIV.				
Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian.	XLIII Eastern Bengal (state), including the Kauria-Dhurla (2' 6 gauge) branch.	Burma (state).	XLVII. Rohilkhand and Kumaon railway system.	LIV. Bhavnagar-Gondal-Junagarh-Porbandar.	...			
26'34	28'70	9'66	7'91	13'30	6'25	12'39	9'42	7'01	5'69	8'54	...			
205'71	150'38	117'66	70'39	91'02	84'05	115'03	120'36	118'53	41'38	76'03	1st half	131a		
206'94	160'95	128'98	66'00	94'21	85'05	112'74	110'30	14'042	73'99	72'80	2nd "			
839'32	398'08	356'99	133'38	267'22	169'32	527'37	392'88	376'13	136'63	753'08	1st half	132a		
637'28	430'97	402'38	155'91	255'13	150'96	332'32	353'13	554'50	105'15	452'20	2nd "			
478'56	111'67	41'46	10'02	15'38	29'11	16'18	38'88	68'87	8'62	59'10	1st half	133a		
328'39	164'45	32'54	20'12	26'97	30'17	26'95	98'00	54'94	6'83	—4'03	2nd "			
...	...	...	4'30	...	...	...	...	21'38	32'97	...	1st half	134a		
...	...	0'05	3'36	...	...	...	...	1'59	0'92	...	2nd "			
99'59	113'81	29'57	25'11	39'32	32'94	36'42	48'52	68'01	18'26	21'01	1st half	135a		
95'77	107'29	15'63	24'43	30'39	22'38	18'28	63'68	41'11	11'05	29'26	2nd "			
334'09	27'60	60'09	17'72	82'12	57'75	55'51	—99'16	102'58	—16'41	65'08	1st half	136a		
250'29	65'83	35'02	29'52	33'34	31'36	11'21	—47'60	55'55	17'70	43'08	2nd "			
1,957'87	801'54	605'77	260'92	495'06	373'17	750'51	501'48	755'50	221'47	974'30	1st half	137a		
1,518'67	929'49	615'20	300'44	440'04	320'52	501'50	577'85	848'11	215'64	593'31	2nd "			
152'64	125'12	106'91	62'65	70'48	76'73	103'63	103'81	100'04	36'98	68'06	1st half	131b		
153'53	133'74	117'18	59'25	82'18	78'15	101'68	95'08	119'97	60'12	65'27	2nd "			
622'76	331'23	324'17	118'71	233'33	154'59	475'12	338'85	317'45	122'10	674'21	1st half	132b		
472'82	358'10	365'36	138'71	222'54	137'75	299'71	304'41	473'75	93'97	495'46	2nd "			
355'08	92'92	37'67	8'91	13'42	26'38	14'58	33'53	58'13	7'71	52'91	1st half	133b		
243'64	136'65	29'55	17'91	23'52	27'53	24'31	84'48	46'94	6'10	—3'61	2nd "			
...	...	...	3'82	...	...	...	...	18'04	29'48	...	1st half	134b		
...	...	0'05	3'44	...	...	...	...	1'36	0'84	...	2nd "			
73'89	94'69	26'86	22'35	34'33	30'08	32'81	41'85	57'40	16'32	18'81	1st half	135b		
71'06	89'15	14'21	21'74	26'51	20'42	16'48	54'89	35'13	9'87	26'24	2nd "			
248'34	22'96	54'60	15'77	71'72	52'73	50'00	—85'32	86'59	—14'67	58'27	1st half	136b		
185'70	54'70	32'35	26'26	29'07	28'02	10'11	—41'03	47'46	15'81	38'63	2nd "			
1,452'71	666'92	550'41	232'21	432'28	340'71	676'14	432'52	637'65	197'92	872'26	1st half	137b		
1,126'75	772'34	558'90	267'31	383'82	292'47	452'29	498'13	724'61	193'71	531'99	2nd "			
1'05	1'62	2'10	0'98	0'64	1'51	1'24	1'38	1'24	0'80	1'39	1st half	131c		
1'46	1'70	2'52	1'05	0'93	1'63	1'18	1'25	1'81	1'65	1'88	2nd "			
4'31	4'29	6'37	1'85	1'88	3'05	5'67	4'51	3'92	2'65	13'78	1st half	132c		
4'48	4'54	7'84	2'47	2'55	2'88	3'49	4'00	7'16	2'35	11'71	2nd "			
2'46	1'20	0'74	0'14	0'10	0'53	0'17	0'45	0'72	0'16	1'08	1st half	133c		
2'31	1'73	0'63	0'32	0'27	0'57	0'28	1'12	0'71	0'15	—0'10	2nd "			
...	...	...	0'06	...	...	...	...	0'22	0'64	...	1st half	134c		
...	...	...	0'06	...	...	...	...	0'02	0'02	...	2nd "			
0'51	1'23	0'52	0'35	0'28	0'59	0'39	0'56	0'71	0'35	0'39	1st half	135c		
0'67	1'13	0'30	0'39	0'31	0'43	0'19	0'72	0'53	0'25	0'76	2nd "			
1'72	0'30	1'08	0'24	0'58	1'04	0'59	—1'14	1'07	—0'31	1'19	1st half	136c		
1'76	0'69	0'70	0'47	0'34	0'59	0'12	—0'54	0'71	0'40	1'11	2nd "			
10'05	8'64	10'81	3'62	3'48	6'72	8'06	5'76	7'88	4'29	17'83	1st half	137c		
10'08	9'79	11'99	4'76	4'40	6'10	5'26	6'55	10'94	4'82	15'36	2nd "			
0'17	0'36	0'40	0'30	0'19	0'60	0'50	0'53	0'36	0'29	0'55	1st half	131d		
0'29	0'40	0'49	0'35	0'30	0'63	0'49	0'47	0'58	0'60	0'78	2nd "			
0'72	0'97	1'22	0'57	0'57	1'20	2'31	1'74	1'14	0'98	5'50	1st half	132d		
0'90	1'05	1'55	0'82	0'80	1'12	1'43	1'50	2'31	0'86	4'89	2nd "			
0'41	0'27	0'13	0'04	0'04	0'21	0'07	0'17	0'21	0'06	0'43	1st half	133d		
0'46	0'40	0'12	0'11	0'08	0'22	0'12	0'42	0'23	0'06	—0'04	2nd "			
...	...	...	0'02	...	...	...	...	0'06	0'24	...	1st half	134d		
...	...	...	0'02	...	...	...	...	0'01	0'01	...	2nd "			
0'09	0'28	0'10	0'11	0'09	0'23	0'16	0'22	0'21	0'13	0'15	1st half	135d		
0'14	0'26	0'06	0'13	0'10	0'17	0'07	0'27	0'17	0'09	0'32	2nd "			
0'28	0'07	0'21	0'07	0'17	0'41	0'25	—0'14	0'31	—0'12	0'48	1st half	136d		
0'35	0'16	0'14	0'16	0'10	0'24	0'05	—0'20	0'23	0'15	0'46	2nd "			
1'67	1'95	2'06	1'11	1'06	2'65	3'29	2'22	2'29	1'58	7'11	1st half	137e		
2'14	2'27	2'36	1'59	1'38	2'38	2'16	2'40	3'53	1'77	6'41	2nd "			



A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—continued.

EXPENSES.

Half-years ended the 30th June and the 31st December 1892.

GAUGE.			METRE GAUGE.								1892.	Progressive number.
WORKED BY GUARANTEE COMPANIES.		LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.		
XIX.	XX.	XXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XI.III.	XLIV.	XLVII.	LIV.		
Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state) including the Kaunia-Dharila (2' 6" gauge) branch.	Burma (state).	Rohilkhand and Kumaon railway system.	Bhavnagar-Gondal-Junagarh-Forbandar.		
12'59 11'93	12'85 12'39	5'88 6'85	6'87 6'89	17'68 17'95	14'49 13'02	16'79 15'03	5'89 6'76	16'28 11'57	...	18'92 18'03	1st half 2nd "	}
...	...	...	...	...	...	...	...	...	6'43 5'76	...	1st half 2nd "	
0'62 0'84	0'74 0'72	1'10 1'19	0'53 0'61	0'62 0'92	0'87 0'92	0'59 0'63	0'69 0'65	1'04 1'20	0'65 0'82	0'83 1'17	1st half 2nd "	}
2'57 2'71	2'33 2'32	2'01 2'14	1'05 1'12	1'71 1'93	1'46 1'44	1'53 1'57	1'16 1'19	2'22 2'52	0'86 0'90	1'51 1'60	1st half 2nd "	
4'11 3'54	4'31 4'25	2'38 2'20	1'61 1'51	4'16 3'95	3'31 3'07	3'97 3'51	1'42 1'61	3'50 2'77	3'12 2'61	3'57 3'11	1st half 2nd "	}
0'35 0'31	0'19 0'16	0'40 0'40	0'12 0'14	0'23 0'21	0'25 0'23	0'17 0'17	0'13 0'11	0'33 0'33	0'14 0'16	0'16 0'19	1st half 2nd "	
0'35 0'38	0'28 0'28	0'35 0'36	0'24 0'23	0'22 0'20	0'21 0'18	0'26 0'29	0'28 0'31	0'47 0'51	0'24 0'25	0'19 0'20	1st half 2nd "	}
1'75 1'81	2'72 2'45	2'33 2'35	0'73 0'97	1'44 1'81	2'07 1'81	1'78 2'55	0'83 0'72	1'40 1'74	0'94 1'17	0'89 1'38	1st half 2nd "	
0'14 0'27	0'64 0'66	0'10 0'11	0'01 0'06	0'03 0'07	0'17 0'18	0'03 0'03	0'09 0'08	0'07 0'08	0'05 0'06	0'10 0'09	1st half 2nd "	}
2'67 2'25	0'82 0'77	1'30 1'00	0'01 0'11	0'93 0'71	1'03 0'82	0'38 0'19	0'12 0'57	0'61 0'56	0'03 ...	0'08 0'07	1st half 2nd "	
12'56 12'11	12'03 11'61	9'97 9'75	4'28 4'75	9'34 9'80	9'37 8'65	8'71 8'94	4'72 5'24	9'64 9'71	6'03 5'97	7'33 7'81	1st half 2nd "	}
45'72 41'52	47'06 47'97	56'61 44'80	32'83 30'75	32'94 30'79	31'96 32'96	33'14 32'71	33'67 33'33	30'11 33'57	...	26'44 23'36	1st half 2nd "	
...	...	...	...	...	...	...	...	...	67'90 63'77	...	1st half 2nd "	}
0'56 0'76	0'62 0'61	0'99 1'05	0'45 0'51	0'56 0'80	0'79 0'83	0'51 0'54	0'59 0'55	0'89 1'02	0'56 0'72	0'78 1'11	1st half 2nd "	
2'31 2'44	1'96 1'97	1'79 1'89	0'88 0'93	1'54 1'71	1'33 1'31	1'31 1'35	1'01 1'01	1'90 2'14	0'75 0'77	1'42 1'52	1st half 2nd "	}
3'76 3'20	3'62 3'60	2'13 1'94	1'36 1'26	3'75 3'48	3'01 2'78	3'39 3'02	1'21 1'36	2'99 2'36	2'72 2'26	3'36 2'90	1st half 2nd "	
0'31 0'28	0'16 0'14	0'35 0'35	0'10 0'12	0'21 0'18	0'23 0'21	0'14 0'15	0'11 0'08	0'28 0'28	0'12 0'14	0'15 0'18	1st half 2nd "	}
0'31 0'34	0'23 0'24	0'32 0'32	0'20 0'19	0'20 0'18	0'19 0'17	0'23 0'26	0'24 0'27	0'39 0'43	0'21 0'22	0'17 0'19	1st half 2nd "	
1'57 1'64	2'29 2'08	2'09 2'08	0'62 0'80	1'30 1'60	1'88 1'65	1'51 2'20	0'71 0'61	1'20 1'48	0'81 1'01	0'84 1'32	1st half 2nd "	}
0'13 0'24	0'54 0'56	0'10 0'10	0'01 0'05	0'03 0'06	0'16 0'16	0'02 0'02	0'07 0'07	0'06 0'06	0'05 0'05	0'10 0'08	1st half 2nd "	
2'40 2'03	0'69 0'65	1'16 0'89	...	0'84 0'63	0'94 0'74	0'33 0'16	0'10 0'48	0'52 0'49	0'03 ...	0'07 0'07	1st half 2nd "	}
11'29 10'93	10'11 9'85	8'93 8'62	3'62 3'95	8'43 8'64	8'53 7'85	7'44 7'70	4'04 4'43	8'23 8'26	5'25 5'17	6'89 7'43	1st half 2nd "	
41'11 37'49	39'49 40'70	50'70 39'60	27'77 25'55	29'72 27'12	29'10 29'90	28'28 28'17	28'81 28'20	25'73 28'57	...	24'87 22'24	1st half 2nd "	}
...	...	...	...	...	...	...	...	...	59'09 54'74	...	1st half 2nd "	



A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—continued.

EXPENSES.

Half-years ended the 30th June and the 31st December 1892.

GAUGE.			METRE GAUGE.									1892.	Progressive number.
WORKED BY GUARANTEE COMPANIES.		LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.			
XIX.	XX.	XXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.	LIV.			
Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state) including the Kaunia-Bharila (2' 6" gauge) branch.	Burma (state).	Rohilkhand and Kumaon railway system.	Bhavnagar-Gondal-Junagarh-Forbandar.			
12'59 11'93	12'85 12'39	5'88 6'85	6'87 6'89	17'68 17'95	14'49 13'02	16'79 15'03	5'89 6'76	16'28 11'57	...	18'92 18'03	1st half 2nd "	} †	
...	...	...	...	...	...	...	...	...	6'43 5'76	...	1st half 2nd "		
0'62 0'84	0'74 0'72	1'10 1'19	0'53 0'61	0'62 0'92	0'87 0'92	0'59 0'63	0'69 0'65	1'04 1'20	0'65 0'82	0'83 1'17	1st half 2nd "	} 138a	
2'57 2'71	2'33 2'32	2'01 2'14	1'05 1'12	1'71 1'93	1'46 1'44	1'53 1'57	1'16 1'19	2'22 2'52	0'86 0'90	1'51 1'60	1st half 2nd "		} 139a
4'11 3'54	4'31 4'25	2'38 2'20	1'61 1'51	4'16 3'95	3'31 3'07	3'97 3'51	1'42 1'61	3'50 2'77	3'12 2'61	3'57 3'11	1st half 2nd "	} 140a	
0'35 0'31	0'19 0'16	0'40 0'40	0'12 0'14	0'23 0'21	0'25 0'23	0'17 0'17	0'13 0'11	0'33 0'33	0'14 0'16	0'16 0'19	1st half 2nd "		} 141a
0'35 0'38	0'28 0'28	0'35 0'36	0'24 0'23	0'22 0'20	0'21 0'18	0'26 0'29	0'28 0'31	0'47 0'51	0'24 0'25	0'19 0'20	1st half 2nd "	} 142a	
1'75 1'81	2'72 2'45	2'33 2'35	0'73 0'97	1'44 1'81	2'07 1'81	1'78 2'55	0'83 0'72	1'40 1'74	0'94 1'17	0'89 1'38	1st half 2nd "		} 143a
0'14 0'27	0'64 0'66	0'10 0'11	0'01 0'06	0'03 0'07	0'17 0'18	0'03 0'03	0'09 0'08	0'07 0'08	0'05 0'06	0'10 0'09	1st half 2nd "	} 143A (a)	
2'67 2'25	0'82 0'77	1'30 1'00	0'01 0'11	0'03 0'71	1'03 0'82	0'38 0'19	0'12 0'57	0'61 0'56	0'03 ...	0'08 0'07	1st half 2nd "		} 144a
12'56 12'11	12'03 11'61	9'97 9'75	4'28 4'75	9'34 9'80	9'37 8'65	8'71 8'94	4'72 5'24	9'64 9'71	6'03 5'97	7'33 7'81	1st half 2nd "	} 145a	
45'72 41'52	47'00 47'97	56'61 41'80	32'83 30'75	32'94 30'79	31'96 32'96	33'14 32'71	33'67 33'33	30'11 33'57	...	26'44 23'36	1st half 2nd "		} †
...	...	...	...	...	...	...	...	...	67'90 63'77	...	1st half 2nd "		
0'56 0'76	0'62 0'61	0'99 1'05	0'45 0'51	0'56 0'80	0'79 0'83	0'51 0'54	0'59 0'55	0'89 1'02	0'56 0'72	0'78 1'11	1st half 2nd "	} 138b	
2'31 2'44	1'96 1'97	1'79 1'89	0'88 0'93	1'54 1'71	1'33 1'31	1'31 1'35	1'01 1'01	1'90 2'14	0'75 0'77	1'42 1'52	1st half 2nd "		} 139b
3'70 3'20	3'62 3'60	2'13 1'94	1'36 1'26	3'75 3'48	3'01 2'78	3'39 3'02	1'21 1'36	2'99 2'36	2'72 2'26	3'36 2'90	1st half 2nd "	} 140b	
0'31 0'28	0'16 0'14	0'35 0'35	0'10 0'12	0'21 0'18	0'23 0'21	0'14 0'15	0'11 0'08	0'28 0'28	0'12 0'14	0'15 0'18	1st half 2nd "		} 141b
0'31 0'34	0'23 0'24	0'32 0'32	0'20 0'19	0'20 0'18	0'19 0'17	0'23 0'26	0'24 0'27	0'39 0'43	0'21 0'22	0'17 0'19	1st half 2nd "	} 142b	
1'57 1'64	2'29 2'08	2'09 2'08	0'62 0'80	1'30 1'60	1'88 1'65	1'51 2'20	0'71 0'61	1'20 1'48	0'81 1'01	0'84 1'32	1st half 2nd "		} 143b
0'13 0'24	0'54 0'56	0'10 0'10	0'01 0'05	0'03 0'06	0'16 0'16	0'02 0'02	0'07 0'07	0'06 0'06	0'05 0'05	0'10 0'08	1st half 2nd "	} 143A (b)	
2'40 2'03	0'69 0'65	1'16 0'89	...	0'84 0'63	0'94 0'74	0'33 0'16	0'10 0'48	0'52 0'49	0'03 ...	0'07 0'07	1st half 2nd "		} 144b
11'29 10'93	10'11 9'85	8'93 8'62	3'62 3'95	8'43 8'64	8'53 7'85	7'44 7'70	4'04 4'43	8'23 8'26	5'25 5'17	6'89 7'43	1st half 2nd "	} 145b	
41'11 37'49	39'49 40'70	50'70 39'60	27'77 25'55	29'72 27'12	29'10 29'90	28'28 28'17	28'81 28'20	25'73 28'57	...	24'87 22'24	1st half 2nd "		} †
...	...	...	...	...	...	...	...	...	59'09 54'74	...	1st half 2nd "		

APPENDIX  
STATISTICS OF INDIAN  
WORKING

Half-years ended the 30th June and the 31st December 1892.

TABLE B.—LOCOMOTIVE

Progressive number.	HEADINGS.	1892.	STANDARD						
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES TEED
			I. East Indian railway system.	II. Bengal- Nagpur.	III. Indian Midland railway system.	IX. North Western (state) railway excluding mili- tary lines.	XI. Oudh and Rohil- khand (state).	XII. Eastern Bengal (state).	XVIII. Great Indian Peninsula railway system.
<b>PER 1,000 GROSS TON-MILES.</b>									
138c	General superintendence (including office expenses) R	{ 1st half 2nd ,,	0'10 0'12	0'18 0'23	0'15 0'19	0'14 0'20	0'12 0'16	0'15 0'10	0'10 0'15
139c	Running expenses	{ 1st half 2nd ,,	0'29 0'35	0'42 0'49	0'43 0'50	0'40 0'50	0'18 0'24	0'46 0'32	0'54 0'04
140c	Fuel†	{ 1st half 2nd ,,	0'13 0'13	0'29 0'24	0'01 0'85	0'93 0'93	0'51 0'62	0'48 0'48	0'80 0'86
141c	Water	{ 1st half 2nd ,,	0'02 0'02	0'05 0'06	0'07 0'09	0'03 0'04	0'02 0'03	0'04 0'03	0'06 0'07
142c	Oil, tallow and other stores	{ 1st half 2nd ,,	0'06 0'05	0'09 0'08	0'08 0'09	0'06 0'07	0'04 0'07	0'13 0'09	0'08 0'08
143c	Maintenance and renewal of locomotives	{ 1st half 2nd ,,	0'29 0'37	0'29 0'38	0'26 0'37	0'46 0'44	0'24 0'26	0'45 0'28	0'44 0'54
143A (c)	Maintenance and renewal of machinery, tools and plant	{ 1st half 2nd ,,	0'02 0'02	0'04 0'04	0'01 0'02	0'05 0'07	0'02 0'03	0'06 0'03	0'03 0'04
144c	Other charges (net)	{ 1st half 2nd ,,	0'20 0'24	0'40 0'28	0'28 0'18	0'21 0'20	0'21 0'17	0'02 0'03	0'48 0'55
145c	Total locomotive expenses	{ 1st half 2nd ,,	1'11 1'30	1'76 1'80	2'19 2'29	2'28 2'45	1'34 1'58	1'79 1'30	2'53 2'93
†	Fuel consumed in terms of { coal . . . lbs. wood . . . . . }	{ 1st half 2nd ,, 1st half 2nd ,,	140'28 143'83 ... ...	159'93 143'10 ... ...	170'09 162'80 ... ...	150'60 162'83 ... ...	125'10 144'56 ... ...	195'83 175'03 ... ...	150'01 161'50 ... ...
<b>PER TOTAL TRAIN-MILE.</b>									
146a	General superintendence (including office expenses) Annas	{ 1st half 2nd ,,	0'14 0'16	0'22 0'26	0'25 0'35	0'20 0'20	0'14 0'16	0'37 0'31	0'15 0'21
147a	Repairs and renewals of coaching vehicles	{ 1st half 2nd ,,	0'34 0'40	0'22 0'37	0'84 1'10	0'96 1'02	0'81 0'67	0'80 1'17	0'96 1'27
148a	Repairs and renewals of goods vehicles	{ 1st half 2nd ,,	1'39 1'18	0'83 0'77	0'68 0'92	1'45 0'72	0'76 0'83	1'01 1'54	1'05 1'31
148A (a)	Repairs and renewals of machinery, tools and plant	{ 1st half 2nd ,,	0'05 0'06	0'02 0'04	0'02 0'05	0'05 0'05	0'02 0'04	0'01 0'02	0'07 0'07
149a	Cleaning and oiling	{ 1st half 2nd ,,	0'12 0'13	0'46 0'61	0'33 0'35	0'39 0'41	0'28 0'31	0'35 0'24	0'34 0'42
150a	Other charges (net)	{ 1st half 2nd ,,	0'01 0'02	0'08 0'08	0'01 ...	0'10 0'03	0'01 ...	—0'13 —0'38	0'43 0'53
151a	Total carriage and wagon expenses	{ 1st half 2nd ,,	2'05 1'95	1'83 2'13	2'13 2'77	3'15 2'43	2'02 2'01	2'41 2'70	3'00 3'81
<b>PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES.</b>									
146b	General superintendence (including office expenses) R	{ 1st half 2nd ,,	0'33 0'37	0'38 0'51	0'59 0'88	0'55 0'61	0'23 0'39	1'25 0'80	0'54 0'80
147b	Repairs and renewals of coaching vehicles (a)	{ 1st half 2nd ,,	2'83 3'02	2'36 3'04	7'09 7'73	8'07 7'35	6'57 4'79	5'16 9'65	14'08 13'40
148b	Repairs and renewals of goods vehicles (a)	{ 1st half 2nd ,,	4'34 4'15	1'74 1'97	2'15 3'53	5'81 3'83	1'50 3'20	7'09 6'05	4'99 7'77
148A (b)	Repairs and renewals of machinery, tools and plant	{ 1st half 2nd ,,	0'12 0'14	0'03 0'08	0'06 0'12	0'13 0'17	0'03 0'09	0'04 0'05	0'24 0'27
149b	Cleaning and oiling	{ 1st half 2nd ,,	0'27 0'31	0'80 1'19	0'80 0'86	1'06 1'27	0'44 0'78	4'18 0'63	1'21 1'59
150b	Other charges (net)	{ 1st half 2nd ,,	0'01 0'03	0'14 0'15	0'03 0'02	0'27 0'09	0'01 0'01	—0'45 —1'53	1'53 2'01
151b	Total carriage and wagon expenses	{ 1st half 2nd ,,	4'66 4'67	3'21 4'15	5'10 6'90	8'55 7'46	3'20 5'03	8'11 7'17	10'75 14'47

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 1892.

GAUGE.			METRE GAUGE.										1892.	Progressive number.
WORKED BY GUARANTEE COMPANIES.		LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.				
XIX.	XX.	XXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.	LIV.				
Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state) including the Kauria-Dharrataje 0'6 gauge branch.	Burma (state).	Rohilkhand and Kumaon railway system.	Bhavnagar-Gondal-Junagarh-Porbandar.				
0'10'	0'17	0'22	0'16	0'19	0'35	0'24	0'26	0'30	0'24	0'33		1st half	} 138c	
0'17	0'17	0'23	0'21	0'29	0'36	0'26	0'25	0'39	0'30	0'49				2nd "
0'43	0'53	0'38	0'32	0'51	0'58	0'63	0'46	0'65	0'32	0'60		1st half	} 139c	
0'54	0'54	0'43	0'37	0'01	0'36	0'04	0'45	0'81	0'33	0'67				2nd "
0'69	0'98	0'45	0'49	1'26	1'30	1'62	0'55	1'02	1'15	1'43		1st half	} 140c	
0'71	0'98	0'43	0'51	1'24	1'19	1'44	0'60	0'89	0'96	1'29				2nd "
0'06	0'04	0'07	0'04	0'07	0'10	0'07	0'05	0'10	0'05	0'06		1st half	} 141c	
0'06	0'04	0'08	0'05	0'07	0'09	0'07	0'04	0'11	0'06	0'08				2nd "
0'06	0'06	0'07	0'07	0'07	0'08	0'11	0'11	0'13	0'09	0'07		1st half	} 142c	
0'08	0'06	0'07	0'08	0'06	0'07	0'12	0'11	0'17	0'09	0'08				2nd "
0'29	0'61	0'45	0'22	0'44	0'82	0'72	0'32	0'40	0'34	0'36		1st half	} 143c	
0'36	0'57	0'46	0'32	0'57	0'71	1'05	0'27	0'56	0'43	0'58				2nd "
0'02	0'15	0'01	0'01	0'02	0'07	0'01	0'03	0'02	0'02	0'04		1st half	} 143A (c)	
0'05	0'15	0'03	0'02	0'02	0'07	0'01	0'03	0'02	0'02	0'04				2nd "
0'44	0'18	0'25	...	0'28	0'40	0'16	0'04	0'18	0'01	0'03		1st half	} 144c	
0'45	0'18	0'19	0'03	0'22	0'32	0'08	0'22	0'18	...	0'03				2nd "
2'09	2'72	1'90	1'31	2'84	3'70	3'56	1'82	2'80	2'22	2'92		1st half	} 145c	
2'42	2'69	1'92	1'59	3'08	3'37	3'07	1'97	3'13	2'19	3'26				2nd "
122'05	170'00	172'62	160'90	160'16	201'65	216'73	207'65	139'79	...	168'57		1st half	} †	
133'12	178'08	141'31	164'26	154'81	205'44	214'87	200'30	173'10	...	155'96				2nd "
...	...	...	...	...	...	...	...	...	399'17	...		1st half	} †	
...	...	...	...	...	...	...	...	...	371'20	...				2nd "
and Wagon Expenses.														
0'26	0'23	0'31	0'19	0'15	0'28	0'10	0'37	0'20	0'22	0'27		1st half	} 146a	
0'40	0'17	0'36	0'20	0'21	0'30	0'10	0'30	0'28	0'28	0'39				2nd "
0'73	0'89	1'18	0'36	0'46	0'94	0'63	0'41	0'63	0'47	0'64		1st half	} 147a	
1'49	0'58	1'35	0'38	0'81	0'66	1'03	0'37	0'70	0'78	0'69				2nd "
2'12	1'66	0'95	0'49	0'65	0'89	0'49	0'38	0'52	0'37	0'22		1st half	} 148a	
3'15	0'94	0'85	0'70	0'82	0'57	1'10	0'29	0'79	0'50	0'28				2nd "
0'19	0'45	0'05	0'01	...	0'02	...	0'01	0'07	0'03	...		1st half	} 148A (a)	
0'28	0'39	0'04	...	...	0'02	...	0'02	0'04	0'04	0'04				2nd "
0'34	0'41	0'40	0'19	0'32	0'21	0'18	0'22	0'38	0'27	0'16		1st half	} 149a	
0'38	0'40	0'35	0'21	0'38	0'21	0'19	0'23	0'49	0'33	0'19				2nd "
0'52	0'26	...	0'01	0'07	0'01	0'01	0'07	0'06	...	0'01		1st half	} 150a	
0'87	0'19	...	0'02	0'09	0'01	...	...	0'02	0'08	0'04				2nd "
4'16	3'90	2'90	1'25	1'65	2'35	1'39	1'32	1'86	1'36	1'30		1st half	} 151a	
6'57	2'07	2'95	1'51	2'31	1'77	2'42	1'21	2'32	2'01	1'63				2nd "
0'56	0'77	0'77	0'43	0'38	0'96	0'34	0'99	0'44	0'60	0'78		1st half	} 146b	
1'08	0'55	0'97	0'49	0'58	0'99	0'35	0'78	0'62	0'71	1'22				2nd "
7'18	6'79	10'29	2'11	5'22	9'26	4'48	2'88	3'51	3'36	4'54		1st half	} 147b	
10'83	4'45	10'82	1'98	6'64	6'09	7'71	2'80	3'63	4'19	3'95				2nd "
5'75	9'56	3'10	1'84	2'27	4'69	3'25	1'56	1'83	1'64	1'04		1st half	} 148b	
13'33	5'33	3'41	3'51	3'14	3'03	6'84	1'16	3'15	2'49	1'94				2nd "
0'41	1'48	0'11	0'03	0'02	0'08	...	0'04	0'13	0'10	...		1st half	} 148A (b)	
0'74	1'26	0'10	...	0'03	0'08	...	0'05	0'09	0'11	0'14				2nd "
0'72	1'37	0'94	0'43	0'87	0'73	0'62	0'59	0'82	0'77	0'44		1st half	} 149b	
1'02	1'39	0'95	0'54	1'02	0'72	0'65	0'59	1'10	0'86	0'62				2nd "
1'11	0'85	...	0'03	0'19	0'02	0'02	0'18	0'12	...	0'13		1st half	} 150b	
2'34	0'63	...	0'07	0'27	0'04	0'13	0'02	0'08	0'22	0'12				2nd "
8'85	12'84	6'90	2'85	4'42	8'08	4'78	3'49	3'99	3'76	3'70		1st half	} 151b	
17'60	8'70	7'94	3'86	6'19	5'97	8'26	3'18	5'26	5'21	5'15				2nd "

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

APPENDIX  
STATISTICS OF INDIAN  
WORKING

TABLE D.—

Half-years ended the 30th June and the 31st December 1892.

Progressive number.	HEADINGS.	1892.	STANDARD						
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES
			I. East Indian railway system.	II. Bengal- Nagpur.	III. Indian Midland railway system.	IX. North Western (state) railway excluding military lines.	XI. Oudh and Rohilkhand (state).	XII. Eastern Bengal (state).	XVIII. Great Indian Peninsula railway system.
<b>PER TOTAL TRAIN-MILE.</b>									
152a	General superintendence (including office expenses) . . . . . <i>Annas</i>	1st half 2nd ,,	0'62 0'69	0'79 0'96	0'66 0'86	0'61 0'71	0'61 0'66	0'95 0'81	0'41 0'57
153a	Station staff . . . . . "	1st half 2nd ,,	2'24 2'40	1'88 2'02	1'74 2'23	2'11 2'47	2'00 2'10	4'32 4'44	1'98 2'52
154a	Train staff . . . . . "	1st half 2nd ,,	0'84 0'87	0'65 0'73	0'67 0'80	0'92 0'99	0'70 0'73	0'70 0'60	1'26 1'44
155a	Fuel, lighting, water, and general stores . . . . . "	1st half 2nd ,,	0'34 0'33	0'45 0'56	0'39 0'59	0'44 0'59	0'35 0'47	0'64 0'55	0'39 0'49
156a	Clothing . . . . . "	1st half 2nd ,,	0'05 0'04	0'08 —0'01	... 0'03	0'03 0'13	0'07 0'02	0'08 0'05	0'03 0'09
157a	Printing, stationery and tickets . . . . . "	1st half 2nd ,,	0'17 0'17	0'42 0'31	0'24 0'28	0'19 0'23	0'23 0'25	0'28 0'31	0'16 0'24
158a	Charges for delivery and collection of goods, &c. . . . . "	1st half 2nd ,,	... 0'01	... ...	... ...	0'01 ...	0'01 0'01	0'03 0'10	0'01 0'01
159a	Miscellaneous expenses . . . . . "	1st half 2nd ,,	0'06 0'06	0'01 0'01	0'02 0'02	0'01 0'01	... ...	0'08 0'10	0'01 0'01
160a	Payments to other lines . . . . . "	1st half 2nd ,,	0'10 0'08	0'86 0'39	0'10 0'72	0'06 0'11	0'16 0'07	... ...	0'05 0'06
161a	Other charges (net) . . . . . "	1st half 2nd ,,	0'01 0'01	0'02 0'03	0'01 0'01	0'04 0'04	0'01 0'01	... ...	0'11 0'17
162a	Total traffic expenses . . . . . "	1st half 2nd ,,	4'43 4'66	5'16 5'00	3'83 5'54	4'42 5'28	4'14 4'32	7'08 6'96	4'41 5'60
<b>PER CENT. ON TRAFFIC EARNINGS.</b> <i>(Abstracts H and I of Revenue Accounts.)</i>									
152b	General superintendence (including office expenses)† . . . . . <i>Per cent.</i>	1st half 2nd ,,	0'76 0'92	1'09 1'98	1'26 1'82	1'06 1'39	1'01 1'42	1'91 1'21	0'58 0'95
153b	Station staff . . . . . "	1st half 2nd ,,	2'75 3'18	2'59 4'16	3'38 4'72	3'66 4'79	3'33 4'52	8'76 6'66	2'81 4'24
154b	Train staff . . . . . "	1st half 2nd ,,	1'04 1'15	0'90 1'50	1'30 1'69	1'60 1'92	1'17 1'58	1'44 0'90	1'79 2'43
155b	Fuel, lighting, water, and general stores . . . . . "	1st half 2nd ,,	0'42 0'44	0'62 1'16	0'75 1'25	0'78 1'15	0'58 1'00	1'30 0'82	0'55 0'83
156b	Clothing . . . . . "	1st half 2nd ,,	0'06 0'06	0'11 —0'01	0'01 0'06	0'06 0'25	0'11 0'05	0'17 0'07	0'05 0'15
157b	Printing, stationery and tickets . . . . . "	1st half 2nd ,,	0'21 0'22	0'57 0'63	0'47 0'60	0'33 0'45	0'39 0'54	0'57 0'46	0'22 0'40
158b	Charges for delivery and collection of goods, &c. . . . . "	1st half 2nd ,,	0'01 0'01	... ...	... ...	... ...	0'02 0'03	0'06 0'15	0'01 0'02
159b	Miscellaneous expenses . . . . . "	1st half 2nd ,,	0'07 0'08	0'01 0'02	0'04 0'05	0'01 0'02	... ...	0'16 0'15	0'01 0'02
160b	Payments to other lines . . . . . "	1st half 2nd ,,	0'12 0'10	1'19 0'80	0'19 1'53	0'10 0'22	0'27 0'15	... ...	0'08 0'11
161b	Other charges (net) . . . . . "	1st half 2nd ,,	0'01 0'01	0'03 0'05	0'01 0'02	0'07 0'08	0'01 0'02	0'02 ...	0'16 0'28
162b	Total traffic expenses . . . . . "	1st half 2nd ,,	5'45 6'17	7'11 10'29	7'41 11'74	7'67 10'27	6'89 9'31	14'39 10'42	6'26 9'43
†	General superintendence per cent. on traffic earnings (including steam-boat) . . . . . <i>Per cent.</i>	1st half 2nd ,,	0'76 0'91	1'09 1'98	1'26 1'82	1'06 1'39	1'01 1'42	1'82 1'18	0'58 0'95



—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—continued.

TRAFFIC EXPENSES.

Half-years ended the 30th June and the 31st December 1892.

METRE GAUGE.														
WORKED BY GUARANTY COMPANIES.			STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.	1892.	Progressive number.		
XIX.	XX.	XXVI.	XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.	LIV.				
Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state) including the Kaunia-Dharla (2' 6" gauge) branch.	Burma (state.)	Rohilkhand and Kumaon railway system.	Bhavnagar-Gondal-Junagarh-Porbandar.				
0'50	0'80	1'01	0'51	0'47	0'77	0'56	0'79	0'71	0'80	0'83	1st half .	} 152a		
0'57	0'80	1'09	0'58	0'64	0'82	0'43	0'71	0'89	1'06	1'00	2nd ,, .			
2'48	2'41	2'53	1'48	1'33	1'92	1'46	2'52	3'01	1'74	2'22	1st half .	} 153a		
3'18	2'37	2'79	1'61	1'71	1'95	1'44	2'52	3'17	1'92	2'46	2nd ,, .			
0'53	0'61	0'74	0'49	0'50	0'54	0'31	0'47	0'69	0'44	0'35	1st half .	} 154a		
0'61	0'58	0'79	0'55	0'62	0'53	0'29	0'52	0'82	0'46	0'42	2nd ,, .			
0'69	0'70	0'69	0'27	0'34	0'62	0'38	0'41	0'58	0'51	0'69	1st half .	} 155a		
0'58	0'60	0'57	0'36	0'48	0'56	0'42	0'32	0'70	0'63	0'50	2nd ,, .			
0'07	0'05	...	0'07	0'07	0'13	0'08	0'05	0'11	0'07	0'03	1st half .	} 156a		
0'08	0'07	0'05	0'04	0'03	0'09	0'06	0'04	0'20	0'03	0'11	2nd ,, .			
0'28	0'50	0'42	0'31	0'11	0'26	0'32	0'25	0'39	0'54	0'37	1st half .	} 157a		
0'36	0'48	0'39	0'37	0'20	0'37	0'39	0'25	0'67	0'59	0'42	2nd ,, .			
0'04	0'02	...	0'29	...	...	...	...	...	...	...	1st half .	} 158a		
0'05	0'01	...	0'24	...	...	...	...	...	...	...	2nd ,, .			
0'01	0'04	0'04	0'02	0'02	0'05	0'05	0'07	0'03	0'07	0'11	1st half .	} 159a		
0'01	0'04	0'05	0'07	0'03	0'06	0'03	0'08	0'04	0'08	0'16	2nd ,, .			
0'24	0'06	0'27	...	0'11	0'18	0'10	...	...	0'41	0'18	1st half .	} 160a		
0'22	0'06	0'32	...	0'15	0'18	0'06	...	...	1'62	0'23	2nd ,, .			
0'09	0'23	...	0'41	0'01	0'01	0'03	0'05	0'01	0'02	0'05	1st half .	} 161a		
0'02	0'20	...	0'30	0'01	0'01	0'03	0'03	0'01	...	0'06	2nd ,, .			
4'93	5'51	5'70	3'85	2'96	4'48	3'29	4'61	5'53	4'60	4'83	1st half .	} 162a		
5'64	5'21	6'05	4'12	3'87	4'57	3'15	4'47	6'50	6'39	5'36	2nd ,, .			
0'53	1'49	1'43	1'06	0'92	2'01	1'53	1'92	1'10	1'94	1'59	1st half .	} 152b		
0'74	1'32	1'54	1'44	1'25	2'06	1'19	1'48	1'72	2'83	2'15	2nd ,, .			
2'60	4'02	3'58	3'06	2'59	5'03	3'99	6'13	4'64	4'19	4'24	1st half .	} 153b		
4'10	3'94	3'94	4'04	3'32	4'94	4'00	5'24	6'17	5'11	5'29	2nd ,, .			
0'55	1'01	1'05	1'01	0'97	1'43	0'86	1'14	1'07	1'06	0'68	1st half .	} 154b		
0'78	0'98	1'12	1'37	1'21	1'33	0'82	1'08	1'60	1'23	0'90	2nd ,, .			
0'72	1'18	0'97	0'56	0'67	1'63	1'04	0'99	0'90	1'22	1'33	1st half .	} 155b		
0'75	0'99	0'82	0'89	0'94	1'40	1'17	0'66	1'36	1'68	1'07	2nd ,, .			
0'08	0'09	...	0'15	0'13	0'34	0'20	0'11	0'17	0'16	0'07	1st half .	} 156b		
0'10	0'12	0'06	0'11	0'06	0'23	0'16	0'07	0'40	0'07	0'24	2nd ,, .			
0'30	0'83	0'59	0'64	0'21	0'69	0'89	0'61	0'60	1'30	0'70	1st half .	} 157b		
0'47	0'79	0'56	0'93	0'39	0'95	1'07	0'53	1'31	1'57	0'91	2nd ,, .			
0'04	0'03	...	0'60	...	...	...	...	...	0'01	...	1st half .	} 158b		
0'06	0'02	...	0'59	...	...	...	...	...	...	...	2nd ,, .			
0'01	0'07	0'05	0'04	0'03	0'13	0'13	0'17	0'04	0'47	0'21	1st half .	} 159b		
0'02	0'06	0'06	0'16	0'05	0'17	0'08	0'17	0'07	0'21	0'34	2nd ,, .			
0'26	0'10	0'39	...	0'22	0'46	0'27	...	...	0'97	0'34	1st half .	} 160b		
0'29	0'11	0'45	...	0'29	0'45	0'17	...	...	4'29	0'50	2nd ,, .			
0'10	0'38	...	0'85	0'01	0'02	0'07	0'11	0'01	0'05	0'09	1st half .	} 161b		
0'03	0'34	...	0'75	0'02	0'02	0'06	0'06	0'02	0'02	0'14	2nd ,, .			
5'19	9'20	8'06	7'97	5'75	11'74	8'98	11'18	8'53	11'07	9'25	1st half .	} 162b		
7'28	8'67	8'55	10'28	7'53	11'55	8'72	9'29	12'65	17'01	11'54	2nd ,, .			
0'53	1'49	1'43	0'98	0'92	2'01	1'53	1'81	1'10	1'94	1'59	1st half .	} †		
0'74	1'32	1'54	1'31	1'25	2'06	1'19	1'36	1'71	2'83	2'15	2nd ,, .			

APPENDIX  
STATISTICS OF INDIAN  
WORKING

Half-years ended the 30th June and the 31st December 1892.

TABLE E.—GENERAL

Progressive number.	HEADINGS.	1892.	STANDARD						
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES TRED
			I. East Indian railway system.	II. Bengal- Nagpur.	III. Indian Midland railway system.	IX. North Western (state) railway excluding military lines.	XI. Oudh and Rohil- khand (state).	XII. Eastern Bengal (state).	XVIII. Great Indian Peninsula railway system.
PER TOTAL TRAIN-MILE.									
153 <sup>a</sup>	Home expenditure . . . . . <i>Annas</i>	1st half 2nd "	(a)0'39 (a)0'40	1'60 2'00	(a)0'99 <sup>a</sup> (a)1'55	0'11 ...	0'06 ...	0'26 0'16	0'14 0'19
164 <sup>a</sup>	Agent's office—salaries and expenses "	1st half 2nd "	0'16 0'18	0'51 0'74	0'42 0'59	0'20 0'21	0'26 0'30	0'42 0'34	0'14 0'19
165 <sup>a</sup>	Audit, accounts, and pay office " . "	1st half 2nd "	0'60 0'68	1'05 1'41	1'04 1'41	0'58 0'70	0'88 0'99	0'81 0'68	0'43 0'59
166 <sup>a</sup>	Stores department " . "	1st half 2nd "	0'20 0'24	0'26 0'45	0'27 0'33	0'15 0'19	0'15 0'18	0'10 0'09	0'15 0'21
167 <sup>a</sup>	Medical " . "	1st half 2nd "	0'15 0'17	0'21 0'28	0'14 0'19	0'10 0'12	0'14 0'15	0'20 0'19	0'09 0'12
168 <sup>a</sup>	Rents and miscellaneous " . "	1st half 2nd "	0'20 0'22	0'64 0'42	0'22 0'27	0'15 0'13	0'19 0'14	0'18 0'14	0'09 0'12
169 <sup>a</sup>	Police . . . . . "	1st half 2nd "	0'22 0'25	0'26 0'33	0'29 0'33	0'11 0'14	0'17 0'14	0'15 0'14	0'19 0'28
170 <sup>a</sup>	Advertising . . . . . "	1st half 2nd "	0'02 0'01	0'01 0'02	... 0'01	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01
171 <sup>a</sup>	Electric telegraph . . . . . "	1st half 2nd "	0'76 0'81	1'31 1'58	0'79 1'05	0'66 0'79	0'71 0'79	0'98 0'85	0'54 0'73
172 <sup>a</sup>	Other charges (net) . . . . . "	1st half 2nd "	... 0'01	0'02 ...	... ...	... 0'01	... 0'01	... ...	0'09 0'14
173 <sup>a</sup>	Total general charges . . . . . "	1st half 2nd "	2'70 3'03	5'90 7'23	4'16 5'73	2'07 2'30	2'57 2'71	3'11 2'60	1'87 2'58
PER CENT. ON TOTAL EARNINGS.									
163 <sup>b</sup>	Home expenditure . . . . . <i>Per cent.</i>	1st half 2nd "	(a)0'47 (a)0'60	2'06 3'80	(a)1'84 (a)3'11	0'19 ...	0'10 ...	0'51 0'25	0'20 0'32
164 <sup>b</sup>	Agent's office—salaries and expenses. "	1st half 2nd "	0'20 0'23	0'70 1'42	0'80 1'20	0'34 0'41	0'41 0'62	0'84 0'54	0'19 0'31
165 <sup>b</sup>	Audit, accounts, and pay office " . "	1st half 2nd "	0'72 0'88	1'36 2'69	1'93 2'83	1'00 1'34	1'39 2'06	1'61 1'08	0'61 0'99
166 <sup>b</sup>	Stores department " . "	1st half 2nd "	0'24 0'31	0'34 0'85	0'49 0'67	0'25 0'36	0'25 0'37	0'21 0'14	0'21 0'35
167 <sup>b</sup>	Medical " . "	1st half 2nd "	0'18 0'22	0'27 0'53	0'26 0'39	0'17 0'23	0'22 0'32	0'40 0'29	0'12 0'20
168 <sup>b</sup>	Rents and miscellaneous " . "	1st half 2nd "	0'24 0'29	0'82 0'79	0'41 0'54	0'25 0'24	0'30 0'31	0'37 0'22	0'13 0'19
169 <sup>b</sup>	Police . . . . . "	1st half 2nd "	0'26 0'33	0'34 0'62	0'54 0'67	0'20 0'27	0'27 0'29	0'30 0'22	0'27 0'46
170 <sup>b</sup>	Advertising . . . . . "	1st half 2nd "	0'03 0'01	0'02 0'04	... 0'02	0'02 0'01	0'01 0'01	0'02 0'02	0'01 0'02
171 <sup>b</sup>	Electric telegraph . . . . . "	1st half 2nd "	0'92 1'06	1'69 3'00	1'47 2'13	1'11 1'50	1'12 1'65	1'95 1'33	0'76 1'22
172 <sup>b</sup>	Other charges (net) . . . . . "	1st half 2nd "	... 0'01	0'02 0'01	... ...	... 0'03	... 0'01	0'02 ...	0'14 0'23
173 <sup>b</sup>	Total special and miscellaneous expenses . . . . . "	1st half 2nd "	3'26 3'94	7'62 13'75	7'74 11'56	3'53 4'39	4'07 5'64	6'23 4'09	2'64 4'29
PER CENT. ON GROSS EARNINGS.									
174	Law charges . . . . . <i>Per cent.</i>	1st half 2nd "	0'03 0'04	0'05 ...	... ...	0'02 —0'02	... 0'01	Table G.—Special and 0'04 ...	0'01 0'01
175	Compensation . . . . . "	1st half 2nd "	0'03 0'11	0'06 0'04	0'03 0'16	0'16 0'06	0'01 0'05	0'34 0'07	0'03 0'10
176	Rates and taxes . . . . . "	1st half 2nd "	0'12 0'13	... ...	0'02 0'02	0'07 0'06	... ...	0'30 0'15	0'09 0'15
177	Payments to other lines . . . . . "	1st half 2nd "	0'75 0'28	1'20 0'72	2'92 4'19	0'33 0'29	0'13 0'34	0'59 0'97	1'57 1'49
178	Other charges (net) . . . . . "	1st half 2nd "	0'25 0'24	0'36 0'54	1'18 1'61	0'61 0'73	0'66 0'97	5'20 0'57	0'16 0'17
179	Total special and miscellaneous expenses . . . . . "	1st half 2nd "	1'18 0'80	1'67 1'30	4'15 5'98	1'19 1'12	0'80 1'37	6'47 1'76	1'86 1'92

(a) Includes cost of Government controlling establishments.

A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—concluded.

CHARGES.

Half-years ended the 30th June and the 31st December 1892.

GAUGE.			METRE GAUGE.								1892.	Progressive number.	
WORKED BY GUARANTEE COMPANIES.		LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.			
XIX. Bombay, Baroda and Central India.	XX. Madras.	XXVI. The Nizam's Guaranteed State railway system.	XXXIII. Bengal and North-Western railway system.	XXXV. Rajputana-Malwa.	XXXVI. Southern Mahratta railway system.	XXXIX. South Indian.	XLIII. Eastern Bengal (state) including the Kaunia-Dharila (2' 6" gauge) branch.	XLIV. Burma (state).	XLVII. Rohilkund and Kumaon railway system.	LIV. Bhavnagar-Gondal-Junagar-Porbandar.			
0'72 0'34	0'43 0'41	1'76 2'14	(a)0'71 (a)1'02	0'45 0'72	1'52. 1'31	(a)0'85 (a)0'89		...	(a)1'23 (a)1'46	0'05 0'06	1st half 2nd "	163a	
0'22 0'27	0'34 0'27	0'50 0'55	0'49 0'56	0'12 0'19	0'26 0'28	0'21 0'20		0'51 0'41	0'60 1'06	0'78 0'74	1st half 2nd "		164a
0'76 0'96	0'92 0'82	1'64 1'81	0'67 0'74	0'43 0'67	0'84 0'89	0'57 0'55		0'78 0'92	1'00 1'19	1'22 1'56	1st half 2nd "	165a	
0'28 0'40	0'16 0'14	0'33 0'29	0'13 0'14	0'14 0'20	0'18 0'24	0'13 0'13		0'28 0'29	0'21 0'33	0'20 0'09	1st half 2nd "		166a
0'15 0'21	0'22 0'22	0'37 0'39	0'11 0'14	0'10 0'15	0'19 0'19	0'10 0'10		0'11 0'13	0'08 0'12	0'30 0'45	1st half 2nd "	167a	
0'25 0'38	0'10 0'11	0'54 0'48	0'15 0'16	0'11 0'22	0'21 0'22	0'13 0'17		0'20 0'19	0'48 0'49	0'28 0'32	1st half 2nd "		168a
0'30 0'37	0'24 0'26	0'83 0'81	0'27 0'28	0'22 0'25	0'36 0'37	0'09 0'30		0'11 0'14	0'14 0'16	0'76 1'07	1st half 2nd "	169a	
0'01 0'01	0'03 0'03	...	...	...	0'01 ...	0'01 0'02		0'02 0'02	0'06 0'01	0'01 0'02	1st half 2nd "		170a
0'48 0'70	0'83 0'80	1'05 1'14	0'92 1'07	0'71 1'00	1'33 1'39	0'67 0'61		1'04 1'25	0'99 1'11	1'14 1'59	1st half 2nd "	171a	
0'32 0'24	0'21 0'26	...	...	...	0'01 ...	0'02 0'01		...	...	0'05 0'04	1st half 2nd "		172a
3'49 3'88	3'48 3'38	7'02 7'61	3'45 4'12	2'28 3'41	4'91 4'89	2'78 2'98		3'05 3'35	4'79 5'93	4'79 5'94	1st half 2nd "	173a	
0'75 0'43	0'70 0'68	2'39 2'89	(a)1'30 (a)2'22	0'86 1'34	3'89 3'24	(a)2'27 (a)2'40	Included with standard gauge.	...	(a)2'55 (a)3'38	0'10 0'13	1st half 2nd "		163b
0'22 0'34	0'55 0'44	0'68 0'74	0'90 1'23	0'23 0'35	0'67 0'69	0'56 0'53			0'77 0'78	1'24 2'45	1'46 1'54	1st half 2nd "	
0'78 1'21	1'51 1'34	2'24 2'45	1'23 1'64	0'82 1'26	2'14 2'20	1'53 1'50			1'19 1'76	2'07 2'76	2'28 3'27	1st half 2nd "	165b
0'50	0'26 0'22	0'45 0'40	0'24 0'30	0'27 0'37	0'46 0'59	0'35 0'34			0'42 0'54	0'44 0'76	0'36 0'18	1st half 2nd "	
0'15 0'27	0'36 0'37	0'49 0'53	0'21 0'30	0'19 0'27	0'47 0'49	0'28 0'28			0'18 0'25	0'17 0'28	0'56 0'94	1st half 2nd "	167b
0'26 0'48	0'17 0'18	0'74 0'64	0'27 0'35	0'21 0'41	0'55 0'53	0'36 0'47			0'30 0'37	0'98 1'15	0'52 0'67	1st half 2nd "	
0'31 0'47	0'40 0'42	1'12 1'09	0'49 0'61	0'42 0'47	0'93 0'91	0'24 0'80			0'17 0'25	0'28 0'38	1'41 2'25	1st half 2nd "	169b
0'01 0'01	0'04 0'05	...	0'01 0'01	...	0'04 0'01	0'04 0'05			0'03 0'04	0'11 0'03	0'01 0'04	1st half 2nd "	
0'50 0'83	1'37 1'40	1'41 1'55	1'71 2'32	1'33 1'87	3'41 3'45	1'80 1'67			1'58 2'37	2'06 2'59	2'13 3'31	1st half 2nd "	171b
0'33 0'30	0'35 0'42	...	...	0'01 ...	0'01 ...	0'06 0'03			...	...	0'10 0'08	1st half 2nd "	
3'60 4'89	5'71 5'52	9'52 10'30	6'36 8'98	4'34 6'35	12'57 12'11	7'49 6'07			4'64 6'36	9'90 13'78	8'93 12'41	1st half 2nd "	173b
Miscellaneous expenses.			0'03 0'04	0'01 0'01	0'03 0'09	...			0'03 ...	...	0'01 0'04	1st half 2nd "	
0'21 0'46	0'12 0'05	0'02 0'03	0'02 0'06	0'03 0'07	0'50 0'02	0'04 0'06			0'02 0'02	0'03 0'05	0'03 1'19	1st half 2nd "	175
0'18 0'28	0'08 0'32	—0'01 —0'06	0'05 0'15	...	0'08 0'14	0'06 0'27			0'25 0'27	0'02 0'02	...	1st half 2nd "	
0'42 0'36	0'52 0'23	0'08 0'08	...	0'09 ...	0'01 0'07	0'17 0'12		...	0'11 —0'78	0'14 0'23	1st half 2nd "	177	
0'41 0'27	0'55 0'55	0'52 0'67	0'81 2'16	0'41 0'56	0'16 0'19	0'32 0'36		0'42 0'57	7'99 7'39	1'14 1'40	1st half 2nd "		178
1'22 1'39	1'28 1'17	0'64 0'88	0'91 2'41	0'54 0'65	0'78 0'51	0'59 0'81		0'72 0'86	8'15 6'75	1'32 2'86	1st half 2nd "	179	

Half-years ended the 30th June and the 31st December 1892.

EXTRACT FROM TABLES PRINTED

Progressive number.	HEADINGS.	1892.	STANDARD						
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			LINES TRIED
			I. East Indian railway system.	II. Bengal-Nagpur.	III. Indian Midland railway system.	IX. North Western (state) railway excluding military lines.	XI. Oudh and Rohilkhand (state).	XII. Eastern Bengal (state).	XVIII. Great Indian Peninsula railway system.
FROM APPENDIX I.									
180	Average number of locomotives on the line <i>No.</i>	{ 1st half 2nd ,,	557 555	93 97	97 102	442 446	156 155	97 97	605 605
181	Average miles run per locomotive per diem <i>Miles</i>	{ 1st half 2nd ,,	61'79 54'38	53'01 41'42	56'00 39'61	51'18 43'98	53'75 48'27	61'43 76'97	58'12 41'84
182	lbs. coal per engine-mile (coal-burning engines)— Coaching <i>lbs.</i>	{ 1st half 2nd ,,	38'00 37'75	69'16 41'85	48'60 44'50	45'70 42'34	34'70 32'22	37'61 41'10	40'63 39'78
183	Goods <i>"</i>	{ 1st half 2nd ,,	50'25 48'50	51'08 36'47					
184	Mixed <i>"</i>	{ 1st half 2nd ,,	41'12 38'50	52'45 44'21					
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 trains— Coaching <i>Tons</i>	{ 1st half 2nd ,,	168'55 153'54	251'60 136'75	179'62 142'57	203'41 165'13	165'17 165'16	135'78 149'21	158'11 152'36
189	Goods <i>"</i>	{ 1st half 2nd ,,	445'68 416'70	281'81 212'27	307'90 288'96	349'09 291'21	327'73 264'75	271'37 378'09	283'92 271'25
190	Mixed <i>"</i>	{ 1st half 2nd ,,	217'08 214'41	283'55 259'45	230'31 256'92	199'60 197'61	292'81 216'29	172'73 198'62	... ...
191	Average through speed of trains— Coaching <i>Miles per hour</i>	{ 1st half 2nd ,,	24'92 25'00	13'67 22'88	24'23 24'21	17'92 18'39	27'91 27'97	17'30 17'63	23'54 23'26
192	Goods <i>"</i>	{ 1st half 2nd ,,	13'27 13'29	10'97 9'92	11'48 11'26	10'54 11'71	10'35 11'36	11'79 11'83	11'47 11'17
193	Mixed <i>"</i>	{ 1st half 2nd ,,	18'53 18'57	13'39 14'81	15'53 15'22	14'84 14'82	13'93 14'34	13'74 13'68	16'07 15'87
FROM APPENDIX II.									
194	Average mileage <i>per diem</i> of coaching vehicles, including brakes <i>Miles</i>	{ 1st half 2nd ,,	219,477 207,917	26,635 27,194	32,173 31,432	150,460 148,565	54,338 54,577	45,728 45,501	134,137 133,820
195	Goods ditto ditto <i>"</i>	{ 1st half 2nd ,,	614,264 453,896	78,661 48,629	78,272 46,588	316,746 202,199	130,894 74,492	45,150 98,221	546,596 308,467
	Average load of passengers <i>Miles</i>	{ 1st half 2nd ,,	61'58 62'96	49'67 43'17	71'39 66'26	56'27 54'72	46'57 45'13	27'55 26'70	42'77 40'86
	Average load of goods <i>"</i>	{ 1st half 2nd ,,	236'26 219'43	103'96 79'74	147'65 115'54	164'27 139'91	127'00 106'28	89'69 121'47	264'54 224'59
	Total tonnage of goods lifted <i>Tons</i>	{ 1st half 2nd ,,	2,860,279 2,364,991	678,029 529,629	358,107 264,049	1,872,348 1,464,558	755,111 472,693	341,541 507,249	1,793,306 1,159,337

RAILWAYS—(Part II)—continued.

as APPENDICES TO THE ANALYSES.

Half-years ended the 30th June and the 31st December 1892.

GAUGE.			METRE GAUGE.										1892.	Progressive number.
WORKED BY GUARANTEE COMPANIES.		LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.				
XIX. Bombay, Baroda and Central India.	XX. Madras.	XXVI. The Nizam's Guaranteed State railway system.	XXXIII. Bengal and North-Western railway system.	XXXV. Rajputana-Malwa.	XXXVI. Southern Mahratta railway system.	XXXIX. South Indian.	XLII. Eastern Bengal (state) including the KaulaDharla (2' 6" gauge) branch.	XLIV. Burma (state.)	XLVII. Rohilkund and Kumaon railway system.	LIV. Bhāvnagar-Gondal-Junāgarh-Forbandar.				
127 127	152 153	50 49	100 100	422 424	181 187	184 181	84 89	113 119	28 25	33 33	1st half . } 2nd ,, . }	180		
71'12 51'13	53'57 53'36	8'57 36'36	56'25 50'00	57'08 41'17	41'01 37'32	55'34 59'12	56'28 53'85	58'77 47'74	57'16 45'37	51'09 35'32	1st half . } 2nd ,, . }	181		
34'39 34'31		43'41 28'86		22'45 20'86	28'49 28'84	25'38 23'42		23'31 29'77	...		1st half . } 2nd ,, . }	182		
46'44 41'94	39'49 40'70	50'86 41'24	27'77 25'55	31'06 28'53	30'66 33'30	26'03 25'13	28'81 28'20	24'03 22'42	...	24'87 22'24	1st half . } 2nd ,, . }	183		
36'64 33'58		52'92 42'01		21'34 21'27	28'49 28'84	28'73 30'48		28'80 32'79	...		1st half . } 2nd ,, . }	184		
...	...	...	...	...	...	...	...	...	...	...	1st half . } 2nd ,, . }	185		
...	...	...	...	...	...	...	...	...	59'09 54'74	...	1st half . } 2nd ,, . }	186		
...	...	...	...	...	...	...	...	...	...	...	1st half . } 2nd ,, . }	187		
161'43 156'72	128'07 129'49	142'71 128'96	196'37 144'59	99'19 96'05	69'49 76'07	108'63 107'73	87'53 89'32	119'04 122'95	...	68'89 62'06	1st half . } 2nd ,, . }	188		
445'86 426'49	363'86 341'66	261'60 243'12	159'17 146'61	192'00 195'26	222'00 226'60	100'94 107'03	185'01 198'27	222'01 188'15	...	157'27 168'28	1st half . } 2nd ,, . }	189		
228'37 196'30	235'06 236'76	322'47 304'36	171'82 155'15	120'58 120'51	174'64 181'80	147'59 138'74	120'38 117'69	202'05 181'44	133'39 131'58	121'70 125'44	1st half . } 2nd ,, . }	190		
18'05 19'36	19'67 19'07	19'49 20'45	14'14 14'14	17'85 18'00	15'83 15'83	16'00 16'00	17'51 17'45	16'81 17'01	...	18'73 20'26	1st half . } 2nd ,, . }	191		
8'51 12'42	10'99 10'99	10'35 10'53	11'60 11'60	9'48 9'83	9'71 9'71	9'50 9'50	11'03 11'04	11'32 11'43	...	10'33 9'98	1st half . } 2nd ,, . }	192		
12'78 14'02	12'56 12'56	12'16 12'08	12'02 12'02	13'74 13'73	12'31 12'31	12'00 12'00	12'91 12'98	14'23 14'02	13'82 13'41	11'77 12'24	1st half . } 2nd ,, . }	193		
50,623 49,793	55,563 56,116	12,117 12,331	50,780 50,307	118,120 115,385	42,994 42,533	75,938 76,713	35,517 33,286	62,319 57,925	10,017 11,470	13,976 12,166	1st half . } 2nd ,, . }	194		
176,909 79,308	84,603 82,295	30,637 22,704	79,754 51,604	327,579 236,592	79,848 74,718	82,646 92,572	60,703 63,051	99,899 75,323	25,991 12,260	20,859 9,860	1st half . } 2nd ,, . }	195		
21'65 19'68	38'07 38'67	50'59 49'02	32'65 34'37	61'31 52'79	40'69 40'09	34'52 34'49	29'73 28'58	37'58 34'49	32'79 32'26	37'96 38'51	1st half . } 2nd ,, . }			
164'18 158'07	115'88 119'12	93'97 136'17	125'86 128'34	272'96 246'60	116'51 119'97	47'75 47'15	95'66 127'15	107'04 93'87	57'89 51'21	76'21 71'81	1st half . } 2nd ,, . }			
956,476 454,336	558,407 560,360	263,758 164,768	389,852 282,632	1,019,719 693,160	338,209 308,544	871,740 952,292	265,181 253,295	476,201 333,997	131,737 93,037	112,451 67,854	1st half . } 2nd ,, . }			

APPENDIX  
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1892.

EXTRACT FROM TABLE PRINTED

Progressive number.	HEADINGS.	1892.	STANDARD						
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.			XVIII. Great Indian Peninsula only.
			I. East Indian railway system.	II. Bengal- Nágpur.	III. Indian Midland only.	IX. North Western only.	XI. Oudh and Rohilkhand (state).	XII. Eastern Bengal only.	
FROM APPENDIX V.									
196	Average age of sleepers— Wood . . . . . Years	1st half 2nd "	9'04	5'45	10'50	9'48	15'87	10'00	(c)
			9'37	5'91	11'00	9'27	16'14	10'50	(c)
197	Iron . . . . . "	1st half 2nd "	(a) 6'66	(b) 2'57	3'50	10'01	15'39	5'50	(c)
			(a) 6'88	(b) 3'07	4'00	10'17	15'58	5'50	(c)
198	Percentage of removals— Wood . . . . . Per cent.	1st half 2nd "	3'22	0'08	1'28	4'77	2'22	2'38	4'70
			2'72	1'51	1'74	4'78	0'96	3'17	7'61
199	Iron . . . . . "	1st half 2nd "	0'77	(b) 0'04	0'05	2'14	1'69	0'11	0'62
			0'77	(b) 0'04	0'02	1'54	1'99	0'08	0'42

(n) Average age of "D. O." iron sleepers only. The average age of other iron sleepers has not been furnished.

(b) Steel sleepers.

(c) Information not furnished.

(d) Excludes Adam's No. 2 creosoted sleepers.

A—continued.

RAILWAYS—(Part II)—concluded.

AS APPENDIX TO THE ANALYSES.—concluded.

Half-years ended the 30th June and the 31st December 1892.

GAUGE.			METRE GAUGE.										1892.	Progressive number.
WORKED BY GUARANTEE COMPANIES.		LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINE OWNED AND WORKED BY NATIVE STATE.			
XIX.	XX.		XXXIII.	XXXV.	XXXVI.	XXXIX.	XLIII.	XLIV.	XLVII.			LIV.		
Bombay, Baroda and Central India.	Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western	Rajputana-Malwa.	Southern Mahratta only.	South Indian only.	Eastern Bengal (state) including the Kaunia-Dharila (2' 6" gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Bhavnagar-Gondal-Junagarh-Purbandar.				
			Tirhoot section	Company's section.										
(d) 10'23 (d) 10'18	(e) 9'80 (e) 10'00	10'50 11'00	9'72 10'05	6'59 7'02	10'00 10'00	6'00 6'50	14'85 14'95	8'00 8'50	10'85 11'11	(i) (i)	5'36 5'51	1st half 2nd "	} 196	
12'88 13'14	21'69 22'04	(f) 18'50 (f) 19'00	9'10 9'59	...	8'00 8'50	(g) 5'50 (g) 6'00	(h) 9'07 (h) 9'38	(g) 6'00 (g) 6'50	...	(i) (i)	(b) 2'50 (b) 3'00	1st half 2nd "		} 197
(d) 4'98 (d) 5'27	(e) 3'60 (e) 0'04	23'42 5'68	0'58 0'54	0'74 0'76	2'52 2'27	0'37 0'14	9'85 6'10	1'18 1'21	3'23 2'09	(i) (i)	21'44 6'38	1st half 2nd "	} 198	
1'84 1'86	0'14 0'00	(f) 0'52 (f) 5'13	0'20 0'16	...	0'35 1'17	(g) 0'39 (g) 0'03	(h) 0'01 (h) 0'01	(g) 0'03 (g) 0'11	...	(i) (i)	(b) 0'32 ...	1st half 2nd "	} 199	

- (e) Excludes creosoted pine sleepers.
- (f) Excludes pea-pod steel sleepers.
- (g) Total iron and steel sleepers.
- (h) Excludes D. and O. cast iron sleepers.
- (i) Information for the entire system not available.

Statement showing the general results of working of the

Serial No.	RAILWAY.	MEAN MILEAGE WORKED -MILES.					COACH			
		1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.
	<b>STANDARD GAUGE.</b>									
I	East Indian (a)	1,540	1,552	1,550	1,550	(b) 1,811	1,45,24,861	1,48,26,514	1,44,04,649	1,56,93,343
II	Bengal-Nágpur	179	300	546	811	832	2,76,338	3,80,567	5,43,378	9,30,522
III	Indian Midland (a)	128	575	697	697	(c) 754	2,04,587	11,09,605	14,69,837	16,67,165
IX	North Western (state)	2,440	2,383	2,400	2,396	(d) 2,444	85,47,530	87,31,938	89,75,931	1,00,51,057
XI	Oudh and Rohilkhand (state).	692	693	693	693	693	32,20,607	34,07,831	33,95,454	38,42,518
XII	Eastern Bengal (state) (e)	670	709	757	249	249	34,10,103	36,43,839	37,09,721	26,33,664
XVIII	Great Indian Peninsula (f)	1,501	1,444	1,445	1,489	1,491	86,38,960	87,46,965	87,76,053	90,87,884
XIX	Bombay, Baroda and Central India.	461	461	461	461	461	40,70,157	43,42,090	44,11,394	45,11,243
XX	Madras	839	839	839	839	839	36,33,005	37,17,890	37,64,490	36,14,372
XXVI	The Nizam's Guaranteed state (a).	290	349	354	354	354	6,91,622	7,87,582	8,28,094	8,19,130
	<b>METRE GAUGE.</b>									
XXXIII	Bengal and North-Western—									
	Tirhoot section	262	273	671	717	754	7,79,760	8,16,104	18,04,772	19,96,749
	Company's section	376	376							
XXXV	Rajputana-Malwa	1,664	1,667	1,672	1,673	1,674	57,76,730	60,16,333	57,75,759	62,71,472
XXXVI	Southern Mahratta	854	1,124	1,309	1,341	1,356	15,75,863	21,37,011	24,81,123	26,07,961
XXXVIII	Southern Mahratta (Mysore section).	140								
XXXIX	South Indian	745	745	751	883	1,087	30,22,330	32,32,129	33,18,412	37,34,924
XLIII	Eastern Bengal (state) — Northern and Behar sections (including the Kaunia-Dharla 2' 6" gauge branch).	Included with the Eastern Bengal (state) railway (standard gauge).				528	530	Included with the Eastern Bengal (state) railway (standard gauge).		18,81,847
	Dacca section									
XLIV	Burma (state)	369	535	554	583	692	18,38,460	29,02,195	31,86,431	34,19,265
LIV	Bhánagar-Gondal-Junágarh-Porbandar.	198	275	333	334	334	5,16,984	7,01,977	8,28,561	8,14,967



B.

principal railways during the years 1888—1892.

EARNINGS—RUPEES.						Serial No.	REMARKS.
ING.	Goods.						
1892.	1888.	1889.	1890.	1891.	1892.		
1,63,72,818	3,01,86,941	2,94,64,256	2,81,17,801	3,30,54,067	3,32,71,350	I	(a) The figures for 1892 include the branch lines worked. This remark applies to the remaining portion of this Appendix.
11,11,283	12,71,655	14,82,236	21,01,475	39,96,661	45,61,507	II	(b) Includes one mile of the Rajputana-Malwa railway and 23·24 miles of the Eastern Bengal (state) railway worked over.
19,90,028	4,31,481	15,37,840	15,48,725	23,00,032	28,65,714	III	(c) Includes 15·30 miles of the East Indian railway, 2·89 miles of the Rajputana-Malwa railway, 1·00 mile of the Oudh and Rohilkhand (state) railway and 0·13 mile of the Great Indian Peninsula railway worked over.
94,83,579	1,66,42,598	1,87,98,297	1,78,01,062	2,19,37,447	1,64,44,903	IX	
37,57,481	34,33,383	37,38,722	37,20,159	42,75,549	44,12,793	XI	(d) Includes the Jammu and Kashmir railway (Native state section), also 13 miles of the East Indian railway, Ghaziabad to Delhi, and 3·47 miles of the Chenab Wier branch worked over.
22,89,026	62,21,155	64,46,104	67,41,067	43,81,629	41,83,677	XII	(e) Includes the Northern and Behar sections, the Kaunia-Dharila (2' 6" gauge) branch, and the Dacca section up to 1890.
89,58,793	3,20,11,504	2,79,43,119	2,89,38,849	3,57,37,728	3,13,19,876	XVIII	(f) Includes branch lines worked.
46,57,496	84,07,068	86,49,481	82,90,012	93,74,364	92,99,145	XIX	
37,54,832	46,65,304	52,04,228	53,56,233	55,38,684	56,90,712	XX	
8,36,044	10,00,301	14,56,856	16,83,446	18,59,997	18,27,809	XXVI	
20,05,445	{ 8,43,979 10,92,330 }	{ 8,72,747 10,49,173 }	22,85,143	23,57,101	25,20,555	XXXIII	
62,03,640	1,25,91,097	1,36,73,491	1,13,81,314	1,52,52,527	1,55,67,082	XXXV	
25,75,282	{ 21,20,071 2,42,890 }	26,80,905	30,73,617	33,31,169	31,47,280	{ XXXVI XXXVIII }	
40,70,125	25,41,908	26,00,436	29,43,747	32,03,562	33,29,239	XXXIX	
17,28,441	Included with the Eastern Bengal (state) railway (standard gauge).			26,48,762	24,05,976	XLIII	
40,76,573	14,63,254	17,10,793	22,19,785	23,54,622	28,89,782	XLIV	
8,11,590	5,27,840	6,21,172	7,05,468	6,26,142	7,23,958	LIV	

## APPENDIX

Statement showing the general results of working of the

Serial No.	RAILWAY.	EARNINGS							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING		
		1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.
	STANDARD GAUGE.								
I	East Indian . . . . .	45,691	44,256	64,246	75,145	70,977	6,79,408	6,22,875	8,52,659
II	Bengal-Nágpur . . . . .	...	...	...	...	...	35,300	1,78,141	2,19,725
III	Indian Midland . . . . .	...	...	...	...	...	23,768	74,712	1,05,803
IX	North Western (state) . . . . .	1,21,374	67,667	3,907	6,550	26,577	3,83,910	5,10,936	5,05,921
XI	Oudh and Rohilkhand (state). . . . .	...	...	...	...	...	4,23,063	3,93,130	2,65,783
XII	Eastern Bengal (state) . . . . .	6,72,064	7,65,492	8,09,933	4,41,063	2,97,835	2,15,888	3,21,239	2,17,661
XVIII	Great Indian Peninsula . . . . .	...	...	...	...	...	4,08,755	3,78,731	4,30,340
XIX	Bombay, Baroda and Central India . . . . .	...	...	...	...	...	2,61,708	2,42,800	2,38,965
XX	Madras . . . . .	...	...	...	...	...	2,32,744	1,88,777	3,85,411
XXVI	The Nizam's Guaranteed state. . . . .	...	...	...	...	...	84,152	89,695	70,459
	METRE GAUGE.								
XXXIII	Bengal and North-Western— Tirhoot section . . . . .	1,26,549	1,53,036	3,78,701	4,60,396	4,05,950	56,995	49,788	1,32,976
	Company's section . . . . .	2,17,361	1,94,935				91,449	1,00,841	
XXXV	Rajputana-Malwa . . . . .	...	...	...	...	...	2,46,887	2,40,181	2,71,208
XXXVI	Southern Mahratta . . . . .	...	...	...	...	...	1,42,682	1,09,961	1,02,674
XXXVIII	Southern Mahratta (Mysore section). . . . .	...	...	...	...	...	8,573		
XXXIX	South Indian . . . . .	...	...	...	...	...	94,444	1,06,813	1,63,351
XLIII	Eastern Bengal (state)— Northern and Behar sections (including Kaunia-Dharla 2' 6" gauge branch). . . . .	Included with the Eastern Bengal (state) railway (standard gauge).			3,72,181	3,29,098	Included with the Eastern Bengal (state) railway (standard gauge).		
	Dacca section . . . . .								
XLIV	Burma (state) . . . . .	...	...	...	853	18,237	74,504	77,275	65,216
LIV	Bhánagar-Gondal-Junágarh-Porbandar . . . . .	...	...	...	...	...	75,436	57,268	37,759

B—continued.

principal railways during the years 1888—1892—continued.

—concl'd.							Serial No.	REMARKS.
TELEGRAPH—RUPEES.		TOTAL—RUPEES.						
1891.	1892.	1888.	1889.	1890.	1891.	1892.		
8,44,924	8,01,898	4,54,36,901	4,49,57,901	4,34,39,355	4,96,67,476	5,05,17,043	I	
5,37,173	4,10,772	15,83,293	20,40,944	28,64,578	54,57,356	60,83,562	II	
1,95,164	2,22,779	6,56,836	27,22,157	31,24,365	41,62,361	50,78,521	III	
4,71,043	4,80,606	2,56,95,412	2,81,08,838	2,72,86,820	3,24,66,097	2,64,35,665	IX	
4,46,142	3,72,563	70,77,053	75,39,683	73,81,397	85,64,209	85,42,837	XI	
2,63,002	2,54,357	1,05,19,210	1,11,76,674	1,14,78,382	77,19,358	70,24,895	XII	
4,29,721	3,86,958	4,10,59,219	3,70,68,815	3,81,45,242	4,52,55,333	4,06,65,627	XVIII	
2,52,162	2,87,837	1,27,38,933	1,32,34,371	1,29,40,371	1,41,37,769	1,42,44,478	XIX	
1,91,631	1,79,125	85,31,053	91,10,895	95,06,135	93,44,687	96,24,669	XX	
97,311	1,16,788	17,76,075	23,34,133	25,81,999	27,76,438	27,80,641	XXVI	
1,51,942	1,91,989	18,07,283	18,96,675	46,01,591	49,66,188	51,23,939	XXXIII	
		22,09,543	22,11,824					
2,65,570	6,29,732	1,86,14,714	1,99,30,005	1,74,28,280	2,17,89,569	2,24,00,454	XXXV	
1,45,961	1,28,116	38,38,616	49,27,877	56,57,413	60,85,091	58,50,678	XXXVI	
		5,70,658					XXXVIII	
98,270	(a) 3,15,632	56,58,682	59,39,378	64,25,511	70,36,756	77,14,996	XXXIX	(a) Includes Rs. 1,48,441 on account of old company's Fire Insurance Fund re-credited to Revenue.
53,293	68,036	Included with the Eastern Bengal (state) railway (standard gauge).			49,56,083	45,31,551	XLIII	
80,456	1,16,026	33,76,218	46,90,263	54,71,432	58,55,196	71,00,618	XLIV	
36,154	42,630	11,20,260	13,80,417	15,71,788	14,77,263	15,78,178	LIV	

Statement showing the general results of working of the

Serial No.	RAILWAY.	EXPENSES													
		MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES—					LOCOMOTIVE.								
							Total per train-mile—Annas.					Cost of fuel per train-mile—Annas.			
		1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.
	<b>STANDARD GAUGE.</b>														
I	East Indian	2,157	2,274	1,618	(a) 1,425	1,310	7'19	7'07	7'03	(b) 6'85	6'91	0'83	0'73	0'72	(b) 0'77
II	Bengal-Nágpur	930	1,246	1,432	766	896	12'27	16'32	14'07	(c) 11'31	9'78	3'66	4'68	3'92	(c) 2'04
III	Indian Midland	735	1,002	1,091	779	805	13'19	11'11	10'17	11'36	10'86	5'17	5'00	3'80	(d) 4'29
IX	North-Western (state)	1,845	2,087	1,814	(e) 2,557	1,815	13'58	12'96	12'12	(e) 11'61	12'57	4'29	4'38	4'78	(f) 4'79
XI	Oudh and Rohilkhand (state).	1,244	1,043	1,435	1,125	1,302	9'06	7'54	6'93	8'53	6'86	3'43	2'74	2'19	3'97
XII	Eastern Bengal (state)	1,428	1,330	1,410	2,156	1,155	7'02	6'96	6'10	6'81	6'82	2'08	1'54	1'45	1'59
XVIII	Great Indian Peninsula.	2,319	2,215	2,234	2,463	2,207	13'06	14'21	13'08	13'22	12'68	4'41	4'65	4'51	4'39
XIX	Bombay, Baroda and Central India.	2,912	2,662	2,535	2,743	2,630	12'35	13'96	12'93	12'56	12'41	4'67	5'22	4'99	4'74
XX	Madras	1,401	1,547	1,254	1,301	1,439	10'81	11'78	11'40	13'41	11'82	3'74	4'29	4'26	4'56
XXVI	The Nizam's Guaranteed state.	1,142	1,686	1,477	1,236	1,109	10'79	9'20	9'64	10'43	9'87	3'39	3'06	2'74	2'90
	<b>METRE GAUGE.</b>														
XXXIII	Bengal and North-Western—														
	Tirhoot section	640	531	528	461	500	6'22	5'95	5'54	4'93	4'50	1'93	1'53	1'91	1'60
	Company's section	599	570		634	636									
XXXV	Rajputana-Malwa	1,030	886	734	836	850	9'61	9'90	10'31	9'73	9'55	4'40	4'59	4'32	4'45
XXXVI	Southern Mahratta	1,021	995	1,066	634	636	8'58	9'11	8'97	8'80	9'01	3'89	3'87	3'66	3'40
XXXVIII	Southern Mahratta (Mysore section).	1,269													
XXXIX	South Indian	2,027	1,982	1,435	1,589	(b) 1,112	8'67	9'41	8'87	9'17	(b) 8'83	3'25	3'45	3'66	4'47
XLIII	Eastern Bengal (state)—														
	Northern and Behar sections (including the Kaunia-Dharla 2' 6" gauge branch).	Included with the Eastern Bengal (state) railway (standard gauge).				1,673	773	Included with the Eastern Bengal (state) railway (standard gauge).				4'88	4'98	Included with the Eastern	
	Dacca section														
XLIV	Burma (state)	1,518	1,868	1,482	1,761	1,367	8'86	9'80	9'61	9'84	9'67	3'84	4'19	3'92	3'43
LIV	Bhánagar-Gondal-Junágarh-Porbandar.	462	563	797	1,019	1,405	7'23	8'83	8'31	8'41	7'53	3'36	4'60	4'16	3'90

B—continued.

principal railways during the years 1888—1892—continued.

DITURE.																Serial No.	REMARKS.
Repairs per train-mile—Annas.						CARRIAGE AND WAGON.											
Repairs per train-mile—Annas.						Per train-mile—Annas.					Repairs of stock per train-mile—Annas.						
1892.	1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.	1892.		
0.75	1.97	2.00	1.98	(b) 1.95	1.98	2.12	2.36	2.35	2.04	2.01	1.71	1.94	1.94	(b) 1.71	1.72	I	(a) Includes branch lines worked excepting the Asansol-Chakardharpore section.
1.46	3.29	5.34	4.72	(c) 2.76	2.03	3.13	2.76	3.42	(c) 2.66	1.97	2.47	1.73	2.24	(c) 1.71	1.13	II	(b) Includes branch lines worked.
4.30	1.39	1.13	1.49	(d) 1.42	1.56	2.85	2.13	2.62	2.43	2.41	1.65	1.35	1.89	(d) 1.70	1.77	III	(c) Excludes the Asansol-Chakardharpore section.
4.94	3.30	3.56	3.01	(f) 2.28	2.59	3.64	3.93	4.40	(e) 3.90	2.68	2.77	3.16	3.59	(f) 3.20	2.06	IX	(d) Includes the Bhopal-Itarsi railway.
2.66	1.49	1.37	1.19	1.34	1.29	2.20	2.08	2.09	2.17	2.01	1.57	1.61	1.64	1.68	1.56	XI	(e) Includes the Amritsar-Pathankot and the Jammu and Kashmir railway (Native state section).
3.22	2.03	2.42	1.65	1.61	2.32	2.98	2.02	2.25	3.25	2.69	2.83	2.27	2.33	2.31	2.89	XII	(f) Includes the Amritsar-Pathankot, the Rajpura-Bhatinda and the Jammu and Kashmir railways.
3.86	2.21	2.62	2.23	2.40	2.44	3.53	4.09	3.49	3.42	3.34	2.54	2.93	2.57	2.48	2.34	XVIII	
3.87	1.90	2.24	2.23	1.99	1.97	4.24	3.66	4.06	3.96	5.19	3.25	2.73	3.13	3.06	3.83	XIX	
4.28	3.07	3.18	3.05	4.25	3.24	4.40	4.85	3.62	3.16	3.28	3.43	3.75	2.92	2.37	2.45	XX	
2.29	1.62	1.62	1.89	2.30	2.45	2.07	2.46	2.01	2.39	2.92	1.34	1.75	1.29	1.74	2.21	XXVI	
1.57	{ 0.93 1.10 }	{ 0.98 0.80 }	{ 0.68 0.75 }	{ 0.75 0.87 }	{ 1.53 0.93 }	{ 1.84 1.13 }	{ 1.23 1.39 }	{ 1.38 1.38 }	{ 0.87 0.40 }	{ 1.10 0.54 }	{ 0.70 0.93 }	{ 0.96 0.96 }				XXXIII	
4.07	1.47	1.37	1.68	1.49	1.64	1.86	2.21	4.29	2.59	1.93	1.35	1.62	3.50	1.98	1.32	XXXV	
(b) 3.19	{ 0.83 1.27 }	1.20	1.36	1.57	(b) 2.12	{ 1.13 1.55 }	1.50	1.60	1.92	2.07	{ 0.67 0.80 }	{ 0.94 0.94 }	1.09	1.44	(b) 1.56	XXXVI	
(b) 3.74	1.71	1.94	1.61	1.85	(b) 2.20	1.94	2.35	1.89	1.57	(b) 1.93	1.45	1.79	1.44	1.16	(b) 1.64	XXXVIII	
Bengal (state) railway (standard gauge).						...	...	1.41	1.27	Included with the Eastern Bengal (state) railway (standard gauge).						XLIII	
3.16	1.12	1.24	1.26	1.50	1.63	1.99	1.84	2.35	2.37	2.07	1.36	1.25	1.69	1.69	1.36	XLIV	
3.38	0.95	1.04	0.97	1.27	1.20	0.95	0.97	0.83	1.18	1.44	0.49	0.50	0.37	0.68	0.92	LIV	

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.					EXPENSES.		
												STEAM-							
		1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.					
<b>STANDARD GAUGE.</b>																			
I	East Indian	6'59	6'63	6'85	5'98	5'77	4'22	4'27	4'20	3'43	3'57	74,322	57,308	78,951					
II	Bengal-Nágpur	11'20	12'95	10'02	9'81	8'24	10'20	15'97	15'53	11'52	9'82	...	...	...					
III	Indian Midland	13'83	10'89	11'18	10'05	9'18	16'77	13'29	12'75	9'96	9'30	...	...	...					
IX	North-Western (state)	9'32	7'93	8'52	7'44	9'51	5'33	4'27	4'35	3'54	4'39	2,09,577	1,24,147	81,094					
XI	Oudh and Rohilkhand (state).	9'76	9'47	9'53	8'43	7'89	7'55	5'78	5'97	5'09	4'71	...	...	...					
XII	Eastern Bengal (state)	11'39	10'99	11'62	10'55	11'66	4'55	4'43	4'77	3'62	4'25	4,87,117	5,88,878	6,22,739					
XVIII	Great Indian Peninsula	6'90	7'46	7'38	6'69	7'46	3'11	3'47	3'37	2'88	3'26	...	...	...					
XIX	Bombay, Baroda and Central India.	6'15	6'11	6'31	5'99	5'97	4'13	3'86	4'06	3'62	4'08	...	...	...					
XX	Madras	9'66	8'97	8'99	9'34	8'93	5'83	5'83	5'80	6'07	5'61	...	...	...					
XXVI	The Nizam's Guaranteed state.	10'30	9'22	8'52	8'06	8'30	10'74	10'18	9'45	9'59	9'89	...	...	...					
<b>METRE GAUGE</b>																			
XXXIII	Bengal and North-Western—																		
	Tirhoot section	13'51	11'70	9'94	8'19	8'95	9'06	8'34	8'92	8'11	8'13	1,02,421	1,09,553	2,25,766					
	Company's section	10'27	10'20												12'95	12'68			
XXXV	Rajputana-Malwa	7'79	7'17	7'82	6'48	6'49	6'09	5'54	6'34	5'35	5'19	...	...	...					
XXXVI	Southern Mahratta	12'45	12'53	11'64	11'83	11'65	12'73	13'23	12'77	11'76	12'37	...	...	...					
XXXVIII	Southern Mahratta (Mysore section).	9'25																	
XXXIX	South Indian	8'62	8'58	7'95	7'76	(a) 8'85	6'89	6'53	5'97	7'19	(a) 7'64	...	...	...					
XLIII	Eastern Bengal (state)—																		
	Northern and Behar sections (including the Kaunia Dharidra 2' 6" gauge branch).	Included with the Eastern Bengal (state) railway (standard gauge).				10'08	10'16	Included with the Eastern Bengal (state) railway (standard gauge).				4'64	5'40	Included with the Eastern Bengal (state) railway (standard gauge).					
	Dacca section																		
XLIV	Burma (state)	14'23	12'41	10'36	10'17	10'22	7'02	6'76	6'46	5'89	5'36	...	...	...					
LIV	Bhávanagar-Gondal • Junágarh-Porbandar.	11'70	10'80	10'07	10'46	10'13	11'26	11'67	11'49	11'85	10'28	...	...	...					

B—continued.

principal railways during the years 1888—1892—continued.

DITURE—concluded.		MISCELLANEOUS, PER CENT. OF GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Serial No.	REMARKS.	
BOAT—RUPEES.		1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.	1892.			
1891.	1892.				(a)						(b)			
(a) 64,024	80,829	0.45	0.78	0.42	1.05	1.01	1,51,06,225	1,55,48,840	1,36,16,581	1,35,15,647	1,43,84,228	I	(a) Includes branch lines worked.	
...	...	1.03	1.05	2.18	1.07	1.54	10,65,832	16,37,783	23,17,115	27,72,904	30,75,396	II	(b) Excludes contribution to Provident Fund.	
...	...	2.37	3.20	2.55	6.78	4.90	4,76,407	21,26,108	25,24,585	28,10,189	31,29,981	III		
80,607	70,139	0.87	0.86	1.09	0.96	1.17	1,74,12,706	1,79,22,079	1,71,41,434	2,04,45,966	1,69,41,140	IX		
...	...	6.01	1.12	1.27	0.97	1.04	40,61,048	33,35,606	36,26,918	36,21,751	35,26,507	XI		
3,36,516	3,27,379	1.77	1.34	1.62	1.87	4.77	49,93,786	49,85,048	54,08,059	33,66,195	31,13,317	XII		
...	...	1.20	1.59	1.51	1.62	1.89	1,92,80,263	1,50,59,340	1,89,94,983	2,18,34,585	1,97,76,840	XVIII		
...	...	0.79	0.78	0.66	0.73	1.28	56,19,575	56,17,117	54,42,193	58,29,567	60,31,388	XIX		
...	...	0.59	0.42	0.52	1.05	1.22	50,09,408	53,72,474	49,84,654	54,38,158	53,32,537	XX		
...	...	1.49	0.70	0.73	0.81	0.76	10,18,608	15,61,620	15,42,409	15,18,578	14,26,775	XXVI		
2,78,438	2,16,574	2.37	1.42	0.70	0.21	1.69	10,08,407	9,18,429	20,28,228	19,88,347	21,06,870	XXXIII		
...	...	0.82	0.87	0.70	0.21	1.69	12,20,699	11,57,860	20,28,228	19,88,347	21,06,870	XXXIII		
...	...	0.63	0.81	0.84	0.63	0.59	89,82,987	91,32,787	87,85,756	94,72,504	91,85,679	XXXV		
...	...	0.45	0.52	0.68	0.43	0.64	29,05,750	37,44,228	44,20,975	40,11,455	40,07,987	XXXVI		
...	...	0.11	0.52	0.68	0.43	0.64	4,35,273	37,44,228	44,20,975	40,11,455	40,07,987	XXXVIII		
...	...	0.37	0.51	1.15	0.65	0.69	40,26,991	41,76,267	37,58,204	46,07,132	48,61,405	XXXIX		
4,06,152	3,01,642	Included with the Eastern Bengal (state) railway (standard gauge).				0.92	2.65	Included with the Eastern Bengal (state) railway (standard gauge).			27,77,145	22,09,402	XLIII	
7,913	61,509	0.89	0.77	0.87	0.75	0.78	21,04,257	31,16,711	31,23,241	34,83,805	37,14,531	XLIV		
...	...	1.93	1.48	1.38	1.55	1.92	5,66,585	7,80,585	9,71,521	10,01,477	11,40,302	LIV		

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 PER TRAIN-MILE—RUPEES.						
		1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.	1892.		
<b>STANDARD GAUGE.</b>																		
I	East Indian . . . . .	5'46	5'46	5'36	5'46	4'99	1'81	1'88	1'67	1'48	1'41	3'65	3'58	3'69	3'98	3'58		
II	Bengal-Nágpur . . . . .	2'87	3'89	4'71	4'73	4'14	1'93	3'12	3'81	2'40	2'09	0'94	0'77	0'90	2'33	2'05		
III	Indian Midland . . . . .	4'11	2'93	2'82	3'20	3'25	2'98	2'29	2'28	2'16	2'00	1'13	0'64	0'54	1'04	1'25		
IX	North-Western (state) . . . . .	3'46	3'62	3'58	3'55	3'34	2'33	2'30	2'25	2'23	2'13	1'13	1'32	1'33	1'32	1'20		
XI	Oudh and Rohilkhand (state)	3'44	3'49	3'29	3'77	3'50	1'97	1'54	1'62	1'59	1'45	1'47	1'95	1'67	2'18	2'05		
XII	Eastern Bengal (state) . . . . .	3'88	3'90	3'58	4'63	4'05	1'78	1'65	1'61	2'01	1'68	2'10	2'25	1'97	2'62	2'37		
XVIII	Great Indian Peninsula . . . . .	4'46	4'48	4'28	4'34	4'16	2'09	2'30	2'13	2'09	2'02	2'37	2'18	2'15	2'25	2'13		
XIX	Bombay, Baroda and Central India.	5'46	5'71	5'60	5'46	5'61	2'41	2'42	2'36	2'25	2'38	3'05	3'29	3'24	3'21	3'24		
XX	Madras . . . . .	3'56	3'84	3'86	3'70	3'82	2'10	2'26	2'03	2'15	2'12	1'47	1'58	1'83	1'55	1'70		
XXVI	The Nizam's Guaranteed state	3'90	3'88	3'94	4'39	4'62	2'24	2'60	2'36	2'40	2'37	1'66	1'28	1'59	1'99	2'25		
<b>METRE GAUGE.</b>																		
XXXIII	Bengal and North-Western—																	
	Tirhoot section . . . . .	2'68	3'05	3'02	2'93	2'89	1'44	1'42	1'29	1'11	1'16	1'24	1'63	1'73	1'82	1'13		
	Company's section . . . . .	2'65	2'68				1'42	1'39				1'23	1'29					
XXXV	Rajputana-Malwa . . . . .	3'07	3'16	3'32	3'24	3'32	1'48	1'45	1'67	1'41	1'36	1'59	1'71	1'65	1'83	1'96		
XXXVI	Southern Mahratta . . . . .	2'31	2'60	2'50	2'50	2'48	1'74	1'98	1'95	1'65	1'70	0'57	0'62	0'55	0'85	0'78		
XXXVIII	Southern Mahratta (Mysore section).	3'25					2'48					0'77						
XXXIX	South Indian . . . . .	2'57	2'71	2'70	2'42	2'35	1'83	1'91	1'58	1'58	1'48	0'74	0'80	1'12	0'84	0'87		
XLIII	Eastern Bengal (state)—																	
	Northern and Behar sections (including the Kaunia-Dharlia 2' 6" gauge branch).	Included with the Eastern Bengal (state) railway (standard gauge).			3'15	2'83	Included with the Eastern Bengal (state) railway (standard gauge).					1'76	1'29	Included with the Eastern Bengal (state) railway (standard gauge).				
	Dacca section . . . . .																	
XLIV	Burma (state) . . . . .	3'14	3'29	3'42	3'49	3'72	1'96	2'19	1'95	2'08	1'92	1'18	1'10	1'47	1'41	1'80		
LIV	Bhánagar-Gondal-Junágarh-Porbandar.	2'91	2'91	2'80	3'19	3'20	1'47	1'64	1'73	2'16	2'31	1'44	1'27	1'07	1'03	0'89		



B—continued.

principal railways during the years 1888—1892—continued.

STEAM-BOAT SERVICE.					CAPITAL EXPENDED ON OPEN LINE, INCLUSIVE OF ROLLING-STOCK AND STEAM-BOAT BUT EXCLUDING SUSPENSE—RUPEES.					Serial No.	REMARKS.
AVERAGE GROSS EARNINGS PER MILE PER WEEK—RUPEES.					1888.	1889.	1890.	1891.	1892.		
1888.	1889.	1890.	1891.	1892.							
567	557	538	615	536	35,04,52,693	35,17,58,908	35,17,49,640	35,22,43,240	37,53,16,917	I	
170	131	101	130	141	2,90,27,605	3,49,61,327	6,22,72,468	8,51,80,388	9,02,86,954	II	
99	91	86	115	130	1,22,84,140	7,42,50,955	7,88,56,496	8,15,71,338	9,07,79,753	III	
201	226	220	261	208	37,10,68,811	37,47,52,493	38,28,65,195	38,80,65,777	41,46,87,574	IX	
197	209	205	238	237	8,91,57,048	9,01,38,067	9,04,18,812	9,04,92,957	9,06,20,467	XI	
283	282	271	596	520	8,70,76,194	9,48,69,043	9,74,27,275	5,59,86,968	5,71,09,557	XII	
524	491	508	584	525	26,66,74,869	26,83,25,816	26,98,48,349	27,12,92,449	28,91,63,636	XVIII	
531	552	540	590	594	9,18,78,575	9,24,52,414	9,21,07,465	9,34,43,154	9,37,77,980	XIX	
196	209	218	214	221	11,30,73,456	11,42,76,811	11,49,41,050	11,62,45,354	11,69,03,761	XX	
118	129	140	151	151	3,31,14,508	3,50,85,528	3,68,35,942	3,81,19,211	4,02,42,786	XXVI	
133	122	121	121	120	2,04,51,849	2,07,00,031	2,28,51,202	2,33,67,592	2,36,38,810	XXXIII	
113	103										
215	230	200	252	257	12,43,12,627	12,48,93,585	12,51,86,464	12,57,04,691	1,26,18,06,902	XXXV	
86	84	83	87	83	7,20,11,558	9,49,14,758	10,50,42,640	10,65,44,578	10,77,97,971	XXXVI	XXXVIII
78											
146	153	165	153	137	4,57,15,607	4,59,58,914	4,62,65,978	6,32,42,123	7,45,74,660	XXXIX	
Included with the Eastern Bengal (state) railway (standard gauge).				181	152	Included with the Eastern Bengal (state) railway (standard gauge).		4,37,75,804	4,57,39,834	XLIII	
176	169	190	193	197	3,38,20,621	4,94,14,183	4,99,69,474	5,35,58,537	6,11,09,166	XLIV	
109	97	91	85	91	93,82,335	1,58,40,843	1,64,45,102	1,67,11,505	1,68,42,743	LIV	

Statement showing the general results of working of the

Serial No.	RAILWAY.	NET EARNINGS—RUPRS.				
		1888.	1889.	1890.	1891.	1892.
STANDARD GAUGE.						
I	East Indian . . . . .	3,03,30,676	2,94,09,061	2,98,22,775	3,61,51,830	3,61,32,815
II	Bengal-Nágpur . . . . .	5,17,461	4,03,161	5,47,463	26,84,452	30,08,166
III	Indian Midland . . . . .	1,80,429	5,96,049	5,99,780	13,52,172	19,48,540
IX	North Western (state) . . . . .	82,82,706	1,01,86,759	1,01,45,387	1,20,20,131	94,94,525
XI	Oudh and Rohilkhand (state) . . . . .	30,16,005	42,04,077	37,54,478	49,42,458	50,16,330
XII	Eastern Bengal (state) . . . . .	55,25,424	61,91,626	60,70,323	43,53,163	39,11,578
XVIII	Great Indian Peninsula . . . . .	2,17,78,956	1,80,09,475	1,91,50,259	2,34,20,748	2,08,88,787
XIX	Bombay, Baroda and Central India . . . . .	71,19,358	76,17,254	74,98,178	83,08,202	82,13,090
XX	Madras . . . . .	35,21,645	37,38,421	45,21,480	39,06,529	42,92,132
XXVI	The Nizam's Guaranteed state . . . . .	7,57,467	7,72,513	10,39,590	12,57,860	13,53,866
METRE GAUGE.						
XXXIII	Bengal and North-Western— Tirhoot section . . . . .	7,98,876	9,78,246	} 25,73,364	} 29,77,841	} 30,17,069
	Company's section . . . . .	9,88,844	10,53,964			
XXXV	Rajputana-Malwa . . . . .	96,31,727	1,07,97,218	86,42,525	1,23,17,065	1,32,14,775
XXXVI	Southern Mahratta . . . . .	(a) 9,32,866	} (a) 11,83,649	(b) 12,24,074	(b) 20,52,900	(b) 18,24,332
XXXVIII	Southern Mahratta (Mysore section)	(a) 1,35,385				
XXXIX	South Indian . . . . .	16,72,271	16,88,131	25,08,432	24,29,624	28,53,591
XLIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharla 2' 6" gauge branch). Dacca section . . . . .	} Included with Eastern Bengal (state) railway (standard gauge).			21,78,938	23,22,149
XLIV	Burma (state) . . . . .	12,71,961	15,73,552	23,48,191	23,71,391	33,86,087
LIV	Bhávnagar-Gondal-Junágarh-Porbandar . . . . .	5,53,675	5,99,832	6,00,267	4,75,786	4,37,876

B—concluded.

principal railways during the years 1888—1892.—concluded.

PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PER CENT. OF NET EARNINGS PER ANNUM ON CAPITAL EXPENDITURE ON OPEN LINES, INCLUDING STEAM-BOAT, BUT EXCLUDING SUSPENSE.					Serial No.	REMARKS.			
1888.	1889.	1890.	1891.	1892.	1888.	1889.	1890.	1891.	1892.					
33'25	34'59	31'35	27'21	28'47	8'65	8'36	8'48	10'21	9'63	I				
67'32	80'25	80'89	50'81	50'55	1'78	1'15	0'88	3'15	3'33	II				
72'53	78'10	80'80	67'51	61'63	1'47	0'80	0'76	1'66	2'15	III				
67'77	63'76	62'82	62'98	64'08	2'23	2'72	2'64	3'10	2'29	IX				
57'38	44'24	49'14	42'29	41'28	3'38	4'66	4'15	5'46	5'54	XI				
47'47	44'60	47'12	43'61	44'32	6'35	6'52	6'23	7'82	6'85	XII				
46'96	51'41	49'80	48'25	48'63	8'17	6'71	7'10	8'63	7'22	XVIII				
44'11	42'44	42'06	41'23	42'34	7'75	8'24	8'07	8'97	8'76	XIX				
58'72	58'97	52'44	58'20	55'40	3'11	3'27	3'93	3'36	3'67	XX				
57'35	66'90	59'74	54'70	51'31	2'29	2'20	2'83	3'30	3'36	XXXVI				
55'80	48'42	44'08	40'04	41'12	3'91	4'73	5'39	6'14	5'98	XXXIII				
55'25	52'35										48'26	45'82	50'41	43'47
(c) 75'70	(c) 75'98	(d) 78'36	(d) 66'26	(d) 68'82	(e) 1'30	(e) 1'25	(f) 1'17	(f) 1'93	(f) 1'69	XXXVI				
(e) 76'28														
69'17	70'30	57'50	65'47	63'01	3'66	3'67	5'64	3'84	3'83	XXXIX				
Included with the Eastern Bengal (state) railway (standard gauge).				56'03	48'76	Included with the Eastern Bengal (state) railway (standard gauge).			4'98	5'08	XLIII			
62'33	66'45	57'08	59'50	52'31	3'76	3'18	4'70	4'43	5'54	XLIV				
50'58	56'55	61'81	67'79	72'25	5'90	3'79	3'65	2'85	2'60	LIV				

## 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.	Per cent. of working expenses on gross earnings.
										Gross earnings.	Working expenses.	Net earnings.		
		Miles.	Miles.	Years.	R	R	R	R	R				R	
<b>STANDARD GAUGE.</b>														
<b>State lines worked by companies.</b>														
I	East Indian (a) . . . . .	1,610'28	1,575'01	28'42	35,81,27,912	2,22,401	4,87,84,129	1,36,05,873	3,51,78,256	13'62	3'80	9'82	(c) 587	27'89
	Patna-Gya (d) . . . . .	57'20	28'44	...	43,69,426	...	2,86,495	1,23,033	1,63,462	6'56	2'82	3'74	193	42'94
II	Bengal-Nágpur . . . . .	831'58	831'58	4'43	9,02,86,954	1,08,573	60,83,562	30,75,396	30,08,166	6'74	3'41	3'33	141	50'55
			(e)											
III	Indian Midland . . . . .	677'35	677'35	5'23	8,40,51,885	1,24,089	44,77,624	27,51,365	17,26,259	5'32	3'27	2'05	(f) 124	61'45
IV	Bhopal-Itársi (British section) . . . . .	13'00	13'00	10'23	17,27,868	1,32,913	1,53,097	96,700	56,397	8'86	5'60	3'26	226	63'16
VI	Wardha Coal . . . . .	44'88	(g)	16'66	49,87,689	1,11,134	(h) 1,07,573	(i) 73,478	34,095	...	...	0'68	...	...
VII	Dhond-Manmád . . . . .	145'44	(g)	14'74	1,10,71,284	76,123	(h) 3,41,155	(i) 12,820	3,28,335	...	...	2'97	...	...
VIII	Bezwada extension . . . . .	21'47	(j)	3'89	14,17,674	66,030	(h) 28,908	(i) 561	28,347	...	...	2'00	...	...
<b>State lines worked by the State.</b>														
IX	North Western (state) Amritsar-Pathánkot (p)	2,427'38	2,431'28	14'05	40,93,23,694	(m) 1,62,040	(n) 2,64,09,088	(n) 1,69,14,497	94,94,591	(n) 6'44	(n) 4'12	2'32	(o) 208	64'05
X	Hyderabad-Umarkot . . . . .	66'47	(q)	...	(r) 56,03,780	...	(h) 28,052	...	28,052	...	...	0'50	...	...
XI	Oudh and Rohilkhand (state) . . . . .	58'91	21'89	0'37	15,92,063	27,025	33,206	35,155	-1,949	2'09	2'21	-0'12	29	105'87
XII	Eastern Bengal (state) . . . . .	692'55	692'55	17'72	9,06,20,467	1,30,850	85,42,837	35,26,507	50,16,330	9'43	3'89	5'54	237	41'28
XIII	Bengal Central . . . . .	248'49	248'72	23'06	5,51,34,197	2,21,877	67,27,060	27,85,938	39,41,122	12'20	5'05	7'15	520	41'41
XIV	Calcutta Port Commissioners' . . . . .	125'01	125'01	9'20	99,09,368	79,749	7,69,347	4,56,444	3,12,903	7'72	4'58	3'14	118	59'33
		6'22	6'22	11'94	57,83,466	16,52,419	2,70,920	1,40,005	1,30,915	4'68	2'42	2'26	838	51'68
<b>Lines worked by guaranteed companies.</b>														
XVIII	Great Indian Peninsula Bombay, Baroda and Central India . . . . .	1,286'77	1,490'81	28'34	27,21,77,576	2,11,520	4,06,65,627	2,03,06,001	2,03,59,626	(f) 14'06	(f) 7'02	7'48	525	49'93
XIX	Madras . . . . .	460'90	460'90	26'34	9,37,77,980	2,03,467	1,42,44,478	60,31,388	82,13,090	15'19	6'43	8'76	594	42'34
XX		839'23	839'26	28'70	11,69,03,761	1,39,300	96,24,669	53,32,536	42,92,133	8'23	4'56	3'67	221	55'40
<b>Assisted companies.</b>														
XXI	Delhi-Umballa-Kalka . . . . .	161'40	161'40	1'84	1,49,07,799	92,366	10,81,760	5,19,249	5,62,520	7'26	3'48	3'78	129	48'00
XXII	Tarkessur . . . . .	22'23	22'23	8'00	17,32,567	77,938	2,93,674	1,38,837	1,54,837	16'95	8'01	8'94	254	47'28
<b>Lines owned by native states and worked by companies.</b>														
XXIII	Khámgaon . . . . .	7'55	(g)	22'83	4,85,521	64,307	(h) 30,908	...	30,908	...	...	6'37	...	...
XXIV	Amráoti . . . . .	5'44	(g)	21'87	4,41,556	81,168	(h) 49,523	(i) 886	48,637	...	...	11'01	...	...
XXV	Bhopal-Itársi (native state section) . . . . .	44'11	44'11	8'12	50,00,000	1,13,353	4,47,800	2,81,916	1,65,884	8'96	5'64	3'32	195	62'96
XXVI	The Nizam's guaranteed state . . . . .	329'20	353'77	10'04	3,88,25,112	1,17,938	(w) 27,80,642	14,55,683	13,24,959	(w) 6'91	(w) 3'62	3'41	151	52'35
XXVII	The Gaekwar's Petlád . . . . .	13'35	13'35	2'66	7,02,375	52,612	61,243	26,486	34,757	8'72	3'77	4'95	88	43'25
<b>Lines owned by native states and worked by state railway agency.</b>														
XXIX	Ráipura-Bhátdina . . . . .	107'94	107'94	3'94	65,90,424	61,057	5,64,053	3,10,229	2,53,824	8'56	4'71	3'85	100	55'00
XXX	Jammu and Kashmir (native state section) . . . . .	15'92	(q)	2'80	9,45,302	59,378	(h) 15,444	...	15,444	...	...	1'63	...	...
<b>TOTAL AND AVERAGE STANDARD GAUGE . . . . .</b>		<b>10,196'60</b>	<b>10,144'82</b>	<b>18'33</b>	<b>1,67,65,84,494</b>	<b>1,62,850</b>	<b>17,29,02,883</b>	<b>7,80,00,983</b>	<b>9,49,01,900</b>	<b>10'31</b>	<b>4'65</b>	<b>5'66</b>	<b>(x) 326</b>	<b>45'11</b>

(a) Includes the Azimganj branch from the 1st April 1892 and the Patna-Gya branch from the 1st July 1892.

(b) Excludes 1 mile of the Rajputana-Malwa railway and 23'24 miles of the Eastern Bengal (state) railway worked over by the company.

(c) Calculated on total mean mileage worked, 1,599'25 miles.

(d) Transactions for six months ending the 30th June 1892, except in the case of mean mileage open during the year.

(e) Excludes 15'30 miles of the East Indian, 2'89 miles of the Rajputana-Malwa (state), 1 mile of the Oudh and Rohilkhand (state) railway, and 0'13 mile of the Great Indian Peninsula railway worked over by the company.

(f) Calculated on total mean mileage worked, 696'67 miles.

(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) Excludes portion of the old Quetta loop (98'68 miles) which is under reconstruction on a new alignment, but includes 6'13 miles (Meean Meer cl ord and Ferozepore cantonment to Hussainiwala) used for military traffic only.

(l) Excludes 13 miles of the East Indian railway but includes 3'47 miles of the Chenab (Khanki) Weir branch worked over.

(m) Calculated on 2,526'06 miles which include the old Quetta loop now under reconstruction.

(n) Includes the Amritsar-Pathánkot and the Jammu and Kashmir railways.

(o) Calculated on the total mean mileage worked, 2,444'28 miles.

(p) Transaction for three months ending the 31st March 1892.

(q) Included with the North Western (state) railway.

(r) Figures taken from Part II of Administration Report for 1891-92.

(s) Includes the mileage of the branch lines worked by the company.

(t) Great Indian Peninsula, Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways combined.

(u) Excludes interest on capital during construction (Rs. 76,018).

(v) Includes the Bezwada extension and 3'10 miles worked over twice by each train.

(w) The Nizam's guaranteed state and the Bezwada extension railways combined.

(x) Calculated on 10,201'3 miles.

DIX C.

of working of Indian railways for the year 1892.

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.			Gross earnings per mean mile open per week.	Per cent. of working expenses on gross earnings.
										Gross earnings.	Working expenses.	Net earnings.		
	<b>METRE GAUGE.</b>	Miles.	Miles.	Years.	R	R	R	R	R				R	
	<b>State lines worked by companies.</b>													
XXXIII	Bengal and North-Western— Tirhoot section	341'80	340'61	8'87	2,30,93,715	67,565	47,17,989	18,90,297	28,27,692	9'76	3'91	5'85	120	40'07
XXXIV	Company's section . Rohilkund and Kumaon (Lucknow-Bareilly section)	414'50	413'38	7'12	2,52,35,845	60,883								
XXXV	Rajputana-Malwa	198'38	198'38	4'99	76,69,568	38,661	6,82,836	4,07,778	2,75,058	8'90	5'32	3'58	66	59'72
XXXVI	Southern Mahratta	1,674'02	1,674'02	13'30	12,61,86,902	75,380	2,24,00,454	91,85,679	1,32,14,775	17'75	7'28	10'47	257	41'01
XXXVIII	Southern Mahratta (Mysore section)	1,043'70	1,043'70	6'42	9,24,98,256	88,625	44,33,107	30,45,108	13,87,999	4'79	3'29	1'50	82	68'69
XXXIX	South Indian	331'18	312'18	6'11	1,52,99,715	46,198	14,17,571	9,62,878	4,54,693	9'26	6'29	2'97	87	67'92
	<b>State lines worked by the State.</b>													
XLIII	Eastern Bengal (state)— Northern and Behar sections (including Kaunia-Dharla 2' 6" gauge branch)	1,105'19	1,079'43	12'39	7,45,74,660	67,477	77,14,996	48,61,405	28,53,591	10'35	6'52	3'83	137	63'01
XLIV	Dacca section	477'94	444'15	9'77	3,81,09,178	79,736	38,21,533	16,62,430	21,59,103	10'03	4'36	5'67	165	43'50
XLV	Burma (state)	85'92	85'92	7'48	66,99,363	77,972	3,80,920	2,45,330	1,35,590	5'68	3'66	2'02	85	64'40
	Mu Valley	558'50	558'50	8'73	5,13,46,745	91,937	68,73,622	32,65,689	36,07,333	13'39	6'36	7'03	237	47'51
	Assisted companies.													
XLVI	Deoghur	159'00	133'31	0'97	93,52,302	58,819	2,09,359	3,87,253	—1,77,894	2'24	4'14	—1'90	30	184'97
XLVII	Rohilkund and Kumaon (Company's section)	4'79	4'79	9'88	2,86,179	59,745	26,964	17,257	9,707	9'42	6'03	3'39	108	64'00
XLIX	Dibru-Sadiya	53'92	53'92	8'25	20,52,435	38,064	4,33,647	2,34,880	1,98,758	21'12	11'44	9'68	(d)127	54'17
	<b>Lines owned by native states and worked by companies.</b>													
LII	The Gaekwar's Mehsana Kolhapur	92'63	92'63	2'82	29,71,610	32,080	2,58,963	1,05,958	1,53,005	8'71	3'56	5'15	54	40'92
	<b>Lines owned and worked by native states.</b>													
LIII	Jodhpore-Bickaneer— Jodhpore section	29'07	29'07	1'70	23,18,476	79,755	90,398	61,216	29,182	3'90	2'64	1'26	60	67'72
LIV	Bhavnagar-Gondal-Junagar- Porbandar	247'50	247'50	4'43	47,61,590	19,239	9,46,980	4,18,039	5,28,041	19'89	8'78	11'11	74	44'14
	<b>TOTAL AND AVERAGE METRE GAUGE</b>	7,268'26	7,166'21	9'26	50,70,73,949	69,766	5,65,76,678	2,82,92,645	2,82,84,033	11'16	5'58	5'58	(f) 152	50'01
	<b>SPECIAL GAUGES.</b>													
	<b>State lines worked by the State.</b>													
LVI	Nalhāti (4' 0") (e)	...	6'78	...	...	...	24,917	—411	25,328	7'63	—0'13	7'76	70	...
LVII	Cherra-Companyganj (2' 6")	8'00	8'00	6'55	3,54,994	44,374	18,570	17,702	868	5'23	4'99	0'24	45	95'33
	Jorhāt (2' 0")	28'20	26'66	7'58	7,38,472	26,187	66,079	54,291	11,788	8'95	7'35	1'60	48	82'16
LVIII	Assisted company. Darjeeling Himalayan (2' 0")	51'00	51'00	12'12	30,08,609	58,894	6,35,778	3,65,334	2,70,444	21'16	12'16	9'00	240	57'46
LIX	Line owned by native state and worked by company. The Gaekwar's Dabhoi (2' 6")	71'66	71'66	13'01	18,29,994	25,537	2,38,609	1,32,099	1,06,510	13'04	7'22	5'82	64	55'36
LXI	Lines owned and worked by native state. Morvi (2' 6")	94'00	94'00	5'37	20,80,223	22,130	3,09,171	1,78,801	1,30,370	14'87	8'60	6'27	63	57'83
	<b>TOTAL AND AVERAGE SPECIAL GAUGE</b>	252'86	258'10	9'18	80,07,292	31,667	12,93,124	7,47,816	5,45,308	16'15	9'34	6'81	96	57'83
	<b>GRAND TOTAL AND AVERAGE</b>	7,521'12	7,424'31	14'49	51,50,041	101,433	6,88,802	3,58,461	3,28,141	11'31	6'52	6'19	248	46'38

(a) Excludes interest on capital during construction (R10,90,014).  
 (b) Excludes interest on capital during construction (R41,029).  
 (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 on 65'92 miles, including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the Rohilkund and Kumaon railway (Company's section).  
 (e) Transactions for 3 months ending the 31st March 1892, after which date the line was incorporated with the East Indian railway and converted to the standard gauge.  
 (f) Calculated on 7,178'21 miles, vide foot-note (d).

## APPENDIX D.

## Statement of Indian railways and of steam tramways outside municipal limits constructed and in progress on the 31st March 1893.

## INDEX.

Railway.	Classification.	Serial No.	Railway.	Classification.	Serial No.
<b>A</b>			<b>J</b>		
Amr�oti . . . . .	Line owned by native state and worked by company . . . . .	XXIV	Jammu and Kashmir (Native state section).	Line owned by native state and worked by state railway agency . . . . .	XXX
Assam-Bengal . . . . .	State line worked by company . . . . .	XL	Jetalsar-R�jkot . . . . .	Line owned and worked by native state . . . . .	LIVA
<b>B</b>			Jodhpore-Bickaneer . . . . .	Line owned and worked by native state . . . . .	LIIF
Bareilly-R�mpur-Moradabad	See under Oudh and Rohilkhand (state).	XI	Jorh�t . . . . .	State line worked by the State . . . . .	LVII
Bengal and North-Western*	State line worked by company . . . . .	XXXIII	<b>K</b>		
Bengal Central*	State line worked by the State . . . . .	XIII	Khamg�on . . . . .	Line owned by native state and worked by company . . . . .	XXIII
Bengal Dooars . . . . .	Assisted company . . . . .	XLVIII	Kolh�pur . . . . .	Line owned by native state and worked by company . . . . .	LI
Bengal-N�gpur . . . . .	State line worked by company . . . . .	II	<b>L</b>		
Bezwada extension (including the Bezwada-Gol�vari section of the East Coast railway).	State line worked by company . . . . .	VIII	Lucknow-Bareilly section, Rohilkund and Kumaon railway	State line worked by company . . . . .	XXXIV
Bh�vnagar-Gondal-Jun�garh-Porhandar.	Line owned and worked by native states . . . . .	LIV	Lucknow-Rae Bareli-Benares.	See under Oudh and Rohilkhand (state) . . . . .	XI
Bhopal-It�rsi (British section).	State line worked by company . . . . .	XXV	<b>M</b>		
Bhopal-It�rsi (Native state section).	Line owned by native state and worked by company . . . . .	XXXII	Madras . . . . .	Line worked by guaranteed company . . . . .	XX
Bhopal-Ujjain . . . . .	Line owned and worked by native state . . . . .	XXXI	M�ri-Attock . . . . .	State line worked by the State . . . . .	XVI
Bina-Guna . . . . .	Line owned and worked by native state . . . . .	XIX	M�yavaram-Mutupet . . . . .	State line worked by company . . . . .	XXI
Bombay, Baroda and Central India.	Line worked by guaranteed company . . . . .	XLIV	Morvi . . . . .	Line owned and worked by native state . . . . .	LXI
Burma (state) . . . . .	State line worked by the State . . . . .	XIV	Mushkaf-Bol�n . . . . .	State line worked by the State . . . . .	XV
<b>C</b>			Mu Valley . . . . .	State line worked by the State . . . . .	XLV
Calcutta Port Commissioners'	State line worked by the State . . . . .	IX	Mysore gold-fields . . . . .	Line owned by native state and worked by company . . . . .	XXVIII
Cooch Behar . . . . .	Line owned by native state and worked by state railway agency . . . . .	LX	Mysore section, Southern Mahratta railway.	State line worked by company . . . . .	XXXVIII
<b>D</b>			<b>N</b>		
Darjeeling-Himalayan	Assisted company . . . . .	XVIII	Nilgiri . . . . .	Assisted company . . . . .	L
Delhi-Umballa-Kalka . . . . .	Assisted company . . . . .	XXI	Nizam's Guaranteed State . . . . .	Line owned by native state and worked by company . . . . .	XXVI
Deoghur . . . . .	Assisted company . . . . .	XLVI	North Western (state) . . . . .	State line worked by the State . . . . .	IX
Dhond-Manm�d . . . . .	State line worked by company . . . . .	VII	<b>O</b>		
Dibru-Sadiya . . . . .	Assisted company . . . . .	XLIX	Oudh and Rohilkhand (state)	State line worked by the State . . . . .	XI
<b>E</b>			<b>P</b>		
East Coast . . . . .	State line worked by the State . . . . .	XVII	P�lanpur-Deesa . . . . .	State line worked by company . . . . .	XLII
Eastern Bengal (state)—Dacca section.			Pondicherry . . . . .	Foreign line . . . . .	LVI
Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	State line worked by the State . . . . .	XLIII	<b>R</b>		
Standard gauge sections.			R�jpura-Bh�tinda . . . . .	Line owned by native state and worked by state railway agency . . . . .	XXIX
East Indian . . . . .	State line worked by company . . . . .	XII	R�jputana-Malwa . . . . .	State line worked by company . . . . .	XXXV
<b>G</b>			Rohilkund and Kumaon (Company's section).	Assisted company . . . . .	XLVII
Gaekwar's Dabhoi . . . . .	Line owned by native state and worked by company . . . . .	LIX	<b>S</b>		
Gaekwar's Mehs�na . . . . .	Line owned by native state and worked by company . . . . .	LI	Southern Mahratta . . . . .	State line worked by company . . . . .	XXXVI
Gaekwar's Petl�d . . . . .	Line owned by native state and worked by company . . . . .	XXVII	South Indian . . . . .	State line worked by company . . . . .	XXXIX
Godhra-Rutlam . . . . .	State line worked by company . . . . .	V	<b>T</b>		
Great Indian Peninsula . . . . .	Line worked by guaranteed company . . . . .	XVIII	Tarkessur . . . . .	Assisted company . . . . .	XXII
Guntakal-Mysore frontier . . . . .	State line worked by company . . . . .	XXXVII	Tirhoot-section, Bengal and North-Western railway . . . . .	State line worked by company . . . . .	XXXIII
<b>H</b>			Tramways outside municipal limits.		See after No. LXI
Hyderabad-Umarkot . . . . .	State line worked by the State . . . . .	X	<b>W</b>		
<b>I</b>			Wardha Coal . . . . .	State line worked by company . . . . .	VI
Indian Midland . . . . .	State line worked by company . . . . .	III	West of India Portuguese . . . . .	Foreign line . . . . .	LV

\* Although for convenience classed among the state railways the company's section of this line is the property of the Bengal and North-Western Railway Company.

## APPENDIX D.

## Statement of Indian railways and of steam tramways outside municipal limits constructed and in progress on the 31st March 1893.

## INDEX.

Railway.	Classification.	Serial No.	Railway.	Classification.	Serial No.
<b>A</b>			<b>J</b>		
Amr�toti . . . . .	Line owned by native state and worked by company	XXIV	Jammu and Kashmir (Native state section).	Line owned by native state and worked by state railway agency	XXX
Assam-Bengal . . . . .	State line worked by company	XL	Jetalsar-R�jkot. . . . .	Line owned and worked by native state	LIVA
<b>B</b>			Jodhpore-Bickaneer . . . . .	Line owned and worked by native state	LIII
Bareilly-R�mpur-Moradabad	See under Oudh and Rohilkhand (state).	XI	Jorh�t . . . . .	State line worked by the State	LVII
Bengal and North-Western*	State line worked by company	XXXIII	<b>K</b>		
Bengal Central* . . . . .	State line worked by the State	XIII	Khamg�on . . . . .	Line owned by native state and worked by company	XXIII
Bengal Dooars . . . . .	Assisted company	XLVIII	Kolh�pur . . . . .	Line owned by native state and worked by company	LII
Bengal-N�gpur . . . . .	State line worked by company	II	<b>L</b>		
Bezwada extension (including the Bezwada-Gol�vari section of the East Coast railway).	State line worked by company	VIII	Lucknow-Bareilly section, Rohilkund and Kumaon railway	State line worked by company	XXXIV
Bh�vnagar-Gondal-Jun�garh-Porbandar.	Line owned and worked by native states	LIV	Lucknow-Rae Bareilly-Benares.	See under Oudh and Rohilkhand (state)	XI
Bhopal-It�rsi (British section).	State line worked by company	XXV	<b>M</b>		
Bhopal-It�rsi (Native state section).	Line owned by native state and worked by company	XXXII	Madras . . . . .	Line worked by guaranteed company	XX
Bhopal-Ujjain . . . . .	Line owned and worked by native state	XXXI	M�ri-Attock . . . . .	State line worked by the State	XVI
Bina-Guna . . . . .	Line owned and worked by native state	XIX	M�yavaram-Mutupet	State line worked by company	XLI
Bombay, Baroda and Central India.	Line worked by guaranteed company	XLIV	Morvi . . . . .	Line owned and worked by native state	LXI
Burma (state) . . . . .	State line worked by the State	XIV	Mushkaf-Bol�n . . . . .	State line worked by the State	XV
<b>C</b>			Mu Valley . . . . .	State line worked by the State	XLV
Calcutta Port Commissioners'	State line worked by the State	LX	Mysore gold-fields . . . . .	Line owned by native state and worked by company	XXVIII
Cooch Behar . . . . .	Line owned by native state and worked by state railway agency	XVIII	Mysore section, Southern Mahratta railway.	State line worked by company	XXXVIII
<b>D</b>			<b>N</b>		
Darjeeling-Himalayan	Assisted company	XXI	N�lgiri . . . . .	Assisted company	L
Delhi-Umballa-Kalka . . . . .	Assisted company	XLVI	Nizam's Guaranteed State	Line owned by native state and worked by company	XXVI
Deoghur . . . . .	Assisted company	VII	North Western (state)	State line worked by the State	LX
Dhond-Manm�d . . . . .	State line worked by company	XLIX	<b>O</b>		
Dibru-Sadiya . . . . .	Assisted company	XVII	Oudh and Rohilkhand (state)	State line worked by the State	XI
<b>E</b>			<b>P</b>		
East Coast . . . . .	State line worked by the State	XLIII	P�lanpur-Deesa . . . . .	State line worked by company	XLII
Eastern Bengal (state)—Dacca section.		XII	Pondicherry . . . . .	Foreign line	LVI
Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	State line worked by the State	I	<b>R</b>		
Standard gauge sections.		LIX	R�jpura-Bh�tinda . . . . .	Line owned by native state and worked by state railway agency	XXIX
East Indian . . . . .	State line worked by company	LI	R�jputana-Malwa . . . . .	State line worked by company	XXXV
<b>G</b>			Rohilkund and Kumaon (Company's section).	Assisted company	XLVII
Gaekwar's Dabhoi . . . . .	Line owned by native state and worked by company	XXVII	<b>S</b>		
Gaekwar's Mehs�na . . . . .	Line owned by native state and worked by company	V	Southern Mahratta . . . . .	State line worked by company	XXXVI
Gaekwar's Petl�d . . . . .	Line owned by native state and worked by company	XVIII	South Indian . . . . .	State line worked by company	XXXIX
Godhra-Rutlam . . . . .	State line worked by company	XXXVII	<b>T</b>		
Great Indian Peninsula	Line worked by guaranteed company	X	Tarkessur . . . . .	Assisted company	XXII
Guntakal-Mysore frontier	State line worked by company	III	Tirhoot section, Bengal and North-Western railway	State line worked by company	XXXIII
<b>H</b>			Tramways outside municipal limits.		See after No. LXI
Hyderabad-Umarkot . . . . .	State line worked by the State		<b>W</b>		
<b>I</b>			Wardha Coal . . . . .	State line worked by company	VI
Indian Midland . . . . .	State line worked by company		West of India Portuguese	Foreign line	LV

\* Although for convenience classed among the state railways the company's section of this line is the property of the Bengal and North-Western Railway Company.

APPENDIX  
STANDARD GAUGE

Constructed and in progress

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
<b>I</b>	<b>East Indian—</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
	<i>Chord line—</i>		Sainthia to Tinpahár . . . . . 15-10-60 76½
	Khána junction to Sítarámpur junction . . . . . 62½		Tinpahár to Bhágalpur . . . . . 1-11-61 69½
	Sítarámpur junction to Luckeeserai junction . . . . . 123½	186½	Bhágalpur to Jamálpur . . . . . 10-2-62 32½
			Jamálpur to Luckeeserai . . . . . 17-11-62 28½
	<i>Branches—</i>		Luckeeserai to Dinapore . . . . . 17-11-62* 82
	Bhadreswar junction (17½ miles from Howrah) to the river bank ( <i>Bhadreswar branch</i> ) . . . . . 2½		Dinapore to Moghal Sarai . . . . . 22-12-62* 125½
	Hooghly junction (23½ miles from Howrah) to Naiháti on the Eastern Bengal (state) railway ( <i>Hooghly bridge branch</i> ) . . . . . 4½		Moghal Sarai to Mirzapur . . . . . 1-1-64 39½
	Ondál junction (47½ miles from Khána junction on the chord line) to Toposi ( <i>Singharon branch</i> ) . . . . . 7½		Mirzapur to south bank, Jumna . . . . . 4-4-64 52½
	Sítarámpur junction (62½ miles from Khána junction on the chord line) to Barákar ( <i>Barákar branch</i> ) . . . . . 5½		Jumna bridge to Allahabad . . . . . 15-8-65 3
	Barákar to Kooreedeh, including branch to Chanch ( <i>Fherria branch</i> ) . . . . . 39		Allahabad to Cawnpore . . . . . 3-3-59 119½
	Toposi to Khorabad, Nandi to Panooria and Salanpur to Mohanpur ( <i>Toposi branch extension</i> ) . . . . . 29½		Cawnpore to Etáwah . . . . . 1-7-61 86½
	Madhupur junction (108½ miles from Khána junction on the chord line) to Kurhurbaree collieries ( <i>Kurhurbaree branch</i> ) . . . . . 26½		Etáwah to Shikohabad . . . . . 13-11-61 34½
	Nalháti (144½ miles from Howrah <i>via</i> the loop line to Azímganj) ( <i>Azímganj branch</i> ) . . . . . 27½		Shikohabad to Tundla junction . . . . . 1-4-62 22½
	Tinpahár junction (194½ miles from Howrah <i>via</i> the loop line) to Rajmehal ( <i>Rajmehal branch</i> ) . . . . . 7½		Tundla junction to Aligarh . . . . . 1-3-63 48½
	Sultangunge (279½ miles from Howrah <i>via</i> the loop line) to Sultangunge ghát ( <i>Sultangunge branch</i> ) . . . . . 1		Aligarh to Chola (Bulandshahr road) . . . . . 1-4-64 35½
			Chola to Delhi (south bank, Jumna) . . . . . 1-8-64 41½
			Delhi terminus . . . . . 1-1-67 1½
			1,018½
			<i>Chord line—</i>
			Khána junction to Raneegunge . . . . . 3-2-55* 46
			Raneegunge to Siársol . . . . . 21-7-63* 1½
			Siársol to Sítarámpur . . . . . 1-1-65* 15½
			Sítarámpur to Luckeeserai junction . . . . . 1-1-71* 123½
			186½
			<i>Branches—</i>
			Bhadreswar branch . . . . . 6-12-82 2½
			Hooghly bridge branch . . . . . 15-3-87* 4½
			Singharon branch—
			Ondál to Bahasole . . . . . 1-5-64 2
			Bahasole to Mangalpur . . . . . 1-1-63 2½
			Mangalpur to Toposi . . . . . 2-2-63 2½
			Barákar branch . . . . . 1-1-65 5½
			Chanch branch—
			For goods traffic . . . . . 1-2-93 3
			Kurhurbaree branch . . . . . 1-1-71 26½
			Azímganj branch . . . . . 15-7-92 27½
			Rajmehal branch . . . . . 15-10-60 7½
			Carried over . . . . . { 1,205
	Carried over . . . . . 150½	1,205	84½

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



D—continued.

## RAILWAYS

on 31st March 1893.

## 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 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 Kurhurbaree branch is constructed for a single line. The width of formation in the embankments is 16 feet.</p> <p>The road on the Azimganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sal, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout.</p>	<p>The experimental line from Howrah to Raneeunge was commenced in January 1851. The first section, 23½ miles, was opened on 15th August 1854.</p> <p>The chord line was commenced in February 1866, and was opened on 1st January 1871. This line diminishes the distance between Howrah and Upper Provinces by 64 miles.</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>A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borraah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.</p> <p>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> <p>The Jherria branch was sanctioned for construction and orders for the commencement of work issued on 9th March 1892.</p> <p>The Toposi branch extension was sanctioned in sections in July and August 1892.</p> <p>The line from Nalhāti to Azimganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, was purchased by the State on the 31st of March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking and, on the 15th July 1892, opened on the standard gauge under the name of the "Azimganj branch."</p> <p>The old Nalhāti (4' 0" gauge) line was opened for traffic on 21st December 1863.</p> <p>The construction of the Sultangunge branch was sanctioned in March 1893.</p>

APPENDIX  
STANDARD GAUGE

Constructed and in progress

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
I	East Indian—concl'd.				
	Brought forward	150 $\frac{1}{2}$	1,205	Brought forward	1,205 84 $\frac{1}{2}$
	<i>Branches—concl'd.</i>			<i>Branches—concl'd.</i>	
	Jamálpur junction (297 $\frac{1}{2}$ miles from Howrah <i>viá</i> the loop line) to Monghyr ( <i>Monghyr branch</i> )	5 $\frac{1}{2}$		Monghyr branch	10-4-62 5 $\frac{1}{2}$
	Mokameh junction (282 miles from Howrah <i>viá</i> the chord line) to the river bank ( <i>Mokameh branch</i> )	2 $\frac{1}{2}$		Mokameh branch	1-5-83 2 $\frac{1}{2}$
	Bankipore junction (337 $\frac{1}{2}$ miles from Howrah <i>viá</i> the chord line) to Gya ( <i>Patna-Gya branch</i> )	57 $\frac{1}{2}$		Patna-Gya branch—	
	Bankipore junction (337 $\frac{1}{2}$ miles from Howrah <i>viá</i> the chord line) to Digha ghát ( <i>Digha ghát branch</i> )	5 $\frac{1}{2}$		Bankipore Junction to Bankipore	2-6-79 $\frac{1}{2}$
	Dildárnagar (433 miles from Howrah <i>viá</i> the chord line, to Tárighát on the Ganges opposite Gházipur)	12		Bankipore to Jehanabad	21-4-79 28
	Naini junction (559 $\frac{1}{2}$ miles from Howrah <i>viá</i> the chord line, or 4 $\frac{1}{2}$ miles east of Allahabad) to Jubbulpore ( <i>Jubbulpore branch</i> )	223 $\frac{1}{2}$		Jehanabad to Gya	2-6-79 29 $\frac{1}{2}$
	Allahabad junction (564 $\frac{1}{2}$ miles from Howrah <i>viá</i> the chord line) to fort ( <i>Allahabad fort branch</i> )	2 $\frac{1}{2}$		Digha ghát branch	2-4-85 5 $\frac{1}{2}$
	Cawnpore junction (684 $\frac{1}{2}$ miles from Howrah <i>viá</i> the chord line) to the corn market in the city ( <i>Cawnpore city branch</i> )	$\frac{7}{8}$		Dildárnagar to Gházipur	5-10-80 12
	Tándla junction (827 $\frac{1}{2}$ miles from Howrah <i>viá</i> the chord line) to Agra ( <i>Agra branch</i> )	13 $\frac{1}{2}$	474 $\frac{1}{2}$	Jubbulpore branch	1-8-67 223 $\frac{1}{2}$
				Allahabad fort branch	3-3-59 2 $\frac{1}{2}$
				Cawnpore city branch	15-2-79 $\frac{7}{8}$
				Agra branch	1-4-62 13 $\frac{1}{2}$
					408 $\frac{1}{2}$
				<i>Double—main line and branches.</i>	
				Howrah to Serampore	10-3-57 11 $\frac{1}{2}$
				Serampore to Chandernagore	1-2-58 8 $\frac{1}{2}$
				Chandernagore to Hooghly	1-5-58 3 $\frac{1}{2}$
				Hooghly to Magra	1-10-58 5 $\frac{1}{2}$
				Magra to Pundooah	25-2-59 8 $\frac{1}{2}$
				Pundooah to Burdwan	1-10-59 28 $\frac{1}{2}$
				Burdwan to Khána	1-1-59 8 $\frac{1}{2}$
				Khána to Durgapur	1-6-70 31 $\frac{1}{2}$
				Durgapur to Raneegunge	2-9-70 14 $\frac{1}{2}$
				Raneegunge to Sítarámpur	19-12-70 16 $\frac{1}{2}$
				Sítarámpur to Luckeeserai	1-1-71 124 $\frac{1}{2}$
				Luckeeserai to Burhee	22-6-70 9 $\frac{1}{2}$
				Burhee to Barh	22-2-68 27
				Barh to Futwah	1-11-68 25 $\frac{1}{2}$
				Futwah to Dinapore	20-3-67 19 $\frac{1}{2}$
				Dinapore to Bihta	13-8-68 10 $\frac{1}{2}$
				Bihta to Arrah	28-3-70 13 $\frac{1}{2}$
				Arrah to Buxar	13-8-68 42 $\frac{1}{2}$
				Buxar to Dildárnagar	15-4-82 22 $\frac{1}{2}$
				Dildárnagar to Zamánia	20-5-82 8 $\frac{1}{2}$
				Zamánia to Sakaldiha	20-9-82 16 $\frac{1}{2}$
				Sakaldiha to Moghal Sarai	10-8-82 11 $\frac{1}{2}$
				Hooghly bridge branch	15-3-87 4 $\frac{1}{2}$
				TOTAL DOUBLE LINE	474 $\frac{1}{2}$
				TOTAL OPEN MILEAGE	1,613 $\frac{1}{2}$

—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.																
<p>The first 29 miles of the Patna-Gya branch 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>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, 82 lbs. to the yard, have been used; the rest of the line has rails, 74 lbs. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sal. 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 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 length of road relaid with steel rails up to the 31st December 1892 was 1,360.14 miles, as follows:</p> <table data-bbox="146 1776 639 2003"> <tr> <td></td> <td>Miles.</td> </tr> <tr> <td>Howrah district . . . .</td> <td>180.55</td> </tr> <tr> <td>Chord line . . . . .</td> <td>321.49</td> </tr> <tr> <td>Dinapore district . . . .</td> <td>408.38</td> </tr> <tr> <td>Allahabad district . . . .</td> <td>243.33</td> </tr> <tr> <td>Delhi district . . . . .</td> <td>206.39</td> </tr> <tr> <td></td> <td><hr/></td> </tr> <tr> <td></td> <td>1,360.14</td> </tr> </table> <p>The line is double fenced throughout, excepting the Azimganj branch.</p>		Miles.	Howrah district . . . .	180.55	Chord line . . . . .	321.49	Dinapore district . . . .	408.38	Allahabad district . . . .	243.33	Delhi district . . . . .	206.39		<hr/>		1,360.14	<p>The Mokameh branch was originally 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 from Bankipore to Gya was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The line was worked by state agency from the date of opening up to 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement.</p> <p>On the 1st of July 1892 the line was incorporated with the East Indian railway.</p> <p>There is a branch, ¾ths of a mile, from Patna (33¼ 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 branch from Bankipore to Digha ghât has been constructed to connect by a ferry across the Ganges with the Bengal and North-Western railway at Paleza ghât near Sonapore. Sanction to construction was given on 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.</p> <p>The Jubbulpore branch was commenced under contract in February 1863, and was completed in 3½ years. The East Indian railway was acquired by the State from the late guaranteed company on 1st January 1880. On the 1st of January 1889, the Dildárnagar-Ghâzipur 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 Tarkessur and the Delhi-Umballa-Kalka railways. The terms on which these branch lines are worked will be found in appendices N and H, Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.</p>
	Miles.																
Howrah district . . . .	180.55																
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	<hr/>																
	1,360.14																

APPENDIX  
STANDARD GAUGE

*Constructed and in progress*

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
II	<p>Bengal-Nágpur—</p> <p><i>Main line—</i></p> <p>Ásansol (131½ miles from Howrah, on the chord line, East Indian railway) to Biláspur . . . . . 37½</p> <p>Biláspur to Nágpur (519½ miles from Bombay on the Nágpur branch of the Great Indian Peninsula railway) 255½</p> <p style="text-align: right;"><u>627</u></p> <p style="text-align: right;">Carried over</p>	<p>627</p> <p style="text-align: right;"><u>627</u></p>	<p><i>Main line—</i></p> <p>Ásansol to Damoodur—</p> <p>For coal traffic . . . . . 12-6-89 } For passenger and goods traffic . . . . . 14-12-89 } 5½</p> <p>Damoodur to Purulia . . . . . 14-12-89 41½</p> <p>Purulia to Chakardharpore—</p> <p>For goods traffic . . . . . 22-1-90 } For passenger traffic . . . . . 1-4-90 } 7½</p> <p>Chakardharpore to Goilkera—</p> <p>For goods traffic . . . . . 15-5-90 } For passenger traffic . . . . . 28-3-91 } 20½</p> <p>Goilkera to Jharsuguda—</p> <p>For goods traffic . . . . . 1-2-91 } For passenger traffic . . . . . 28-3-91 } 104½</p> <p>Jharsuguda to Raighar—</p> <p>For goods traffic . . . . . 20-4-90 } For passenger traffic . . . . . 1-8-90 } 44½</p> <p>Raighar to Biláspur—</p> <p>For goods traffic . . . . . 10-2-90 } For passenger traffic . . . . . 24-3-90 } 82½</p> <p>Biláspur to Raipur—</p> <p>For goods traffic . . . . . 10-1-89 } For passenger traffic . . . . . 14-2-89 } 68½</p> <p>Raipur to Ráj-Nándgaon . . . . . 4-12-88 42</p> <p>Ráj-Nándgaon to Nágpur . . . . . 27-11-88 145½</p> <p style="text-align: right;">Carried over</p> <p style="text-align: right;"><u>627</u></p>

—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.																						
<p>The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails, weighing 40lbs. per yard, laid on creosoted pine, sál and teak-wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders and the flattening of curves.</p> <p>On the main line the rails are 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 on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy.</p> <p>On the Umaria-Biláspur section, the permanent-way consists of 75lbs. steel rails laid on transverse cross sleepers. Between Khodri and Khongsara, the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100 and the curves are 1,000 feet in radius. This section includes a tunnel, 1,100 feet long, and a viaduct of 2 spans of 200' girders, 116' high from rail level.</p> <p>On the section from Nágpur to Kamptee, 8½ miles, the old fencing has been taken down preparatory to putting up new and improved fencing. There are at present 2½ miles of line fenced at Kamptee and 1 mile at Dongargarh. The remainder of the line is unfenced.</p>	<p>Sanction for the construction of the standard-gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork.</p> <p>Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates.</p> <p>In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge Nágpur-Chhattísgarh 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 and of opening of the original metre gauge line are as follows:</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881.</p> <p style="text-align: center;"><i>Dates of opening.</i></p> <table border="0" style="width: 100%;"> <tr> <td>Nágpur to Tumsar—</td> <td style="text-align: right;">Miles.</td> </tr> <tr> <td>For goods traffic . . . . .</td> <td style="text-align: right;">6-4-80</td> </tr> <tr> <td>For passenger traffic—</td> <td></td> </tr> <tr> <td>  Nágpur to Kamptee (9 miles) . . . . .</td> <td style="text-align: right;">26-7-80</td> </tr> <tr> <td>  Kamptee to Tumsar (44 miles) . . . . .</td> <td style="text-align: right;">8-11-80</td> </tr> <tr> <td>Dowháli junction to Tirora . . . . .</td> <td style="text-align: right;">21-2-81</td> </tr> <tr> <td>Tirora to Gondia . . . . .</td> <td style="text-align: right;">18-5-81</td> </tr> <tr> <td>Gondia to Amgaon . . . . .</td> <td style="text-align: right;">25-11-81</td> </tr> <tr> <td>Amgaon to Ráj-Nándgaon—</td> <td></td> </tr> <tr> <td>For goods traffic . . . . .</td> <td style="text-align: right;">16-12-82</td> </tr> <tr> <td>For passenger traffic . . . . .</td> <td style="text-align: right;">7-2-83</td> </tr> </table> <p>TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145½*</p> <p>The line was opened through for goods traffic on 1st February 1891 and for passenger traffic on 28th March 1891.</p> <p>The Saranda tunnel was completed and opened for traffic on the 1st October 1892, the diversion, over which traffic previously passed, being eliminated. It is lined almost throughout.</p>	Nágpur to Tumsar—	Miles.	For goods traffic . . . . .	6-4-80	For passenger traffic—		Nágpur to Kamptee (9 miles) . . . . .	26-7-80	Kamptee to Tumsar (44 miles) . . . . .	8-11-80	Dowháli junction to Tirora . . . . .	21-2-81	Tirora to Gondia . . . . .	18-5-81	Gondia to Amgaon . . . . .	25-11-81	Amgaon to Ráj-Nándgaon—		For goods traffic . . . . .	16-12-82	For passenger traffic . . . . .	7-2-83
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For goods traffic . . . . .	16-12-82																						
For passenger traffic . . . . .	7-2-83																						

\* Excludes the branch line for Dowháli to Tumsar (3 miles), which has been abandoned.

APPENDIX  
STANDARD GAUGE

Constructed and in progress

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total Mileage.	Date of opening for public traffic.
II	Miles.	Miles.	Miles.
	Bengal Nágpur—concl'd. Brought forward . . . . .	627	Brought forward . . . . . 627
	<i>Branches—</i>		<i>Branches—</i>
	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	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
	From Jharsuguda (382½ miles from Nágpur) to Sambalpur ( <i>Sambalpur branch</i> ) . . . . .	30½	Birsinghpur to Umaria— For goods traffic . . . . . 11-5-90 } For passenger traffic . . . . . 9-3-91 } 18½
		234½	Umaria to Katni . . . . . 2-11-86 . . . . . 36½
			<i>Sambalpur branch—</i> Jharsuguda to Sambalpur— For goods traffic . . . . . 1-2-93 } For passenger traffic . . . . . 10-3-93 } 30½
			234½
	TOTAL . . . . .	861½	TOTAL OPEN MILEAGE . . . . . 861½
III.	Indian Midland—		
	<i>Main line—</i>		<i>Main line—</i>
	Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi . . . . .	180½	Bhopal to Jhánsi . . . . . 1-1-89 180½
	Jhánsi <i>viá</i> Gwalior to Agra cantonment . . . . .	135	Jhánsi to Gwalior . . . . . 1-3-89 60½
		315½	Gwalior to Hetampur . . . . . 20-12-79 32½
			Hetampur to Dholpur . . . . . 15-5-81 8½
			Dholpur to Agra cantonment 10-1-78 33½
	<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
			Mau Ranipur to Bándá . . . . . 1-8-89 78½
			Bándá to Mánikpur . . . . . 15-2-89 62
			180½
	Jhánsi to Cawnpore transfer sidings (684½ miles from Howrah on the East Indian railway) ( <i>Cawnpore branch</i> ) . . . . .	135½	<i>Cawnpore branch—</i> Jhánsi to Chaunrah . . . . . 1-2-88 95
			Chaunrah to Cawnpore . . . . . 1-4-86 40½
			135½
	Bína (143 miles from Itársi on the main line) to Saugor ( <i>Saugor branch</i> ) . . . . .	46½	<i>Saugor branch—</i> Bína to Saugor . . . . . 5-6-89 46½
		361½	
	Carried over . . . . .	677½	Carried over . . . . . 677½

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.																																																													
<p>The Katni-Umaria section is laid with second-hand East Indian railway permanent-way on sál sleepers; 82lb. rails on three-fourths of the distance, and 74lb. rails on the remainder. The ruling gradient is 1 in 100. The curves are 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>The Sambalpur extension is laid with the same type of permanent-way as the main line. The work is fairly heavy and contains one bridge of 6 spans of 100 feet girders across the Bonum river.</p>	<p>The survey of the Sambalpur branch was sanctioned on 2nd October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.</p>																																																													
<p>The main line and branches are constructed for a single line, with flat-footed steel rails, 80lbs. to the yard, and oval pot sleepers, weighing 80lbs. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi, where the rails are 75lbs. per yard, double-headed, on Denham-Olphert's 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 data-bbox="84 1713 746 1915"> <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>Bina</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 and 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 data-bbox="84 2066 746 2305"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Betwa (Sujanpura)</td> <td>13</td> <td>of 150 and 1 of 60</td> </tr> <tr> <td>Dhassan (Ma)</td> <td>13</td> <td>" 100</td> </tr> <tr> <td>Ken</td> <td>1</td> <td>" 250 and 12 of 100</td> </tr> <tr> <td>Bagain</td> <td>8</td> <td>" 100</td> </tr> <tr> <td>Borwa</td> <td>1</td> <td>" 100 and 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 and 4 of 40</td> </tr> </tbody> </table>		Spans.	Feet.	Betwa (Makrari)	9	of 150	Narain	4	" 150	Bina	4	" 150	Keotan	5	" 100	Newan	8	" 60	Betwa (Bhilsa)	4	" 100 and 5 of 75.		Spans.	Feet.	Betwa (Sujanpura)	13	of 150 and 1 of 60	Dhassan (Ma)	13	" 100	Ken	1	" 250 and 12 of 100	Bagain	8	" 100	Borwa	1	" 100 and 4 of 40	Paisuni	4	" 100	Ohan	1	" 100 and 4 of 40	<p>On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways with the section from Bina to Saugor of the Biláspur-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 data-bbox="816 1789 1401 2028"> <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>Bina-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 railway. The terms of working will be found in appendix J, Part II, of the Railway Administration Report for 1891-92.</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	Aug. 1886	Bina-Saugor section	Aug. 1887
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APPENDIX  
STANDARD GAUGEConstructed and in progress  
STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
III	Indian Midland— <i>concl'd.</i> Brought forward	Miles. 677½	Miles. Brought forward 677½
	TOTAL	677½	TOTAL OPEN MILEAGE 677½
V	Godhra-Rutlam— Godhra (318½ miles from Bombay, on the Bombay, Baroda and Central India railway) to Rutlam (537½ miles from Ahmedabad, on the Malwa section of the Rajputana-Malwa railway)	115½	Godhra to Limkhérah . 16-1-93 . 25
VI	Wardha Coal— Wardha (47½ miles from Bombay, on the Nágpur branch of the Great Indian Peninsula railway) to Warora	45*	Wardha to 8½ miles . 1-2-74 . 18½ 18½ to 41st mile (for coal traffic only) . 24-12-75 . 22½ 41st mile to Warora (for coal traffic only) . 26-4-76 . 4 18½ to 21st mile, for public traffic . 16-6-77 . 21st mile to Warora (45th mile) for public traffic . 7-11-77 . TOTAL OPEN MILEAGE . 45*

\* Excludes 1½ miles at Warora retained by the colliery as sidings on the transfer of the working of this railway to the Great Indian Peninsula Railway Company.



D—continued:

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.
<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 Bina-Saugor branch is 1 in 100. The only important works on this length are the heavy cutting at Banhat and the Dhassan bridge (4 spans of 100 feet).</p> <p>The late Sindia state railway which now forms a part of the Indian Midland railway extends from Agrá cantonment to Gwalior, and is laid with rails, 60lbs. to the yard, on transverse deodar sleepers. The principal work on this section is the bridge over the Chambal river, which consists of 12 spans of 186 feet each, and 2 spans of 136 feet each. Up to the end of 1892 the company relaid 16½ miles of track with Indian Midland railway pots, and 12½ miles with Indian Midland railway 80lb. rails.</p> <p>The line is fenced throughout, except on the Jhánsi-Mánikpur section between Bándá and Jhánsi.</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 will be found in appendix H to Part II of the Railway Administration Report for 1890-91.</p>
<p>The line traverses a very difficult country, the greater part of the length being on a gradient of 1 in 200. The rails are flat-footed 75lbs. to the yard, laid on steel trough sleepers, except for 35 miles in the Rutlam section, where deodar sleepers will be used.</p>	<p>The line was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company, a re-survey was ordered in October 1886.</p> <p>Sanction to the commencement of work was given on the 29th October 1890 and work was started on the first section from Godhra to the 24th mile on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles, in both cases by petty contract. Work is sufficiently advanced to justify the expectation of its being ready for opening throughout on or about 1st March 1894. The open section is being worked by the Bombay, Baroda and Central India Railway Company.</p>
<p>The line is constructed for a single track. The first 21 miles are laid with Great Indian Peninsula rails, 68lbs. per yard, and the remainder with iron rails, 67lbs. to the yard. The rails on the first 18½ miles were laid principally on creosoted pine sleepers, and on the rest of the line on teak and sál sleepers.</p> <p>The re-sleeping of the line is progressing steadily, 19,688 new sleepers having been put in during 1892. The line is fenced throughout.</p>	<p>This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart.</p> <p>The orders for the survey of the line were issued on 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.</p> <p>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>

APPENDIX  
STANDARD GAUGE*Constructed and in progress*STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
VII	<b>Dhond-Manmád—</b> Dhond (166½ miles from Bombay on the south-east line of the Great Indian Peninsula railway) to Manmád (161¾ miles from Bombay, on the north-east line of the Great Indian Peninsula railway)	145½	Dhond to Ahmednagar . 15-3-78 . 50½ Ahmednagar to Manmád . 17-4-78 . 95 TOTAL OPEN MILEAGE . 145½
VIII	<b>Bezwada extension (including the Bezwada-Godávari section of the East Coast railway)—</b> Hyderabad frontier to Bezwada . . . . . 21½ Bezwada to the right bank of the Godávari . . . . . 91	112½	Hyderabad frontier to Bezwada 10-2-89 . 21½ Bezwada to the right bank of the Godávari . . . . . 20-2-93 . 91 TOTAL OPEN MILEAGE . 112½
	<b>TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE)</b>	3,650*	3,493½*

\* Includes the length (13 miles) of the Bhopal-Itársi railway (British section) which has been shown under "XXV—Bhopal-Itársi (native state section)."

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.
<p>The line is constructed for a single track; the rails are double-headed steel, 70lbs. to the yard, laid on iron pot sleepers, weighing 9½lbs. each. The line, as originally constructed, was unfenced, but fencing is being provided gradually. The total length fenced up to 31st March is 90 miles.</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 Ghâts. 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, Part II of the Railway Administration Report for 1881-82.</p>
<p>The Bezwada extension 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 66½lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations. The permanent-way on the Bezwada-Godávári section consists of 75lb. flat-footed steel rails, laid partly on transverse wooden and partly on steel sleepers. The ballast used is gravel, moorum, sand or stone. The ruling gradient is 1 in 200 and the sharpest curve is 4°.</p>	<p>The Bezwada line extends from the frontier of His Highness the Nizam's dominions to Bezwada. It is worked by the Nizam's Guaranteed State Railway Company as part of their system. For terms of working, see appendix P, Part II of the Railway Administration Report for 1889-90. The survey of the Bezwada-Godávári line was ordered in September 1889 and the construction sanctioned in July 1890. This section is being worked, as a temporary measure, by the Nizam's Guaranteed State Railway Company on the same terms as the Bezwada extension railway. It is expected to be taken over by the State from the 1st January 1894.</p>

APPENDIX  
STANDARD GAUGE  
*Constructed and in progress*  
STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
IX	North Western (state)— Miles.	Miles.	Miles.
	<p>MAIN LINE AND BRANCHES (Commercial). <i>Main line—</i> Ghāziabad (13 miles east of Delhi, on the East Indian railway) to Amritsar . . . . . 303½ Amritsar to Lahore . . . . . 32½ <hr style="width: 10%; margin-left: 10%;"/>335½</p> <p>Lahore to Rāwalpindi . . . . . 174 Rāwalpindi to Peshāwar . . . . . 104½ <hr style="width: 10%; margin-left: 10%;"/>278½</p> <p style="text-align: right;">Carried over . . . . . 614½</p>		<p>MAIN LINE AND BRANCHES (Commercial). <i>Main line—</i> Ghāziabad to Meerut city . . . 18-4-67 27½ Meerut city to Umballa cantonment . . . 1-1-69 121 Umballa cantonment to Ludhiāna . . . . . 12-10-69 70½ Ludhiāna to Phillour . . . . . 15-10-70 8½ Phillour to Jullundur cantonment . . . . . 1-4-70 24½ Jullundur cantonment to Beas 15-11-69 25½ Beas to Amritsar . . . . . 1-11-67 20½ Amritsar to Lahore . . . . . 10-4-62 32½ <hr style="width: 10%; margin-left: 10%;"/>335½</p> <p>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 The line was opened by sections on the standard gauge, using temporary diversions near Domeli, thus— Jhelum to Ratial, 1st January 1880 (15 miles). Ratial to Rāwalpindi, 1st October 1880 (56 miles). The diversions were abolished in May 1882, and the permanent through line established, thus— Jhelum to Rāwalpindi, 8th May 1882 (70½ miles). But again in May 1888 the through mileage was affected by the opening of the new grades between Jhelum and Domeli, thus— Jhelum to Rāwalpindi . . . 3-5-88 71½ <hr style="width: 10%; margin-left: 10%;"/>174 <hr style="width: 10%; margin-left: 10%;"/>335½ Carried over . . . . . 174</p>

—continued.

## RAILWAYS

on 31st March 1893.

## 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 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails; 105 miles have been relaid with 68lb. bull-headed steel rails, 28 miles with 68lb. double-headed steel rails, 10 miles with 68lb. double-headed iron rails and 65 miles with 75lb. flat-footed steel rails up to 31st March 1893.</p> <p>On the Phillour-Amritsar section, the earthwork from Amritsar to the Beas (26½ 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 60lb. rails have been renewed with the bull-headed 68lb. 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 70lb. steel, laid on longitudinal timbers.</p> <p>From Amritsar to Lahore the earthwork and bridges are for a single line; 17 miles have been relaid with bull-headed 68lb. steel rails, of which 8½ miles are on cast-iron pots and 8½ miles on wooden sleepers; the remaining 15½ miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat-footed rails on wooden sleepers.</p> <p>The line from Lahore to Pesháwar is constructed for a single track. From the Ravi bridge, mile 3, to the 25th mile, the old flat-footed 60lb. iron rails have been replaced by double-headed 75lb. steel rails on wooden sleepers, and from ½ mile from Lahore to the Ravi bridge with 75lb. flat-footed rails on wooden sleepers.</p> <p>From the 25th mile to Gujrát the rails are 75lb. flat-footed steel, with the exception of the station-yards of Kámoke, Gujránwala, Ghakkhar and Wazirabad, where the rails are of iron 60lb. flat-footed; also excepting two lengths, making up 4 miles, where flat-footed 62lb. steel rails are laid. The sleepers throughout are wooden.</p> <p>From Gujrát to Pesháwar the rails are flat-footed 62lb. steel, with the exception of isolated lengths, making up 10½ miles of 64lb. double-headed, 1 mile of 72lb. double-headed, and 40½ miles of 75lb. flat-footed, steel rails. The whole length is laid with wooden sleepers, except 1 mile (1,091½ to 1,092½), 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 grades are now being improved to <math>\frac{1}{100}</math>; and the Taraki quarry.</p>	<p>The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886, and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin state railways, to be worked as one Imperial system under the name of the North Western 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 1,048) 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 Musa to Miani junction, September 1877.  Jhelum to Ráwalpindi, for improvement of grades. February 1885</p>

APPENDIX  
STANDARD GAUGE

*Constructed and in progress*

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
IX	North Western (state)— <i>contd.</i> Miles.	Miles.	
	Brought forward . 614½		Brought forward Miles. { 335½
	MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>		174
			<p>MAIN LINE AND BRANCHES (Commercial)—<i>contd.</i></p> <p>Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881, but this aggregate of 63 miles to Fort Attock was reduced to 58½ miles to Attock bridge consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.</p> <p>Thus, Ráwalpindi to Attock bridge . . . . . 58½</p> <p>Attock to Khairabad . . . . . 31-5-83 2½</p> <p>Khairabad to Pesháwar city . . . . . 1-5-82 41</p> <p>Pesháwar city to Pesháwar cantonment . . . . . 1-1-83 2½</p> <p style="text-align: right;"><u>278½</u></p>
	<i>Branches—</i>		<i>Branches—</i>
	<i>Siálkot branch—</i>		<i>Siálkot branch—</i>
	Wazirabad to Siálkot . . . 26½		Wazirabad to Siálkot 1-1-84 26½
	<i>Kashmir branch—</i>		<i>Kashmir branch—</i>
	Siálkot to the frontier of the Kashmir state . . . 8½	35	Siálkot to the frontier of the Kashmir state . 15-3-90 8½
	Carried over . 649½		Carried over . 649½

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.
<p>The chief works on the Pindi-Pesháwar section are the Indus (Attock) and the Haro bridges, and the tunnels at the Margala pass, and the Indus approach. The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Pesháwar, however, is only partially fenced.</p> <p>The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are flat-footed iron, 60 lbs to the yard, spiked to transverse wooden sleepers, except where there are dips in the road to pass surface floods, steel transverse sleepers being used in such places. On the Kashmir section, the ballast used is broken stone of excellent quality. The Siálkot and Kashmir branches are unfenced.</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> <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  " Domeli to Soháwa . . . . . 31-10-91  " Soháwa to Gujar Khan . . . . . 18-4-89  " Gujar Khan to Ráwalpindi . . . . . 28-2-92</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.</p> <p>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.</p> <p>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.</p> <p>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>





—continued.

## RAILWAYS

31st March 1893.

## INDIA

## THE STATE.

Details of construction.	REMARKS.
<p>From Lahore to Rāewind the earthwork and bridges are for a single track.</p> <p>From Rāewind south distant signal to Muzaffarabad (188½ miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68 lb. iron rails have been in parts (making up 112 miles) replaced with double-headed 68 lbs., flat-footed 75 lbs. and bull-headed 77½ lbs. steel rails.</p> <p>Muzaffarabad to Khānpur is constructed for a single track. The line was originally laid with flat-footed iron rails, 60 lbs. to the yard, but 18¾ miles have been replaced with 62 lbs. flat-footed steel rails, and 90 miles with 75 lbs. flat-footed steel rails. The sleepers throughout are wooden, except 76 miles, which are steel transverse sleepers.</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>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 Khānpur 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. It was opened partly on 21st August 1870 and partly on 1st July 1878.</p>
<p>The section from Khānpur to Kotri is constructed for a single track, and is laid with flat-footed iron rails 60 lbs. and steel 62 lbs. and 75 lbs. to the yard on transverse sleepers of creosoted pine, deodar and steel.</p> <p>The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri, and the cutting through the Laki pass.</p> <p>The lengths relaid with 75 lbs. and 62 lbs. flat-footed steel rails up to 31st March 1893 are 286 miles and 87 miles, respectively.</p>	<p>The dates of orders for survey and construction of the section from Khānpur to Kotri are as follows:</p> <p style="text-align: center;"><i>Date for survey.</i></p> <p>Khānpur to Kotri . . . . . 30-10-69</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Khānpur to Rohri . . . . . 8-11-71</p> <p>Sukkur to Kotri . . . . . 4-11-72</p> <p>The construction of the Lansdowne 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; it was originally treated as a siding, but is now shown as a branch line.</p> <p>The line from Khānpur to Kotri was commenced as a metre-gauge railway, and works had been well advanced when orders were received to adopt the standard gauge.</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 Bahrun is for a double line.</p> <p>Ordinary double-headed rails, 65 lbs. to the yard, were originally laid on sleepers of creosoted pine, but they are being renewed with steel rails, 24 miles having been relaid with 75 lbs. flat-footed, 31 miles with 68 lbs. double-headed, and 4½ miles with 77½ lbs. bull-headed, steel rails up to 31st March 1892.</p> <p>From Kurrachee cantonment station to Kurrachee city station 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 68 lbs. double-headed iron rails and second hand wooden sleepers. The line is unballasted, but is fenced.</p>	<p>The section from Kotri to Kurrachee was commenced on 29th April 1858. The extension of the line from Kurrachee city to Kiāmári 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>

APPENDIX  
STANDARD GAUGE

Constructed and in progress  
STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
IX	North Western (state)— <i>contd.</i> Brought forward . . . . . 1,477½		Brought forward . . . . . 1,477½
	MAIN LINE AND BRANCHES (Commercial)— <i>concl'd.</i>		MAIN LINE AND BRANCHES (Commercial)— <i>concl'd.</i>
	<i>Ferozepore branch—</i>		<i>Ferozepore branch—</i>
	Ráewind to Ganda Singhwála . . . . . 23½		Ráewind to Kasúr . . . . . 15-4-83 16½
	Ganda Singhwála to Ganda Singh bandar . . . . . 2¾		Kasúr to Ganda Singhwála . . . . . 10-6-83 7
	Ganda Singh bandar to Hussainiwala . . . . . 2½		Ganda Singhwála to Ganda Singh bandar . . . . . 15-12-83 2¾
	Hussainiwala to Ferozepore city . . . . . 2		Ganda Singh bandar to Hussainiwala . . . . . 8-5-87 2½
	Ferozepore city to Ferozepore cartonment . . . . . 2		Hussainiwala to Ferozepore city . . . . . 1-10-92 2
		32¾	Ferozepore city to Ferozepore cartonment . . . . . 1-10-88 2
			32¾
	Hussainiwala to Ferozepore cartonment . . . . . *		Hussainiwala to Ferozepore cartonment . . . . . 8-5-87 4*
	<i>Patháńkot branch—</i>		
	Amritsar <i>viá</i> Batála and Gurdáspur to Patháńkot . . . . . 66½	1,581	Amritsar to Dínanagar . . . . . 1-1-84 51½
			Dínanagar to Patháńkot . . . . . 8-6-84 15½
			66½
			TOTAL MAIN LINE AND BRANCHES . . . . . 1,581
	FRONTIER SECTION (MILITARY)—		FRONTIER SECTION (MILITARY)—
	<i>Sind-Sagar railway and Khusálgarh branch—</i>		<i>Khusálgarh branch—</i>
	<i>Khusálgarh branch—</i>		Golra junction to Langar . . . . . 1-4-81 60½
	Golra junction to Khusálgarh . . . . . 70½		Langar to Khusálgarh . . . . . 16-4-81 } 9½
			Khusálgarh, new station . . . . . 13-7-83 }
			70½
	Carried over . . . . . 70½	1,581	Carried over . . . . . 1,581
			70½

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

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.
<p>The Ferozepore branch was originally laid with partly worn Delhi section bull-headed 60 lbs. steel-faced rails on second class wooden sleepers. These have been replaced on 6 miles with 68 lbs. bull-headed steel rails on cast-iron pots, 15½ miles with 75 lbs. flat-footed rails on deodar sleepers and 10½ miles with 75 lbs. flat-footed rails on steel trough sleepers. The station-yards of Raokhanwála, Kasúr and Ganda Singhwála, have not been renewed. A new length of 2 miles has been constructed from Hussainiwala to Ferozepore city. The old line between Hussainiwala and Ferozepore cantonment is closed to traffic, but has not been dismantled. The new line is laid with 75 lbs. flat-footed rails on deodar sleepers, and is fully ballasted and fenced. The rails on the Kaiser-i-Hind bridge also are 75 lbs flat-footed steel.</p> <p>The line is three-fourths ballasted and the banks and bridges have been made up to the full width of 20 feet for a single track.</p> <p>The 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 Hussainiwala, the line is carried on a raised embankment through the old bed of the river.</p> <p>The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge.</p> <p>The Ferozepore branch is wholly fenced.</p> <p>The Patháńkot branch commences from Amritsar station, with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Patháńkot, the only bridges of any importance being those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Patháńkot 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 whole line is fenced.</p> <p>The line from Golra junction to Khusálgarh is constructed for a single track.</p> <p>The rails are flat-footed steel, 62 lbs. to the yard, spiked to transverse wooden sleepers.</p> <p>The Khusálgarh branch is unfenced, except at stations.</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.</p> <p>The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on 8th May 1887.</p> <p>The construction of the branch from Hussainiwala to Ferozepore city was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.</p> <p>The 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 was at first worked under agreement by the North Western (state) railway. It was absorbed into the North Western (state) railway system on the 1st April 1892.</p>

APPENDIX  
STANDARD GAUGE

Constructed and in progress  
STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
IX	North Western (state)— <i>contd.</i>				1,581
	Brought forward	70½	1,581	Brought forward	70½
	FRONTIER SECTION (MILITARY)— <i>contd.</i>				FRONTIER SECTION (MILITARY)— <i>contd.</i>
	<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 . . . . .	45½		Lála Músa to Malakwál . . . . .	10-2-86 45½
	Malakwál to Chenab west bank . . . . .	294½		Malakwál to Bhakkar . . . . .	15-8-87 175
	Chenab west bank to Chenab east bank . . . . .	2½		Bhakkar to Chenab west bank . . . . .	22-1-87 119½
	Chenab east bank to Sher Shah . . . . .	2½		Chenab west bank to Chenab east bank . . . . .	1-2-90 2½
		345½		Chenab east bank to Sher Shah . . . . .	1-1-89 2½
					345½
	<i>Branches—</i>			<i>Branches—</i>	
	<i>Bhera branch—</i>			<i>Bhera branch—</i>	
	Malakwál to Bhera . . . . .	17½		Malakwál to Bhera . . . . .	15-3-87 17½
	<i>Khewra branch—</i>			<i>Khewra branch—</i>	
	Haranpur to Khewra salt mines . . . . .	9		Haranpur to Khewra salt mines . . . . .	15-8-87 9
	Khewra to Kalapani . . . . .	2		Khewra to Kalapani— For coal traffic . . . . .	1-8-89 2
		11			
	<i>Mári branch—</i>			<i>Mári branch—</i>	
	Kundián to Miánwáli . . . . .	9		Kundián to Mári . . . . .	15-3-92 36
	Miánwáli to Mári . . . . .	27			
		36			
	<i>Dera Gházi Khan branch—</i>			<i>Dera Gházi Khan branch—</i>	
	Mahmúd Kot to Gházi ghát . . . . .	10½		Mahmúd Kot to Gházi ghát . . . . .	1-4-87 10½
		74½			74½
				<i>Total Sind-Sagar railway and Khusálgarh branch . . . . .</i>	490½
	Carried over	490½	1,581	Carried over	490½

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.										
<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 40 lbs. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwál, the rails are flat-footed steel, 75 lbs. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera the rails are old iron flat-footed, 60 lbs. 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, 75 lbs. per yard. About <math>\frac{1}{3}</math>ths of the line are laid with steel sleepers and the remainder with wooden sleepers.</p> <p>The steepest gradient on the main line is 1 in 218.7.</p> <p>The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.</p> <p>On the Khewra branch there are gradients of <math>\frac{1}{3}</math> of a mile each of 1 in 53 and 1 in 60, and <math>\frac{1}{2}</math> 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 Kundián-Miánwáli section of the Mári branch, the permanent-way consists of 75 lbs. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet to foot run.</p> <p>The Miánwáli-Mári section is laid with second-hand iron rails, 60 lbs. to the yard, on wooden sleepers, and ballasted with 8 cubic feet of shingle per foot run.</p> <p>The branch is unfenced throughout.</p> <p>The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge over the Tabba nullah, 5 spans of 40 feet girders.</p> <p>The ruling gradient is 1 in 200 and the sharpest curve is 1,433 feet in radius.</p> <p>On the Dera Gházi Khan branch, 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 low-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 Victoria bridge over the Jhelum at Chak Nizam, and the work on the portion of the line (<math>3\frac{1}{2}</math> miles) between Malakwál and the Jhelum river.</p> <p>The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively.</p> <p>The branch runs parallel to the Indus ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock, now under construction.</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, viz.:</p> <table data-bbox="843 1834 1332 2003"> <tr> <td>Lála Músa to Miani on the Jhelum</td> <td></td> </tr> <tr> <td>  opposite Pind Dádan Khán</td> <td>53<math>\frac{1}{2}</math></td> </tr> <tr> <td>  Miani to Bhera</td> <td>8<math>\frac{1}{2}</math></td> </tr> <tr> <td>  Miani to Khewra (abandoned)</td> <td>10</td> </tr> <tr> <td></td> <td style="border-top: 1px solid black;">72<math>\frac{1}{2}</math></td> </tr> </table> <p>The dates of opening of the metre-gauge line were as follows:—</p> <p>Lála Músa to Bahá-uddín (28<math>\frac{1}{2}</math> miles) on 1st January 1880.</p> <p>Bahá-uddín to Hariah (10<math>\frac{1}{2}</math> miles) on 1st February 1880.</p> <p>Hariah to Miani (14<math>\frac{1}{2}</math> miles) on 10th April 1880.</p> <p>Miani to Bhera (8<math>\frac{1}{2}</math> 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	53 $\frac{1}{2}$	Miani to Bhera	8 $\frac{1}{2}$	Miani to Khewra (abandoned)	10		72 $\frac{1}{2}$
Lála Músa to Miani on the Jhelum											
opposite Pind Dádan Khán	53 $\frac{1}{2}$										
Miani to Bhera	8 $\frac{1}{2}$										
Miani to Khewra (abandoned)	10										
	72 $\frac{1}{2}$										

APPENDIX  
STANDARD GAUGE

*Constructed and in progress*

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
IX.	North Western (state)— <i>concl'd.</i> Miles.	Miles.	Miles.
	Brought forward . 490½	1,581	Brought forward . { 1,581 490½
	<b>FRONTIER SECTION (MILITARY)—<i>concl'd.</i></b>		<b>FRONTIER SECTION (MILITARY)—<i>concl'd.</i></b>
	<i>Sind-Pishin railway—</i>		<i>Sind-Pishin railway—</i>
	<i>Main line—</i>		<i>Main line—</i>
	Ruk junction to Sibi . . . 133½		Ruk to Sibi—
	Sibi to Bostán . . . 134		For coaching traffic . . . 2-5-80 } 133½
	Bostán to Gulistán . . . 30½		For goods traffic . . . 1-7-80 }
	Gulistán to Kila Abdulla . . . 8½		Sibi to Sharigh—
	Kila Abdulla to Chaman . . . 29½	335½	For goods and parcels traffic 20-3-87 } 73½
			For coaching traffic . . . 28-8-87 }
			Sharigh to Bostán . . . 28-8-87 60½
			Bostán to Kila Abdulla—
			For goods traffic . . . 25-1-88 } 38½
			For coaching traffic . . . 8-2-88 }
			Kila Abdulla to Chaman . . . 1-1-92 29½
			<i>Total Sind-Pishin railway . . . 335½</i>
	<i>Quetta loop—</i>		<i>Quetta loop—</i>
	Quetta to Bostán . . . 20½	846½*	Quetta to Bostán . . . 28-8-87 20½
			<i>Total Quetta loop . . . 20½</i>
			<b>TOTAL FRONTIER SECTION . . . 846½*</b>
			<b>DOUBLE — MAIN LINE AND BRANCHES (COMMERCIAL)—</b>
			Kurrachee cantonment to Kurrachee city . . . 13-5-61 2½
			Meean Meer east to Meean Meer west . . . 10-12-91 2
			<b>DOUBLE—MAIN LINE AND BRANCHES—(MILITARY)—</b>
			Gulistán to Chaman . . . 20-9-92 36½
			<b>TOTAL DOUBLE LINE . . . 41</b>
	<b>TOTAL . . . 2,427½</b>		<b>TOTAL OPEN MILEAGE . . . 2,427½</b>

\* Includes fractional difference of ½ mile.

D—continued.

## RAILWAYS

on 31st March 1893.

## 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 <math>5\frac{1}{4}</math> 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. 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. Somewhat extensive protective works have been carried out to train the river through the bridge.</p> <p>The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62 lb. steel rails on wooden sleepers, 68 lb. double-headed rails on cast-iron pots, 82 lb. East Indian railway (very old) rails and 84 lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers.</p> <p>From Sibi for a length of 39 miles the line is laid with double-headed rails, 75 lbs. to the yard, on Denham-Olphert's sleepers. The remainder of the line is laid with flat-footed steel rails, 75 lbs. to the yard, on steel trough sleepers.</p> <p>The line throughout has been constructed for a single track only, except from Gulistan to Chaman, which is double.</p> <p>Ruling gradients are—</p> <ul style="list-style-type: none"> <li>1 in 200 between Sibi and Nárf.</li> <li>1 in 55 between Nárf and Dalújal.</li> <li>1 in 68·4 between Dalújal and Spintangi.</li> <li>1 in 55 between Spintangi and Násák frontier.</li> <li>1 in 45 between Násák frontier and Sharigh.</li> <li>1 in 50 between Sharigh and Khost.</li> <li>1 in 42·3 between Khost and Khanai.</li> <li>1 in 81·2 between Khanai and Bostán.</li> <li>1 in 100 between Bostán and Gulistán.</li> <li>1 in 40 between Gulistán and Chaman.</li> </ul> <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 in bridging, tunnelling, and earthwork. At the Khojak pass (316th mile) the Khojak tunnel, <math>2\frac{1}{2}</math> miles long, occurs; the approaches to it on either side involve very heavy earthwork.</p> <p>The Sind-Pishin main line is fenced from Ruk junction to Jhatpát; the remainder of the line is unfenced. The Quetta-Bostán section has been laid with 75 lb. flat-footed rails on steel sleepers. The works are light and the ruling gradient is 1 in 100. This section is unfenced.</p>	<p>Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879.</p> <p>Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887. The regrading operations between Sibi and Násák have been completed; there is now no grade on that section virtually steeper than 1 in 55.</p> <p>The line from Quetta to Bostán was completed in October 1886. The remaining portion of the Quetta loop, <i>vis.</i>, from Sibi to Quetta, together with the Mithri chord line, was made over to the Mushkaf-Bolán railway from 1st November 1891, for reconstruction on a new alignment.</p> <p>The Jammu and Kashmir and Rájputra-Bhátinda railways are worked by the North Western (state) railway. The terms of working will be found in appendices S and Part II of the Railway Administration Report for 1890-91 and 1892-93, respectively.</p>

APPENDIX  
STANDARD GAUGE

Constructed and in progress

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
X	Hyderabad-Umarkot— Gidu bandar on the Indus near Hyderabad to Shadipalli  NOTE.—The total sanctioned mileage is 77½ miles, of which 18½ miles are in abeyance.	59	Gidu bandar to Shadipalli . 18-8-92 . 59
XI	Oudh and Rohilkhand (state)— <i>Main line—</i> Joining the East Indian railway at Moghal Sarai, the main lines passes through Benares cantonment, Jaunpur, Fyzabad, Bara Banki (late Nawabganj) junction, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly and Chandausi (junction for Aligarh) and joins the North Western (state) railway at Saháranpur  <i>Branches—</i> Ránupáli junction (126½ miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ( <i>Ajodhya branch</i> )  Bara Banki (late Nawabganj) junction (191½ miles from Moghal Sarai) to Bahramghat ( <i>Bahramghat branch</i> )  Lucknow junction (209 miles from Moghal Sarai) to the East Indian railway at Cawnpore ( <i>Cawnpore branch</i> )  Chandausi junction (398½ miles from Moghal Sarai) to the East Indian railway at Aligarh ( <i>Aligarh branch</i> )  Lhaksar junction (512½ miles from Moghal Sarai) to Hardwar ( <i>Hardwar branch</i> )	544½	Moghal Sarai to 3¼ mile . 22-12-62 . 3¼ From 3¼ mile over the Dufferin bridge to near Rajghát (Benares Ganges river station) . 1-10-87 . 4¼ From near Rajghát (Benares Ganges river station) to Benares cantonment . 18-6-83 . 1¼ Benares cantonment 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 Najísbabad . 1-4-85 . 13½ Najísbabad to Saháranpur . 1-1-86 . 58½  <u>544½</u>  <i>Branches—</i> <i>Ajodhya branch—</i> Ránupáli to Ajodhya . 15-11-86 . 3¼  <i>Bahramghat branch—</i> Bara Banki to Bahramghat . 20-11-72 . 21½  <i>Cawnpore branch—</i> Lucknow to Cawnpore . 23-4-67 . 42 Left bank Ganges to junction with the East Indian railway at Cawnpore . 15-7-75 . 3¼ Passenger approach to the East Indian railway at Cawnpore . 21-2-88 . ¼  <u>45½</u>  Carried over . 147½
	Carried over	544½	Carried over . 615



D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.					
<p>This line is constructed for a single line of railway. The ruling gradient is 1 in 200 and the earthworks are light. The permanent-way is second-hand Indus valley flat-footed 60lb. iron rails laid on deodar sleepers. Earth ballast is used except at points and crossings.</p>	<p>The construction of this line from Gidu bandar to Shadipalli was sanctioned on 5th March 1891. It is worked by the North Western (state) railway for 45 per cent. of the gross earnings, including the hire of rolling stock, plus actual cost of maintenance and telegraph department charges.</p>					
<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.</p> <p>The Cawnpore branch was originally laid with 36lb. rails on corrugated iron pressure plates; these have since been entirely removed, and a large number of steel bowl sleepers have been worked in.</p> <p>Up to 1889, the original iron rails had been replaced by 60lb. steel rails over 173½ miles (<i>vide</i> statement below), and since 1889, all renewals have been made with 75lb. steel rails of the Indian state railway pattern.</p> <p>On the northern extension from Moradabad to Saháranpur and the Hardwar branch, 75lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.</p> <p>The length of permanent-way of the different types, as existing on 31st December 1892, is shown in the following table:—</p>	<p>The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalháti and Azímganj 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, 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-Saháranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government, pending negotiations as to its incorporation in the general system of that company. The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883.</p> <p>Sanction to the construction of the Moradabad line and Hardwar branch, as an integral part of the company's undertaking, was given on the 10th September 1883.</p> <p>Sanction to the construction of the Ajodhya branch was given on 16th December 1884.</p>					
<i>Rails.</i>						
LOCALITY.	72lb. East Indian railway pattern double-headed iron rail.	60lb. flat-footed iron rail.	60lb. flat-footed steel rail.	75lb. flat-footed Indian state railway steel rail.	75lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
From Moghal Sarai—zero to 2'99 miles . . .	2'99	...	...	...	...	2'99
From mile 2'99 to Moradabad, including Bahramghat, Cawnpore and Aligarh branches . . .	...	255'33	170'36	117'87	6'35	549'91
Ajodhya branch . . .	...	...	3'21	...	...	3'21
Moradabad to Saháranpur and Hardwar branch . . .	...	...	...	...	136'44	136'44
<b>TOTAL MILES</b> . . .	<b>2'99</b>	<b>255'33</b>	<b>173'57</b>	<b>117'87</b>	<b>142'79</b>	<b>692'55</b>

APPENDIX  
STANDARD GAUGE

Constructed and in progress

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XI	Miles.	Miles.	Miles.
	Oudh and Rohilkhand (state)—concl'd. Brought forward . . . . . 147½	544½	Brought forward . . . . . 615
	<i>Branches—concl'd</i>		<i>Branches—concl'd.</i>
	Lucknow junction (209 miles from Moghal Sarai junction) <i>via</i> Rae Bareli to Jaunpur (Lucknow-Rae Bareli-Benares chord line) . . . . . 152		<i>Aligarh branch—</i>
	Bareilly junction (355 miles from Moghal Sarai junction) <i>via</i> Rampur to Moradabad (425½ miles from Moghal Sarai junction) (Bareilly-Rampur-Moradabad chord line) . . . . . 56	355½	Aligarh to Rajghat . . . . . 1-2-72 . . . . . 30
			Rajghat to Chandausi . . . . . 28-10-72 . . . . . 30½
			<i>Hardwar branch—</i>
			Lhaksar junction to left bank, Ganges canal, near Jawalapur . . . . . 1-1-86 . . . . . 13½
			Left bank, Ganges canal, near Jawalapur, to Hardwar . . . . . 20-8-86 . . . . . 3½
			17
	TOTAL	900½	TOTAL OPEN MILEAGE . . . . . 692½
XII	Eastern Bengal (state)—		
	EASTERN SECTION—		EASTERN SECTION—
	<i>Main line—</i>		<i>Main line—</i>
	Calcutta to Jagati junction . . . . . 107½		Calcutta to Ranaghat . . . . . 29-9-62 . . . . . 45½
	Jagati junction to 145th mile . . . . . 37½	145	Ranaghat to Jagati junction . . . . . 15-11-62 . . . . . 62
			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 Ganges (Kooshtea branch) . . . . . 16-2-64 . . . . . 3½
	Kooshtea loop line . . . . . 1½		Kooshtea loop line . . . . . 1-8-81 . . . . . 1½
	Canal junction to Chitpore (Chitpore branch) . . . . . 2		Canal junction to Chitpore (Chitpore branch) . . . . . 25-8-73 . . . . . 1½
	Rajbári to Goalundo . . . . . 4		Portion in Chitpore yard for goods traffic . . . . . 13-4-88 . . . . . ½
	Mile 145 to Puchooora . . . . . 4½	15½	Rajbári to Goalundo . . . . . 10-6-87 . . . . . 4
			Mile 145 to Puchooora . . . . . 1-4-90 . . . . . 4½
			15½
	Carried over . . . . . 160½		Carried over . . . . . 160½

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.					REMARKS.
<i>Sleepers.</i>					
Cast-iron oval bowl.	Wrought-iron saddle.	Steel, Maclellan and Smith's patent.	Wooden.	TOTAL.	
Miles.	Miles.	Miles.	Miles.	Miles.	
406'81	65'39	203'03	17'32	692'55	
<p>The permanent-way for the Lucknow-Rae Bareli and Bareilly-Rámpur-Moradabad lines is 75lb. steel rails of the Indian state railway pattern, laid partly on deodar and partly on steel sleepers. The line is fenced throughout.</p>					<p>Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur and the Bareilly-Rámpur-Moradabad railways was given on the 5th August and the 4th December 1891, respectively. Of the former, only the length from Lucknow to Rae Bareli (48½ miles) is at present under construction, the alignment of the remaining portion (which will probably be substituted by a line of railway from Rae Bareli to Benares, now under survey) being still under consideration.</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 3¼ miles long, and is worked by manual power. It is used for goods traffic only. The Powa-yan steam tramway also joins the Oudh and Rohilkhand railway at Sháhjahánpur.</p> <p>The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st of January 1889.</p>
<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, which was doubled in 1886, and from Naiháti to Ránaghat doubled in 1892. The rails are double-headed, weighing 74 lbs. per yard, except over 87 miles, where the 74lb. rails have been replaced by steel 30' rails, weighing 73lbs. to the yard. The second track between Sealdah and Ránaghat has been laid with double-headed steel rails, weighing 73lbs. per yard, on Denham-Olphert's 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 old 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 and completed in 1871.</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, ¼ 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, ¾ths 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 of the Northern Bengal state railway was permanently amalgamated with the Eastern Bengal railway.</p>

APPENDIX  
STANDARD GAUGE

*Constructed and in progress*

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XII	<b>Eastern Bengal (state)—<i>contd.</i></b>		
	Brought forward . . . . .	160½	Brought forward . . . . .
			160½
	<b>EASTERN SECTION—<i>concl'd.</i></b>		<b>EASTERN SECTION—<i>concl'd.</i></b>
	<i>Porádaha branch—</i>		<i>Porádaha branch—</i>
	Porádaha (102½ miles from Calcutta) to Bhairámára on the right bank of the Ganges . . . . .	12	Porádaha to Bhairámára . . . . . 19-1-78 . 12
	Bhairámára to Golabnuggur (Dámukdia ghát station) . . . . .	5½	Bhairámára to Golabnuggur (Dámukdia ghát) . . . . . 8-12-83 . 5½
		17½	
		178½	
	<b>SOUTHERN SECTION—</b>		<b>SOUTHERN SECTION—</b>
	<i>Original line—</i>		<i>Original line—</i>
	Calcutta to Port Canning . . . . .	28	Calcutta to Chámpaháti . . . . . 2-1-62 . 15
			Chámpaháti to Port Canning . . . . . 15-5-63 . 13
			28
	<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
	Carried over . . . . .	56½	Carried over . . . . .
		178½	
			178½
			56½

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.
<p>The Porádaha branch is laid with rails, 74 lbs. 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>This section is fenced throughout.</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 doubling of the line between Naiháti and Sealdah was sanctioned in July 1884 and completed in 1886-87, and that between Naiháti and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892.</p> <p>The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia junction, about 16 miles from Porádaha station, and is treated as a siding.</p>
<p>The line from Calcutta to Port Canning 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 Tolly's Nullah and Piáli 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, <math>\frac{1}{4}</math> mile, has been laid with Greaves' bows.</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>
<p>With the exception of the Usti Khal bridge, one 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 being laid with new steel rails, 64lbs. to the yard, partly on ordinary iron pot sleepers, but mostly on Denham-Olphert's 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-Magra Hát section.</p>
	<p>On the 1st April 1887, the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharila, the Dacca and the Assam-Bihar railways, and these lines are now 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 Eastern Bengal (state) railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.</p>

APPENDIX  
STANDARD GAUGE*Constructed and in progress*STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
XII	<p>Eastern Bengal (state)—<i>concl'd.</i></p> <p>Brought forward . . . . . 56½</p> <p>SOUTHERN SECTION—<i>concl'd.</i></p> <p><i>Budge-Budge extension—</i></p> <p>Ballygunge (4½ miles from Sealdah on the Southern section) to Budge-Budge . . . . . 13½</p> <p>TOTAL . . . . . 248½</p>	<p>Miles.</p> <p>Miles.</p> <p>178½</p> <p>.</p> <p>69½</p> <p>248½</p>	<p>Miles.</p> <p>Brought forward { 178½</p> <p>56½</p> <p>SOUTHERN SECTION—<i>concl'd.</i></p> <p><i>Budge-Budge extension—</i></p> <p>Ballygunge to Budge-Budge—</p> <p>For goods traffic . . . . . 1-5-90 } 13½</p> <p>For passenger traffic . . . . . 1-6-90 } 13½</p> <p>Total Southern section . . . . . 69½</p> <p>DOUBLE—EASTERN SECTION—</p> <p><i>Main line—</i></p> <p>Calcutta to Naihati . . . . . { 1-8-86 . 23½</p> <p>21-3-87 . ½</p> <p>Canal junction to Chitpore . . . . . 13-4-88 . 1½</p> <p>Naihati to Kánchrapára . . . . . 20-4-92 . 4½</p> <p>Kánchrapára to Ránaghat . . . . . 12-11-92 . 17½</p> <p>47½</p> <p>DOUBLE—SOUTHERN SECTION—</p> <p><i>Main line—</i></p> <p>Sealdah to Ballygunge . . . . . { 20-10-88 . 3½</p> <p>19-9-90 . ½</p> <p>4½</p> <p>TOTAL DOUBLE LINE . . . . . 51½</p> <p>TOTAL OPEN MILEAGE (STANDARD GAUGE SECTIONS) . . . . . 248½</p>
XIII	<p>Bengal Central*—</p> <p>Dum-Dum (4½ miles from Calcutta on the Eastern section, Eastern Bengal (state) railway <i>via</i> Baraset and Bongong to Khoodna . . . . . 104½</p> <p>Ránaghat (45½ miles from Calcutta on the eastern section of the Eastern Bengal (state) railway) to Bongong . . . . . 20½</p>	<p>125</p>	<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 Khoodna . . . . . 16-2-84 . 61½</p> <p>104½</p> <p>Ránaghat to Bongong . . . . . 16-10-82 . 20½</p> <p>TOTAL OPEN MILEAGE . . . . . 125</p>

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

D—continued.

## RAILWAYS

on 31st March 1893

## LINES

## THE STATE.

Details of construction.	REMARKS.
<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 73 lbs. per yard and of steel throughout, mostly 30 feet in length, and the sleepers are almost entirely Denham-Olphert's. The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47½ miles.</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. It was completed and opened to traffic in 1890.</p> <p>The Port Commissioners' tramway from Tolley's Nullah to Akra junction (4½ 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>A branch line, 2½ miles long, was laid in November 1891 for the British India Steam Navigation Company from Dock junction No. 2 to Brace Bridge Hall. It is treated as a siding.</p> <p>The Bengal Central railway is worked by the Eastern Bengal (state) railway under an agreement, the terms of which will be found in appendix R, Part II of the Railway Administration Report for 1890-91.</p>
<p>This line is single throughout. The permanent-way consists of steel rails of the Vignole section, 62 lbs. to the yard, laid on sleepers of creosoted pine. S&amp;L sleepers are now being used for renewals instead of creosoted pine, and in all curves s&amp;L sleepers have been put in at the joints in place of creosoted pine sleepers, and s&amp;L sleepers have also been put in at middle of pairs of rails in some of the curves.</p> <p>At first the line was sand-ballasted, and brick ballast was used at bridges, level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and where the earth of which the embankment is composed is not very good, <i>viz.</i>, between Singia and Khoolna.</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 the rainy season of 1891 and were found correct.</p> <p>Additional waterways and protective works necessitated by the floods of September 1890 were completed during the year 1892-93.</p> <p>An estimate for ballasting the line between 101 and 105½ miles has been sanctioned.</p> <p>The line is worked by the Eastern Bengal (state) railway under agreement, the terms of which will be found in appendix R, Part II of the Railway Administration Report for 1890-91.</p>

APPENDIX  
STANDARD GAUGE

*Constructed and in progress*

STATE

WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.	Miles.
XIV	Calcutta Port Commissioners'—			
	Cossipore to Chandpal ghát, Calcutta	4		
			Bagbazar to Meerbohur ghát	1-11-75. 1½
			Bagbazar to Cossipore	1-6-78. 1½
			Meerbohur ghát to Jetties	1-6-78. ¾
		Jetties to Chandpal ghát	1-12-80. ¼	
	Chandpal ghát to Kidderpore docks	2½	Chandpal ghát to Kidderpore docks	1-1-87. 2½
		6½	TOTAL OPEN MILEAGE	6½
XV	Mushkaf-Bolán—			
	Bolán junction (449½ miles from Kiamári on the North Western (state) railway) to Nári bank	4		
	Nári bank to Kolpur	56½		
	Kolpur to Quetta	25		
		85½		



D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.
<p>The line is laid partly with iron and partly with steel rails weighing 60 lbs. to the yard on Maclellan's patent embossed steel sleepers; packing and boxing is done with coal cinders generally, and in some places with 2nd class ballast. The line is fenced with wire and iron standards.</p> <p>The line is laid partly with new rails laid on Maclellan's embossed sleepers and partly with East Indian railway second-hand material laid on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails.</p>	<p>The line from Cossipore to Chandpal ghát is laid along the east side of the foreshore road; and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal (state) railway and the Municipal railway, respectively.</p> <p>This line serves the godowns, warehouses, and mills along the foreshore road and also the jetties, and is used for goods traffic only. It was sanctioned in 1874.</p> <p>The line is generally treble except small portions at Golabary, Hooghly bridge level-crossing and Colvin ghát, where it is only double. There is a bridge over the circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass, when necessary.</p> <p>From Chandpal ghát to Kidderpore docks a single line was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was doubled and opened to general goods traffic in 1891. There are 5 bridges and a culvert on this line: a lifting bridge at Tolley's Nullah, the same as that over circular canal; a wrought-iron cylinder viaduct of 8 spans of 30 feet each over a slip in the river bank north of Fort Point; an arched viaduct over the steps of Baboo ghát of 22 spans of 12 feet and 3 spans of 20 feet; two small girder bridges, one over Eden garden outfall sluice and one over entrance to north water gate of the Fort. The culvert is an extension of the one at the south water gate, Fort William.</p>
<p>The line runs along the old Quetta loop from Bolán junction to Nári bank and from Kolpur to Quetta, excepting about a mile between the first two stations. This portion and the length intermediate between Nári bank and Kolpur are under reconstruction on a new alignment.</p> <p>The first 10 miles from Nári bank to the mouth of the Mushkaf valley are over flat ground, whence to the 474th mile from Kurrachee the country is very difficult, involving eight tunnels, and four crossings of the Mushkaf river. On the 475th mile is a tunnel, 3,000 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán, the latter being 200 feet lower than the former.</p> <p>For the first 6 miles along the Bolán valley, the works are very heavy, there being three tunnels of varying lengths with some high embankments and deep cuttings. Thence to Mach, on the 496th mile, the works are all lighter. From Mach to Hirók (503rd mile), with the exception of a high embankment and bridge near Mach, and a tunnel at Siri-Bolán, the works are comparatively light.</p> <p>Between Hirók and Kolpur (511th mile) the works are again heavy, involving numerous rock cuttings, three tunnels, and large bridges for nine crossings of the Bolán river, at high levels about its bed.</p> <p>The ruling gradient from Sibi to mile 488 is 1 in 55 compensated, from mile 488 to Mach 1 in 33 compensated, and from Mach to Kolpur (511th mile) 1 in 25 compensated. The total rise between Sibi and Kolpur is 5,463 feet.</p>	<p>The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890; and between Sibi and Hirók about the beginning of January 1891. The field work was finished in June 1891, the plans and estimates being submitted to the Government of India in September 1891.</p> <p>The estimates were for a single line of railway on the standard gauge. Orders have since been received to make the tunnels and bridging for a double line.</p> <p>The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891.</p> <p>Revised Estimates have been prepared showing the probable cost of this railway with all the bridges and tunnels made suitable for a double line.</p>

APPENDIX  
STANDARD GAUGE*Constructed and in progress*STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XVI	Mári-Attock— Roumia to New Pind Sultáni . . . . . 25 Langar to mile 74 . . . . . 35 Mile 74 to Mári . . . . . 25 <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 85	85	
XVII	East Coast— <i>Main line—</i> Kistna canal terminus of the Southern Mahratta railway to Bezwada (terminus of the Bezwada extension railway) . . . . . 4 Left bank of the Godávari to Naraj (on the right bank of the Mahanuddý river, about 5 miles from Cuttack) . . . . . 409½ <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 413½  <i>Branches—</i> Samalkot to Cocanada . . . . . 10 Gopalpatnam to Waltair (Vizagapatam) . . . . . 6½ <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 16½	430½	
	TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE) . . . . .	4,367½	3,558½

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.																
<p>The scheme completes the Cis-Indus line from Attock to Rohri through the mountainous tract of the Sind-Sagar Kohistan.</p> <p>The works are those of a ghát line of the heaviest class. There are 9 tunnels aggregating some two miles in length, besides several heavy rock cuttings and 8 viaducts over 120 feet high, besides other heavy bridging. The ruling gradients are now 12 per 1,000 compensated throughout for curvature.</p>	<p>The length between New Pind Sultáni and Langar, 16 miles, is a part of the open mileage of the Khusálgarh branch of the North Western (state) railway.</p> <p>The alignment from mile 74 to a point near Mári for a junction with the Mári branch of the North Western (state) railway is under investigation.</p> <p>The works excepting tunnel headings are now closed owing to financial exigencies, and, when re-opened, will take 3 years to complete.</p>																
<p>The works on the line present no special difficulty. The ruling gradient is 1 in 150. The permanent-way to be of 75 lbs. 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="113 1590 705 1816"> <tbody> <tr> <td>Kistna . . . . .</td> <td>12 spans of 300'</td> </tr> <tr> <td>Godávari . . . . .</td> <td>19 spans of 250'</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>Neiamarla . . . . .</td> <td>4 spans of 100'</td> </tr> <tr> <td>Langulia . . . . .</td> <td>7 spans of 150'</td> </tr> <tr> <td>Vamsadara . . . . .</td> <td>19 spans of 70'</td> </tr> <tr> <td>Rushikulya . . . . .</td> <td>10 spans of 150'</td> </tr> </tbody> </table>	Kistna . . . . .	12 spans of 300'	Godávari . . . . .	19 spans of 250'	Anakápalle . . . . .	6 spans of 100'	Beemasingha . . . . .	5 spans of 100'	Neiamarla . . . . .	4 spans of 100'	Langulia . . . . .	7 spans of 150'	Vamsadara . . . . .	19 spans of 70'	Rushikulya . . . . .	10 spans of 150'	<p>The survey of this line 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, and is now approaching completion on the southern section, as well as on the northern section. The survey, with the exception of some modifications on the northern section, is now complete.</p>
Kistna . . . . .	12 spans of 300'																
Godávari . . . . .	19 spans of 250'																
Anakápalle . . . . .	6 spans of 100'																
Beemasingha . . . . .	5 spans of 100'																
Neiamarla . . . . .	4 spans of 100'																
Langulia . . . . .	7 spans of 150'																
Vamsadara . . . . .	19 spans of 70'																
Rushikulya . . . . .	10 spans of 150'																

APPENDIX  
STANDARD GAUGE

Constructed and in progress  
LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles
XVIII	Great Indian Peninsula—		NORTH-EAST LINE—
	NORTH-EAST LINE—		<i>Main line—</i>
	Bombay (Victoria terminus) to Kalyán junction . . . . . 33½		Bori bandar to Thána . . . . . 18-4-53 20½
	Kalyán junction to Bhusával junction . . . . . 243½		Thána to Kalyán . . . . . 1-5-54 12½
	Bhusával junction to Jubbulpore (point of junction with East Indian railway) . . . . . 338		Kalyán to Vásind . . . . . 1-10-55 16½
	615½		Vásind to Ásangaon . . . . . 6-2-60 3½
			Ásangaon to Kására . . . . . 1-1-61 22
			Kására to Igatpuri (Thul ghát) . . . . . 1-1-65 9½
			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
			Victoria terminus to Bori bandar . . . . . 1-1-82 ½
			615½
	<i>Branches—</i>		<i>Nágpur branch—</i>
	Bhusával junction (277½ miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) ( <i>Nágpur branch</i> ) . . . . . 243½		Bhusával junction to Mal-kápur . . . . . 20-5-63 30½
			Mal-kápur 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
			243½
	Gádarváda junction (535½ miles from Bombay) to Mohpáni coalfields ( <i>Mohpáni branch</i> ) . . . . . 12½		<i>Mohpáni branch—</i>
		870½	Gádarváda to Mohpáni—
			For coal traffic only . . . . . 3-9-72 } 12½
			For public traffic . . . . . 1-1-81 } 12½
			12½
	SOUTH-EAST LINE—		SOUTH-EAST LINE—
	<i>Main line—</i>		<i>Main line—</i>
	Kalyán junction (33½ miles from Bombay) to Ráichúr (point of junction with the Madras railway) . . . . . 408½		Kalyán to Palasdhari (Kar-jat) . . . . . 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 70½
			Gulbarga to the Kistna . . . . . 1-12-70 73½
			Kistna to Ráichúr . . . . . 1-5-71 15½
			408½
	<i>Khopoli branch—</i>		<i>Khopoli branch—</i>
	Palasdhari (64 miles from Bombay) to Khopoli . . . . . 7½		Palasdhari to Khopoli . . . . . 12-5-56 7½
		416	
	Carried over . . . . .	1,286½	Carried over . . . . . 1,286½

D—continued.

## RAILWAYS

on 31st March 1893.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.																								
<p>The north-east line to Khandwa, 352½ miles, ¾ mile near Bāgra, 46½ miles from Kalyán junction to Lonāvla on the south-east line, and 62½ miles from Bhusával to Shegaon on the Nāgpur branch; in all 461½ miles, 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.</p> <p>The rails originally laid were iron, weighing 68 lbs. and 84 lbs. per yard. These are now being gradually replaced by steel rails weighing 69 lbs., 82 lbs. and 86lbs. per yard.</p> <p>The sleepers originally laid were chiefly wooden. These are now being in part replaced by iron bowls.</p> <p>The greater portion of the south-east line is laid with iron bowls.</p> <p>The whole line is fenced, with the exception of the Mohpáni and Khopoli branches.</p>	<p>The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával junction to Malkápur towards the close of 1859.</p> <p>The dates of orders for the construction of other sections on the north-east line including branches, are as follows:—</p> <table data-bbox="823 733 1456 927"> <tr> <td>Thána to Persick . . . . .</td> <td>. 28-3-51</td> </tr> <tr> <td>Persick to Kalyán . . . . .</td> <td>. 22-5-52</td> </tr> <tr> <td>Kalyán to Vásind . . . . .</td> <td>. 20-5-53</td> </tr> <tr> <td>Vásind to Bhusával . . . . .</td> <td>. 25-3-57</td> </tr> <tr> <td>Bhusával to Jubbulpore . . . . .</td> <td>. 1858</td> </tr> <tr> <td>Nāgpur branch . . . . .</td> <td>. 27-9-58</td> </tr> <tr> <td>Mohpáni branch . . . . .</td> <td>. 13-2-71</td> </tr> </table> <p>From Sholápur to Gulbarga the contractors commenced work on 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on 9th October 1873.</p> <p>The remaining portions of the south-east line were sanctioned for construction on the following dates:—</p> <table data-bbox="839 1980 1456 2119"> <tr> <td>Kalyán to Neral . . . . .</td> <td>. 13-5-54</td> </tr> <tr> <td>Neral to Palasdhari . . . . .</td> <td>. 30-1-55</td> </tr> <tr> <td>Palasdhari to Poona . . . . .</td> <td>. 7-7-55</td> </tr> <tr> <td>Poona to Sholápur . . . . .</td> <td>. 5-10-55</td> </tr> <tr> <td>Khopoli branch . . . . .</td> <td>. 30-1-55</td> </tr> </table> <p>The Khopoli branch is worked during fair weather only.</p>	Thána to Persick . . . . .	. 28-3-51	Persick to Kalyán . . . . .	. 22-5-52	Kalyán to Vásind . . . . .	. 20-5-53	Vásind to Bhusával . . . . .	. 25-3-57	Bhusával to Jubbulpore . . . . .	. 1858	Nāgpur branch . . . . .	. 27-9-58	Mohpáni branch . . . . .	. 13-2-71	Kalyán to Neral . . . . .	. 13-5-54	Neral to Palasdhari . . . . .	. 30-1-55	Palasdhari to Poona . . . . .	. 7-7-55	Poona to Sholápur . . . . .	. 5-10-55	Khopoli branch . . . . .	. 30-1-55
Thána to Persick . . . . .	. 28-3-51																								
Persick to Kalyán . . . . .	. 22-5-52																								
Kalyán to Vásind . . . . .	. 20-5-53																								
Vásind to Bhusával . . . . .	. 25-3-57																								
Bhusával to Jubbulpore . . . . .	. 1858																								
Nāgpur branch . . . . .	. 27-9-58																								
Mohpáni branch . . . . .	. 13-2-71																								
Kalyán to Neral . . . . .	. 13-5-54																								
Neral to Palasdhari . . . . .	. 30-1-55																								
Palasdhari to Poona . . . . .	. 7-7-55																								
Poona to Sholápur . . . . .	. 5-10-55																								
Khopoli branch . . . . .	. 30-1-55																								

APPENDIX  
STANDARD GAUGE

Constructed, and in progress  
LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles
XVIII.	Great Indian Peninsula— <i>concl'd.</i> Brought forward		1,286½		Brought forward . 1,286½
					<p><b>DOUBLE—NORTH-EAST LINE—</b></p> <p>Bori bandar to Thána . . . 18-4-53 . . . 20½</p> <p>Thána to Kalyán . . . . . 1-5-54 . . . 12½</p> <p>Kalyán to Vásind . . . . . 22-10-66 . . . 16½</p> <p>Vásind to Átgaon . . . . . 20-2-67 . . . 9½</p> <p>Átgaon to Kására . . . . . 25-4-67 . . . 16</p> <p>Kására to Igatpuri . . . . . 1-1-65 . . . 9½</p> <p>Igatpuri to Násik . . . . . 10-1-69 . . . 31½</p> <p>Násik to Chálisgaon . . . . . 10-1-69 . . . 87½</p> <p>Chálisgaon to Kajgaon . . . . . 10-1-69 . . . 12</p> <p>Kajgaon to Páchora . . . . . 17-3-69 . . . 16</p> <p>Páchora to Máheji . . . . . 27-5-69 . . . 9½</p> <p>Máheji to Mhasávad . . . . . 6-3-73 . . . } 35</p> <p>Mhasávad to Bhusával . . . . . 6-6-73 . . . }</p> <p>Between Itársi and Sohágpur . . . . . } ½</p> <p>Bhusával to Khandwa . . . . . 11-1-89 . . . 76½</p> <p>Bori bandar to Victoria terminus . . . . . 1-1-82 . . . ½</p> <hr/> <p><b>DOUBLE—SOUTH-EAST LINE—</b></p> <p>Kalyán to Palasdhari . . . . . 25-7-70 . . . 30½</p> <p>Palasdhari to } Khandála } Bhore ghat { 14-5-63 . . . 13½</p> <p>Khandála to } Lonávla } . . . . . 14-6-58 . . . 21</p> <hr/> <p><b>DOUBLE—NÁGPUR BRANCH—</b></p> <p>Bhusával junction to Nádgaon . . . . . 11-1-89 . . . 17½</p> <p>Nádgaon to Shegaon . . . . . 1-4-90 . . . 44½</p> <hr/> <p><b>TOTAL DOUBLE LINE . . . . . 462</b></p> <hr/> <p><b>TOTAL OPEN MILEAGE . . . . . 1,286½</b></p>
	<b>TOTAL</b>		1,286½		
XIX	Bombay, Baroda and Central India—				
	<p><i>Main line—</i></p> <p>Bombay (Colába) terminus to Ahmedabad . . . . . 309½</p> <p>Extension to Viramgám junction and Wadhván . . . . . 80</p> <hr/> <p>389½</p>				<p><i>Main line—</i></p> <p>Colába to Marine lines . . . . . 18-1-70 . . . 2</p> <p>Marine lines to Charni road . . . . . 19-6-69 . . . ½</p> <p>Charni road to Bellasis road . . . . . 13-9-68 . . . ½</p> <p>Bellasis road to Bulsár . . . . . 28-11-64 . . . 121</p> <p>Bulsár to Navsári . . . . . 2-9-61 . . . 24½</p> <p>Navsári to Sachin . . . . . 20-5-61 . . . 9½</p> <p>Sachin to Surat . . . . . 18-3-61 . . . 9</p> <p>Surat to Amroli . . . . . 19-11-60 . . . 2½</p> <p>Amroli to Anklesvar . . . . . 10-2-60 . . . 28½</p> <p>Anklesvar to the Nerbudda . . . . . 5-12-60 . . . } 5½</p> <p>Nerbudda to Broach . . . . . 22-6-61 . . . }</p> <p>Broach to Baroda . . . . . 9-1-61 . . . 43½</p> <p>Baroda to Dholia . . . . . 22-4-61 . . . 11½</p> <p>Dholia to Mehmabad . . . . . 3-9-62 . . . 33½</p> <p>Mehmabad to Ahmedabad . . . . . 21-1-63 . . . 17½</p> <p>Ahmedabad to Sábarmati . . . . . 1-1-70 . . . 3½</p> <p>Sábarmati to Sánand . . . . . 24-5-71 . . . 13½</p> <p>Sánand to Viramgám . . . . . 30-11-71 . . . 22½</p> <p>Viramgám to Wadhván . . . . . 25-5-72 . . . 39½</p> <hr/> <p>Carried over . . . . . 389½</p>
	Carried over		389½		Carried over . 389½

D—continued.

## RAILWAYS

on 31st March 1893.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.														
	<p>This company works, under agreement, the Dhond-Manmád railway, the Berar branches, and the Wardha Coal 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 Report 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 from Bárejadi to Ahmedabad, 10¼ miles; in all 60 miles. On the rest of the line except the Nerbudda and Bassein valleys, the earthwork 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.</p> <p>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 steel rails, weighing 69 lbs. 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 Wadhván extension is laid with rails, 60 lbs. to the yard, on iron bowl sleepers.</p> <p>The main line is wholly fenced.</p>	<p>The section from Colába to Marine lines was commenced in May 1865.</p> <p>The estimates of the extension to Wadhván were sanctioned on the 24th October 1870.</p> <p>The following are the dates of sanction of the remaining sections of this line:—</p> <table data-bbox="831 1852 1463 2053"> <tbody> <tr> <td>Marine lines to Charni road . . . . .</td> <td>1862</td> </tr> <tr> <td>Charni road to Grant road . . . . .</td> <td>May 1863</td> </tr> <tr> <td>Grant road to Dádar . . . . .</td> <td>July 1862</td> </tr> <tr> <td>Dádar to 50th mile (from Colába) . . . . .</td> <td>1859</td> </tr> <tr> <td>50th mile (from Colába) to Surat . . . . .</td> <td>1858</td> </tr> <tr> <td>Surat to Ahmedabad . . . . .</td> <td>1857 and 1859</td> </tr> <tr> <td>Ahmedabad to Viramgám . . . . .</td> <td>October 1870</td> </tr> </tbody> </table>	Marine lines to Charni road . . . . .	1862	Charni road to Grant road . . . . .	May 1863	Grant road to Dádar . . . . .	July 1862	Dádar to 50th mile (from Colába) . . . . .	1859	50th mile (from Colába) to Surat . . . . .	1858	Surat to Ahmedabad . . . . .	1857 and 1859	Ahmedabad to Viramgám . . . . .	October 1870
Marine lines to Charni road . . . . .	1862														
Charni road to Grant road . . . . .	May 1863														
Grant road to Dádar . . . . .	July 1862														
Dádar to 50th mile (from Colába) . . . . .	1859														
50th mile (from Colába) to Surat . . . . .	1858														
Surat to Ahmedabad . . . . .	1857 and 1859														
Ahmedabad to Viramgám . . . . .	October 1870														

Constructed and in progress  
LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XIX	<b>Bombay, Baroda and Central India—concl'd.</b>		
	Brought forward . . . . . 389½		Brought forward . . . . . 389½
	<i>Branches—</i>		<i>Branches—</i>
	Anand junction (260½ miles from Bombay) to Godhra ( <i>Godhra branch</i> ) . . . . . 49½		<i>Godhra branch—</i>
			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 . . . 17
			49½
	Pátri, in the Runn of Cutch, to Viramgám junction (394½ miles from Bombay on the Wadhwan extension on the Bombay, Baroda and Central India railway) ( <i>Pátri branch</i> ) . . . . . 22½		<i>Pátri branch—</i>
	71½		Pátri to Viramgám . . . . . 12-5-73 . . . 22½
		460½	
			<b>DOUBLE—MAIN LINE—</b>
			Colába to Marine lines . . . . . 18-1-70 . . . 2
			Marine lines to Charni road . . . . . 19-5-69 . . . ¾
			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 Virar . . . . . 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
XX	<b>Madras—</b>		<b>SOUTH-WEST LINE—</b>
	<b>SOUTH-WEST LINE—</b>		<i>Main line—</i>
	<i>Main line—</i>		Madras to Veyasarpady . . . . . 7-4-73 . . . 2½
	Madras to Veyasarpady junction . . . . . 2½		Veyasarpady to Arcot . . . . . 1-7-56 . . . 63½
	Veyasarpady junction to Arkónam junction . . . . . 40½		Arcot to Kátpádi . . . . . 7-5-57 . . . 15½
	Arkónam junction to Calicut . . . . . 371½		Kátpádi to Gudiyáttam . . . . . 19-5-58 . . . 15½
	414		Gudiyáttam to Ambúr . . . . . 16-1-50 . . . 17
			Ambúr to Vániyambádi . . . . . 1-2-60 . . . 10
			Vániyambádi to Tirupattúr . . . . . 23-5-60 . . . 14½
			Tirupattúr to Salem . . . . . 1-2-61 . . . 70
			Salem to Sankaridrug . . . . . 1-12-61 . . . 23½
			Sankaridrug to Pódanúr . . . . . 12-5-62 . . . 71½
			Pódanúr to Pattámbi . . . . . 14-4-62 . . . 64½
			Pattámbi to Kuttippuram . . . . . 23-9-61 . . . 11½
			Kuttippuram to Tirúr . . . . . 1-5-61 . . . 9½
			Tirúr to Kadalundi . . . . . 12-3-61 . . . 16½
			Kadalundi to Calicut . . . . . 2-1-88 . . . 9
			414
	<i>Branches—</i>		<i>Ráyapuram branch—</i>
	Veyasarpady junction to Ráyapuram ( <i>Ráyapuram branch</i> ) . . . . . 2½		Veyasarpady to Ráyapuram . . . . . 1-7-56 . . . 2½
	Carried over . . . . . 2½	414	Carried over . . . . . 416½



D—continued.

## RAILWAYS

on 31st March 1893.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.
<p>The formation and earthwork of the Godhra branch are for a single line, and rails, weighing 60 lbs. to the yard, are laid on iron pot sleepers. The line is located on the trunk road, and is all but completely fenced.</p> <p>The rails are flat-footed, weighing 48 lbs. to the yard. The Pátri branch is unfenced.</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.</p> <p>The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively.</p> <p>The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this company.</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 will be found 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 iron rails, which vary in weight from 65 lbs. to 84 lbs. to the yard, are laid on iron pot sleepers. The rails are being renewed with 75 lbs. steel rails.</p> <p>The section between Madras and Arkonam, 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' x 2' x 1' as sleepers. As the experiment however proved unsatisfactory, the blocks were all removed in 1857.</p> <p>Jungle-wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Bowl sleepers of an improved and stronger design with steel rails, 30 feet in length, and a heavier type of fish plate, are now being introduced.</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, was then treated as a branch.</p> <p>The extension of the south-west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, and of this 1½rd lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.</p> <p>The line takes off at 2½ miles short of Beypore, which length, together with the Beypore station, has been abandoned.</p>

APPENDIX  
STANDARD GAUGE

Constructed and in progress  
LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.	Miles.	
XIX	Bombay, Baroda and Central India— <i>concl'd.</i>			
	Brought forward	389½	Brought forward	389½
	<i>Branches—</i>		<i>Branches—</i>	
	Anand junction (260½ miles from Bombay) to Godhra ( <i>Godhra branch</i> )	49½	<i>Godhra branch—</i>	
			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 . 17
				49½
	Pátri, in the Runn of Cutch, to Viramgám junction (394½ miles from Bombay on the Wadhwan extension on the Bombay, Baroda and Central India railway) ( <i>Pátri branch</i> )	22½	<i>Pátri branch—</i>	
		71½	Pátri to Viramgám	12-5-73 . 22½
		<i>DOUBLE—MAIN LINE—</i>		
		Colába to Marine lines	18-1-70 . 2	
		Marine lines to Charni road	19-5-69 . 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	
		Bárejádi to Ahmedabad	2-6-87 . 10½	
			60	
		TOTAL DOUBLE LINE	60	
		TOTAL OPEN MILEAGE	460½	
	TOTAL	460½		
XX	Madras—		SOUTH-WEST LINE—	
	SOUTH-WEST LINE—		<i>Main line—</i>	
	<i>Main line—</i>		Madras to Veyasarpady	7-4-73 . 2½
	Madras to Veyasarpady junction	2½	Veyasarpady to Arcot	1-7-56 . 63½
	Veyasarpady junction to Arkónam junction	40½	Arcot to Kátpádi	7-5-57 . 15½
	Arkónam junction to Calicut	371½	Kátpádi to Gudiyáttam	19-5-58 . 15½
		414	Gudiyáttam to Ambúr	16-1-50 . 17
			Ambúr to Vániyambádi	1-2-60 . 10
			Vániyambádi to Tirupattúr	23-5-60 . 14½
			Tirupattúr to Salem	1-2-61 . 70
			Salem to Sankaridrug	1-12-61 . 23½
			Sankaridrug to Pódanúr	12-5-62 . 71½
		Pódanúr to Pattámbi	14-4-62 . 64½	
		Pattámbi to Kuttippuram	23-9-61 . 11½	
		Kuttippuram to Tirúr	1-5-61 . 9½	
		Tirúr to Kadalundi	12-3-61 . 16½	
		Kadalundi to Calicut	2-1-88 . 9	
			414	
		<i>Ráyapuram branch—</i>		
		Veyasarpady to Ráyapuram	1-7-56 . 2½	
			2½	
	Carried over	2½ 414	Carried over	416½

D—continued.

## RAILWAYS

on 31st March 1893.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.
<p>The formation and earthwork of the Godhra branch are for a single line, and rails, weighing 60 lbs. to the yard, are laid on iron pot sleepers. The line is located on the trunk road, and is all but completely fenced.</p> <p>The rails are flat-footed, weighing 48 lbs. to the yard. The Pátri branch is unfenced.</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.</p> <p>The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively. The Gaekwar's Dabhoi, Mehsána and Petlád 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 will be found 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 iron rails, which vary in weight from 65 lbs. to 84 lbs. to the yard, are laid on iron pot sleepers. The rails are being renewed with 75 lbs. steel rails.</p> <p>The section between Madras and Arkonam, 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' x 2' x 1' as sleepers. As the experiment however proved unsatisfactory, the blocks were all removed in 1857.</p> <p>Jungle-wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Bowl sleepers of an improved and stronger design with steel rails, 30 feet in length, and a heavier type of fish plate, are now being introduced.</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, was then treated as a branch.</p> <p>The extension of the south-west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, and of this 1¼ lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.</p> <p>The line takes off at 2¼ miles short of Beypore, which length, together with the Beypore station, has been abandoned.</p>

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XX	<p>Madras—concl'd. Brought forward . . . 2½ 414</p> <p>SOUTH-WEST LINE—concl'd. Branches—concl'd. Jalarpet junction (132 miles from Madras to Bangalore cantonment (Bangalore branch) . . . . . 84½ Bangalore cantonment to Bangalore city . . . . . 2½ — 87½</p> <p>Pódanúr junction (301½ miles from Madras) to Méttupálaiyam, at the foot of the hills (Nilgiri branch) . . . . . 25½</p> <p>Olavakkót (332 miles from Madras) to Palghat town (Palghat branch) . . . . . 2½ — 117½</p> <p>NORTH-WEST LINE— Main line— Arkonam junction (42½ miles from Madras) to Guntakal . . . . . 232½ Guntakal to Ráichúr (point of junction with the Great Indian Peninsula railway) . . . . . 75 — 307½</p>	<p>414</p> <p>87½</p> <p>25½</p> <p>117½</p> <p>307½</p> <p>839½</p>	<p>Brought forward . . . . . 416½</p> <p>SOUTH-WEST LINE—concl'd. Branches—concl'd. Bangalore branch— Jalarpet junction to Bangalore cantonment . . . . . 1-8-64 84½ Bangalore cantonment to Bangalore city . . . . . 1-7-82 2½ — 87½</p> <p>Nilgiri branch— Pódanúr junction to Coimbatore . . . . . 1-2-73 3½ Coimbatore to Méttupálaiyam . . . . . 31-8-73 22 — 25½</p> <p>Palghat branch— Olavakkót to Palghat . . . . . 2-1-88 2½ —</p> <p>NORTH-WEST LINE— Main line— Arkonam to Nagari . . . . . 4-3-61 17 Nagari to Puttúr . . . . . 8-12-61 9½ Puttúr to Réningunta . . . . . 15-9-62 14½ Réningunta to Reddipalle . . . . . 1-10-64 38 Reddipalle to Cuddapah . . . . . 1-9-65 39½ Cuddapah to Muddanúru . . . . . 1-8-66 34½ Muddanúru to Tadpatri . . . . . 1-9-68 32½ Tadpatri to Gooty . . . . . 1-8-69 29½ Gooty to the Tungabhadra river . . . . . 12-12-70 75½ Tungabhadra to Ráichúr . . . . . 15-3-71 17½ — 307½</p> <p>DOUBLE—SOUTH-WEST LINE— 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 Arkonam . . . . . 28-8-77 16½ — 42½</p> <p>TOTAL OPEN MILEAGE . . . . . 839½</p>
	TOTAL	839½	TOTAL OPEN MILEAGE . 839½
TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE)		2,586½	2,586½

D—continued.

## RAILWAYS

on 31st March 1893.

## GUARANTEED COMPANIES.

Details of construction.	REMARKS.																																						
The whole line is fenced.	<p>The following are the dates of sanction of the remaining sections of the south-west line, including branches:—</p> <p>Madras to Veyasarpady . April 1868.  Veyasarpady to Arkonam . Between July 1853 and February 1854.  Arkonam to Kadalundi . Between February 1854 and May 1857.  Ráyapuram branch . July 1853.  Bangalore branch . 1862 and March 1881.</p> <p>The line from Bangalore cantonment to Bangalore city was constructed as a part of the Mysore state railway, but was subsequently made over to the Madras Railway Company.</p> <p>The construction of the Palghat branch was sanctioned on the 4th January 1887.</p> <p>The station buildings at Palghat town are at present of a temporary nature. The bridge over the Ponáni river is of four 64-foot girders; it 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 was purchased by, and handed over to, the Southern Mahratta Railway 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. The bridge over the Pápaghni river, consisting of 15 spans of 131 feet, was opened to traffic on the 1st July 1892.</p> <p>The extensive works in connection with the junction of this line with the Villupuram-Guntakal state railway at Kátpádi are completed.</p> <p>The waterway of the Matagapalli bridge, north-west line, has been reduced from 7 to 4 spans of 63 feet, and the weak girders have been replaced by those of a stronger type.</p> <p>The weak girders of the Rollananka bridge on the north-west line have been replaced by those of a stronger type.</p> <p>The old girders of the Thootha bridge, south-west line, have been replaced by stronger girders, and the rail level of the bridge raised nearly 4 feet.</p> <p>The dates of sanction of the various sections of the north-west line are as follows:—</p> <table border="0"> <tr> <td>Arkonam to 64th mile from Madras</td> <td>. 23-6-59</td> </tr> <tr> <td>64th mile to 87th " " "</td> <td>. 3-1-60</td> </tr> <tr> <td>87th " to 108th " " "</td> <td>. 31-1-61</td> </tr> <tr> <td>108th " to 130th " " "</td> <td>. 26-5-63</td> </tr> <tr> <td>130th " to 172nd " " "</td> <td>. 18-11-63</td> </tr> <tr> <td>172nd " to 192nd " " "</td> <td>. 20-7-63</td> </tr> <tr> <td>192nd " to 203rd " " "</td> <td>. 22-7-65</td> </tr> <tr> <td>203rd " to 233rd " " "</td> <td>. 8-5-65</td> </tr> <tr> <td>233rd " to 245th " " "</td> <td>. 21-5-65</td> </tr> <tr> <td>245th " to 256th " " "</td> <td>. 25-5-66</td> </tr> <tr> <td>256th " to 267th " " "</td> <td>. 22-6-66</td> </tr> <tr> <td>267th " to 278th " " "</td> <td>. 31-7-67</td> </tr> <tr> <td>278th " to 288th " " "</td> <td>. 20-11-67</td> </tr> <tr> <td>288th " to 294th " " "</td> <td>. 4-3-67</td> </tr> <tr> <td>294th " to 305th " " "</td> <td>. 3-12-68</td> </tr> <tr> <td>305th " to 314th " " "</td> <td>. 27-5-68</td> </tr> <tr> <td>314th " to 325th " " "</td> <td>. 24-9-68</td> </tr> <tr> <td>325th " to 334th " " "</td> <td>. 23-8-69</td> </tr> <tr> <td>334th " to Ráichúr</td> <td>. 22-0-69</td> </tr> </table>	Arkonam to 64th mile from Madras	. 23-6-59	64th mile to 87th " " "	. 3-1-60	87th " to 108th " " "	. 31-1-61	108th " to 130th " " "	. 26-5-63	130th " to 172nd " " "	. 18-11-63	172nd " to 192nd " " "	. 20-7-63	192nd " to 203rd " " "	. 22-7-65	203rd " to 233rd " " "	. 8-5-65	233rd " to 245th " " "	. 21-5-65	245th " to 256th " " "	. 25-5-66	256th " to 267th " " "	. 22-6-66	267th " to 278th " " "	. 31-7-67	278th " to 288th " " "	. 20-11-67	288th " to 294th " " "	. 4-3-67	294th " to 305th " " "	. 3-12-68	305th " to 314th " " "	. 27-5-68	314th " to 325th " " "	. 24-9-68	325th " to 334th " " "	. 23-8-69	334th " to Ráichúr	. 22-0-69
Arkonam to 64th mile from Madras	. 23-6-59																																						
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APPENDIX  
STANDARD GAUGE*Constructed and in progress*  
ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
XXI	Delhi-Umballa-Kalka— Delhi, on the East Indian railway, <i>via</i> Karnál and Umballa to Kalka . . . . .	161½		Delhi to Kalka . . . . . 1-3-91	161½
XXII	Tarkessur— Seoraphuli (14 miles from Howrah on the East Indian railway) to Tar- kessur in the Hooghly district . . . . .	22½		Seoraphuli to Tarkessur . . . . . 1-1-85	22½
TOTAL ASSISTED COMPANIES (STANDARD GAUGE) . . . . .		183½			183½

D—continued.

## RAILWAYS

on 31st March 1893.

## COMPANIES.

Details of construction.	REMARKS.
<p>The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olphert's sleepers. The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 5 miles into Kalka. The whole length is fenced.</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. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. 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. The whole length is fenced.</p>	<p>The construction of this railway was sanctioned on 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line, excepting the cost of survey and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in appendix N, Part II of the Railway Administration Report for 1887-88.</p>

APPENDIX  
STANDARD GAUGE*Constructed and in progress*

## LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXIII	<b>Khámgaon—</b> Jalamb junction (332½ miles from Bombay on the Nágpur branch of the Great Indian Peninsula railway) to Khámgaon . . . . .	7½	Jalamb to Khámgaon . . . . . 4-3-70 7½ TOTAL OPEN MILEAGE . . . . . 7½
XXIV	<b>Amráoti—</b> Badnera junction (412½ miles from Bombay on the Nágpur branch of the Great Indian Peninsula railway) to Amráoti . . . . .	5½	Badnera to Amráoti . . . . . 16-2-71 5½ TOTAL OPEN MILEAGE . . . . . 5½
XXV	<b>Bhopal-Itársi—</b> Itársi (463½ miles from Bombay on the north-east line of the Great Indian Peninsula railway) to Bhopal . . . . .	57	Itársi to Hoshangabad . . . . . 1-6-82 11½ Hoshangabad to Bhopal . . . . . 18-11-84 45½ TOTAL OPEN MILEAGE . . . . . 57
XXVI	<b>The Nizam's Guaranteed State—</b> <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 . . . . . 310½  <i>Branches—</i> Husain Ságar junction (111½ miles from Wádi) to Hyderabad ( <i>Hyderabad branch</i> ) . . . . . 3½ Dornakal to Singareni coalfields ( <i>Mineral branch</i> ) . . . . . 16½ Junction of new line to Trimulgherry ( <i>Troop siding</i> ) . . . . . 2½*	332½	<i>Main line—</i> Wádi junction to Secunderabad and to junction of new line . . . . . 9-10-74 115½ Junction of new line to Warrangal . . . . . 8-4-86 86½ Warangal to Dornakal . . . . . 1-1-88 52½ Dornakal to Bóna Kálu . . . . . 5-8-88 31½ Bóna Kálu to British frontier . . . . . 10-2-89 23½ 310½  <i>Branches—</i> <i>Hyderabad branch—</i> Husain Ságar to Hyderabad . . . . . 9-10-74 3½  <i>Mineral branch—</i> Dornakal to Singareni coalfields . . . . . 1-1-88 16½  <i>Troop siding*—</i> Junction of new line to Trimulgherry . . . . . 9-10-74 2½  TOTAL OPEN MILEAGE . . . . . 332½

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



D—continued.

## RAILWAYS

on 31st March 1893.

## AND WORKED BY 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 68 lbs. to the yard. Fencing has been provided at stations only.</p>	<p>The dates of orders for survey and construction are as follows:</p> <table data-bbox="831 579 1432 680"> <tr> <td><i>Date for survey.</i></td> <td><i>Dates for construction.</i></td> </tr> <tr> <td>8th April 1870.</td> <td>7th June 1869.</td> </tr> <tr> <td></td> <td>11th June 1870.</td> </tr> </table> <p>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 62 lbs. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood.</p> <p>The ghát section, Budni to Barkhera, which was originally laid with jungle-wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers, weighing 80 lbs. per bowl. A similar operation is now in progress on those portions of the line where wooden sleepers are in use.</p> <p>Wire fencing is now being erected all along the line, which originally was practically without protection of any kind.</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 own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line was constructed on contract by Messrs. Glover &amp; Co., and is being worked by the Indian Midland Railway Company from 1st January 1889.</p> <p>The terms of working will be found in appendix I, 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 53 miles are laid with double-headed 68 lbs. iron rails† on cast iron bowl sleepers, obtained from the Great Southern of India Railway Company; 9 miles with double-headed 68 lbs. steel rails on cast-iron bowl sleepers; one mile with Vignole's 60 lbs. and 62 lbs. flat-footed steel and iron rails on Bessemer steel sleepers; and the remainder of the main line with 66½ lbs. flat-footed steel rails on steel pea-pod sleepers.</p> <p>The branch line to Trimulgherry is laid with second-hand 60 lbs. flat-footed iron rails on timber sleepers, and the branch line to the mines with 60 lbs flat-footed iron rails on steel pea-pod sleepers.</p> <p>The branches are also constructed for a single track. The line is fenced from Wádi to Secunderabad, and from Secunderabad to the frontier only the station-yards.</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 standard gauge was finally adopted on the 30th October 1871. Up to the end of 1878, the line was worked by the Great Indian Peninsula Railway Company with its own rolling stock; from January 1879 to 31st December 1884, it was worked by state agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railway 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 1885.</p> <p>The construction of the section from Warangal to Dornakal and the coal branch was commenced in May 1886. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889.</p> <p>This company works, under agreement, the Bezwada extension railway as part of its own system. The terms of working will be found in appendix P, Part II of the Railway Administration Report for 1889-90.</p> <p>The Bezwada-Godávári section of the East Coast railway is also being worked by the company, as a temporary measure, on the same terms as the Bezwada extension railway.</p>						

† These are about to be renewed with steel rails.

APPENDIX  
STANDARD GAUGE

• *Constructed and in progress*

LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXVII	<b>The Gaekwar's Petlád—</b> Ánand (269½ miles from Bombay on the Bombay, Baroda and Central India railway) to Petlád . . .	13½	Ánand to Petlád . . . 5-5-90 . 13½
XXVIII	<b>Mysore Gold-fields—</b> Bowringpet (175½ miles from Madras on the Madras railway) to the Kolár gold mines . . . . .	10	
	<b>TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)</b>	412½*	402½*

\* Excludes 13 miles of the Bhopal-Itárs railway (British section) included in the total for "State lines worked by companies."

D—continued.

## RAILWAYS

on 31st March 1893.

## AND WORKED BY COMPANIES.

Details of construction.	REMARKS.
<p>The rails used are flat-footed, 66½ lbs. to the yard, laid on steel sleepers. 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. The whole line is fenced.</p>	<p>The orders for the survey of this line were given in December 1887. Construction was sanctioned in December 1888; work was commenced in January 1889 and completed on 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company.</p>
<p>The permanent-way will consist of Madras railway second-hand double-headed 75 lbs. rails laid on new cast-iron Greaves' pot sleepers. The ruling gradient is 1" in 66½ and the sharpest curve 1,685 feet radius.</p>	<p>The line was sanctioned for construction in July 1892. It is being constructed by the Mysore Darbar and, when completed, will be worked, as a tentative measure, by the Madras Railway Company on the same percentage of gross earnings as obtains on the company's general system, plus 5 per cent. for the use of rolling stock.</p>

APPENDIX  
STANDARD GAUGE*Constructed and in progress*

## LINES OWNED BY NATIVE STATES AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXIX	Rájpura-Bhátinda— Rájpura (179 miles from Delhi on the North Western (state) railway, main line), <i>via</i> Patiála to Bhátinda.	Miles. Miles. 108	Miles. Rájpura to Patiála . . . 1-11-84 16 Patiála to Bhátinda . . . 13-10-89 92 <hr/> 108
XXX	Jammu and Kashmir— Frontier of the Kashmir state to the left bank of the Tawi river near Jammu	16	Frontier of the Kashmir state to the left bank of the Tawi river . . . 15-3-90 16
TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)		124	124

D—continued.

## RAILWAYS

on 31st March 1893.

## WORKED BY STATE 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, 68 lbs. to the yard, laid on deodar sleepers, from Rájpara to Patiála, and with 75 lbs. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda. The sharpest curve is 1,146 feet in radius and the steepest gradient is 1 in 250.</p> <p>The line is fenced from Rájpara to Patiála only.</p>	<p>The line from Rájpara to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar.</p> <p>The extension to Bhátinda was surveyed in 1837, and construction was commenced in April 1888.</p> <p>The line is worked and maintained by the North Western (state) railway under an agreement, the terms of which will be found in appendix V, Part II of the Railway Administration Report for 1892-93.</p>
<p>This line has been constructed according to standard dimensions.</p> <p>The rails are 75 lbs. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality.</p>	<p>Sanction was given to the construction of this line on the 25th February 1888.</p> <p>The line has been constructed by the Kashmir Darbar, by whom also the capital was provided.</p> <p>It is maintained and worked by the North Western (state) railway as a leased line under 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>

APPENDIX  
STANDARD GAUGE

*Constructed and in progress*  
LINES OWNED AND WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXI	<b>Bina-Guna—</b>  Bina (143 miles from Itarsi on the Indian Midland railway) to Guna .	73½	
XXXII	<b>Bhopal-Ujjain—</b>  Bhopal (57 miles from Itarsi on the Indian Midland railway) to Ujjain (600½ miles from Ahmedabad on the Ujjain branch of the Rajputana-Malwa railway)	113½	
<b>TOTAL LINES OWNED AND WORKED BY NATIVE STATES (STANDARD GAUGE)</b> . . . .		187	

D—continued.

## RAILWAYS

*on the 31st March 1893.*

## BY NATIVE STATES.

Details of construction.	REMARKS.
<p>The permanent-way will consist of 75 lbs. steel rails laid on steel transverse sleepers.</p> <p>There will be three large bridges:—the "Betwa," 16 spans of 100 feet; the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet. The earthwork is generally light throughout.</p>	<p>This line is being constructed by the Gwalior Darbar. Construction was sanctioned on 2nd March 1892, and, with the exception of a small amount of earthwork and masonry, work was commenced in October 1892.</p>
	<p>The construction of this line was sanctioned in November 1892.</p> <p>Earthwork was started in miles 32 to 46 from Bhopal. Final alignment is nearly finished.</p>

APPENDIX  
METRE GAUGE

Constructed and in progress

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXIII	<b>Bengal and North Western* — Miles.</b>	<b>Miles.</b>	<b>TIRHOOT SECTION— Miles.</b>
	<b>TIRHOOT SECTION—</b>		<b>Main line—</b>
	<i>Main line—</i>		Semaria ghát to Dalsinghsarai 1-5-83 22½
	Semaria ghát on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah . . . . .	145½	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 27
			<u>145½</u>
	<i>Kosi extension—</i>		<b>Kosi extension—</b>
	Samastipur to Bháptiáhi . . . . .	76½	Samastipur ghát to Durbhunga 1-11-75 23
	Bháptiáhi to Pratápganj . . . . .	14	Durbhunga to Jhanjharpur . 1-2-83 24
	Pratápganj to Khanwa ghát . . . . .	8	Jhanjharpur to Ghoghardiha—
		98½	For goods traffic . 8-4-86 } 13
			For passenger traffic . 6-5-86 }
			Ghoghardiha to Nirmala—
			For goods traffic . 8-4-86 } 6½
			For passenger traffic . 1-11-86 }
			Nirmala to Bháptiáhi—
			For goods traffic . 15-11-87 } 10
			For passenger traffic . 1-1-88 }
			Bháptiáhi to Pratápganj—
			For goods traffic . 1-10-88 } 14
			For passenger traffic . 1-1-89 }
			Pratápganj to Khanwa ghát 14-11-90 8
		<u>98½</u>	
<i>Bairagnia branch—</i>		<b>Bairagnia branch—</b>	
Durbhunga to Dheng . . . . .	57	Durbhunga to Sitamarhi—	
Dheng to Bairagnia (fair weather line) 3½	60½	For goods traffic . 1-7-90 } 42	
		For passenger traffic . 1-11-90 }	
		Sitamarhi to Riga—	
		For goods traffic . 1-1-91 } 6	
		For passenger traffic . 2-11-91 }	
		Riga to Dheng—	
		For goods traffic . 1-7-91 } 9	
		For passenger traffic . 2-11-91 }	
		Dheng to Bairagnia—	
		For goods traffic . 1-3-92 } 3½	
		For passenger traffic . 15-3-92 }	
		<u>60½</u>	
<i>Sonepore branch—</i>		<b>Sonepore branch—</b>	
Mozufferpore to Sonepore (point of junction with the company's section) . . . . .	34½	Mozufferpore to Hajeeepore 26-10-84 31½	
<i>Hajeeepore branch—</i>		Hajeeepore to Sonepore—	
Hajeeepore to Hajeeepore ghát . . . . .	2	For goods traffic . 1-8-87 } 3½	
		For passenger traffic . 25-4-87 }	
		<u>34½</u>	
		<b>Hajeeepore branch—</b>	
		Hajeeepore to Hajeeepore ghát 26-10-84 2	
		<u>2</u>	
		<b>Total Tirhoot section . 341½</b>	
<b>COMPANY'S SECTION—</b>		<b>COMPANY'S SECTION—</b>	
<i>Main line—</i>		<i>Main line—</i>	
Sonepore opposite Patna, <i>via</i> Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya . . . . .	238½	Sonepore to Mankapur . 15-1-85 218½	
		Mankapur to Nawábganj . 2-4-84 14	
		Nawábganj to Ajodhya . 1-12-84 6	
		<u>238½</u>	
<i>Loop line—</i>		<b>Loop line—</b>	
Sonepore to Bunwárchak . . . . .	9½	Sonepore to Bunwárchak . 15-1-85 9½	
Carried over . 248	341½	Carried over . 341½	
		248	

\* Although for convenience classed amongst state railways, the company's section of



D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.
<p>The line is laid partly with iron rails, 40 lbs. to the yard, and partly with steel rails, 41½ lbs. to the yard, on transverse sleepers of sal and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40 lbs. iron rails are being replaced with 50 lbs. steel rails, and 31 miles of the latter have been laid to end of December 1892. The country through which the line passes is easy.</p> <p>The line is fenced throughout with wire and stone posts.</p> <p style="text-align: center;">•</p> <p style="text-align: center;">•</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.</p> <p>The construction of the line from Dalsinghsarai to Semaria ghát 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 Pratárganj to Khanwa ghát, the construction of the Kosi extension project was brought to completion.</p>
<p>The Bairagnia branch is laid with second-hand iron rails, 60 lbs. to the yard, received from the North Western (state) railway, the sleepers used being of pynkado wood from Burma.</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 Sonapore and Gorakhpur and Maghar, the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch, the works, both earthwork and bridging, are heavy.</p>	<p>The 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 Sonapore and Hajeeapore, sanctioned on 19th October 1883.</p>

this line is the property of the Bengal and North-Western Railway Company.

APPENDIX  
METRE GAUGE

Constructed and in progress

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
	Miles.	Miles.	Miles.		
XXXIII	Bengal and North-Western—concl'd.				
	Brought forward . . . . .	248	341½	Brought forward . . . . .	341½
	COMPANY'S SECTION—concl'd.				
	<i>Branches—</i>			<i>Branches—</i>	
	Gorakhpur to Uska bazar ( <i>Uska bazar branch</i> ) . . . . .	39½		Uska bazar branch—	
	Mankapur to Naipálganj road ( <i>Naipálganj road branch</i> ) . . . . .	88½		Gorakhpur to Uska bazar . . . . .	15-12-86 39½
	Chupra to Revelganj ( <i>Revelganj branch</i> ) . . . . .	7		<i>Naipálganj road branch—</i>	
	Gonda to Gogra ghát ( <i>Bahramghat branch</i> ) . . . . .	31½		Mankapur to Bahraich . . . . .	2-4-84 55
		166½		Bahraich to Naipálganj road . . . . .	15-12-86 33½
			414½		88½
				<i>Revelganj branch—</i>	
				Chupra to Revelganj—	
				For goods traffic . . . . .	15-4-91 } 7
				For passenger traffic . . . . .	15-5-91 } 7
				<i>Bahramghat branch—</i>	
			Gonda to Colonelganj—		
			For goods traffic . . . . .	29-10-91 } 17½	
			For passenger traffic . . . . .	1-2-92 } 17½	
			Colonelganj to Gogra ghát . . . . .	1-2-92 14	
				31½	
			<i>Total Company's section</i> . . . . .	414½	
	TOTAL . . . . .	756½	TOTAL OPEN MILEAGE . . . . .	756½	
XXXIV	Rohilkund and Kumaon (Lucknow-Bareilly section)—				
	<i>Main line—</i>				
	Lucknow (209 miles from Moghal Sarai on the Oudh and Rohilkund (state) railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand (state) railway) . . . . .		198½	<i>Main line—</i>	
				Lucknow to Sitapur . . . . .	15-11-86 55
				Sitapur to Lakhimpur . . . . .	15-4-87 28½
				Lakhimpur to Gola Gokaran Náth . . . . .	15-12-87 21½
				Gola Gokaran Náth to Pilibhit . . . . .	1-4-91 57½
				Pilibhit to Bhojeepera . . . . .	15-11-84 24
				Bhojeepera to Bareilly . . . . .	12-10-84 12
	<i>Dudhwa branch—</i>			<i>Dudhwa branch—</i>	
Mailáni (118 miles from Lucknow) to Dudhwa . . . . .		26	Mailáni to Sárda . . . . .	1-1-93 15	
			Sárda to Sohela—		
			For goods traffic . . . . .	10-3-93 8½	
	TOTAL . . . . .	224½	TOTAL OPEN MILEAGE . . . . .	221½	

D —continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.
<p>The line is laid with 41½ lbs. steel rails on sleepers of sāl and crepsoted pine. It 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 was sanctioned on the 3rd August 1885 in substitution of a branch from Gorakhpur to Bānsi, 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 in November 1889.</p> <p>The construction of the Gonda-Bahramghat branch was sanctioned in November 1889.</p> <p>Communication across the Ganges between Dīgha ghāt station of the East Indian railway and Paleza ghāt station of the Bengal and North-Western railway is maintained by means of a steam ferry.</p> <p>The wagon ferry of the Bengal and North-Western railway was transferred from Dīgha to Mokameh, and the working commenced on the 7th February 1893. The latter place is now the chief junction for exchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways.</p> <p>The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in appendix L, Part II of the Railway Administration Report for 1890-91.</p>
<p>The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41½ lbs. steel rails on sāl, teak and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout, and fenced for the first 4½ miles from Bareilly; the remainder is unfenced.</p> <p>The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit.</p> <p>Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings.</p> <p>A temporary wooden bridge, 500 feet long, has been erected over the Sārda river for dry weather traffic during 1893.</p>	<p>The sanction of the Secretary of State to commencement of 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 Nāth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on 27th December 1889.</p> <p>The Dudhwa branch is a fair weather line only.</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 Rohilkund and Kumaon Railway Company's system has been established at Bhojeepera, 12 miles from Bareilly.</p> <p>The length from Mailāni to Pilibhit (41½ miles), which was closed to traffic on the 5th July 1891, was permanently re-opened on the 25th October 1891.</p> <p>The Lucknow-Gola Gokaran Nāth section and the Pilibhit-Bareilly section, which were previously worked by the Oudh and Rohilkund (state) railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Nāth-Pilibhit section, to the latter company on the 1st January 1891. These sections now form one line, called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in appendix M, Part II of the Railway Administration Report for 1890-91.</p>

APPENDIX  
METRE GAUGE  
*Constructed and in progress*  
STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXV	<b>Rajputana-Malwa—</b>		
	STANDARD GAUGE.		
	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*
	METRE GAUGE.		
	RAJPUTANA SECTION.		
	<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
			Rewári to Ulwur . . . . . 15-9-74 } 37½
			Ulwur to Bándikui . . . . . 7-12-74 } 77½
			Bándikui to Dausa . . . . . 20-4-74 } 38
			Dausa to Jeypore . . . . . 12-10-74 } 34½
			Jeypore to Phulera . . . . . 1-3-75 } 49½
			Phulera to Ajmere . . . . . 1-8-75 } 32½
			Ajmere to Beáwar . . . . . 15-5-78 } 21
			Beáwar to Haripúr . . . . . 12-8-79 } 20½
			Haripúr to Sojat road . . . . . 20-10-80 } 148
			Sojat road to Pálanpur . . . . . 1-1-81 } 83
			Pálanpur to Ahmedabad . . . . . 15-11-79 } 579½
	<i>Branches—</i>		<i>Farukhnagar salt branch—</i>
	Garhi Harsaru junction (25½ miles from Delhi) to Farukhnagar ( <i>Farukhnagar salt branch</i> ) . . . . . 7½		For salt traffic only . . . . . 14-2-73 } 7½
	Bándikui to Agra fort ( <i>Agra branch</i> ) . . . . . 93½		For passenger traffic . . . . . 1-7-73 } 60½
	Agra fort to Jumna east bank . . . . . 1½		<i>Agra branch—</i>
	Phulera junction (183½ miles from Agra) to Sámbar ( <i>Sámbar lake salt branch</i> ) . . . . . 4½		Bándikui to Bhurtpore . . . . . 20-4-74 } 33
	Extension of Sámbar branch to Japog . . . . . 4½		Bhurtpore to Agra fort—
	Extension of Sámbar branch across the lake to Gudha, and thence <i>viá</i> Kucháman road to Jhowra . . . . . 17		For goods traffic . . . . . 11-8-73 } 1½
	Kankaroola siding . . . . . 1½		For passenger traffic . . . . . 20-10-73 } 4½
	Additional salt sidings in the Sámbar lake . . . . . 5½		Agra fort to Jumna east bank . . . . . 1-1-76 } 4½
			Sámbar lake salt branch . . . . . 1-3-75 } 17
			Japog extension . . . . . Oct. 76 } 1½
			Extension of Sámbar branch to Jhowra . . . . . 20-12-79 } 1½
			Kankaroola siding . . . . . 15-2-81 } 5½
			Additional salt sidings in the Sámbar lake . . . . . 1-9-91 } 135½
			<i>Total Rajputana section . . . . . 715</i>
			DOUBLE—RAJPUTANA SECTION—
			<i>Agra branch—</i>
			Agra fort to Agra cantonment—
			For goods traffic . . . . . 11-8-73 } 1½
			For passenger traffic . . . . . 20-10-73 } 1½
			MALWA SECTION.
	<i>Main line—</i>		<i>Main line—</i>
	Khandwa (352½ miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore . . . . . 87		Khandwa to Sanáwad . . . . . 1-2-74 } 34½
	Indore, <i>viá</i> Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch . . . . . 155½		Sanáwad to Mortakka . . . . . 1-4-74 } 20½
			Mortakka to Choral . . . . . 20-1-75 } 15½
			Choral to Mhow . . . . . 1-1-78 } 13
			Mhow to Indore . . . . . 3-8-76 } 24½
			Nerbudda bridge . . . . . 5-10-76 } 48½
			Indore to Fatehabad . . . . . 3-8-76 } 20½
			Fatehabad junction to Rutlam . . . . . 11-7-78 } 31½
			Rutlam to Jaora . . . . . 25-2-80 } 30½
			Jaora to Mandsaur . . . . . 8-4-80 } 242½
			Mandsaur to Neemuch . . . . . 2-7-80 } 715
			Carried over . . . . . 242½ } 715
			Carried over . . . . . 242½ } 242½
	Carried over . . . . . 242½	715	

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

D—continued.

## RAILWAYS

on 31st March 1893.

## 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 36 lbs. and 40 lbs. per yard, laid on transverse deodar and creosoted pine sleepers. The 36 lbs. iron rails have nearly all been replaced by 41½ lbs. 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 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 Aravally range west of Ajmere.</p> <p>The total length of line fenced on the Rajputana section is 548 miles, or about three-fourths of the whole section.</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>20-10-71</td></tr> <tr><td>Phulera to Sámbar . . . . .</td><td>8-4-73</td></tr> <tr><td>Phulera to Ajmere . . . . .</td><td>9-4-73</td></tr> <tr><td>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> <p>The Deodani siding, 2 miles, was dismantled in 1891 and the Japog siding was reduced to 4½ miles in the same year; also 5½ miles of new sidings were laid and opened for traffic on the 1st September 1891.</p>	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 . . . . .	20-10-71	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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<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 one hundred lakhs of rupees at 4½ per cent. per annum, for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.</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 seventy-five lakhs, at 4 per cent. per annum, for the construction of the Indore-Neemuch section and the branch to Ujjain.</p>																																														

APPENDIX  
METRE GAUGE

*Constructed and in progress*

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXV	Miles.	Miles.	Miles.
	Rajputana-Malwa— <i>concl'd.</i> Brought forward . . . . .	242½	715
	<b>MALWA SECTION—<i>concl'd.</i></b>		<b>MALWA SECTION—<i>concl'd.</i></b>
	<i>Main line—concl'd.</i> Neemuch to Ajmere . . . . .	150½	<i>Main line—concl'd.</i> Neemuch to Nimbahera . . . . . 10-3-81 16½ Nimbahera to Chitorgarh . . . . . 19-3-81 18 Chitorgarh to Nusseerabad . . . . . 1-12-81 101 Nusseerabad to Ajmere . . . . . 14-2-76 14½
	<i>Ujjain branch—</i> Fatehabad junction (24½ miles from Indore) to Ujjain . . . . . 12 Extension of Ujjain branch across the Sipra river to Ujjain city . . . . . 2½	14½	<i>Ujjain branch—</i> Fatehabad to Ujjain . . . . . 3-8-76 12 Ujjain branch extension across Sipra river to Ujjain city . . . . . 1-3-84 2½
	407½	407½	393 14½ 407½
	<b>CAWNPORE-ACHNERA SECTION.</b>		<b>CAWNPORE-ACHNERA SECTION.</b>
	<i>Main line—</i> Cawnpore (68¾ miles from Howrah, <i>via</i> the chord line, on the East Indian railway) to Farukhabad . . . . . 86½ Farukhabad to Háthras road junction . . . . . 101½ Háthras road station (856¾ miles from Howrah, on the East Indian railway) to the left bank of the Jumna opposite Muttra . . . . . 29 Jumna bridge and approaches . . . . . 1 Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra . . . . . 21½	239½	<i>Main line—</i> 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
	<i>Branches—</i> Mandhana to Brahmávar (Brahmávar branch) . . . . . 5 Kásganj (153¾ miles from Cawnpore city) to Soron (Soron branch) . . . . . 9 Muttra to Brindaban (Brindaban branch) . . . . . 7½	21½	<i>Branches—</i> Brahmávar branch . . . . . 10-11-85 5 Soron branch . . . . . 4-1-85 9 Brindaban branch . . . . . 26-8-89 7½
	261	261	239½ 21½ 261
	<b>REWÁRI-FEROZEPURE RAILWAY.</b>		<b>REWÁRI-FEROZEPURE RAILWAY.</b>
	<i>Main line—</i> Rewári (51½ miles from Delhi, <i>via</i> Hissar, Sirsa, Bhátinda and Farídkot) to Ferozepore . . . . . 240½	240½	<i>Main line—</i> Rewári to Hissar— For goods traffic . . . . . 20-3-83 } 89 For passenger traffic . . . . . 1-5-83 } Hissar to Sirsa— For goods traffic . . . . . 1-1-84 } 50½ For passenger traffic . . . . . 1-3-84 } Sirsa to Ferozepore . . . . . 1-10-84 101½
	<i>Fázilka branch—</i> Kot Kapúra (212½ miles from Rewári) to Fázilka . . . . . 50	290½	<i>Fázilka branch—</i> Kot Kapúra to Fázilka . . . . . 1-1-85 50
	290½	290½	240½ 50 290½
	TOTAL . . . . .	1,674	TOTAL OPEN MILEAGE . . . . . 1,674

D—continued.

## RAILWAYS

on 31st March 1893

## 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 Malwa section is generally unfenced, except at stations.</p> <p>The Cawnpore-Farukhabad section is constructed for a single track, and is laid with steel rails, 40 lbs. to the yard.</p> <p>The line from Farukhabad to Háthras road has been laid with 41½ lbs. 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, 30 lbs. 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 41½ lbs. 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, 41½ lbs. to the yard.</p> <p>The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad, and Háthras city and Muttra cantonment. There are a few miles of double fencing at stations.</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, except about 56 miles of main line and at stations.</p> <p>The Fázilka branch is laid with steel rails and Denham-Olphert's 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 and of the Soron branch 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 railway, of which, for the present, the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from 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>

APPENDIX  
METRE GAUGE

*Constructed and in progress*  
STATE  
WORKED BY

No.	Name of line, and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXVI	Southern Mahratta—		
	<i>Main line—</i>		<i>Main line—</i>
	Portuguese frontier near Dhárwár <i>viá</i> Guntakal and Nandyál to the Kistna river opposite Bezwada . . . . .	511½	Frontier to Castle Rock . . . 3-2-88 3½ Castle Rock to Deuli . . . 15-6-87 2½ Deuli to Dhárwár . . . 24-1-87 56 Dhárwár to Hospet . . . 1-7-85 101½ Hospet to Bellary . . . 24-3-84 40½ Bellary to Guntakal . . . 17-5-87 30½ Guntakal to Nandyál . . . 11-7-87 90½ Nandyál to Cumbum . . . 15-6-90 63½ Cumbum to Tadépalli . . . 3-10-89 121½ Tadépalli to Kistna canal . . . 27-10-90 1½
			511½
	<i>Branches—</i>		<i>Harihar branch—</i>
	Hubli to Harihar ( <i>Harihar branch</i> ) . . . . .	81½	Hubli to Harihar (temporary station) . . . . . 18-10-86 } Temporary station to permanent station . . . . . 21-2-89 } 81½
	Gadag to Hotgi ( <i>Bijápur branch</i> ) 172½		<i>Bijápur branch—</i>
			Gadag to Hotgi For goods traffic . . . 1-8-84 } For passenger traffic . . . 19-9-84 } 172½
	Londa to Poona ( <i>Poona branch</i> ) 278		<i>Poona branch—</i>
		532½	Londa to Belgaum . . . 21-3-87 33 Belgaum to Miraj . . . 22-12-87 85½ Miraj to Koregaon . . . 2-5-87 76 Koregaon to Ghorpuri . . . 18-11-86 82½ Ghorpuri to Poona . . . 4-10-90 1
		1,043½	278
	TOTAL .	1,043½	TOTAL OPEN MILEAGE . 1,043½



D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.																																																			
<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>	<p>The line from Hotgi <i>via</i> Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this 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.</p>																																																			
<p><i>Main line—</i></p> <table border="0"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr><td>Hagari . . . . .</td><td>34</td><td>64</td></tr> <tr><td>Tungabhadra . . . . .</td><td>38</td><td>60</td></tr> <tr><td>Burra Nalla . . . . .</td><td>10</td><td>60</td></tr> <tr><td>Banni Nalla . . . . .</td><td>9</td><td>60</td></tr> <tr><td>Kondia . . . . .</td><td>9</td><td>60</td></tr> <tr><td>Dorapillay . . . . .</td><td>1</td><td>40</td></tr> <tr><td>Doratangi . . . . .</td><td>1</td><td>100</td></tr> <tr><td></td><td>1</td><td>20</td></tr> <tr><td>Dorabhani . . . . .</td><td>3</td><td>100</td></tr> <tr><td></td><td>2</td><td>150</td></tr> <tr><td></td><td>1</td><td>250</td></tr> <tr><td></td><td>1</td><td>66½</td></tr> <tr><td>Budicherla . . . . .</td><td>6</td><td>66½</td></tr> <tr><td>Gundlacama . . . . .</td><td>11</td><td>60</td></tr> <tr><td>Mile 205 . . . . .</td><td>8</td><td>40</td></tr> <tr><td>Colair . . . . .</td><td>8</td><td>40</td></tr> </tbody> </table>		Spans.	Feet.	Hagari . . . . .	34	64	Tungabhadra . . . . .	38	60	Burra Nalla . . . . .	10	60	Banni Nalla . . . . .	9	60	Kondia . . . . .	9	60	Dorapillay . . . . .	1	40	Doratangi . . . . .	1	100		1	20	Dorabhani . . . . .	3	100		2	150		1	250		1	66½	Budicherla . . . . .	6	66½	Gundlacama . . . . .	11	60	Mile 205 . . . . .	8	40	Colair . . . . .	8	40	<p>The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887.</p> <p>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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<p><i>Bijápur branch—</i></p> <table border="0"> <tbody> <tr><td>Bhima . . . . .</td><td>14</td><td>150</td></tr> <tr><td>Gunki . . . . .</td><td>8</td><td>40</td></tr> <tr><td>Don . . . . .</td><td>7</td><td>100</td></tr> <tr><td>Kistna . . . . .</td><td>21</td><td>150</td></tr> <tr><td>Malaprabha . . . . .</td><td>12</td><td>100</td></tr> </tbody> </table>	Bhima . . . . .	14	150	Gunki . . . . .	8	40	Don . . . . .	7	100	Kistna . . . . .	21	150	Malaprabha . . . . .	12	100																																					
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<p><i>Poona branch—</i></p> <table border="0"> <tbody> <tr><td>Nira . . . . .</td><td>12</td><td>50</td></tr> <tr><td>Yerla . . . . .</td><td>10</td><td>60</td></tr> <tr><td>Kistna . . . . .</td><td>14</td><td>150</td></tr> <tr><td>Jagnoor . . . . .</td><td>11</td><td>30</td></tr> <tr><td>Ghataprobha . . . . .</td><td>45</td><td>40</td></tr> <tr><td>Markandie . . . . .</td><td>5</td><td>60</td></tr> <tr><td></td><td>1</td><td>100</td></tr> <tr><td>Malaprabha . . . . .</td><td>3</td><td>40</td></tr> <tr><td></td><td>5</td><td>20</td></tr> </tbody> </table>	Nira . . . . .	12	50	Yerla . . . . .	10	60	Kistna . . . . .	14	150	Jagnoor . . . . .	11	30	Ghataprobha . . . . .	45	40	Markandie . . . . .	5	60		1	100	Malaprabha . . . . .	3	40		5	20																									
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<p><i>Main line—</i></p> <p>The following are the tunnels on this line :</p> <table border="0"> <tbody> <tr><td>Bear's rock . . . . .</td><td>471</td><td>feet.</td></tr> <tr><td>Castle rock . . . . .</td><td>1,242</td><td>"</td></tr> <tr><td>Nulla-Mulla hills . . . . .</td><td>1,569</td><td>"</td></tr> </tbody> </table>	Bear's rock . . . . .	471	feet.	Castle rock . . . . .	1,242	"	Nulla-Mulla hills . . . . .	1,569	"																																											
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<p>The Ghát incline for 3½ miles from the Portuguese frontier has been constructed for a double line up to formation level.</p>																																																				
<p>The maximum gradient on the Ghát incline is 1 in 40 and on the rest of the line 1 in 100.</p>																																																				
<p>On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long, and comprises several heavy works. The rest of the line presents no difficulty.</p>																																																				

APPENDIX  
METRE GAUGE  
*Constructed and in progress*  
STATE  
WORKED BY

No.	Name of line and mileâge sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXVII	<p>GUNTAKAL-MYSORE FRONTIER—</p> <p>Guntakal (234½ miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . . . . .</p>	119½	<p><i>Guntakal to Dharmavaram—</i></p> <p>For goods traffic . . . 1-3-92 } For passenger traffic . . . 1-6-92 } 63</p>
XXXVIII	<p>SOUTHERN MAHRATTA (MYSORE SECTION)—</p> <p>Mysore <i>viâ</i> Bangalore to Gubbi . . . 139½ Gubbi to Harihar . . . . . 156½ Mysore to Nanjangûd . . . . . 15½ Yesvantpur to Mysore frontier . . . 51½</p>	362½	<p>Nanjangûd to Mysore . . . 1-12-91 15½ Mysore to Mandya . . . . . 25-2-82 27½ Mandya to Channapatna . . . 20-3-81 23½ Channapatna to Bangalore . . . 1-2-81 34½ Bangalore to Tumkur . . . . . 11-8-84 43 Tumkur to Gubbi . . . . . 26-12-84 11½ Gubbi to Birur . . . . . 12-8-89 76½ Birur to Harihar . . . . . 21-2-89 79½ Yesvantpur to Dodballapur 15-12-92 20</p> <p>TOTAL OPEN MILEAGE . . . 331½</p>
	TOTAL . . .		

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.												
<p>On the Guntakal-Dharmavaram section, the permanent-way consists of 41½ lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable, and include the following principal bridges:</p> <table border="1" data-bbox="115 793 731 970"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Pennér ... ..</td> <td>11</td> <td>150</td> </tr> <tr> <td>Thada Kalairu ... ..</td> <td>8</td> <td>64</td> </tr> <tr> <td>Penna Mairu ... ..</td> <td>14</td> <td>64</td> </tr> </tbody> </table> <p>The Dharmavaram-Hindupur section is heavy in earth-work on the Penu Konda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section. The ruling gradient is 1 in 100, and the sharpest curve 1,042 feet in radius.</p>		Spans.	Feet.	Pennér ... ..	11	150	Thada Kalairu ... ..	8	64	Penna Mairu ... ..	14	64	<p>The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer, South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on 1st January 1893.</p> <p>The extension to Hindupur was sanctioned on 26th January 1891: this together with the length from Guntakal to Dharmavaram comprises the project originally known as the Hindupur extension. In August 1891, 7½ miles to the Mysore frontier were sanctioned. The extension is being constructed by the South Indian Railway Company, and, when completed, will be made over to the Southern Mahratta railway for working. It will probably be opened throughout for traffic in September 1893.</p> <p>The line is worked by the Southern Mahratta railway on the same percentage of its gross earnings as obtains between the gross earnings and working expenses of the company's whole system for the time being.</p>
	Spans.	Feet.											
Pennér ... ..	11	150											
Thada Kalairu ... ..	8	64											
Penna Mairu ... ..	14	64											
<p>No works of special engineering difficulty occur on the Mysore section.</p> <p>The line has been laid for a single track with rails, 41½ lbs. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.</p> <p>The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.</p> <p>The maximum gradient is 1 in 100, except between Bangalore and Mysore, where the maximum gradient is 1 in 70.</p> <p>The construction of the line from Yesvantpur to Mysore frontier, a portion of which has already been opened to traffic, has been undertaken by the Mysore Government. The rails used are of the state railway type, weighing 50 lbs. per yard, on the Ghát section, 11 miles in length, and 41½ lbs. per yard on the remainder of the line. The sleepers are of Mysore teak throughout. The ruling gradient is 1 in 89 and the sharpest curve 603 feet radius on the Ghát section, and 1 in 100 and 1,910 feet radius on the rest of the line.</p>	<p>The dates of orders for survey and construction of the Mysore railway are as follows:—</p> <table border="1" data-bbox="823 1423 1455 1600"> <thead> <tr> <th>Date for survey.</th> <th>Dates for construction.</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 Channapatna was commenced for relief purposes during the famine of 1877-78.</p> <p>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> <p>The construction of the Mysore-Nanjangúd extension was commenced in September 1890 and completed in November 1891.</p> <p>The first 20 miles of the Yesvantpur-Mysore frontier line were opened in December 1892, and the remainder is expected to be opened in September 1893.</p>	Date for survey.	Dates for construction.	1st April 1870.	Mysore line, 20th September 1877.		Tumkur line, 6th October 1882.		Tumkur to Gubbi, 18th January 1884.				
Date for survey.	Dates for construction.												
1st April 1870.	Mysore line, 20th September 1877.												
	Tumkur line, 6th October 1882.												
	Tumkur to Gubbi, 18th January 1884.												

APPENDIX  
METRE GAUGE

*Constructed and in progress*  
STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXIX	<b>South Indian—</b>		
	<b>MADRAS-TUTICORIN SECTION—</b>		<b>MADRAS-TUTICORIN SECTION—</b>
	<i>Main line—</i>		<i>Main line—</i>
	Madras (Park) to Tuticorin . . . . . 444		Madras (Park) to Tindivanam . . . . . 1-9-76 76
			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 Shiyali . . . . . 1-1-78 6
			Shiyali to Májavaram . . . . . 1-1-77 12½
			Májavaram to Tanjore . . . . . 15-2-77 43½
			Tanjore to Trichinopoly junction . . . . . 11-3-62 31
			Trichinopoly junction to Madura . . . . . 1-9-75 96
			Madura to Tuticorin . . . . . 1-1-76 98½
			444
	<i>Branches—</i>		<i>Branches—</i>
	Madras (Park) to Beach . . . . . 1½		Madras (Park) to Beach . . . . . 1-1-79 1½
	Chingleput (35½ miles from Madras) to Arkonam (42½ miles from Madras on the Madras railway) ( <i>Arkonam branch</i> ) . . . . . 39		<i>Arkonam branch—</i>
			Chingleput to Wálabábád . . . . . 1-8-80 13½
			Wálabábád to Conjeeveram . . . . . 1-1-81 8
			Conjeeveram to Arkónam . . . . . 8-5-65 17½
			39
	Villupuram (99 miles from Madras) to the Gingee river to connect with the Pondicherry railway ( <i>Pondicherry branch</i> ) . . . . . 16½		<i>Pondicherry branch—</i>
			Villupuram to Gingee river . . . . . 16-12-79 16½
	Tanjore (218½ miles from Madras) to Negapatam ( <i>Negapatam branch</i> ) . . . . . 48½		<i>Negapatam branch—</i>
			Tanjore to Tiruvallúr . . . . . 2-12-61 33½
			Tiruvallúr to Negapatam . . . . . 15-7-61 14½
			48½
	Trichinopoly (249½ miles from Madras) to Erode junction (243 miles from Madras on the Madras railway, south-west line) ( <i>Erode branch</i> ) . . . . . 87½		<i>Erode branch—</i>
			Trichinopoly junction to fort . . . . . 11-7-62 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 (425½ miles from Madras) to Tinnevelly ( <i>Tinnevelly branch</i> ) . . . . . 18½		<i>Tinnevelly branch—</i>
			Maniyáchi to Tinnevelly . . . . . 1-1-76 18½
	210½		<i>Total Madras-Tuticorin section</i> . . . . . 654½
	Carried over . . . . .	654½	Carried over . . . . . 654½

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.
<p>The old line from Negapatam to Erode, which was constructed on the standard gauge, was converted to metre gauge in sections as follows:</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 68lbs. 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 50lb. bull-headed rails on cast-iron pot sleepers; and on the Arkonam-Conjeeveram line, 17½ miles in length, the rails, weighing 35½lbs. to the yard, have also been renewed with 50lb. bull-headed rails.</p> <p>The remainder of the system, which was laid with 40½lb. rails on creosoted pine sleepers, is being gradually renewed with 50lb. bull-headed rails on cast-iron pot sleepers, 404 miles having been laid on the main line up to 31st March 1893. There are 6¼ miles of 40½lb. rails laid on pot sleepers.</p> <p>The Madras-Tuticorin section is wholly fenced.</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.</p> <p>The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 2' 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. 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 Arkonam, Pondicherry, Negapatam, Erode, and Tinnevely.</p> <p>The estimate for the connecting link between Chingleput and Conjeeveram, the earthwork of which was completed by famine labour, was sanctioned in November 1879.</p> <p>The estimate for the Villupuram-Gingee river section was sanctioned in May 1879.</p>

APPENDIX  
METRE GAUGE

*Constructed and in progress*  
STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXIX	Miles.	Miles.	Miles.
	Brought forward		Brought forward
	South Indian — <i>concl'd.</i>	654½	654½
	VILLUPURAM-DHARMAVARAM SECTION—		VILLUPURAM-DHARMAVARAM SECTION —
	<i>Main line—</i>		<i>Main line—</i>
	Villupuram (99 miles from Madras on the South Indian railway) to Dharmavaram (397 miles from Madras on the South Indian railway) . . . . . 279½		Villupuram to Tiruvannámalai . . . . . 17-11-90 42½
			Tiruvannámalai to Pákala . . . . . 18-3-91 96
			Pákala to Váyalpád . . . . . 1-1-92 47½
			Váyalpád to Dharmavaram —
			For goods traffic . . . . . 1-3-92 } 94
			For passenger traffic . . . . . 20-3-92 } 94
			279½
	<i>Branch—</i>		<i>Nellore branch—</i>
	Pákala to Nellore ( <i>Nellore branch</i> ) . . . . . 107½	387½	Pákala to Tirupati . . . . . 18-3-91 24½
			Tirupati to Nellore . . . . . 15-9-87 83
			107½
			<i>Total Villupuram-Dharmavaram section . . . . . 387½</i>
	TOTAL . . . . .	1,042½	TOTAL OPEN MILEAGE . . . . . 1,042½
XL	Assam-Bengal—		
			Miles.
	<i>Main line—</i>		
	Chittagong to Makum . . . . . 582		
	<i>Branches—</i>		
	Laksam to Chandpur . . . . . 32		
	Badarpur to Silchar . . . . . 17½		
	Lumding to Gauhati . . . . . 110½		
	160½	742½	

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.
<p>On the Villupuram-Dharmavaram section, the ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable, and include bridges over the Cheyár, Palar, and Chitrávati rivers.</p> <p>The rails are of steel, flat-footed, 41½lbs. to the yard (except for 25 miles south of Chitrávati, which has been laid with 40lb. second-class iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-class rails are being laid in sidings.</p> <p>The Madras railway is crossed by an overbridge, 1½ miles to the west of Katpadi station, where extensive junction arrangements have almost been completed.</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.</p> <p>The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-footed, 41½lbs. to the yard, laid partly on Denham-Olphert's 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>This line is required for famine protection purposes of certain districts which suffered severely in 1876-78.</p> <p>The construction of the Nellore branch from Tirupati to Nellore was sanctioned on 15th November 1883; but for want of funds the work was suspended in May 1885, and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889.</p> <p>On the 1st January 1891, the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal state railway, to a new company, called the "South Indian Railway Company, Limited," the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway.</p> <p>The company works under agreement the portion (7½ miles) of 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 1891-92.</p>
<p>On section I, which includes the main line from Chittagong to Badarpur and the branches, Badarpur to Silchar and Laksam to Chandpur, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla, it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, 20 spans of 100 ft., the Mohuri and the Gumti rivers.</p> <p>Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used throughout. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for two 250 ft. spans and two 100 ft. spans.</p> <p>Section III, which includes the main line from Lumding to Makum junction and the branch Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dihing. It is intended to lay the line throughout for a single track with 50lb. rails on pyinkado and sál sleepers.</p>	<p>The branch from Gauhati to Lumding and the portion of the main line Lumding to Dimapur was sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company. This company having been formed in England in 1892, the Agent and Chief Engineer, together with the staff of Engineers, arrived in India in October 1892.</p> <p>The work of re-alignment has been put in hand and construction started on section I and continued on section III.</p>

APPENDIX  
METRE GAUGE  
*Constructed and in progress*  
STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLI	<p>Máyavaram-Mutupet—</p> <p>Máyavaram (173½ miles from Madras on the South Indian railway) to Mutupet . . . . .</p>	53½	
XLII	<p>Pálanpur-Deesa —</p> <p>Pálanpur (496½ miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa . . . . .</p>	17½	
TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE) . . . . .		6,036½	5,132½



D.—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.
<p>The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation, and is consequently costly in bridges and culverts. It is proposed to use second class 40lb. flat-footed iron rails, taken out of the South Indian railway, main line, with pynkado transverse sleepers.</p>	<p>The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds.</p> <p>The railway crosses the Negapatam branch at Tiruvallūr. The construction of the Tiruvallūr-Mutupet section was sanctioned in June 1890 and the Māvavaram-Tiruvallūr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888.</p> <p>The survey of an extension from Mutupet to Adrampatnam, which was sanctioned in November 1890, was completed in January 1892. The project has been deferred for the present.</p>
	<p>This line was sanctioned for construction on the 22nd March 1892.</p> <p>The Pálanpur Darbar to provide land free, and to contribute the sum of Rs. 1,85,000. The Government of India to provide the money required to construct the line and stores from stock so far as available; also to provide hereafter such capital for improvements and additions to the open line as may from time to time be necessary.</p> <p>The branch when constructed to be worked and maintained by the Bombay, Baroda and Central India Railway Company as a part of the Rajputana-Malwa railway system for the same percentage of gross earnings in any half-year as may obtain on the entire Rajputana-Malwa railway system in the same period: such payments to include the use of rolling-stock.</p> <p>The line to be metre-gauge, with substructure suitable for standard gauge, if deemed necessary hereafter.</p> <p>The period during which the branch will be worked by the Bombay, Baroda and Central India Railway Company will be co-terminus with their contract for working the Rajputana-Malwa railway, unless it be decided to extend the branch, in which case the company may be called upon to cease working it on six months' notice being given to them.</p>

APPENDIX  
METRE GAUGE

*Constructed and in progress*

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLI	<p>Máyavaram-Mutupet—</p> <p>Máyavaram (173½ miles from Madras on the South Indian railway) to Mutupet . . . . .</p>	53½	
XLII	<p>Pálanpur-Deesa —</p> <p>Pálanpur (496½ miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa . . . . .</p>	17½	
TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE) . . . . .		6,036½	5,132½

D.—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## COMPANIES.

Details of construction.	REMARKS.
<p>The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation, and is consequently costly in bridges and culverts. It is proposed to use second class 40lb. flat-footed iron rails, taken out of the South Indian railway, main line, with pynkado transverse sleepers.</p>	<p>The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds.</p> <p>The railway crosses the Negapatam branch at Tiruvallúr. The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890 and the Májavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888.</p> <p>The survey of an extension from Mutupet to Adrampatnam, which was sanctioned in November 1890, was completed in January 1892. The project has been deferred for the present.</p>
	<p>This line was sanctioned for construction on the 22nd March 1892.</p> <p>The Pálanpur Darbar to provide land free, and to contribute the sum of Rs. 1,85,000. The Government of India to provide the money required to construct the line and stores from stock so far as available; also to provide hereafter such capital for improvements and additions to the open line as may from time to time be necessary.</p> <p>The branch when constructed to be worked and maintained by the Bombay, Baroda and Central India Railway Company as a part of the Rajputana-Malwa railway system for the same percentage of gross earnings in any half-year as may obtain on the entire Rajputana-Malwa railway system in the same period; such payments to include the use of rolling-stock.</p> <p>The line to be metre-gauge, with substructure suitable for standard gauge, if deemed necessary hereafter.</p> <p>The period during which the branch will be worked by the Bombay, Baroda and Central India Railway Company will be co-terminus with their contract for working the Rajputana-Malwa railway, unless it be decided to extend the branch, in which case the company may be called upon to cease working it on six months' notice being given to them.</p>

APPENDIX  
METRE GAUGE

*Constructed and in progress*

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLIII	<b>Eastern Bengal (state)—</b>		
	<b>NORTHERN SECTION—</b>		<b>NORTHERN SECTION—</b>
	<i>Main line—</i>		<i>Main line—</i>
	Sára ghât to Párbatipur junction . . . . . 111½		Sára to Atrai . . . . . 19-1-78 38½
	Párbatipur junction to Siliguri . . . . . 84½	196	Atrai to Jalpáiguri . . . . . 28-8-77 134½
			Jalpáiguri to Siliguri—
			For goods traffic . . . . . 10-6-78 } 23
			For general traffic . . . . . 1-11-78 } 23
			196
	<i>Branches—</i>		<i>Rungpore branch—</i>
	Párbatipur junction to Kaunia on the right bank of the Teesta ( <i>Rungpore branch</i> ). . . . . 34		Párbatipur junction to Shámpur . . . . . 19-5-78 15½
			Shámpur to Rungpore . . . . . 2-7-78 7½
			Rungpore to Kaunia . . . . . 1-6-79 11½
			34
	Párbatipur to Dinagepore ( <i>Dinagepore branch</i> ) . . . . . 19½		<i>Dinagepore branch—</i>
			Párbatipur to Chirir bandar . . . . . 1-7-83 9
			Chirir bandar to Dinagepore . . . . . 16-5-84 10½
			19½
	<b>2' 6" GAUGE.</b>		<b>2' 6" GAUGE.</b>
	<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
		90½	37
		286½	<b>Total Northern section . . . . . 286½</b>
	<b>DACCA SECTION—</b>		<b>DACCA SECTION—</b>
	Náráyananj ghât to Mymensingh . . . . . 86		Náráyananj ghât to Dacca . . . . . 4-1-85 10½
			Dacca to Jaydebpur—
			For goods traffic . . . . . 1-8-85 } 20
			For passenger traffic . . . . . 12-12-85 } 20
			Jaydebpur to Gáfargáon—
			For goods traffic . . . . . 1-8-85 } 32½
			For passenger traffic . . . . . 18-2-86 } 32½
			Gáfargáon to Mymensingh . . . . . 29-8-85 23½
			<b>Total Dacca section . . . . . 86</b>
	<b>BEHAR SECTION—</b>		<b>BEHAR SECTION—</b>
	<i>Main line—</i>		<i>Main line—</i>
	Manihári to Katihár . . . . . 15½		Manihári to Katihár . . . . . 1-4-87 15½
	Katihár to Ráyganj . . . . . 36½		Katihár to Ráyganj . . . . . 1-7-89 36½
	Ráyganj to Dinagepore . . . . . 31½	84	Ráyganj to Dinagepore . . . . . 15-2-88 31½
			84
	<i>Branches—</i>		<i>Kosi branch—</i>
	<i>Kosi branch—</i>		Katihár to Kasba . . . . . 1-4-87 22
	Katihár to Kasba . . . . . 22		Kasba to Forbesganj . . . . . 1-7-89 36½
	Kasba to Arariyá . . . . . 21½		Forbesganj to Ancharághát . . . . . 1-1-91 14½
	Arariyá to Forbesganj . . . . . 15		72½
	Forbesganj to Debiganj . . . . . 7½		<i>Bársoi-Kissengunge branch—</i>
	Debiganj to Ancharághát . . . . . 6½	72½	Bársoi to Kissengunge—
			For goods traffic . . . . . 15-12-92 35½
	<i>Bársoi-Kissengunge branch—</i>		<b>Total Behar section . . . . . 192</b>
	Bársoi to Kissengunge . . . . . 35½	108	
		192	
	<b>TOTAL . . . . . 564½</b>		<b>TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS) . . . . . 564½</b>

D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.
<p>Rails, 40lbs. to the yard, and sleepers of creosoted pine, sâl, 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 Sâra northwards: 106½ miles of the 50lb rails are now laid. Wooden sleepers are also being renewed with steel transverse sleepers. The whole of the northern section is fenced.</p>	<p><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><i>Date of orders for construction.</i></p> <p>Main line, 12th February 1874.</p> <p>The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills.</p>
<p>The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25lbs. and 30lbs. to the yard, laid on sâl sleepers.</p>	<p>The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla and between Jatra-pur on the Brahmaputra and Dhubri are worked in connection with the trains.</p>
<p>The Dacca section is laid with permanent-way material of the ordinary metre-gauge type, the rails being of steel, 41½ lbs. to the yard, on sâl sleepers. The work on the northern half of the line is heavy, but gradients are easy.</p> <p>The line is unfenced, except at stations.</p>	<p>The construction of the line was sanctioned on the 11th August 1882.</p> <p>The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned.</p> <p>The Dacca section is connected with the Eastern section by a ferry worked between Goalundo and Nâryânganj ghât.</p>
<p>The Behar section consists of a single track line laid with 41½ lb steel rails on sâl and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule, the works are heavy and bridging very considerable, owing to the flooded country through which the line passes.</p> <p>The line is nearly all fenced.</p>	<p>The line from Manihâri through Katihâr 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 Manihâri and Sahebgunge. A branch line runs northwards from Katihâr junction through Purneah and Kasba to Ancharâghât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway.</p> <p>The Behar section of the Eastern Bengal (state) railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.</p>
<p>Four miles of the Bârsoi-Kissengunge branch have been laid with second-hand steel rails, 41½ lbs. per yard, and the rest with second-hand iron rails, 40lbs. per yard, obtained from relaying on the northern section. Sleepers used are of sâl, excepting a few Burma wood sleepers. There are no important works on this extension, except a bridge of 5 spans of 40 feet over the Sodani river in the 8th mile.</p>	<p>Survey for the extension from Bârsoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.</p>

APPENDIX  
METRE GAUGE

Constructed and in progress

STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLIV	<b>Burma (state)—</b>		
	<i>Irrawaddy line—</i>		<i>Irrawaddy line—</i>
	Rangoon to Promé . . . . . 161		Rangoon to Promé . . . . . 2-5-77 . . . . . 161
	<i>Sittang line—</i>		<i>Sittang line—</i>
	Rangoon to Toungoo . . . . . 166		Rangoon to Pegu—
			For goods traffic . . . . . 4-2-84 } 46½
			For passenger traffic . . . . . 25-2-84 } 46½
			Pegu to Pyuntaza—
			For goods traffic . . . . . 4-2-84 } 41½
			For passenger traffic . . . . . 10-7-84 } 41½
			Pyuntaza to Nyaunglebin—
			For goods traffic . . . . . 4-2-84 } 5
			For passenger traffic . . . . . 1-8-84 } 5
			Nyaunglebin to Toungoo . . . . . 1-7-85 . . . . . 73
	<i>Suburban lines</i> . . . . . 9		<i>Suburban lines—</i>
			For goods traffic . . . . . { 1-3-80 . . . . . 6
			15-7-90 . . . . . 3
	<i>Mandalay line—</i>		<i>Mandalay line—</i>
	<i>Main line—</i>		<i>Main line—</i>
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay . . . . . 220		Toungoo to Thawutti—
			For goods traffic . . . . . 1-5-88 } 44
			For passenger traffic . . . . . 11-7-88 } 44
			Thawutti to Pyinmana—
			For goods traffic . . . . . 1-5-88 } 15
			For passenger traffic . . . . . 26-9-88 } 15
			Pyinmana to Yamèthin—
			For goods traffic . . . . . 15-11-88 } 49
			For passenger traffic . . . . . 1-3-89 } 49
			Yamèthin to Mandalay . . . . . 1-3-89 . . . . . 112
	<i>Branches—</i>		<i>Branch—</i>
	From Meiktila road station to Meiktila ( <i>Meiktila branch</i> ) . . . . . 13		<i>Mandalay shore branch—</i>
	Mandalay to Mandalay shore ( <i>Mandalay shore branch</i> ) . . . . . 2½		Mandalay to Mandalay shore—
			For goods traffic April 1889 . . . . . 2½
	<u>15½</u>		
	<i>Mu Valley line—</i>		<i>Mu Valley line—</i>
	<i>Main line—</i>		<i>Main line—</i>
	Sagaing (on the right bank of the Irrawaddy) to Wuntho . . . . . 153		Sagaing to Shwebo . . . . . 1-7-91 . . . . . 53
			Shwebo to Wuntho—
			For goods traffic . . . . . 4-4-92 } 100.
			For passenger traffic . . . . . 15-3-93 } 100.
	<i>Branch—</i>		<i>Branch—</i>
	Myohaung [3 miles south of Mandalay station on the Mandalay line of the Burma (state) railway] to the left bank of the Irrawaddy opposite Sagaing. ( <i>Myohaung branch</i> ) . . . . . 6		<i>Myohaung branch—</i>
			Myohaung to Amarapura shore—
			For goods traffic . . . . . 22-11-91 } 6
			For passenger traffic . . . . . 22-2-92 } 6
		730½	DOUBLE—
			<i>Irrawaddy line—</i>
			Rangoon to Kemmendine . . . . . 30-10-89 . . . . . 3½
			Kemmendine to Insein . . . . . 10-1-90 . . . . . 5½
			<u>9</u>
			TOTAL OPEN MILEAGE . . . . . 717½

D—continued.

**RAILWAYS**

on 31st March 1893.

**LINES**

**THE STATE.**

Details of construction.	REMARKS.																								
<p>The Irrawaddy line is laid with steel rails, 50lbs. to the yard, for a double track from Rangoon to Insein (9 miles), and for a single track from Insein to Wanetchaung (20½ miles), and for a single track with rails, 40lbs. to the yard, from Wanetchaung to Prome. 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 border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: center;"><i>Dates for survey.</i></td> <td style="text-align: center;"><i>Dates for construction.</i></td> </tr> <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> </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																							
<p>The permanent-way on the Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel.</p> <p>The ballast on the first 50 miles is chiefly burnt clay or laterite; on the remainder of the line it is either shingle or broken stone.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;"><i>Bridges—</i></td> <td style="text-align: right;"><i>Spans. Feet.</i></td> </tr> <tr> <td>Swá river . . . . .</td> <td style="text-align: right;">{ 3 of 100</td> </tr> <tr> <td></td> <td style="text-align: right;">{ 1 " 40</td> </tr> <tr> <td>Nagalike . . . . .</td> <td style="text-align: right;">{ 3 " 100</td> </tr> <tr> <td></td> <td style="text-align: right;">{ 2 " 40</td> </tr> <tr> <td>Sinthe . . . . .</td> <td style="text-align: right;">4 " 100</td> </tr> <tr> <td>Pyawbwè . . . . .</td> <td style="text-align: right;">4 " 100</td> </tr> <tr> <td>Samôn . . . . .</td> <td style="text-align: right;">{ 1 " 150</td> </tr> <tr> <td></td> <td style="text-align: right;">{ 2 " 40</td> </tr> <tr> <td>Panloug . . . . .</td> <td style="text-align: right;">5 " 60</td> </tr> <tr> <td>Myitngè . . . . .</td> <td style="text-align: right;">{ 4 " 150</td> </tr> <tr> <td></td> <td style="text-align: right;">{ 2 " 40</td> </tr> </table>	<i>Bridges—</i>	<i>Spans. Feet.</i>	Swá river . . . . .	{ 3 of 100		{ 1 " 40	Nagalike . . . . .	{ 3 " 100		{ 2 " 40	Sinthe . . . . .	4 " 100	Pyawbwè . . . . .	4 " 100	Samôn . . . . .	{ 1 " 150		{ 2 " 40	Panloug . . . . .	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 (from Toungoo) to mile 108 in April 1887; and on the remaining section from mile 108 to mile 180 in June 1887.</p>
<i>Bridges—</i>	<i>Spans. Feet.</i>																								
Swá river . . . . .	{ 3 of 100																								
	{ 1 " 40																								
Nagalike . . . . .	{ 3 " 100																								
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	{ 2 " 40																								
Panloug . . . . .	5 " 60																								
Myitngè . . . . .	{ 4 " 150																								
	{ 2 " 40																								
<p>There are several other bridges with waterways up to 200 lineal feet.</p> <p>All girder bridges are provided with floors and hand-rails for military purposes.</p> <p>There are no great engineering difficulties, but much of the line passes through thick jungle.</p> <p>The whole line is fenced.</p>																									
<p>The earthwork on the Meiktila branch is being carried out as a famine relief work, the bridging, which is very light, will be chiefly of timber; the rails to be used are second-hand rails, 40lbs. to the yard, to be selected from the Irrawaddy section. The sleepers to be of pynkado.</p>	<p>Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure. The branch will be ready for opening in May, 1893.</p> <p>An extension of this branch to Myngyan has been surveyed, the total length from Meiktila being 68 miles; this is in substitution of the line previously proposed from Samôn to Myngyan. The detailed estimates and plans are under consideration.</p>																								
<p>On the Mu Valley line, 179 miles of rails are laid and 153 miles of track ballasted. Masonry of bridges is mostly of brickwork. The permanent-way consists of 41½lb. flat-footed steel rails, laid on sleepers of teak, pynkado, ingyin and theya. The ballast is all of broken stone or shingle. The ruling gradient is 1 in 200, and the sharpest curve is of 900 feet radius. The line is generally unfenced, except at stations.</p>	<p>The construction of the main line, Sagaing to Kawlin, and the Myohoung branch was sanctioned on 17th October 1889, and work commenced about 1st January 1890.</p> <p>The construction of the extension from Kawlin to Wuntho was sanctioned on 6th February 1891, but, owing to the Wuntho insurrection, work was not commenced till some months later.</p>																								

**APPENDIX  
METRE GAUGE**

*Constructed and in progress*

**STATE  
WORKED BY.**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLV	<b>Mu Valley*—</b>  <i>Main line—</i> Wuntho to Gyodoung . . . . . 9½ Gyodoung to Mogoung . . . . . 132½ <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 142  <i>Branch—</i> Nahakoung on the main line to Katha on the right bank of the Irrawaddy ( <i>Katha branch</i> ) . . . . . 14½ <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> TOTAL . . . . .	156½	
	TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE) . . . . .	1,451	1,281½

\* The open section of this railway forms a part of the Burma (state) railway.



D—continued.

## RAILWAYS

on 31st March 1893.

## LINES

## THE STATE.

Details of construction.	REMARKS.
<p>The permanent-way will consist of 41½lb. flat-footed steel rails laid on wooden sleepers. The ruling gradient on the Wuntho-Gyodoung section will be 1 in 200, and on the remainder of the main line 1 in 60, the sharpest curve being 573 feet in radius. On the Katha branch, the ruling gradient will be 1 in 50 and the sharpest curve 818 feet in radius.</p>	<p>The construction of the line from Wuntho to Gyodoung was sanctioned on 6th February 1891, and of the extensions from Gyodoung to Katha and Nahakoung to Mogoung in March and December 1891, respectively.</p>

APPENDIX  
METRE GAUGE  
*Constructed and in progress*  
ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLVI	<p>Deoghur—</p> <p>Baidyanáth (200½ miles from Howrah on the chord line, East Indian railway) to Deoghur .</p>	4½	<p>Baidyanáth to Deoghur . . . 23-12-82 4½</p>
XLVII	<p>Rohilkund and Kumaon (Company's section)—</p> <p>Bhojeepera junction (111½ miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills . . . . .</p>	54	<p>Bhojeepera to Káthgodám . . . 12-10-84 54</p>
XLVIII	<p>Bengal Dooars—</p> <p><i>Main line—</i></p> <p>East bank of the Teesta opposite Jalpáiguri (305 miles from Calcutta) on the Northern section of the Eastern Bengal (state) railway to Dam Dim . . . . . 31½</p> <p><i>Branch—</i></p> <p>Latiguri to Ramshaihát . . . . . 7½</p>	39	<p><i>Main line—</i></p> <p>East bank of the Teesta to Mal Bazar— For goods traffic . . . . . 15-1-93 27</p>

D—continued.

## RAILWAYS

on 31st March 1893.

## COMPANIES.

Details of construction.	REMARKS.
<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 36lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.</p>	<p>Messrs. Burn &amp; Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. 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. 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. The line is unfenced, except at stations.</p>	<p>The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. The Local Government gives a subsidy of ₹40,000 per annum. 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>
<p>The line has been laid with 41½lb. flat-footed steel rails spiked to sál sleepers and is being provided with stone ballast. The bridges are of girders resting on brickwork piers and abutments. In the spans of 20 ft. and under, an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 × 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 ft. below low-water.</p>	<p>The line was sanctioned for construction in May 1891. The branch to Ramshaihat will be opened for goods traffic in June 1893. An extension of this branch to Tondoo has been abandoned for the present owing to the changes in the Jaldaka river, and surveys are in progress with a view to obtain a better alignment. The line to Mal Bazar and the branch to Ramshaihat are expected to be opened for passenger traffic in October 1893. The length from Mal Bazar to Dam Dim will probably not be opened for passenger traffic before the close of the year 1893. The line at this part passes through a most unhealthy swamp, where work is possible only during two months in the year.</p>

APPENDIX  
METRE GAUGEConstructed and in progress  
ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.		
		Miles.	Miles.		Miles.	
XLIX	<p>Dibru-Sadiya—</p> <p><i>Main line—</i> Dibrugarh (on the bank of the Brahmaputra river) <i>via</i> Makum junction to Dihing bridge . . . 61½</p> <p><i>Tálap branch—</i> Makum junction to Tálap . . . 15</p> <hr/>		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 Dihing bridge . . . . . 2-5-84 23</p> <hr/> <p><i>Tálap branch—</i> Makum junction to Dum-Duma . . . . . 21-5-84 8 Dum-Duma to Tálap . . . . . 5-2-85 8</p> <hr/> <p>TOTAL OPEN MILEAGE . . . . . 77½</p>		61½
L	<p>Nilgiri—</p> <p>Méftupálayam (327½ miles from Madras on the Madras railway, Nilgiri branch) to Coonoor . . . . .</p>		16½			
TOTAL ASSISTED COMPANIES (METRE GAUGE)			191½		163½	

D—continued.

## RAILWAYS

on 31st March 1893.

## COMPANIES.

Details of construction.	REMARKS.
<p>The line throughout was originally laid with steel rails, 41½ lbs. to the yard, but these are now gradually being renewed and replaced by 50 lb. steel rails, four miles from Dibrugarh having been so renewed.</p> <p>The length from steamer ghât to Tâlap <i>via</i> Makum junction is constructed on the existing Government road, except for 2¾ miles from the ghât, 1½ miles from Dibrugarh station east, 2 miles at the 43rd and 44th miles, and ½ mile from Dum-Duma river to Bisakopi.</p> <p>The culverts which were in existence have been utilised, as far as practicable, with such slight additions and alterations as were necessary, but over the Dinjan, Sessa, Bor Hapjan, Singlijan, Dibru, Bisakopi and Tipuk rivers, timber bridges have been erected. Rolled iron girders are now being substituted for the wooden beams in these bridges.</p> <p>The extension to Dihing bridge is cut entirely through thick forest.</p> <p>The line is unfenced and unballasted for one mile from Lower ghât, for five miles between Châbna and Pânitola, and for 16 miles between Makum junction and Tâlap. On the rest of the line broken stone ballast has been used.</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 ₹1,00,000.</p>
<p>The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 50 in the plains. The minimum curve is of 328 feet radius. The rails will be steel. Vignole's, 40 lbs. per yard, on pynkado sleepers, laid on stone ballast between dwarf walls, 1' 6" high. The line will be unfenced. The bridges will be of lattice or plate girders resting on masonry piers and abutments.</p>	<p>The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri-Rigi Railway Company which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889. A contract has been entered into with Mr. Richard Woolley, a local contractor, to construct and equip the line.</p> <p>The survey, orders for which were issued by the Government of Madras in July 1890, proved very arduous. It was started in August 1890, and the final location was completed early in 1892. Work was commenced in August 1891 and is now in active progress on the whole length of the line.</p> <p>The Government of India guarantees 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith.</p>

APPENDIX  
METRE GAUGE*Constructed and in progress*

## LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
LI	<p style="text-align: right;">Miles.</p> <p><b>The Gaekwar's Mehsána—</b></p> <p>Viramgám (40½ miles from Ahmedabad on the Bombay, Baroda and Central India railway), <i>via</i> Mehsána, to Kherálu . . . . . 68</p> <p>Mehsána to Pátan . . . . . 24½</p> <hr style="width: 10%; margin-left: 0;"/>	<p style="text-align: right;">Miles.</p> <p style="text-align: right;">92½</p>	<p>Viramgám to Mehsána . . . . . 1-2-91 40½</p> <p>Mehsána to Vadnagar . . . . . 21-3-87 20½</p> <p>Vadnagar to Kherálu . . . . . 12-12-88 7</p> <p>Mehsána to Pátan . . . . . 20-7-91 24½</p> <hr style="width: 10%; margin-left: 0;"/> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . . . 92½</p>
LII	<p><b>Kolhápur</b></p> <p>Kolhápur to Miraj (159½ miles from Poona on the Poona branch of the Southern Mahratta railway) . . . . .</p>	<p style="text-align: right;">29</p>	<p>Kolhápur to Miraj . . . . . 21-4-91 29</p>
	<p><b>TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE)</b></p>	<p style="text-align: right;">121½</p>	<p style="text-align: right;">121½</p>

D—continued.

## RAILWAYS

on 31st March 1893.

## AND WORKED 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 transverse steel trough sleepers, except from Mehsána to Viramgám, where deodar sleepers have been used.</p> <p>The line runs through an easy country, and there have been no engineering difficulties.</p> <p>The entire length is fenced with cactus.</p>	<p>The survey of the line from Mehsána to Vadnagar was undertaken in May 1884 and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887.</p> <p>The funds for this branch were supplied by His Highness the Gaekwar of Baroda.</p> <p>The construction of an extension from Visnagar to Vijápur, which was sanctioned on 18th April 1887, has been deferred for the present.</p> <p>The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888.</p> <p>Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively.</p> <p>This line is worked by the Bombay, Baroda and Central India Railway Company.</p>									
<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 :</p> <table data-bbox="130 1834 577 1927"> <tr> <td>Kistna,</td> <td>14 spans,</td> <td>60' girders.</td> </tr> <tr> <td>Panchganga,</td> <td>10 "</td> <td>60' "</td> </tr> <tr> <td>Udgaum Nulla</td> <td>10 "</td> <td>60' "</td> </tr> </table>	Kistna,	14 spans,	60' girders.	Panchganga,	10 "	60' "	Udgaum Nulla	10 "	60' "	<p>The commencement of work was authorised in February 1888.</p> <p>The necessary funds were provided by the Kolhápur Darbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in appendix S, Part II of the Railway Administration Report for 1891-92.</p>
Kistna,	14 spans,	60' girders.								
Panchganga,	10 "	60' "								
Udgaum Nulla	10 "	60' "								

APPENDIX  
METRE GAUGE

Constructed and in progress  
LINES OWNED AND WORKED

No.	Name of line and milrage sanctioned.	Total mileage	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LIII	<b>Jodhpore-Bickaneer—</b> Marwar railway junction (218 miles from Ahmedabad on the Rajputana-Malwa railway) <i>via</i> Lúni and Merta road junctions to Kucháman road (374 miles from Ahmedabad on the Rajputana-Malwa railway) . . . . . 201 Lúni junction to Pachpadra . . . . . 60 Merta road junction to Bickaneer . . . . . 103 <hr/>	364	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 Jodhpore to Merta road . . . . . 8-4-91 64 Merta road to Kucháman road . . . . . 13-3-93 73 Lúni junction to Pachpadra . . . . . 22-3-87 60 Merta road to Nágore . . . . . 16-10-91 35 Nágore to Bickaneer . . . . . 9-12-91 68 <hr/>
			TOTAL OPEN MILEAGE . . . . . 364
LIV	<b>Bhávnagar-Gondal-Junágarh-Porbandar—</b> <i>Main line—</i> Bhávnagar bandar to Wadhván junction . . . . . 104½ Dhola junction (32 miles from Bhávnagar bandar) to Porbandar bandar . . . . . 159 Jetalsar junction (112 miles from Bhávnagar bandar) to Verával bandar, including 2½ miles of Junágarh quarry line . . . . . 69½ <hr/>	333½	<i>Main line—</i> Bhávnagar to Wadhván . . . . . 20-12-80 . . . . . (a) 104½ Dhola to Dhoráji . . . . . 19-1-81 . . . . . 88½ Dhoráji to Porbandar . . . . . 17-12-89 . . . . . 69½ Porbandar to Porbandar bandar - For goods traffic . . . . . 15-3-90 . . . . . 1 Jetalsar to Junágarh . . . . . 1-9-88 . . . . . 16 Junágarh to Verával (including Junágarh quarry line) . . . . . 1-2-89 . . . . . (b) 53½  Verával to Verával bandar— For goods traffic . . . . . 1-12-90 . . . . . ½ <hr/>
			TOTAL OPEN MILEAGE . . . . . 333½
LIVA	<b>Jetalsar-Rájkot—</b> Jetalsar junction to Rájkot (77 miles from Wadhván on the Morvi railway) . . . . . 46½ <hr/>	46½	
	<b>TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE)</b> . . . . .	743½	697½

(a) Of this, the Bhávnagar dock estate line (0.87 mile) is worked for goods traffic only.  
(b) Of this, the Junágarh quarry line (2.35 miles) is worked for goods traffic only.



D—continued.

## RAILWAYS

on 31st March 1893.

## BY NATIVE STATES.

Details of construction.	REMARKS.
<p>The works are very light. The permanent-way on the first 19 miles consists of second-hand 36lb. rails obtained from the Rajputana-Malwa railway. On the line from Marwar Páli to Jodhpore similar rails are laid on jungle-wood sleepers. Beyond Jodhpore and on the Lúni-Pachpadra and Merta road-Bickaneer sections, 36lb. steel rails are laid on steel transverse sleepers. There is a telegraph line on the entire length excepting the Lúni-Pachpadra line. The whole line is unfenced.</p>	<p>The line has been constructed at the expense of, and is worked by, the Jodhpore and Bickaneer states. The section up to Lúni was sanctioned in 1883 and the extension to Jodhpore in 1884. The line from Jodhpore to Bickaneer was sanctioned in 1890. The Lúni-Pachpadra section was sanctioned in 1885 and that from Merta road to Kucháman road in July 1891. On the completion of the line to Bickaneer, the name "Jodhpore-Bickaneer railway" was given to the entire system.</p>
<p>The lines from Bhávnagar to Wadhván and Dhola to Dhoráji have been constructed for a single track with 41½lb. flat-footed steel rails, laid on half-round pine sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·15 mile) of 1 in 100 at Ránpur bridge.</p> <p>The ruling gradient on the Jetalsar-Verával section is 1 in 150. The permanent-way consists of 41½lb. flat-footed steel rails, laid on creosoted pine sleepers.</p> <p>The permanent-way on the Dhoráji-Porbandar 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 line is unfenced.</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.</p> <p>The portions from Bhávnagar to Wadhván on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar state, and that from Dhasa to Dhoráji from the revenues of the Gondal state.</p> <p>The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on 24th December 1886. The line has been constructed at the expense of the Junágarh state, within whose territory it lies.</p> <p>The survey of the Dhoráji-Porbandar 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 Porbandar states.</p>
<p>The permanent-way consists of 41½lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The line is unfenced. The steepest gradient is 1 in 67, about a third of the line being on a grade of 1 in 200.</p>	<p>The construction of this line was sanctioned in February 1892. It will be opened to traffic in April 1893.</p>

APPENDIX  
METRE GAUGE

*Constructed and in progress*

FOREIGN

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.	Miles.
LV	West of India Portuguese—			
	Mormugao to the Portuguese frontier . . . . .	51	Mormugao to Sonauli . . . . . 17-1-87	41
			Sonauli to British frontier . . . . . 3-2-88	10
			TOTAL OPEN MILEAGE . . . . .	51
LVI	Pondicherry—			
	Gingee river (French frontier) to Pondicherry . . . . .	7½	Gingee river to Pondicherry 16-12-79	7½
	TOTAL FOREIGN LINES . . . . .	58½		58½

D—continued.

## RAILWAYS

on 31st March 1893.

## 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 62lb. state railway type, with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl and teak.</p> <p>The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts. 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 Bhore 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.</p> <p>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.</p>
<p>The line is single, and is laid with 40½lb. iron rails on wooden sleepers, except over the Gingee bridge, which was laid, when rebuilt, with 50lb. steel rails on pof sleepers.</p>	<p>This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878.</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 1891-92.</p>

APPENDIX  
SPECIAL GAUGE*Constructed and in progress*STATE  
WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LVII	<p><b>Jorhát—</b></p> <p style="text-align: center;">2' 0" GAUGE.</p> <p><i>Main line—</i>  Gosáigáon to Titábar . . . . . 18½  Alternative cold weather section to  steamer ghât . . . . . 3</p> <p><i>Mariani branch—</i>  Chenimara to Mariani . . . . . 7</p>	28½	<p><i>Main line—</i>  Gosáigáon to Jorhát—  For goods traffic . . . 15-12-84 }  For passenger traffic . . 17-10-85 } 7</p> <p>Jorhát to Dhali river—  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 ghât . 25-11-89 } 3</p> <p style="text-align: right;">21½</p> <p><i>Mariani branch—</i>  Chenimara junction to Mariani—  For goods traffic . . . 7-1-85 }  For passenger traffic . . 26-2-88 } 7</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . 28½</p>
	TOTAL STATE LINES WORKED BY THE STATE (SPECIAL GAUGE)	28½	28½

D—continued.

## RAILWAYS

on 31st March 1893.

## LINE

## THE STATE.

Details of construction.	REMARKS.
<p>This line, excepting the alternative cold weather section, is laid with steel rails, 18lbs. to the yard, Vignole's pattern, on wooden sleepers. The extension to Titábar and the branch to Mariani 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 the steamer ghât is laid with steel rails, 14lbs. to the yard, Fowler's patent.</p>	<p>This line was 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) has been replaced by the alternative cold weather section to the steamer ghât.</p>

APPENDIX  
SPECIAL GAUGE

*Constructed and in progress*  
ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LVIII	<p>Darjeeling-Himalayan— 2' 0" GAUGE. Siliguri (328 miles from Calcutta) on the northern section of the Eastern Bengal (state) railway to Darjeeling.</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 bazar . 16-6-86 ¼</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . 51</p>
TOTAL ASSISTED COMPANIES (SPECIAL GAUGE)		51	51

D—continued.

## RAILWAYS

on 31st March 1893.

## COMPANY.

Details of construction.	REMARKS.
<p>The line is single throughout. 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 which was originally laid with iron rails, 30lbs. to the yard, on the plains portion is now relaid with iron rails 40lbs. to the yard. Steel rails, 40lbs. to the yard, are laid on the hill portion. Sâl, oak, and chestnut sleepers are in use, but are being gradually renewed with sâl only under the 40lb. rails.</p> <p>Half the width of the cart-road has been reserved for cart and other traffic.</p>	<p>The line was originally known as the Darjeeling steam tramway and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to Rs2,00,000 per annum.</p>

APPENDIX  
SPECIAL GAUGE

*Constructed and in progress*

**LINE OWNED BY NATIVE STATE**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LIX	<b>The Gaekwar's Dabhoi—</b> <b>2' 6" GAUGE.</b>  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 . . . . . 18½ <hr style="width: 10%; margin-left: 0;"/>	71½	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 . . . . . 14 Báhádarpur to Bodeli . . . . . 16-6-90 . . . . . 13  <p style="text-align: right;">TOTAL OPEN MILEAGE . . . . . 71½</p> <hr style="width: 10%; margin-left: 0;"/>
	<b>TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY (SPECIAL GAUGE) .</b>	<b>71½</b>	<b>71½</b>



D—continued.

## RAILWAYS

on 31st March 1893.

## AND WORKED BY COMPANY.

Details of construction.	REMARKS.												
<p>The rails used are flat-footed, 30lbs. to the yard, laid on 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 data-bbox="797 1179 1452 1380"> <thead> <tr> <th></th> <th><i>Dates for survey.</i></th> <th><i>Dates for construction.</i></th> </tr> </thead> <tbody> <tr> <td>Miyágám to Dabhoi . . . . .</td> <td>17-4-69</td> <td>21-3-72</td> </tr> <tr> <td>Dabhoi to Chándod and Báhádarpur . . . . .</td> <td>6-6-77</td> <td>27-11-77</td> </tr> <tr> <td>Dabhoi to Baroda . . . . .</td> <td>July 77</td> <td>29-1-79</td> </tr> </tbody> </table> <p>The line is the property of His Highness the Gaekwar of Baroda.</p> <p>The Dabhoi-Báhádarpur line has been extended to Bodeli. 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											

**APPENDIX  
SPECIAL GAUGE**

*Constructed and in progress*

**LINE OWNED BY NATIVE STATE AND**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LX	<p>Cooch Behar—</p> <p style="text-align: center;">2' 6" GAUGE.</p> <p>Gitaldaha (on the left bank of the Dharlla river opposite Mogalhát) to the right bank of the Torsá river . . . . .</p>	22½	
	<p><b>TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE) . . . . .</b></p>	22½	

D—continued.

## RAILWAYS

on 31st March 1893.

## WORKED BY STATE RAILWAY AGENCY.

Details of construction.	REMARKS.
<p>The line stops short at the Torsá river to avoid the expense of a bridge, and then extends into the town of Cooch Behar, nearly 2 miles. The line runs through easy country on embankment 12' wide. It will be single throughout.</p> <p>The rails will be flat-footed steel, 25 lbs. to the yard, laid on sál and iron-wood sleepers with sand ballast.</p> <p>The bridges will be of brickwork, with metre-gauge girders, except three arched culverts.</p> <p>The line will be unfenced.</p>	<p>The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned in September and work started in December.</p> <p>Bad weather has hindered brick-making to such an extent that the opening may possibly be delayed.</p>

**APPENDIX  
SPECIAL GAUGE**

*Constructed and in progress*

**LINE OWNED AND WORKED**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.												
	Miles.	Miles.	Miles.												
LXI	<p><b>Morvi—</b>  <i>Main line—</i>            2' 6" GAUGE.            Wadhwan (389½ miles from Bombay on the Bombay, Baroda and Central India railway), <i>via</i> Vankaner, to Morvi . . . . . 68½</p> <p><i>Branch—</i>            Vankaner to Rajkot (<i>Rajkot branch</i>) . . . . . 25½</p>	93½	<p><i>Main line—</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Wadhwan to Dolia . . . . .</td> <td style="width: 20%; text-align: center;">11-3-86</td> <td style="width: 20%; text-align: right;">24</td> </tr> <tr> <td>Dolia to Vankaner . . . . .</td> <td style="text-align: center;">20-11-86</td> <td style="text-align: right;">27½</td> </tr> <tr> <td>Vankaner to Morvi . . . . .</td> <td style="text-align: center;">24-3-87</td> <td style="text-align: right;">16½</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right; border-top: 1px solid black;">68½</td> </tr> </table> <p><i>Rajkot branch—</i>            Vankaner to Rajkot . . . . . 1-1-90 . . . . . 25½</p> <p style="text-align: right;"><b>TOTAL OPEN MILEAGE . . . . . 93½</b></p>	Wadhwan to Dolia . . . . .	11-3-86	24	Dolia to Vankaner . . . . .	20-11-86	27½	Vankaner to Morvi . . . . .	24-3-87	16½			68½
Wadhwan to Dolia . . . . .	11-3-86	24													
Dolia to Vankaner . . . . .	20-11-86	27½													
Vankaner to Morvi . . . . .	24-3-87	16½													
		68½													
	<b>TOTAL LINES OWNED AND WORKED BY NATIVE STATES (SPECIAL GAUGE) . . . . .</b>	<b>93½</b>	<b>93½</b>												

D—continued.

## RAILWAYS

on 31st March 1893.

## BY NATIVE STATE.

Details of construction.	REMARKS.
<p>This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way consists of steel rails, weighing 15lbs. and 29lbs. to the yard, laid partly on patent steel and partly on timber sleepers. The maximum gradient is 1 in 150 and the minimum radius of curves is 250 feet. The main line was opened through its full length on 24th March 1887, being fully bridged and completed.</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 Wadh-wán 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 in 1888, and the extension line was completed and opened for traffic on the 1st January 1890.</p>

APPENDIX  
STEAM TRAMWAYS OUT

*Constructed and in progress*

...	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
	<b>Cherra-Companyganj—</b> 2' 6" GAUGE. Companyganj to Thariághát . . . . . 7½		Companyganj to Thariághát . . . . . 16-6-85 7½
	Thariághát to Komora limestone quarry . . . . . ½	8	Thariághát to Komora limestone quarry . . . . . 1-1-90 ½ <b>TOTAL OPEN MILEAGE . . . . . 8</b>
	<b>Dandot Colliery —</b> 2' 6" GAUGE. Kalapani (terminus of the Khewra branch of the North Western (state) railway) to the north of the main mine . . . . . 2 Head of middle incline to shaft No. 10 of outcrop mine . . . . . 1½ No. 10 south outcrop mine to Ratta Katha . . . . . ½	3½	Kalapani to the north of the main mine (open for coal traffic only) . . . . . 5-7-89 2
	<b>Powayan—</b> 2' 6" GAUGE. Sháhjahánpur (311 miles from Mogal Sarai on the Oudh and Rohilkhand (state) railway) to Powayan and thence to Khotar on the borders of the Sitapur forest . . . . .	31	Sháhjahánpur to Powayan . . . . . 17-6-90 17 Powayan to Khotar . . . . . 18-5-91 14 <b>TOTAL OPEN MILEAGE . . . . . 31</b>
	<b>Thatôn-Duyinzáik—</b> 2' 6" GAUGE. Thatôn to Duyinzáik on the Done-damie river . . . . .	8	Thatôn to Duyinzáik . . . . . 11-2-85 8

D—continued.

## SIDE MUNICIPAL LIMITS

on 31st March 1893.

Details of construction.	REMARKS.
<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 line from Thariághát to Komora is laid with 18lb. steel rails on wooden sleepers.</p>	<p>This line is used exclusively for limestone traffic. There is an extension, about half a mile in length, from Komora limestone quarry to Don Roy's limestone quarry, which is treated as a siding in the mileage returns. It is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.</p>
<p>The line is principally double. The open portion consists chiefly of two inclines worked by a steel wire tail rope by combined gravity and steam power. The grades on the inclines vary from 1 in 2½ to 1 in 17 with minimum curves of 60 feet radius.</p> <p>The portion under construction contains a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain, with a maximum grade of 1 in 50 and the sharpest curve of 150 feet in radius.</p> <p>The permanent-way consists of the old metre-gauge 30lb. and 40lb. rails laid on wooden sleepers of deodar. There is only one large bridge of 60 feet span, which forms part of one of the inclines on a grade of 1 in 2½. The line is unfenced.</p>	<p>This tramway has been constructed by the North Western (state) railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.</p>
<p>The rails are flat-bottomed steel, weighing 25lbs. to the yard, laid on wooden sleepers and spiked with two spikes outside and one spike inside. The spikes are <math>\frac{7}{16}</math>" square section.</p>	<p>This line was sanctioned in January 1889. The tramway is under the management of Messrs. Lyall, Marshall &amp; Co., of Calcutta, who are now the company's managing agents, with a local manager at Sháh-jahánpur.</p>
<p>The rails are steel, Vignole section; the sleepers are of steel and wood. There are no large bridges. The line is ballasted, but only partially fenced.</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 have been undertaken by Mr. G. E. L. Dawson. Burma originally guaranteed in 1883 a subsidy of Rs. 1,100 per annum for three years, but the amount was reduced from 11th February 1888 to Rs. 6,000 per annum, with a further guarantee for two years.</p>

APPENDIX  
STEAM TRAMWAYS OUT  
*Constructed and in progress*

...	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	<p>Tárakeshwar-Magra— 2' 6" GAUGE. Tárakeshwar (terminus of the Tarkessur railway) to Magragunj (near Magra on the East Indian railway) . . . . .</p>	<p>Miles.  30½</p>	<p>Miles.</p>
	<p>Bársi— 2' 6" GAUGE. Bársi road (234 miles from Bombay on the Great Indian Peninsula railway) to the town of Bársi . . . . .</p>	<p>21½</p>	



D—concluded.

## SIDE MUNICIPAL LIMITS

on 31st March 1893.

Details of construction.	REMARKS.
<p>The line will be single throughout, but enough land has been provided for a double line.</p> <p>The permanent-way will consist of flat-bottomed steel rails, weighing 30lbs. to the yard, laid on patent steel sleepers for 10 miles, and pynkado wood sleepers for the remainder, over 6 inches of fine ballast.</p> <p>The bridges on the line will be of a simple character. Girders, built or rolled, of 40 feet clear span resting on masonry abutments or piers will be provided for the principal waterways and rolled joists for the less important streams.</p> <p>The line will be partially fenced.</p>	<p>The line is being constructed by the Bengal Provincial Railway Company, Limited, the land being acquired for them by the Government under Act X of 1870. The embankment has been nearly completed, masonry work has been taken in hand, and the permanent-way is expected to be laid soon after the rains.</p>
	<p>This line was sanctioned for construction in December 1892.</p>

## Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-West- ern Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
<b>STANDARD GAUGE.</b>								
<b>STATE LINES WORKED BY COMPANIES.</b>								
Opened for traffic . . . . .	112½	168½	1,042½	1,005	2	755½	...	...
In progress . . . . .	...	35½	66½	...	...	...	...	...
<b>Total length sanctioned . . . . .</b>	<b>112½</b>	<b>204½</b>	<b>1,109</b>	<b>1,005</b>	<b>2</b>	<b>755½</b>	<b>...</b>	<b>...</b>
<b>STATE LINES WORKED BY THE STATE.</b>								
Opened for traffic . . . . .	...	...	379½	799	1,541½	...	...	...
In progress . . . . .	347	...	83½	208	85	...	...	...
<b>Total length sanctioned . . . . .</b>	<b>347</b>	<b>...</b>	<b>463</b>	<b>1,007</b>	<b>1,626½</b>	<b>...</b>	<b>...</b>	<b>...</b>
<b>LINES WORKED BY GUARANTEED COMPANIES.</b>								
Opened for traffic . . . . .	760	1,086½	...	...	...	391	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
<b>Total length sanctioned . . . . .</b>	<b>760</b>	<b>1,086½</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>391</b>	<b>...</b>	<b>...</b>
<b>ASSISTED COMPANIES.</b>								
Opened for traffic . . . . .	...	...	22½	...	161½	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
<b>Total length sanctioned . . . . .</b>	<b>...</b>	<b>...</b>	<b>22½</b>	<b>...</b>	<b>161½</b>	<b>...</b>	<b>...</b>	<b>...</b>
<b>LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.</b>								
Opened for traffic . . . . .	...	13½	...	...	...	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
<b>Total length sanctioned . . . . .</b>	<b>...</b>	<b>13½</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>
<b>LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.</b>								
Opened for traffic . . . . .	...	...	...	...	108	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
<b>Total length sanctioned . . . . .</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>108</b>	<b>...</b>	<b>...</b>	<b>...</b>
<b>LINES OWNED AND WORKED BY NATIVE STATES.</b>								
Opened for traffic . . . . .	...	...	...	...	...	...	...	...
In progress . . . . .	...	...	...	...	...	14	...	...
<b>Total length sanctioned . . . . .</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>14</b>	<b>...</b>	<b>...</b>
<b>TOTAL.</b>								
Opened for traffic . . . . .	872½	1,268½	1,444½	1,804	1,813½	1,146½	...	...
In progress . . . . .	347	35½	149½	208	85	14	...	...
<b>Total length sanctioned . . . . .</b>	<b>1,219½</b>	<b>1,304</b>	<b>1,594½</b>	<b>2,012</b>	<b>1,898½</b>	<b>1,160½</b>	<b>...</b>	<b>...</b>

E.

*of railways and of steam tramways outside municipal limits on the 31st March 1893.*

Hydera- bad.	Mysore.	Rajputana.	Central India.	Baluchis- tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1½	..	19½	385½	...	...	...	...	...	...	...	3,493½
...	...	...	55	...	...	...	...	...	...	...	150½
1½	...	19½	440½	...	...	...	...	...	...	...	3,650
...	...	...	...	311½	526½	...	...	...	...	...	3,558½
...	...	...	...	85½	...	...	...	...	...	...	809½
...	...	...	...	397½	526½	...	...	...	...	...	4,367½
139½	57½	...	...	...	...	...	152	...	...	...	2,586½
...	...	...	...	...	...	...	...	...	...	...	...
139½	57½	...	...	...	...	...	152	...	...	...	2,586½
...	...	...	...	...	...	...	...	...	...	...	183½
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	183½
332½	...	...	44	...	...	...	13	..	...	...	402½
...	10	...	...	...	...	...	...	...	...	...	10
332½	10	...	44	...	...	...	13	...	...	...	412½
...	...	...	...	...	...	...	...	16	...	...	124
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	16	...	...	124
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	173	...	...	...	...	...	...	...	187
...	...	...	173	...	...	...	...	...	...	...	187
473½	57½	19½	429½	311½	526½	...	165	16	...	...	10,348½
...	10	...	228	85½	...	...	...	...	...	...	1,163
473½	67½	19½	657½	397½	526½	...	165	16	...	...	11,511½

## Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-West- ern Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
<b>METRE GAUGE.</b>								
<b>STATE LINES WORKED BY COMPANIES.</b>								
Opened for traffic . . . . .	1,456½	767½	441	820	366½	...	...	...
In progress . . . . .	110½	17½	200	2½	...	...	542½	...
Total length sanctioned . . . . .	1,566½	784½	641	822½	366½	...	542½	...
<b>STATE LINES WORKED BY THE STATE.</b>								
Opened for traffic . . . . .	...	...	564½	...	...	...	...	717½
In progress . . . . .	...	...	...	...	...	...	...	169½
Total length sanctioned . . . . .	...	...	564½	...	...	...	...	886½
<b>ASSISTED COMPANIES.</b>								
Opened for traffic . . . . .	...	...	31½	54	...	...	77½	...
In progress . . . . .	16½	...	12	...	...	...	...	...
Total length sanctioned . . . . .	16½	...	43½	54	...	...	77½	...
<b>LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.</b>								
Opened for traffic . . . . .	...	121½	...	...	...	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . . . .	...	121½	...	...	...	...	...	...
<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 . . . . .	1,456½	889½	1,037	874	366½	...	77½	717½
In progress . . . . .	126½	17½	212	2½	...	...	542½	169½
Total length sanctioned . . . . .	1,583½	906½	1,249	876½	366½	...	619½	886½
<b>SPECIAL GAUGES.</b>								
<b>STATE LINE WORKED BY THE STATE.</b>								
Opened for traffic . . . . .	...	...	...	...	...	...	28½	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . . . .	...	...	...	...	...	...	28½	...

E—continued.

of railways and of steam railways outside municipal limits on the 31st March 1893—continued.

Hydera- bad.	Mysore.	Rajputana.	Central India.	Baluchis- tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34	331½ 31½	629½	286	...	...	...	...	...	...	...	5,132½ 904
34	362½	629½	286	...	...	...	...	...	...	...	6,036½
...	...	...	...	...	...	...	...	...	...	...	1,281½ 169½
...	...	...	...	...	...	...	...	...	...	...	1,451
...	...	...	...	...	...	...	...	...	...	...	163½ 28½
...	...	...	...	...	...	...	...	...	...	...	191½
...	...	...	...	...	...	...	...	...	...	...	121½ ...
...	...	...	...	...	...	...	...	...	...	...	121½
...	...	364	...	...	...	333½ 46½	...	...	...	...	697½ 46½
...	...	364	...	...	...	379½	...	...	...	...	743½
...	...	...	...	...	...	...	...	...	51	7½	58½ ...
...	...	...	...	...	...	...	...	...	51	7½	58½
34	331½ 31½	993½	286	...	...	333½ 46½	...	...	51	7½	7,455½ 1,148
34	362½	993½	286	...	...	379½	...	...	51	7½	8,603½
...	...	...	...	...	...	...	...	...	...	...	28½ ...
...	...	...	...	...	...	...	...	...	...	...	28½

## Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-West- ern Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
<b>SPECIAL GAUGES—concl'd.</b>								
<b>ASSISTED COMPANY.</b>								
Opened for traffic . . .	...	...	5 <sup>1</sup>	...	...	...	...	...
In progress . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . .	...	...	5 <sup>1</sup>	...	...	...	...	...
<b>LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.</b>								
Opened for traffic . . .	...	71 <sup>3</sup>	...	...	...	...	...	...
In progress . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . .	...	71 <sup>3</sup>	...	...	...	...	...	...
<b>LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.</b>								
Opened for traffic . . .	...	...	...	...	...	...	...	...
In progress . . .	...	...	22 <sup>1</sup>	...	...	...	...	...
Total length sanctioned . . .	...	...	22 <sup>1</sup>	...	...	...	...	...
<b>LINE OWNED AND WORKED BY NATIVE STATE.</b>								
Opened for traffic . . .	...	...	...	...	...	...	...	...
In progress . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . .	...	...	...	...	...	...	...	...
<b>TOTAL.</b>								
Opened for traffic . . .	...	71 <sup>3</sup>	5 <sup>1</sup>	...	...	...	28 <sup>1</sup>	...
In progress . . .	...	...	22 <sup>1</sup>	...	...	...	...	...
Total length sanctioned . . .	...	71 <sup>3</sup>	73 <sup>1</sup>	...	...	...	28 <sup>1</sup>	...
<b>TOTAL ALL RAILWAYS.</b>								
Opened for traffic . . .	2,329	2,220 <sup>1</sup>	2,532 <sup>1</sup>	2,678	2,180	1,146 <sup>1</sup>	105 <sup>1</sup>	717 <sup>1</sup>
In progress . . .	473 <sup>3</sup>	52 <sup>1</sup>	384 <sup>1</sup>	210 <sup>1</sup>	85	14	542 <sup>1</sup>	169 <sup>1</sup>
Total length sanctioned . . .	2,802 <sup>3</sup>	2,282 <sup>1</sup>	2,916 <sup>1</sup>	2,888 <sup>1</sup>	2,265	1,160 <sup>1</sup>	648	886 <sup>1</sup>
<b>STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.</b>								
Opened for traffic . . .	...	...	...	3 <sup>1</sup>	2	...	8	8
In progress . . .	...	8 <sup>1</sup>	30 <sup>1</sup>	...	1 <sup>1</sup>	...	...	...
Total length sanctioned . . .	...	8 <sup>1</sup>	30 <sup>1</sup>	3 <sup>1</sup>	3 <sup>1</sup>	...	8	8



## APPENDIX F.

Table of railways constructed in or traversing native states.

Serial No.	RAILWAY.	Names of states.	NATIVE STATES TRAVERSED.							
			COMMENCES AT		ENDS AT					
			Distance from Naini junction.	Nearest railway station.	Distance from Naini junction.	Nearest railway station.				
I	STANDARD GAUGE. †EAST INDIAN	Rewah*	Miles. 29	Feet. 295	Shiurájpur	Miles. 34	Feet. 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.		
II	BENGAL-NÁGPUR	Khairagarh	114	3,960	Rortaláo	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	379	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.		
		KATNI BRANCH	Rewah	329	4,910	Kahairi	431	1,742	Chandia.	
		III	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	Básai	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	Jhánísi	243	2,547	Jhánísi.	
	Orchha			244	1,097	Jhánísi	246	357	Barwa Ságar.	
	Orchha			246	3,937	Barwa Ságar	249	2,907	Barwa Ságar.	
	Orchha			252	437	Barwa Ságar	258	647	Teharka.	
	Orchha			248	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	Chitrakot.	
	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.	
V	GODHRA-RUTLAM (1st section of 25 miles).			Baria	14	2,006	Sunth road	15	2,376	Sunth road.
				Baria	15	4,224	Sunth road	Ends in 2nd section.		

† 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.	Names of states.	NATIVE STATES TRAVERSED.			
			COMMENCES AT		ENDS AT	
			Distance from Dhond junction.	Nearest railway station.	Distance from Dhond junction.	Nearest railway station.
VII	STANDARD GAUGE— continued. DHOND-MANMAD	Nizam's domi- nions.	Miles. 105 Feet. 3,432	Puntamba . . .	Miles. 107 Feet. 2,145	Samvatsar.
			Distance from Kurrachee.		Distance from Kurrachee.	
IX	NORTH WESTERN (STATE)	Patiála . . . Patiála . . . Patiála . . . Patiála . . . Nábha . . . Patiála . . . Nábha . . . Patiála . . . Kapurthala . . . Kapurthala . . .  Bahawalpur . . .  Kalát . . .	951 808 956 3,474 963 375 969 3,817 970 4,023 970 5,037 971 3,126 971 3,500 882 3,803 910 509  407 1,668  359 4,100	Sánahwál . . . Doráha . . . Khanna . . . Khanna . . . Khanna . . . Khanna . . . Sirhínd . . . Sirhínd . . . Sirhínd . . . East bank, Beas . . . Jullundur can- tonment. Reti . . .  Jacobabad . . .	955 1,668 957 2,550 963 4,029 970 4,023 970 5,037 971 3,126 971 3,500 1,002 3,892 893 1,133 921 918  554 3,777  Ends beyond li- mit of main line section.	Doráha. Doráha. Khanna. Khanna. Khanna. Sirhínd. Sirhínd. Umballa city. Hamira. Phagwára.  Adamwahan bridge.  ...
			Distance from Bombay.		Distance from Bombay.	
XVIII	† GREAT INDIAN PENINSULA	Akalkot* . . .  Kurundvád . . . Nizam's domi- nions. Hyderabad as- signed districts.	298 4,257  315 2,970 324 478  300 1,402	Tilate (crossing station). Boroti . . . Dudhni . . .  Khámkhed . . .	315 2,970  324 478 442 236  452 825	Boroti.  Dudhni. Ráichúr.  Pulgaon.
XIX	BOMBAY, BARODA AND CEN- TRAL INDIA— BOMBAY TO AHMEDABAD	Jawhár Raja . . . Baroda . . . Baroda . . . Sachin . . . Baroda . . . Sachin . . . Baroda . . . Baroda . . . Baroda . . . Baroda . . . Baroda . . . Baroda . . . Baroda . . .	72 2,587 134 2,290 137 5,157 142 2,230 148 1,942 156 2,134 177 1,994 182 4,237 217 4,285 219 4,898 286 1,296	Vángaon . . . Bilimora . . . Amalsád . . . Amalsád . . . Navsári . . . Sachin . . . Sáyan . . . Kim . . . Pálej . . . Pálej . . . Nadiád . . .	74 3,383 137 3,855 138 2,797 143 4,676 156 2,134 160 4,446 177 2,657 190 2,344 218 3,980 258 3,140 287 3,261	Vángaon. Amalsád. Amalsád. Vedcha. Sachin. Sachin. Sáyan. Pánoli. Pálej. Vásad. Mehmadabad.
	AHMEDABAD TO WADH- WÁN.	Bhojwa . . . Bajána . . . Bajána . . . Lakhtar . . . Lakhtar . . . Wadhván . . .	351 2,065 357 3,960 360 1,795 366 3,510 369 4,240 378 4,170	Viramgám . . . Sábli road . . . Sábli road . . . Lilápur road . . . Lilápur road . . . Lakhtar . . .	351 3,085 359 1,760 366 3,510 366 3,750 378 4,170 389 3,020	Viramgám. Sábli road. Lilápur road. Lilápur road. Lakhtar. Wadhván.
			Distance from Viramgám junction.		Distance from Viramgám junction.	
	PÁTRI BRANCH . . .	Bhojwa . . . Pátri . . . Bajána . . . Pátri . . .	... 3,745 6 3,829 9 2,336 11 196	Viramgám . . . Jhund . . . Jhund . . . Jhund . . .	4 2,818 9 2,326 11 196 20 2,340	Jhund. Jhund. Jhund. Pátri.
			Distance from Anand junction.		Distance from Anand junction.	
	ANAND TO GODHRA	Pandu Mewas . . . Baroda . . .	33 1,100 34 3,540	Sevalia . . . Timba . . .	34 3,540 36 460	Timba. Timba.

† 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.	NATIVE STATES TRAVERSED.						
		Names of states.	COMMENCES AT		ENDS AT			
			Distance from Madras.	Nearest railway station.	Distance from Madras.	Nearest railway station.		
			Miles.	Feet.		Miles.	Feet.	
XX	STANDARD GAUGE— <i>concluded.</i> MADRAS— SOUTH-WEST LINE— BANGALORE BRANCH.  NORTH-WEST LINE	Mysore territory. Nizam's dominions.	163	1,459	Kámasamudram	219	1,875	Bangalore city.
			333	5,170	Tungabhadra	350	4,310	Ráichúr.
			Distance from Junna bridge, Delhi.			Distance from Junna bridge, Delhi.		
XXI	DELHI-UMBALLA-KALKA	Patiála . . . Patiála . . . Patiála . . . Kalsia . . . Kalsia . . . Kalsia . . .	130 137 154 136 138 144	5,130 4,140 3,800 2,150 4,410 2,600	Lalru . . . Lalru . . . Chandigarh . . . Lalru . . . Ghaggar . . . Ghaggar . . .	136 138 160 137 142 147	2,150 4,410 3,700 4,140 3,900 2,600	Lalru. Lalru. Kalka. Lalru. Ghaggar. Ghaggar.
			Distance from Jalamb junction			Distance from Jalamb junction.		
XXIII	KHÁNGAON . . . . .	Hyderabad assigned districts.	...		Jalamb . . . . .	7	2,889	Khámgaon.
			Distance from Badnera junction.			Distance from Badnera junction.		
XXIV	AMRÁOTI . . . . .	Hyderabad assigned districts.	...		Badnera . . . . .	5	2,300	Amráoti.
			Distance from Itársi junction.			Distance from Itársi junction.		
XXV	BHOPÁL-ITÁRSI (NATIVE STATE SECTION)	Bhopal . . . . .	13	660	Hoshangabad . . . . .	56	5,023	Bhopal.
			Distance from Wádi junction.			Distance from Wádi junction.		
XXVI	THE NIZAM'S GUARANTEED STATE.	Hyderabad . . . Hyderabad . . . Hyderabad . . .  Hyderabad . . .	... 111 115  254	... 3,120 2,865  4,195	Wádi . . . . . Husain Ságar . . . Trimulgherry . . .  Dornakal . . . . .	309 115 117  271	4,915 58 3,884  855	Gangineni. Hyderabad. Trimulgherry troop siding. Mineral terminus.
			Distance from Anand junction.			Distance from Anand junction.		
XXVII	THE GAEKWAR'S PETLÁD—  ÁNAND TO PETLÁD . . . . .	Baroda . . . . .	6	420	Agás . . . . .	13	1,860	Petlád.
			Distance from Kurrachee.			Distance from Kurrachee.		
XXIX	RÁJPURA-BHÁTINDA . . . . .	Patiála . . . . . Nábha . . . . . Patiála . . . . . Nábha . . . . . Patiála . . . . . Nábha . . . . . Patiála . . . . . Nábha . . . . . Patiála . . . . . Nábha . . . . . Patiála . . . . . Nábha . . . . . Patiála . . . . . Patiála . . . . .	992 1,014 1,017 1,019 1,025 1,027 1,028 1,033 1,035 1,075 1,080 1,093	3,865 665 1,705 2,365 2,297 2,323 1,726 1,199 1,526 908 2,286 2,117	Rájpura . . . . . Dhablán . . . . . Dhablán . . . . . Nábha . . . . . Nábha . . . . . Nábha . . . . . Chintanwala . . . . . Chintanwala . . . . . Chintanwala . . . . . Tappa . . . . . Rámpura Phúl . . . . . Bhuchchu . . . . .	1,014 1,017 1,019 1,025 1,027 1,028 1,033 1,035 1,073 1,080 1,081 1,100	665 1,705 2,365 2,297 2,323 1,726 1,199 1,526 4,340 2,286 3,078 2,941	Dhablán. Dhablán. Dhablán. Nábha. Nábha. Chintanwala. Chintanwala. Chintanwala. Tappa. Rámpura Phúl. Rámpura Phúl. Bhátinda.
XXX	JAMMU AND KASHMIR (NATIVE STATE SECTION)	Kashmir . . . . .	920	2,640	Suchetgarh . . . . .	936	1,320	Tawi river.

## 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.	
	<b>METRE GAUGE.</b>		Miles. Feet.		Miles. Feet.		
XXXV	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.		
	<b>SÁMBHAR BRANCH</b>	Jeypore and	1 48	Phulera . . . . .	6 7	Sámbar . . . . .	
		Jodhpore . . . . .	6 7	Sámbar . . . . .	21 5,214	Kucháman road . . . . .	
		Jodhpore . . . . .					
			Distance from Agra junction.		Distance from Agra junction.		
	<b>AGRA BRANCH</b>	Bhurtpore . . . . .	21 88	Ikran . . . . .	58 110	Kherli . . . . .	
		Ulwur . . . . .	58 119	Kherli . . . . .	67 83	Ghosráná . . . . .	
		Ulwur . . . . .	68 168	Ghosráná . . . . .	69 150	Ghosráná . . . . .	
		Ulwur . . . . .	76 ...	Hindaun road . . . . .	77 50	Rámpura . . . . .	
		Ulwur . . . . .	78 25	Rámpura . . . . .	83 145	Biwai . . . . .	
		Ulwur . . . . .	85 ...	Biwai . . . . .	87 43	Biwai . . . . .	
		Jeypore . . . . .	67 83	Ghosráná . . . . .	68 168	Ghosráná . . . . .	
		Jeypore . . . . .	69 150	Ghosráná . . . . .	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.		
	<b>MALWA SECTION (AJMERE TO KHANDWA).</b>	Oodeypur . . . . .	41 1,950	Barl . . . . .	122 5,030	Shambhúpúra . . . . .	
		Oodeypur . . . . .	125 5,090	Shambhúpúra . . . . .	127 1,250	Shambhúpúra . . . . .	
		Tonk . . . . .	122 5,030	Shambhúpúra . . . . .	125 5,090	Shambhúpúra . . . . .	
		Tonk . . . . .	127 1,250	Shambhúpúra . . . . .	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	Malhárgarh . . . . .	
		Sindia . . . . .	174 2,720	Tharod . . . . .	205 5,130	Dhodhar . . . . .	
		Sindia . . . . .	249 3,900	Runija . . . . .	258 3,160	Barnagar . . . . .	
		Sindia . . . . .	259 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	Malhárgarh . . . . .	170 1,700	Pípía . . . . .	
		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 . . . . .	

## 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 Ajmere junction.	Nearest railway station.	Distance from Ajmere junction.	Nearest railway station.				
	METRE GAUGE— <i>conld.</i>		Miles.	Feet.		Miles.	Feet.			
XXXV	RAJPUTANA-MALWA— <i>conld.</i> MALWA SECTION (AJMERE TO KHANDWA)— <i>conld.</i>	Holkar . . . . .	170	1,700	Pípalia . . . . .	171	4,980	Tharod.		
		Holkar . . . . .	172	4,280	Tharod . . . . .	173	1,000	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.		
		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	Ujjain.
		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 FEROEPORE . . . . .	Dujána . . . . .	19	1,300	Kosli . . . . .	19	3,350	Kosli.		
		Dujána . . . . .	20	220	Kosli . . . . .	22	430	Jhárlí.		
		Jínd . . . . .	29	2,975	Jhárlí . . . . .	45	2,000	Mánheru.		
		Patiála . . . . .	164	2,100	Kalánwáli . . . . .	190	2,330	Goniána.		
		Patiála . . . . .	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 Kapura junction.		Distance from Kot Kapura junction.					
	FÁZILKA BRANCH . . . . .	Farídkot . . . . .	...	...	Kot Kapúra . . . . .	7	2,350	Bariwála.		
			Distance from Cawnpore.		Distance from Cawnpore.					
	CAWNPORE TO ÁCHNERA . . . . .	Bhurtpore . . . . .	221	3,540	Bhainsa . . . . .	225	384	Bhainsa.		
			Distance from Portuguese frontier.		Distance from Portuguese frontier.					
	SOUTHERN MAHRATTA— MAIN LINE	Nizam's domi- nions.	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.				
		Miles.	Feet.			Miles.	Feet.			
XXXVI	METRE GAUGE— <i>contd.</i>									
	SOUTHERN MAHRATTA— <i>concl'd.</i> POONA BRANCH . . .	Kurundvád . . .	26	1,125	Desur . . .	28	4,325	Desur.		
		Sangli . . .	37	4,150	Sulebhávi . . .	38	2,975	Sulebhávi.		
		Sangli . . .	41	2,625	Sulebhávi . . .	47	1,250	Suldhál.		
		Kurundvád . . .	49	3,375	Suldhál . . .	50	2,200	Suldhál.		
		Kolhápúr . . .	79	3,500	Chikodi road . . .	80	3,100	Chikodi road.		
		Kurundvád . . .	80	3,100	Chikodi road . . .	82	3,350	Raibag.		
		Kolhápúr . . .	82	3,350	Raibag . . .	88	4,125	Raibag.		
		Koláhpúr . . .	91	50	Raibag . . .	49	4,000	Kudchi.		
		Sangli . . .	99	900	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.			
		BIJÁPÜR BRANCH . . .	Rámdurg . . .	21	2,030	Mallápur . . .	26	3,380	Álúr.	
		Sangli . . .	149	3,980	Lachyán . . .	153	5,250	Lachyán.		
		Akalkot . . .	156	1,320	Lachyán . . .	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.		
		Savanúr . . .	30	2,009	Hattimattur . . .	30	2,656	Hattimattur.		
		Savanúr . . .	37	588	Karajgi . . .	38	4,558	Karajgi.		
LXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION).	Mysore . . .	81	1,320	Harihar . . .	392	2,956	Nanjangúd.		
		Mysore . . .	288	2,640	Yesvantpur . . .	308	260	Dodballapur.		
			Distance from Sára.			Distance from Sára.				
XLIII	EASTERN BENGAL (STATE) (NORTHERN SECTION).	Cooch Behar . . .	157	2,253	Haldibári . . .	163	1,891	Mondalghát.		
				Distance from Mehsána junction.			Distance from Mehsána junction.			
LI	THE GAEKWAR'S MEHSÁNA—	MEHSÁNA TO VIRANGÁM . . .	Baroda . . .	...	Mehsána . . .	10	313	Jhotana.		
			Mahi Kántha . . .	10	313	Jhotana . . .	12	261	Jhotana.	
		MEHSÁNA TO PÁTAN . . .	Baroda . . .	...	Mehsána . . .	25	...	Pátan.		
		MEHSÁNA TO KHERÁLU . . .	Baroda . . .	...	Mehsána . . .	27	25	Kherálu.		
			Distance from Miraj junction.			Distance from Miraj junction.				
LII	KOLHÁPÜR . . .	Miraj senior state . . .	...	Miraj . . .	3	2,112	Miraj.			
		Kolhápúr state . . .	5	2,323	Shirol road . . .	29	1,056	Kolhápúr.		

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 Marwar junction.	Nearest railway station.		Distance from Marwar junction.	Nearest railway station.		
		Miles.	Feet.		Miles.	Feet.			
LIII	METRE GAUGE—contd.								
	JODHPORE-BICKANEER								
	MARWAR RAILWAY JUNCTION TO KUCHAMAN ROAD	Jodhpore . . .	...	...	Marwar . . .	201	...	Kuchaman road.	
	MERTA ROAD TO BICKANEER.	Jodhpore . . .	128	...	Merta road . . .	187	2,590	Bhagu.	
		Bickaneer . . .	187	2,590	Bhagu . . .	187	4,326	Bhagu.	
		Jodhpore . . .	187	4,326	Bhagu . . .	188	340	Bhagu.	
		Bickaneer . . .	188	340	Bhagu . . .	231	...	Bickaneer.	
	LUNI TO PACHPADRA	Jodhpore . . .	44	...	Luni junction . . .	104	...	Pachpadra.	
			Distance from Bhavnagar bandar.			Distance from Bhavnagar bandar.			
LIV	BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR — BHAVNAGAR TO WADHWAN	Bhavnagar . . .		...	Bhavnagar . . .	3	3,900	Ghadechi.	
		Bhavnagar . . .	5	1,500	Ghadechi . . .	9	2,920	Vartej.	
		Shampura Girasia . . .	9	2,920	Vartej . . .	10	4,380	Vartej.	
		Bhavnagar . . .	10	4,380	Vartej . . .	11	300	Vartej.	
		Bhojpur Girasia . . .	11	300	Vartej . . .	11	2,500	Sihor.	
		Bhavnagar . . .	11	2,500	Sihor . . .	18	1,900	Songad.	
		Songad Girasia . . .	18	1,900	Songad . . .	19	3,380	Songad.	
		Bhavnagar . . .	19	3,380	Songad . . .	25	2,900	Sanosra.	
		Vaori Girasia . . .	25	2,900	Sanosra . . .	28	1,800	Sanosra.	
		Bhavnagar . . .	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.	
		Chabharira Girasia . . .	35	3,100	Dhola . . .	38	1,200	Ujalvav.	
		Bhavnagar . . .	38	1,200	Ujalvav . . .	38	2,700	Ujalvav.	
		Ramanka Girasia . . .	38	2,700	Ujalvav . . .	39	2,950	Ujalvav.	
		Chitravad Girasia . . .	39	2,950	Ujalvav . . .	40	4,280	Ujalvav.	
		Ahungpur Girasia . . .	40	4,280	Ujalvav . . .	43	2,700	Ningala.	
		Vala . . .	43	2,700	Ningala . . .	44	1,550	Ningala.	
		Ishwaria Girasia . . .	44	1,550	Ningala . . .	44	2,400	Ningala.	
		Bhavnagar . . .	44	2,400	Ningala . . .	60	4,420	Botad.	
		Chuda . . .	75	1,360	Ranpur . . .	82	2,100	Chuda.	
		Karol . . .	82	2,100	Chuda . . .	85	20	Chuda.	
		Limbdi . . .	85	20	Chuda . . .	93	1,530	Limbdi.	
		Wadhwán . . .	93	1,530	Limbdi . . .	104	1,600	Wadhwán city.	
		DHOLA TO PORBANDAR	Bhavnagar . . .	32	...	Dhola . . .	32	4,820	Dhola.
			Wangdra Girasia . . .	32	4,820	Dhola . . .	33	500	Dhola.
			Bhojavadar Girasia . . .	33	500	Dhola . . .	34	880	Dhola.
			Bhavnagar . . .	34	880	Dhola . . .	34	1,100	Dhola.
			Ingorala Girasia . . .	34	1,100	Dhola . . .	37	850	Jalia.
			Limbdi Girasia . . .	37	850	Jalia . . .	40	2,000	Jalia.
			Jalia Girasia . . .	40	2,000	Jalia . . .	41	1,000	Jalia.
			Bhavnagar . . .	41	1,000	Jalia . . .	47	1,350	Dhasa.
			Baroda . . .	47	1,350	Dhasa . . .	54	4,900	Lathi.
			Lathi . . .	54	4,900	Lathi . . .	58	2,520	Lathi.
			Jetpur . . .	58	2,520	Lathi . . .	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-dhar.
			Jetpur . . .	73	2,930	Luni-dhar . . .	78	1,700	Luni-dhar.
			Junagarh . . .	78	1,700	Luni-dhar . . .	78	3,950	Luni-dhar.
			Jetpur . . .	78	3,950	Luni-dhar . . .	87	5,110	Kunkavav.
		Junagarh . . .	87	5,110	Kunkavav . . .	91	3,860	Khakharya.	
		Jetpur . . .	91	3,860	Khakharya . . .	94	2,400	Khakharya.	
		Junagarh . . .	94	2,400	Khakharya . . .	96	800	Vavdi.	
		Bantwa . . .	96	800	Vavdi . . .	96	4,500	Vavdi.	
		Junagarh . . .	96	4,500	Vavdi . . .	97	1,420	Vavdi.	
		Bantwa . . .	97	1,420	Vavdi . . .	98	1,660	Vavdi.	
		Junagarh . . .	98	1,660	Vavdi . . .	101	4,700	Vavdi.	
		Jetpur . . .	101	4,700	Vavdi . . .	110	3,100	Jetalsar.	
		Gondal . . .	110	3,100	Jetalsar . . .	112	4,100	Jetalsar.	
		Junagarh . . .	112	4,100	Jetalsar . . .	117	1,200	Dhoraji.	
		Gondal . . .	117	1,200	Dhoraji . . .	151	2,330	Jam Jodhpur.	
		Navanagar . . .	151	2,330	Jam Jodhpur . . .	173	300	Sakhpur.	
		Porbandar . . .	173	300	Sakhpur . . .	189	5,150	Porbandar.	

## APPENDIX F.

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## 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 Jetalsar junction.	Nearest railway station.	Distance from Jetalsar junction.	Nearest railway station.	
LIV	METRE GAUGE—concl'd. BHÁVNAGAR-GONDAL-JUNÁ- GÁRH-PORBANDAR—concl'd. JETALSAR TO VERÁVAL .	Gondal . . . . .	...	Jetalsar . . . . .	1 4,670	Jetalsar.	
		Jetpur . . . . .	1 4,670	Jetalsar . . . . .	4 2,055	Choki.	
		Gondal . . . . .	4 2,055	Choki . . . . .	4 3,610	Choki.	
		Junágarh . . . . .	4 3,610	Choki . . . . .	40 5,010	Keshod.	
		Mangrol . . . . .	40 5,010	Keshod . . . . .	47 1,050	Mália.	
		Junágarh . . . . .	47 1,050	Mália . . . . .	67 980	Verával.	
LIX	SPECIAL GAUGE. THE GAEKWAR'S DABHOI (2' 6")— MIYÁGÁM TO BODELI .	Baroda . . . . .	...	Miyágám . . . . .	42 1,051	Bodeli.	
		VISHVÁMITRI TO CHÁNDOD	Baroda . . . . .	...	Vishvámitri . . . . .	26 2,010	Ten Taláv.
			Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv . . . . .	29 3,000	Chándod.
			Wadhván junction.	Wadhván junction.			
LXI	MORVI (2' 6") . . . . .	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.	
		Lakhrar . . . . .	33 72	Thán . . . . .	42 408	Thán.	
		Vánkáner . . . . .	42 408	Thán . . . . .	59 3,420	Vánkáner.	
		Morvi . . . . .	59 3,420	Vánkáner . . . . .	68 500	Morvi.	
		RÁJKOT BRANCH . . . . .	Vánkáner . . . . .	51 4,800	Vánkáner . . . . .	64 3,000	Sindhávadar.
			Dhrob . . . . .	64 3,000	Sindhávadar . . . . .	65 3,168	Sindhávadar.
	Khoráná . . . . .		65 3,168	Sindhávadar . . . . .	70 1,248	Khoráná.	
	Gavoridar . . . . .		70 1,248	Khoráná . . . . .	73 3,384	Rájkot.	
	Rájkot . . . . .	73 3,384	Rájkot . . . . .	77 1,728	Rájkot.		

## Details of capital expenditure and mileage cost of state railways at the

MAIN HEAD AND SUB-HEAD.	STANDARD							
	STATE LINES CONSTRUCTED							
	PATNA-GYA. (57'00 MILES.) HALF-YEAR ENDING 30TH JUNE 1879.		DHOND-MANMÄD. (145'50 MILES.) HALF-YEAR ENDING 30TH JUNE 1878.		LATE PUNJAB NORTH- ERN. (b) (445'50 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.		LATE INDUS VALLEY. (b) (651'00 MILES.) HALF-YEAR ENDING 30TH JUNE 1883.	
Total of each main or 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	
I.—PRELIMINARY EXPENSES—	6,719	118	...	...	...	...	...	
1. Survey expenses . . . . .	...	...	22,545	155	3,32,996	748	8,01,429	1,231
2. Plant . . . . .	...	...	580	4	14,819	33	60,113	92
3. Establishment . . . . .	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676
II.—LAND . . . . .	56,396	989	30,359	209	8,33,486	1,871	3,17,344	487
III.—FORMATION—	...	...	...	...	...	...	...	
1. Earthwork . . . . .	1,95,559	3,431	9,47,608	6,513	77,23,050	17,336	66,23,820	10,175
2. Tunnels . . . . .	...	...	...	...	8,94,570	2,008	...	...
IV.—BRIDGEWORK—	...	...	...	...	...	...	...	
1. Large bridges . . . . .	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496
2. Minor bridges . . . . .	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,386
V.—FENCING, &C.—	...	...	...	...	...	...	...	
1. Fencing . . . . .	826	14	115	1	4,62,226	1,038	1,16,785	179
2. Road crossings . . . . .	...	...	...	...	...	...	...	
3. Mile and gradient posts . . . . .	1,3,096	230	1,191	8	2,78,277	625	3,36,679	517
VI.—ELECTRIC TELEGRAPH . . . . .	...	...	...	...	17,190	38	68,011	105
VII.—BALLAST AND PERMANENT- WAY—	...	...	...	...	...	...	...	
1. Ballast . . . . .	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007
2. Permanent-way . . . . .	15,15,140	26,581	36,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828
VIII.—STATIONS AND BUILDINGS—	...	...	...	...	...	...	...	
1. Stations and offices . . . . .	84,814	1,488	22,043	151	21,94,900	4,927	14,39,731	2,212
2. Workshops, store build- ings, &c. . . . .	2,056	36	1,107	8	8,24,816	1,851	8,14,428	1,251
3. Staff quarters . . . . .	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248
4. Station machinery . . . . .	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440
IX PLANT—	...	...	...	...	...	...	...	
1. Engineering . . . . .	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365
2. Locomotive . . . . .	...	...	...	...	4,25,579	955	30,669	47
3. Carriage and wagon . . . . .	2,322	41	...	...	3,385	8	22,946	35
4. Station and office fur- niture. . . . .	9,825	172	5,351	37	2,02,593	454	2,93,527	451
X.—FERRIES, &C.—	...	...	...	...	...	...	...	
1. Ferries . . . . .	...	...	...	...	...	...	...	
2. Floating bridges . . . . .	...	...	...	...	...	...	4,19,789	645
XI.—ROLLING STOCK—	...	...	...	...	...	...	...	
1. Locomotive . . . . .	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213
2. Carriage and wagon . . . . .	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329
XII.—GENERAL CHARGES—	...	...	...	...	...	...	...	
1. Direction or general . . . . .	47,115	6	31,376	216	12,09,163	2,714	14,85,028	2,281
2. Engineering . . . . .	96,086	1,686	2,12,084	1,457	35,39,430	7,945	43,50,510	6,683
3. Stores . . . . .	24,619	432	37,577	258	6,46,970	1,452	6,97,198	1,071
4. Audit and account . . . . .	12,231	215	24,204	167	4,55,550	1,022	4,38,078	673
5. Medical and sanitation . . . . .	862	15	14,690	101	1,15,691	260	2,38,306	366
Loss by Exchange . . . . .	...	...	...	...	...	...	...	
TOTAL	(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.

GAUGE.										MAIN HEAD AND SUB-HEAD.
BY THE STATE.										
SIND-SAGAR (EAST-ERN SECTION). (b) (63.50 Miles.) HALF-YEAR ENDING 30TH JUNE 1887.		SIND-SAGAR (WEST-ERN SECTION). (b) (314.50 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1887.		NORTH WESTERN (PISHIN SECTION.) (c) (454.82 Miles.) (c) HALF-YEAR ENDING 30TH JUNE 1892.		AMRITSAR-PATHÁN-KOT. (64.70 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JAMMU AND KASHMIR (BRITISH SECTION). (d) (8.40 Miles.) HALF-YEAR ENDING 30TH JUNE 1890.		
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.	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	R	R	
9	...	75,953	242	6,78,138	1,491	...	...	4,642	547	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	6,131	95	...	...	1. Survey expenses.
...	...	...	...	...	...	38,238	590	...	...	2. Plant.
...	...	...	...	...	...	...	...	...	...	3. Establishment.
31,912	510	2,30,637	733	2,45,157	539	1,78,635	2,757	7,327	863	II.—LAND.
...	...	...	...	2,41,38,336	53,072	...	...	7,865	926	III.—FORMATION—
...	...	...	...	...	...	4,10,038	6,329	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
...	...	...	...	1,65,91,496	36,479	...	...	5,635	664	IV.—BRIDGEWORK—
1,44,122	2,306	40,28,071	12,808	...	...	4,40,982	6,806	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	...	...	2. Minor bridges.
...	...	...	...	3,83,099	842	...	...	3,357	395	V.—FENCING, &C.—
...	...	...	...	...	...	1,19,272	1,841	...	...	1. Fencing.
...	...	...	...	...	...	22,208	343	...	...	2. Road crossings.
...	...	...	...	48,688	107	6,694	103	...	...	3. Mile and gradient posts
11,16,158	17,858	90,55,497	28,793	2,32,76,018	51,176	...	...	1,64,457	19,371	VI.—ELECTRIC TELEGRAPH.
...	...	...	...	...	...	7,53,084	11,623	...	...	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	21,03,253	32,463	...	...	1. Ballast.
...	...	...	...	...	...	...	...	...	...	2. Permanent-way.
1,14,236	1,828	11,26,231	3,581	57,48,891	12,640	...	...	31,436	3,793	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	2,56,155	3,954	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	1,10,046	1,698	...	...	3. Staff quarters.
...	...	...	...	...	...	1,74,868	2,699	...	...	4. Station machinery.
7,389	118	2,65,822	845	18,19,924	4,002	...	...	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	74,15,587	16,305	...	...	...	...	XI.—ROLLING STOCK—
...	...	...	...	...	...	1,33,402	2,059	...	...	1. Locomotive.
...	...	...	...	...	...	2,94,958	4,553	...	...	2. Carriage and wagon.
9,977	160	6,16,151	1,959	38,79,814	8,531	...	...	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	12,14,660	3,853	27,76,730	6,105	...	...	...	...	Loss by Exchange.
17,65,381	28,246	1,81,66,621	57,763	8,70,01,879	1,91,289	(a)	(a)	2,41,121	28,401	TOTAL.

(c) Includes 98.68 miles of the Quetta loop under reconstruction on a new alignment.  
 (d) 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.	STATE LINES CONSTRUCTED BY THE STATE—concl'd.						STATE LINES			
	WARDHA COAL. (46.50 MILES.) (a) HALF-YEAR ENDING 31ST DECEMBER 1877.		DILDARNAGAR- GHAZIPUR. (d) (12.00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1880.		HYDERABAD- UMARKOT. (58.91 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1892.		PÁTRI. (e) (22.13 MILES.) HALF-YEAR ENDING 30TH JUNE 1873.		BENGAL-NÁGPUR. (83.68 MILES.) HALF-YEAR ENDING 30TH JUNE 1891.	
	Total of each sub-head.	Cost per mile open.	Total of each sub- 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	R	R
<b>J.—PRELIMINARY EXPENSES—</b>	...	...	...	...	36,345	617	9,008	407	14,86,796	1,788
1. Survey expenses	84,737	1,822	2,218	185	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	6,905	149	...	...	...	...	...	...	...	...
<b>II.—LAND</b>	3,866	83	4,048	337	18,499	314	23,812	1,076	4,63,178	557
<b>III.—FORMATION—</b>	...	...	...	...	1,35,845	2,306	...	...	1,27,63,445	15,347
1. Earthwork	3,07,132	6,605	22,207	1,851	...	...	51,955	2,348	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
<b>IV.—BRIDGEWORK—</b>	...	...	...	...	2,74,256	4,656	...	...	1,73,61,651	20,875
1. Large bridges	10,06,784	21,651	26,674	2,223	...	...	1,00,959	4,552	...	...
2. Minor bridges	...	...	27,399	2,283	...	...	...	...	...	...
<b>V.—FENCING, &amp;c.—</b>	...	...	...	...	18,815	319	...	...	2,42,368	291
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	...	...	...	...	...	...	...	...	...	...
<b>VI.—ELECTRIC TELEGRAPH.</b>	1,382	30	...	...	...	...	17,326	783	...	...
<b>VII.—BALLAST AND PERMANENT- WAY—</b>	...	...	...	...	8,41,011	14,276	...	...	2,92,70,079	35,194
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	...	...
<b>VIII.—STATIONS AND BUILDINGS—</b>	...	...	...	...	1,38,523	2,351	...	...	52,32,373	6,291
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	...	...
<b>IX.—PLANT—</b>	...	...	...	...	16,665	283	...	...	15,99,249	1,923
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 fur- niture	3,708	80	888	74	...	...	...	...	...	...
<b>X.—FERRIES, &amp;c.—</b>	...	...	...	...	25,334	430	...	...	...	...
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges	...	...	...	...	...	...	...	...	...	...
<b>XI.—ROLLING STOCK—</b>	3,025	65	...	...	7,056	120	...	...	77,91,819	9,369
1. Locomotive	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
<b>XII.—GENERAL CHARGES—</b>	...	...	...	...	1,85,048	1,783	...	...	55,32,225	6,652
1. Direction or general	68,206	1,469	13,018	1,160	...	...	...	...	...	...
2. Engineering	2,93,965	6,322	37,992	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	785
<b>TOTAL</b>	(a) & (c) 45,99,369	(b) 98,911	5,63,415	46,951	16,17,397	27,455	8,09,768	26,591	8,23,96,368	99,072

(a) Includes 1½ miles to pit's mouth.

(b) Less receipts on capital account.

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

(d) Now amalgamated with the East Indian railway.

(e) 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. (f) (627.35 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1889.		BEZVÁDA EXTENSION. (21.47 Miles.) HALF-YEAR ENDING 30TH JUNE 1889.		LATE SIND, PUNJAB AND DELHI. (i) (663.25 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1870.		OUDH AND ROHIL- KHANI. (601.07 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	41,461	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.
2,74,81,967	40,573	6,04,944	28,176	7,08,907	1,069	46,128	67	VII.—BALLAST AND PERMANENT- WAY.—
...	...	...	...	...	...	2,45,14,855	35,474	1. Ballast.
...	...	...	...	46,84,475	7,063	...	...	2. Permanent-way.
...	...	...	...	2,65,32,834	40,004	...	...	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—
...	...	...	...	...	...	...	...	1. Locomotive.
...	...	...	...	58,95,340	8,888	...	...	2. Carriage and wagon.
...	...	...	...	1,06,73,511	16,093	...	...	XII.—GENERAL CHARGES—
(g) 37,85,858	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.
2,52,050	372	...	...	...	...	...	...	Loss by exchange.
7,42,50,955	1,09,620	(h) 13,47,359	62,755	9,87,92,919	1,48,952	(j) 8,88,68,152	1,28,595	TOTAL.

(f) Includes the Sindia railway, which was constructed by the State.  
 (g) Includes Government supervision, audit and control, and commission, etc., on loans.  
 (h) Includes Rs. 2,164 on account of receipts on capital account which cannot be deducted from the several main heads.  
 (i) Now amalgamated with the North Western railway.  
 (j) Includes Rs. 57,186 on account of maintenance, commission on debentures, Nalhati railway, and lines abandoned.

## 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.							
	KHÁNGAON, (750 MILES.) HALF-YEAR ENDING 30TH JUNE 1876.		AMRÁOTI, (550 MILES.) HALF-YEAR ENDING 30TH JUNE 1871.		BHOPAL-ITÁRSI, (571 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.		RÁJPURA-BHÁTINDA, (107 94 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
I.—PRELIMINARY EXPENSES—	...	...	...	...	...	...	...	...
1. Survey Expenses	369	49	1,117	203	...	...	12,112	112
2. Plant	...	...	...	...	...	...	5,976	55
3. Establishment	...	...	...	...	...	...	41,334	383
II.—LAND	...	...	2,450	446	13,152	230	(c) 14,758	137
III.—FORMATION—	...	...	...	...	...	...	...	...
1. Earthwork	38,542	5,139	17,926	3,259	14,66,278	25,675	2,59,841	2,407
2. Tunnels	...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—	...	...	...	...	...	...	...	...
1. Large bridges	54,037	7,205	58,880	10,706	16,81,384	20,441	5,13,915	4,761
2. Minor bridges								
V.—FENCING, &c.—	...	...	...	...	...	...	...	...
1. Fencing	7,215	962	2,042	371	17,713	310	75,674	701
2. Road crossings	8	1	255	46	25,145	440	1,08,689	1,007
3. Mile and gradient posts								
VI.—ELECTRIC TELEGRAPH.	1,247	166	1,099	200	3,340	58	...	...
VII.—BALLAST AND PERMANENT- WAY—	...	...	...	...	...	...	...	...
1. Ballast	18,403	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
VIII.—STATIONS AND BUILDINGS—	...	...	...	...	...	...	...	...
1. Stations and offices	7,233	964	15,412	2,802	1,12,005	1,961	3,41,696	3,166
2. Workshops, store build- ings, &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
IX.—PLANT—	...	...	...	...	...	...	...	...
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
X.—FERRIES, &c.—	...	...	...	...	...	...	...	...
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges	...	...	...	...	...	...	...	...
XI.—ROLLING STOCK—	...	...	...	...	...	...	...	...
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	316	42	60	11	...	...	...	...
XII.—GENERAL CHARGES—	...	...	...	...	...	...	...	...
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	23,283	3,104	33,485	6,088	1,11,768	1,957	37,123	344
3. Stores	141	10	96	18	1,83,007	3,205	1,91,625	1,775
4. Audit and account	792	106	4,077	741	4,516	79	31,800	294
5. Medical and sanitation.	...	...	...	...	34,231	599	1,383	13
Loss by exchange	...	...	...	...	3,189	56	...	...
TOTAL	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 on capital account.

(b) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.

(c) Includes a debit of ₹7,200 against Provincial grant of ₹10,000.

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). (d) (150½ MILES.) HALF-YEAR ENDING 30TH JUNE 1890.		BENGAL AND NORTH- WESTERN (TIRHOOT SECTION.) (340½ MILES.) HALF-YEAR ENDING 30TH JUNE 1892.		RAJPUTANA-MALWA. (1,411½ MILES.) HALF-YEAR ENDING 30TH JUNE 1885.		CAWNPORE-ACHNERA (e) (260½ MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		
Total of each main head.	Cost per mile open.	Total of each main or sub- head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	
23,937	1,504	1,83,608	539	...	...	...	...	I.—PRELIMINARY EXPENSES—
...	...	...	...	5,05,727	358	12,744	49	1. Survey expenses.
...	...	...	...	83,116	59	2,252	9	2. Plant.
...	...	...	...	16,11,838	1,142	56,582	217	3. Establishment.
...	...	8,64,045	2,537	8,36,218	593	2,37,395	911	II.—LAND.
33,896	2,129	10,70,740	3,144	...	...	...	...	III.—FORMATION—
...	...	...	...	62,20,489	4,409	5,13,612	1,970	1. Earthwork.
...	...	...	...	4,28,063	303	...	...	2. Tunnels.
2,33,246	14,651	49,54,395	11,905	...	...	...	...	IV.—BRIDGEWORK—
...	...	...	...	1,56,62,747	11,100	12,11,115	4,647	1. Large bridges.
...	...	...	...	40,92,720	2,901	4,58,833	1,760	2. Minor bridges.
1,818	114	8,98,687	2,639	...	...	...	...	V.—FENCING, &C.—
...	...	...	...	9,05,230	642	2,04,379	784	1. Fencing.
...	...	...	...	5,55,095	393	1,04,924	403	2. Road crossings.
...	...	...	...	15,972	11	2,469	9	3. Mile and gradient post
5,39,566	33,892	79,17,164	23,248	...	...	...	...	VI.—ELECTRIC TELEGRAPH.
...	...	...	...	38,68,803	2,742	6,81,843	2,616	VII.—BALLAST AND PERMANENT WAY—
...	...	...	...	2,78,76,953	19,756	38,90,417	14,926	1. Ballast.
1,05,946	6,655	30,55,423	8,971	...	...	...	...	2. Permanent-way.
...	...	...	...	42,53,692	3,015	4,33,311	1,662	VIII.—STATIONS AND BUILDING
...	...	...	...	18,08,935	1,282	1,17,724	452	1. Stations and offices.
...	...	...	...	46,80,834	3,317	3,27,500	1,256	2. Workshops, store buildings, &c.
...	...	...	...	33,91,100	2,403	4,12,999	1,585	3. Staff quarters.
54,461	3,421	5,77,580	1,696	...	...	...	...	4. Station machinery.
...	...	...	...	10,21,797	724	15,085	58	IX.—PLANT—
...	...	...	...	6,81,691	483	79,760	306	1. Engineering.
...	...	...	...	1,96,806	140	46,599	179	2. Locomotive.
...	...	...	...	5,84,665	414	63,781	244	3. Carriage and wagon.
...	...	5,53,048	1,624	...	...	...	...	4. Station and office furniture.
...	...	...	...	...	...	...	...	X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	1. Ferries.
...	...	...	...	...	...	...	...	2. Floating bridges.
...	...	...	...	...	...	...	...	XI.—ROLLING STOCK—
...	...	6,18,124	1,815	64,84,266	4,596	5,94,955	2,282	1. Locomotive.
...	...	16,49,660	4,844	1,01,01,934	7,159	10,65,690	4,089	2. Carriage and wagon.
66,598	4,183	13,64,597	4,007	...	...	...	...	XII.—GENERAL CHARGES—
...	...	...	...	14,56,740	1,032	1,62,443	622	1. Direction or general.
...	...	...	...	45,88,107	3,252	3,79,333	1,455	2. Engineering.
...	...	...	...	7,04,911	409	38,160	147	3. Stores.
...	...	...	...	5,62,788	399	39,234	151	4. Audit and account.
...	...	...	...	2,56,498	182	166	1	5. Medical and sanitation
...	...	7,04,770	2,069	...	...	3,65,480	1,402	Loss by exchange.
10,59,468	66,549	2,35,12,141	69,038	(a) 10,33,31,793	(a) 73,234	1,15,18,785	44,192	TOTAL.

(d) Funds were provided and the line constructed by the Kashmir Darbar.  
(e) This now forms a part of the Rajputana-Malwa railway.

## Details of capital expenditure and mileage cost of state railways at the end of

MAIN HEAD AND SUB-HEAD.	METRE							
	STATE LINES CONSTRUCTED							
	SOUTHERN MAHRATTA (MYSORE SECTION). (a) (311.25 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1891.		ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION). (b) (108.38 MILES.) HALF-YEAR ENDING 30TH JUNE 1891.		NORTHERN BENGAL (249.00 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.		DACCA (86.00 MILES.) HALF-YEAR ENDING 30TH JUNE 1886.	
	Total of each main or 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.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—PRELIMINARY EXPENSES—	3,10,806	999	1,63,458	824	96,768	389	1,27,838	1,487
1. Survey expenses . . .	...	...	...	...	...	...	...	...
2. Plant . . .	...	...	...	...	...	...	...	...
3. Establishment . . .	...	...	...	...	...	...	...	...
II.—LAND . . .	68,779	221	1,69,729	856	8,15,722	3,276	4,46,381	190
III.—FORMATION—	24,63,701	7,916	3,88,907	1,960				
1. Earthwork . . .	...	...	...	...				
2. Tunnels . . .	...	...	...	...				
IV.—BRIDGEWORK—	19,66,251	6,317	6,29,686	3,174				
1. Large bridges . . .	...	...	...	...				
2. Minor bridges . . .	...	...	...	...	57,17,876	22,963	13,68,484	15,913
V.—FENCING, &c.—	1,49,541	480	1,00,260	505				
1. Fencing . . .	...	...	...	...				
2. Road crossings . . .	...	...	...	...				
3. Mile and gradient posts . . .	...	...	...	...				
VI.—ELECTRIC TELEGRAPH . . .	...	...	...	...				
VII.—BALLAST AND PERMANENT- WAY—	52,06,975	16,729	31,64,971	15,954	54,77,900	22,000	17,22,430	20,028
1. Ballast . . .	...	...	...	...	...	...	...	...
2. Permanent-way . . .	...	...	...	...	...	...	...	...
VIII.—STATIONS AND BUILDINGS—	10,36,192	3,329	7,11,247	3,585	26,29,765	10,561	10,44,473	12,145
1. Stations and offices . . .	...	...	...	...	...	...	...	...
2. Workshops, store build- ings, &c. . .	...	...	...	...	...	...	...	...
3. Staff quarters . . .	...	...	...	...	...	...	...	...
4. Station machinery . . .	...	...	...	...	...	...	...	...
IX.—PLANT—	2,96,983	954	2,09,267	1,055	8,66,514	3,480	2,56,056	2,977
1. Engineering . . .	...	...	...	...	...	...	...	...
2. Locomotive . . .	...	...	...	...	...	...	...	...
3. Carriage and wagon . . .	...	...	...	...	...	...	...	...
4. Station and office furni- ture. . .	...	...	...	...	...	...	...	...
X.—FERRIES, &c.—	...	...	...	...	4,47,048	1,795	...	...
1. Ferries . . .	...	...	...	...	...	...	...	...
2. Floating bridges . . .	...	...	...	...	...	...	...	...
XI.—ROLLING STOCK—	...	...	...	...	24,46,682	9,826	7,04,760	8,195
1. Locomotive . . .	7,87,039	2,529	4,38,645	2,211	...	...	...	...
2. Carriage and wagon . . .	14,11,372	4,534	6,95,911	3,508	...	...	...	...
XII.—GENERAL CHARGES—	9,33,317	2,999	3,97,663	2,005	21,94,569	8,814	3,47,809	4,044
1. Direction or general . . .	...	...	...	...	...	...	...	...
2. Engineering . . .	...	...	...	...	...	...	...	...
3. Stores . . .	...	...	...	...	...	...	...	...
4. Audit and account . . .	...	...	...	...	...	...	...	...
5. Medical and sanitation . . .	...	...	...	...	...	...	...	...
Loss by exchange . . .	...	...	42,150	212	...	...	...	...
<b>TOTAL</b>	<b>1,46,30,956</b>	<b>47,007</b>	<b>71,11,894</b>	<b>35,849</b>	<b>2,06,92,844</b>	<b>83,104</b>	<b>60,18,231</b>	<b>69,997</b>

(a) Gubbi-Harihara section was constructed by the Southern Mahratta Railway Company.  
 (b) Of this length, 58 miles, Gola Gokaran Nāth to Pilibhit, were constructed by the Rohilkund and Kumaon Railway Company.

G—continued.

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

GAUGE—contd.

BY THE STATE—contd.				STATE LINES CONSTRUCTED BY COMPANIES.				MAIN HEAD AND SUB-HEAD.
EASTERN BENGAL— (BIHAR SECTION.) (157.50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		BURMA. (327.00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1895.		TOUNGOO-MANDALAY. (220.00 MILES.) HALF-YEAR ENDING 30TH JUNE 1890.		SOUTHERN MAHRATTA. (1,043.70 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		
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.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
...	...	2,87,279	878	1,71,251	778	10,90,911	1,045	I.—PRELIMINARY EXPENSES—
88,703	567	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
3,18,580	2,036	2,71,658	851	3,16,081	1,437	10,25,442	982	II.—LAND.
...	...	...	...	...	...	1,88,17,573	18,030	III.—FORMATION—
13,63,596	8,713	32,40,803	9,911	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
...	...	...	...	...	...	1,83,66,507	17,597	IV.—BRIDGEWORK—
31,07,753	19,858	13,89,139	4,248	...	...	...	...	1. Large bridges.
4,35,158	2,780	31,21,404	9,545	65,78,182	29,900	...	...	2. Minor bridges.
...	...	...	...	...	...	13,47,110	1,291	V.—FENCING, &C.—
2,70,012	1,725	10,87,600	3,326	...	...	...	...	1. Fencing.
1,48,637	950	3,02,316	918	...	...	...	...	2. Road crossings.
...	...	...	...	...	...	...	...	3. Mile and gradient posts.
18,903	121	655	2	...	...	...	...	VI.—ELECTRIC TELEGRAPH.
...	...	...	...	57,83,275	26,288	2,15,49,213	20,647	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.
...	...	...	...	18,22,563	8,284	94,23,387	9,029	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	1,541	...	...	...	...	3. Staff quarters.
2,22,167	1,420	6,79,480	2,078	...	...	...	...	4. Station machinery.
...	...	...	...	4,16,257	1,892	25,76,012	2,468	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 furniture.
...	...	...	...	...	...	...	...	X.—FERRIES, &C.—
10,417	67	...	...	...	...	...	...	1. Ferries.
...	...	...	...	...	...	...	...	2. Floating bridges.
...	...	35,62,697	10,895	33,94,051	15,429	99,03,576	9,489	XI.—ROLLING STOCK—
1,75,721	1,123	...	...	...	...	...	...	1. Locomotive.
7,88,873	5,041	...	...	...	...	...	...	2. Carriage and wagon.
...	...	...	...	14,67,669	6,671	63,63,170	6,097	XII.—GENERAL CHARGES—
1,82,507	1,166	2,27,935	697	...	...	...	...	1. Direction or general.
4,51,599	2,886	15,00,406	4,588	...	...	...	...	2. Engineering.
45,062	288	1,34,322	411	...	...	...	...	3. Stores.
48,281	308	1,44,758	443	...	...	...	...	4. Audit and account.
18,953	121	22,311	68	...	...	...	...	5. Medical and sanitation.
1,35,841	868	...	...	...	...	4,91,090	471	Loss by exchange.
(d) 1,22,28,381	(d) 78,137	2,65,32,093	81,137	1,99,49,332	90,679	9,09,53,991	87,146	TOTAL.

(c) Excludes Rs. 1,039 on account of interest on capital during construction.  
 (d) 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 CONSTRUCTED BY COMPANIES—concl'd.		NATIVE STATE LINES CONSTRUCTED BY GOVT. OF INDIA.					
	SOUTH INDIAN (a). (1,105.19 MILES.) HALF-YEAR ENDING 30TH JUNE 1892.		BHAVNAGAR-GONDAL JUNAGARH-PORBANDAR. (319.16 MILES.) (c) HALF-YEAR ENDING 31ST DECEMBER 1890.		JODHPORE-BICKANEER (JODHPORE SECTION). (d) (247.50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1891.		JODHPORE-BICKANEER. (BICKANEER SECTION) (43.50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1891.	
	Total of each main or sub-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	
I.—PRELIMINARY EXPENSES—	10,53,350	953	1,19,442	363	36,159	146	7,826	180
1. Survey expenses . . .	...	...	...	...	...	...	...	...
2. Plant . . .	...	...	...	...	...	...	...	...
3. Establishment . . .	...	...	...	...	...	...	...	...
II.—LAND . . .	3,68,516	333	...	...	1,007	4	...	...
III.—FORMATION—	58,05,585	5,253	16,74,017	5,086	1,46,446	592	60,535	1,392
1. Earthwork . . .	...	...	...	...	...	...	...	...
2. Tunnels . . .	...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—	1,61,76,094	14,636	41,19,819	12,516	1,14,589	463	2,500	57
1. Large bridges . . .	...	...	...	...	...	...	...	...
2. Minor bridges . . .	...	...	...	...	...	...	...	...
V.—FENCING, &c.—	15,56,642	1,408	71,451	217	1,363	5	105	2
1. Fencing . . .	...	...	...	...	...	...	...	...
2. Road crossings . . .	...	...	...	...	...	...	...	...
3. Mile and gradient posts . . .	...	...	...	...	...	...	...	...
VI.—ELECTRIC TELEGRAPH	79,156	72	10,425	32	22,455	91	...	...
VII.—BALLAST AND PERMANENT- WAY—	1,98,48,558	17,959	49,16,242	14,935	31,92,247	12,898	13,42,378	30,859
1. Ballast . . .	...	...	...	...	...	...	...	...
2. Permanent-way . . .	...	...	...	...	...	...	...	...
VIII.—STATIONS AND BUILDINGS—	68,68,593	6,215	21,49,764	6,531	2,13,987	865	14,075	324
1. Stations and offices . . .	...	...	...	...	...	...	...	...
2. Workshops, store build- ings, &c. . .	...	...	...	...	...	...	...	...
3. Staff quarters . . .	...	...	...	...	...	...	...	...
4. Station machinery . . .	...	...	...	...	...	...	...	...
IX.—PLANT—	17,09,224	1,547	3,52,828	1,072	44,952	182	1,033	24
1. Engineering . . .	...	...	...	...	...	...	...	...
2. Locomotive . . .	...	...	...	...	...	...	...	...
3. Carriage and wagon . . .	...	...	...	...	...	...	...	...
4. Station and office furni- ture. . .	...	...	...	...	...	...	...	...
X.—FERRIES, &c.—	...	...	...	...	...	...	...	...
1. Ferries . . .	...	...	...	...	...	...	...	...
2. Floating bridges . . .	...	...	...	...	...	...	...	...
XI.—ROLLING STOCK—	...	...	21,57,548	6,555	...	...	...	...
1. Locomotive . . .	37,90,132	3,429	...	...	69,636	281	...	...
2. Carriage and wagon . . .	68,29,732	6,180	...	...	2,51,663	1,017	...	...
XII.—GENERAL CHARGES—	85,85,916	7,769	8,73,566	2,654	67,587	273	4,254	98
1. Direction or general . . .	...	...	...	...	...	...	...	...
2. Engineering . . .	...	...	...	...	...	...	...	...
3. Stores . . .	...	...	...	...	...	...	...	...
4. Audit and account . . .	...	...	...	...	...	...	...	...
5. Medical and sanitation . . .	...	...	...	...	...	...	...	...
Loss by exchange . . .	2,42,360	219	...	...	...	...	...	...
TOTAL	(b) 7,40,32,138	(b) 66,986	1,64,45,102	49,961	41,62,091	16,817	14,32,706	32,936

(a) Includes the Villupuram-Guntakal section, which was constructed by the State.

(b) Includes Rs. 11,18,850 on account of maintenance charged to capital account, not included in any of the minor sub-heads.

(c) Excludes 4.50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.

(d) The section from Kharchi to Pali was constructed by the Jodhpore Darbar.



G -concluded.

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

SPECIAL GAUGES.										MAIN HEAD AND SUB-HEAD.
NATIVE STATE LINE CONSTRUCTED BY COMPANY.		STATE LINES CONSTRUCTED BY THE STATE.								
GAEKWAR'S MEHSA-NA. (32.03 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1901.	KAUNIA-DHARLLA. (37.03 MILES, 2' 6" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1894.	NALHATI. (27.25 MILES, 4' 0" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1880.	CHERRA-COMPANYGANJ. (7.50 MILES, 2' 6" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1886.	JORHAT. (30.60 MILES, 2' 0" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.						
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.	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	R	R	
10,385	112	910	25	...	...	...	...	388	13	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	...	...	3. Establishment.
...	...	14,432	390	...	...	...	...	4,728	155	II.—LAND.
2,65,898	2,871	...	...	...	...	...	...	...	...	III.—FORMATION—
...	...	...	...	...	...	53,025	7,070	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
4,61,777	4,985	...	...	...	...	...	...	...	...	IV.—BRIDGEWORK—
...	...	...	...	(e)	...	12,745	1,669	...	...	1. Large bridges.
...	...	88,841	2,401	21,690	796	2,058	275	1,18,590	3,875	2. Minor bridges.
50,501	545	...	...	...	...	...	...	...	...	V.—FENCING, &C.—
...	...	...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	...	...	2. Road crossings.
...	...	...	...	...	...	...	...	...	...	3. Mile and gradient posts.
...	...	...	...	...	...	...	...	...	...	VI.—ELECTRIC TELEGRAPH.
16,43,851	17,746	4,98,680	13,478	1,90,420	6,988	...	...	3,09,346	10,109	VII.—BALLAST AND PERMANENT WAY—
...	...	...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	78,933	10,524	...	...	2. Permanent-way.
3,47,640	3,753	21,470	580	25,600	939	...	...	62,578	2,045	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	2,012	268	...	...	1. Stations and offices.
...	...	...	...	...	...	5,444	726	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	672	89	...	...	3. Staff quarters.
...	...	...	...	...	...	8,502	1,134	...	...	4. Station machinery.
29,870	323	8,444	228	7,500	275	...	...	20,606	673	IX.—PLANT—
...	...	...	...	...	...	944	126	...	...	1. Engineering.
...	...	...	...	...	...	1,175	157	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	1,000	133	...	...	4. Station and office furniture.
...	...	1,20,677	3,261	...	...	...	...	...	...	X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
...	...	...	...	...	...	...	...	...	...	2. Floating bridges.
16,026	173	1,60,637	4,342	50,000	1,835	...	...	1,18,901	3,886	XI.—ROLLING STOCK—
...	...	...	...	...	...	17,672	2,356	...	...	1. Locomotive.
...	...	...	...	...	...	20,611	2,748	...	...	2. Carriage and wagon.
78,102	843	8,291	224	30,000	1,101	23,253	3,101	36,622	1,197	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by exchange.
29,04,050	31,351	9,22,382	24,929	3,25,210	11,934	(f) 2,30,408	30,721	6,71,759	21,953	TOTAL.

(e) Approximate.  
(f) Includes Rs. 1,361 on account of percentage for establishment.

## Statement showing the actual capital expenditure on open lines of railway which

RAILWAYS.	1884-85.		1885-86.		1886-87.		1887-88.	
	Mileage.	• R	Mileage.	R	Mileage.	R	Mileage.	R
East Indian (a) . . . . .	1,605½	27,45,025	1,611	25,51,427	1,615½	16,36,685	b)1,609½	6,06,640
Rajputana-Malwa—(c)								
Holkar . . . . .	1,663	18,72,973	1,667½	21,36,762	1,667½	2,60,459	1,667½	0,32,413
Cawnpore-Achnera (d) . . . . .								
Rewari-Ferozepore . . . . .								
Bhopal-Itarsi (British section) . . . . .	...	...	...	...	...	...	...	...
Sindia (e) . . . . .	74½	9,463	74½	48,187	74½	6,365	74½	1,895
Warora colliery including Wardha Coal railway to end of 1890-91 . . . . .	46½	2,00,524	46½	2,00,554	46½	2,73,320	46½	-1,41,792
Wardha Coal . . . . .	...	...	...	...	...	...	...	...
Umaria colliery . . . . .	...	93,827	...	1,62,159	...	3,32,636	...	1,53,534
Burma (state) . . . . .	260	6,47,647	333	10,87,567	333	1,50,534	333	2,27,796
Eastern Bengal (state) (h) . . . . .	529½	22,67,008	606½	26,74,701	606½	17,74,189	676½	20,68,575
Bengal-Nagpur—								
Katni-Umaria (i) . . . . .	...	...	...	...	...	...	37	1,10,938
Nagpur-Chhattisgarh (j) . . . . .	149	6,99,911	149	4,53,490	149	6,76,393	(k)	...
Tirhoot . . . . .	227	4,79,247	225½	-4,90,356	245½	2,70,398	259½	3,45,774
Oudh and Rohilkhand (state) . . . . .	...	...	...	...	...	...	...	...
North Western (state) (m) . . . . .	947	23,39,991	1,791½	37,71,499	2,058½	11,43,159	2,384½	45,00,567
South Indian . . . . .	...	...	...	...	...	...	...	...
Bezawada extension . . . . .	...	...	...	...	...	...	...	...
Dhond-Manmad . . . . .	145½	1,10,291	145½	1,956	145½	20,777	145½	12,170
<b>TOTAL</b>	<b>5,648</b>	<b>1,14,75,907</b>	<b>6,650½</b>	<b>1,25,97,946</b>	<b>6,943</b>	<b>65,44,915</b>	<b>7,235</b>	<b>89,18,510</b>

DIX H.

are the property of the State, and the mileages during the nine years 1884-85 to 1892-93.

1888-89.		1889-90.		1890-91.		1891-92.		1892-93.		REMARKS.
Mileage.	R	Mileage.	R	Mileage.	R	Mileage.	R	Mileage.	R	
1,610	36,156	1,610	6,70,785	1,610	-1,27,178	1,610	-7,31,147	1,613½	13,25,919	(a) Treated specially in 1884-85. Includes expenditure on the Dildarnagar-Ghaziipur, Patna-Gya and Nalhati railways. (b) Benares branch transferred to the Oudh and Rohilkhand railway.
1,665	5,11,381	1,672½	1,89,927	1,672½	36,419	1,674	-3,31,136	1,674	6,01,212	(c) There may be some outlay in the earlier years which could properly be dealt with as construction outlay, but it is difficult to make a separation. (d) Includes the Cawnpore-Farukhabad and Hathras-Muttra-Achnera sections. Excludes expenditure on the Farukhabad-Hathras section and Jumna bridge during 1884-85.
...	...	...	...	13	1,69,118	13	1,96,542	13	2,69,814	
...	...	...	...	...	...	...	...	...	...	(e) Excludes credit realized from the Indian Midland railway in 1888-89 on account of total outlay transferred to that line.
46½	-28,954	46½	-31,227	46½	-2,50,955	...	12,667	...	9,918	
...	...	...	...	...	...	(f) 45	-2,78,105	45	6,493	(f) Excludes 1½ miles at Warora retained by the colliery as a siding on the transfer of this railway to the Great Indian Peninsula Railway Company.
...	87,231	...	44,470	...	54,458	...	71,788	...	37,608	
(g) 555	8,46,796	555½	4,24,086	558½	1,48,664	558½	4,58,825	558½	2,32,568	(g) Includes the Toungoo-Mandalay railway.
676	12,21,223	750½	16,30,513	778½	14,33,124	777	12,91,146	777	8,94,965	(h) Treated specially in 1884-85. Includes outlay on sidings and extensions which cannot be separated.
...	...	...	...	...	...	...	...	...	...	(i) Transferred to the Bengal-Nagpur railway in 1888-89.
...	...	...	...	...	...	...	...	...	...	(j) Includes outlay on the Kanhan bridge from 1884-85 to 1886-87. (k) Taken over by the Bengal-Nagpur railway on the 9th May 1887.
273½	1,83,271	273½	1,36,558	(l) 329½	1,75,175	341½	-59,374	311½	12,48,004	(l) Working made over to the Bengal and North-Western railway on the 1st July 1890.
692½	-3,60,823	692½	3,84,110	692½	2,33,375	6,2½	21,189	692½	-1,97,052	
2,381	-7,72,976	2,368½	7,86,924	2,368½	22,96,061	2,358½	8,50,046	2,427½	18,30,016	(m) Excludes expenditure on troop traffic works and gradient improvements from 1885-87 and on the Sukkur bridge from 1881-82 to 1892-93.
...	...	...	...	900½	12,55,115	1,105½	-17,45,079	1,042½	7,74,489	
...	...	21½	39,154	21½	34,602	21½	19,133	21½	4,809	
145½	24,679	145½	10,855	145½	4,470	145½	61,912	145½	30,684	
8,044½	17,47,984	8,135½	42,86,465	9,136½	54,62,448	9,342½	-1,61,593	9,351½	70,69,477	

## APPENDIX I.

**An Agreement**, made the 8th day of March 1892, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and the EAST INDIAN RAILWAY COMPANY, incorporated by an Act of Parliament passed in the thirteenth year of Her present Majesty, and intituled "An Act for incorporating the East Indian Railway Company and for other purposes," of the other part.

WHEREAS these presents are intended to be supplemental to an Indenture dated the 22nd day of December 1879, and made between the said Secretary of State in Council of India of the one part, and the said East Indian Railway Company of the other part, being a Contract entered into under the powers of the East Indian Railway Company Purchase Act, 1879, with reference to the maintenance, management, use, and working by the Company of so much of the East Indian Railway as defined by the said last-mentioned Act as should on the 1st day of January 1880 be handed over to the Company, and for other purposes therein mentioned (which said Indenture is herein-after referred to as the "First Principal Contract"), and are also intended to be supplemental to an Agreement dated the 27th day of July 1882, and made between the said Secretary of State in Council of India of the one part and the said Company of the other part, being a Contract also entered into under the powers of the said East Indian Railway Company Purchase Act, 1879, with reference to the working of the Kurhurbaree and Serampore Coal-fields as part of the undertaking in the First Principal Contract referred to (which said Agreement is herein-after referred to as the Second Principal Contract").

AND WHEREAS in accordance with the provisions of the Principal Contracts certain sums of money have been charged to the Capital Account of the undertaking, provision for writing off which as the value of the collieries is diminished from time to time by the exhaustion of the coal, has not been made.

AND WHEREAS the Company, at the request of the Secretary of State, in order that the Capital outlay so charged as aforesaid, and future similar Capital outlay, may be eventually written off in proportion to the diminished value of the collieries, have agreed that the terms and provisions of the Second Principal Contract shall be modified in manner herein-after appearing.

• NOW THESE PRESENTS WITNESS, and it is hereby agreed and declared as follows, that is to say:—

1. In this agreement the words and expressions to which meanings are assigned by the First Principal Contract shall (unless there shall be something in the context repugnant to such construction) respectively have the same meanings as are by the First Principal Contract assigned to them.

2. As from the 31st day of December 1890 in every half-year a sum calculated at the rate of six pies per ton on the gross output of the collieries shall be added to the cost of raising the coal, and shall be credited to the Capital Account of the undertaking, and from time to time, as the coal is consumed or sold, shall be paid to the Secretary of State.

3. At the expiration of five years from the said 31st day of December 1890, and at the end of every subsequent fifth year during the continuance of the Principal Contracts, if the Secretary of State shall so require, the aforesaid rate of six pies per ton shall be revised and shall be increased or reduced if, on a review of the general position of the collieries at such periods respectively, it shall appear, on the one hand, that the said rate of six pies per ton is not sufficient to reduce the capital sum standing at the debit of the Colliery accounts in fair proportion to the diminished value of the said collieries, or on the other hand, that the said rate is more than sufficient for the said purpose.

4. Provided always, that in determining the incidence between Capital and Revenue of any future expenditure on the said collieries the principles laid down in Clause 8 of the Second Principal Contract shall be maintained and be applicable.

I do witness whereof SIR ALFRED COMYNS LYALL, K.C.B., and SIR JOHN STRACHEY, G.C.S.I., being two members of the Council of India, have hereunto set their hands and seals, and the EAST INDIAN RAILWAY COMPANY have hereunto caused their common seal to be affixed, the day and year first above written.

APPENDIX J.

## APPENDIX J.

**This Indenture**, made the 26th day of April 1892, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE ASSAM-BENGAL 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 Assam-Bengal Railway Company, Limited.
  - (c) "The projected railway" means and includes the line of railway and the several branch lines of railway and works of whatever description mentioned in Clause 4 of this Contract, together with the land, rolling-stock, steam vessels, barges and boats, plant, and machinery pertaining thereto or used in connection therewith.
  - (d) "The undertaking" means and includes the projected railway and connected ferries and steamer services for the time being sanctioned by the Secretary of State, 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.
  - (e) "The open system" means and includes so much of the undertaking as shall for the time being have been opened, with the sanction of the Secretary of State, for the public carriage of passengers or of animals and goods.
  - (f) "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 from the use of the telegraphs in connection therewith, and all other sums received in respect thereof as rents, tolls on bridges, and from connected ferries and steamer services, and all other sources the receipts from which are treated as revenue on Indian railways generally.
  - (g) "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 or arising out of the management, maintenance and working of the open system.
  - (h) "Net earnings" and "surplus profits" have the meanings attributed to those expressions respectively in Clauses 64 and 65 of this Contract.
  - (j) "Local authority" means a municipal committee, district board, body of port commissioners, or other authority legally entitled to, or entrusted by the Secretary of State with, the control or management of a municipal or local fund.
  - (k) "Month" means a calendar month, but in respect of the interest for a month or part of a month mentioned in Clause 45 of this Contract a "month" shall be deemed to be one equal twelfth part of a year.

### *Duration of Contract.*

2. This Contract shall continue in force until it shall be determined under any provision in that behalf herein-after contained.

### *As to existing Surveys, Works, etc., for the undertaking.*

3. All surveys, plans, designs, estimates, and works which the Secretary of State has caused to be made and executed with the view of facilitating and expediting the construction of the undertaking 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 undertaking, or any part or parts thereof, shall be made over to the Company, and the

cost, as certified by the Secretary of State, of the aforesaid works, rolling-stock, plant, and machinery, as well as of such of the said surveys, plans, designs, and estimates as shall be used for the laying out and construction of the undertaking or any part or parts thereof shall be paid by the Company to the Secretary of State and entered in Part II of the Capital Account of the undertaking as herein-after provided. Provided that the cost, as certified by the Secretary of State, of any such surveys, plans, designs, and estimates which shall not be so used shall be entered in Part I of the said Capital Account.

*As to the construction of the Projected Railway.*

4. Subject to the requisite funds and land being provided according to the stipulations in that behalf herein-after contained, the Company shall with due diligence and expedition, and in accordance in all respects with the directions of the Secretary of State, construct to the satisfaction of the Secretary of State, and make ready and fit for being opened by the 1st day of July, 1898 for the public carriage of passengers throughout on routes to be determined by him, and on land to be provided by him as herein-after stipulated, a line of railway from Chittagong, *via* Badarpur to a terminus at or near Makum Junction, or such other place on or near the western boundary of the Lakhimpur District as the Secretary of State shall select, with branch lines of railway to Chandpur, Silchar and Gauhati, together with all such stations, station-yards, offices, warehouses, houses for employés, conveniences, and works, as in the opinion of the Secretary of State shall be necessary or proper for the purposes of the said railway and branches, 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. The said railway and branches shall be of the metre gauge, and shall in general structural character conform with the standard of State railways on the same gauge in Bengal. Surveys, plans, designs, and estimates in relation to the construction of the said railway and branches and the stations and other works to be constructed under this Clause 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 at his option furnish surveys, designs, estimates, and plans to the Company, and the Company shall in that case be bound to follow them. All the provisions of this Clause shall apply, *mutatis mutandis*, in respect of any line or lines of railway which under Clauses 5 and 7 of this Contract shall be required to be constructed.

*As to the acquisition, construction, and working of Branch and Extension Railways as additions to the undertaking and otherwise.*

5. The Secretary of State may require the Company to construct as part of the undertaking, or to acquire either absolutely or on lease for a term of years or otherwise on behalf of the undertaking, any such branch or extension railway on the metre 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 in no case shall any such requisition be made in respect of any such branch or extension the estimated cost of which shall exceed an average rate of 65,000 rupees per mile, excluding rolling-stock, or which shall exceed in length 50 miles, measured from the junction with the undertaking; nor shall the aggregate length of branches or extensions to be constructed or acquired under this Clause exceed a total length of 250 miles. Provided also, that if during the first three years of the working of any such branch or extension railway by the Company for the public carriage of passengers the average gross earnings from all sources per week per mile of such branch or extension in any half-yearly period for which the Revenue Account shall be made up pursuant to Clause 63 of this Contract do not amount to 75 rupees, the Secretary of State will make good the deficiency. Provided further, that the moneys and land required for any such construction, and the moneys for any such absolute acquisition as aforesaid of any such branch or extension railway shall be contributed and 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 Part II of the Capital Account of the undertaking as therein-after provided.

6. The Company may, upon such terms and conditions as shall in each case be agreed upon between the Secretary of State and the Company, construct or acquire either

absolutely or on lease for a term of years or otherwise any branch or extension railway on the metre gauge convenient to be worked as auxiliary to or in connection with the undertaking or any part of it, and may work on such terms and conditions as may in each case be agreed upon between the Secretary of State and the Company any railway so constructed or acquired as mentioned in this Clause, or any other railway on the metre gauge convenient to be worked as auxiliary to or in connection with the undertaking or any part of it.

7. The Secretary of State may require the Company to construct on behalf of any Local Authority any such branch or extension railway of the metre gauge in connection either with the undertaking, or with any other railway in connection with the undertaking and worked by the Company, as such Authority 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 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, unless so specially agreed, 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 concerned through the Secretary of State.

*As to Land.*

8. The Secretary of State shall from time to time provide, free of cost to the Company, 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 employes, conveniences, and works necessary or proper for the purposes of the same railways, and (at his discretion as to what is really requisite) for the purposes and conveniences of the undertaking in respect to the provision of foreshores, wharves, jetties, or quays, and shall allow the Company during the continuance of this Contract to have possession of the land so provided. 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 for the time being it shall be unnecessary that the Company should retain in its possession for any of the purposes of the undertaking. 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. The value, to be determined by the Secretary of State, of all land which he shall have provided free of cost to the Company and of which he shall allow the Company to have possession pursuant to this Clause shall be debited in Part I of the Capital Account of the undertaking as herein-after provided, and the value, also to be determined by the Secretary of State, of all land so provided which the Company shall relinquish to him pursuant to this Clause shall be credited in Part I of the said Capital Account. Provided that, if the Secretary of State and the Company shall so agree, the value, to be determined by him, of any land that he shall allow the Company to have possession of, for the purposes and conveniences of the undertaking, in respect to the provision of foreshores, wharves, jetties, or quays, as aforesaid, shall be treated as is herein-after provided as capital contributed by the Secretary of State and debited in Part II of the said Capital Account, and the value, also to be determined by the Secretary of State, of all such land as last aforesaid which the Company shall relinquish to him pursuant to this Clause shall be credited in Part II of the said Capital Account.

*As to notification to Company of Route of Railways.*

9. 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.*

10. 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.*

11. The Company shall with due diligence equip the undertaking with all such 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 Clause, 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 Clause.

*As to Telegraphs.*

12. 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 inspect, maintain, and work the electric telegraphs to be established as aforesaid as he shall think fit, and it shall be lawful for him for such purposes, or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of entering by his agents 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 Clause on the undertaking, or any land or on 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.

13. 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.

14. 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 Clause have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

15. The Company, if so directed by the Secretary of State, shall in relation to any electric telegraphs or telegraphic appliances of which under Clause 13 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.*

16. 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 on the open system, 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 of so much of the undertaking as shall have been opened for the public carriage of passengers 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.

17. 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 open for the public carriage of passengers.

18. 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 Clauses 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.*

19. 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. Nothing in this Clause 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.*

20. 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 Clause 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 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.

21. 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 provided for in the foregoing part of this Clause he may himself remedy the defect and charge the cost of the same as if done by the Company.

22. 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, employ on such staff in India, for the purposes of construction and working, such competent and otherwise suitable members of the Government service as may be available, and fill up from the Government service vacancies

occurring from time to time in the said staff in India, and for filling which there shall be no suitable persons or person available among those for the time being employed by the Company; and no member of the Government service so engaged, unless a person who if holding any such or similar office on any State Railway could 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. Any contributions on account of pensions and furlough allowances which the Secretary of State may require to be paid to him on behalf of members of the Government service employed by the Company shall be paid by the Company and charged in like manner as the salaries of such members. The Company shall not be required to pay rates of remuneration to members of the Government service employed on the undertaking in excess of the rates at which the Company can obtain similarly qualified servants.

23. 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 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 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, subject to the provisions of Clause 8 hereof, provide any land that may be required for the purposes aforesaid, and shall supply the funds necessary 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 Part II. of the Capital Account as herein-after 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, Rates, &c.*

24. The Company shall, until this Contract shall be determined 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.

25. The Company shall cause to be run on the open system so many trains, at such times, at such reasonable rates of speed, between such places, and with such conveniences and accommodations as the Secretary of State shall from time to time require.

26. 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.

27. 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 and in respect to goods for terminals by way of services rendered at forwarding and receiving stations 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 classes and descriptions of 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. Provided always, that as often as the Secretary of State shall require the Company to make any such modification as last aforesaid, he shall give the Company not less than six months' previous notice of his intention in that behalf in order to give the Company time to submit its views with reference to such modifica-

tion, unless in his notice he shall declare that the case is one of public emergency, in which case it shall be sufficient for him to give such shorter notice as under the circumstances he shall consider reasonable. The Company shall not, in making charges to the public for services mentioned in this Clause, 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 Clause 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 Clause include everything conveyed on the undertaking, passengers only excepted.

28. 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.*

29. 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.

*As to Ferries, &c.*

30. The Company may, with the approval of the Secretary of State, and subject to the provisions of the Indian Guaranteed Railways Act, 1879 (42 and 43 Vict. c. 41), from time to time during the continuance of this Contract, establish, maintain, and work ferries and services of steam and other vessels for the accommodation of the traffic of the undertaking. Every such ferry or service shall be equipped with boats and fixed and moveable machinery and plant of good quality and adequate in quantity to work the said ferry or service. 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 such ferry or service which shall have been established by it.

31. The 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 or service which shall be established under the last preceding section.

32. The Company may, with the approval of the Secretary of State, enter into agreements with any person or Company carrying on the business of carriers by water for the provision of such means of transport as may be required for the reasonable convenience of the Company's traffic.

*Undue Preference.*

33. 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 Clause to decide whether any preference, advantage, prejudice, or disadvantage is undue or unreasonable.

*As to Services rendered to the Secretary of State on the undertaking.*

34. 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, of stores for State railways, and of any public stores whatever), shall be performed by the Company on the same general conditions as may for the time being be in force on 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 Clause 12 of this Contract.

35. 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.

36. 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.

37. 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.

*The Company to comply with the 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 the stations, station-yards, offices, warehouses house for employes, 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 (with the exception of moneys paid by the Secretary of State to the Company pursuant to Clauses 41 and 65 of this Contract), and things, and whether in England, India, or elsewhere, which have been or shall be transferred to the Company by the Secretary of State pursuant to these presents, or have been or shall be acquired, paid for or constructed by the Company with money supplied to the Company by the Secretary of State under Clause 50 of this Contract, are hereby declared to be respectively the property of the Secretary of State, but subject to the use and enjoyment thereof by the Company during the continuance of this Contract.

*As to Capital 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 in London to the credit of the Secretary of State an aggregate sum of 1,500,000*l.* to be raised in shares or stock as the original capital of the Company.

41. The Secretary of State will, from the date of payment to his credit at the Bank of England, either in respect of such instalments as aforesaid or of any payments made in anticipation of such instalments (which payments the Company shall be at liberty to make), 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 first day of July and the first day of January interest, to be distributed as and by way of minimum dividend on the original capital of the Company, at the rate of three per cent. per annum, calculated to the last preceding 30th day of June and 31st day of December respectively, on the amount which shall for the time being have been paid as aforesaid by the Company in

respect of the sum of 1,500,000*l.* mentioned in the last preceding Clause of this Contract, and also half-yearly on the first day of July and the first day of January, up to and inclusive of the first day of July 1898 (if this Contract shall so long continue), further interest calculated as aforesaid at the rate of one-half per cent. per annum on the amount previously mentioned in this Clause.

42. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of 1,500,000*l.* as share capital, shall be 300,000*l.* and shall constitute the first of the aforesaid instalments. Such calls in respect of the balance of the said share capital shall be made as may from time to time be prescribed by the Secretary of State. Any sums received by the Company from any shareholder in respect of the moneys due upon the shares held by him beyond the sums actually called for shall without delay, and in anticipation of subsequent instalments, be paid into the Bank of England to the credit of the Secretary of State. Of the moneys paid by the Company into the Bank of England to the credit of the Secretary of State under this Clause or Clause 40 of this Contract, the equivalent in rupees of the sum of 300,000*l.* shall be regarded and is herein-after referred to as working capital, and the Secretary of State will allow interest half-yearly on the equivalent in rupees of all moneys paid to his credit in excess of the said sum of 300,000*l.* (herein-after referred to as excess capital), at the rate of 2 per cent. per annum from the date of the payment thereof to his credit, and the amount of such interest shall be credited in Part II of the Capital Account of the undertaking herein-after mentioned. Provided that from time to time as moneys shall be supplied by the Secretary of State to the Company in London and in India for the purposes of this Contract, the amount so supplied shall be considered and treated as deducted from the amount of working capital; and from time to time when working capital shall be reduced in manner aforesaid to the equivalent in rupees of 50,000*l.* or less, transfers (for the purpose of calculation of interest) shall be made or be deemed to be made from excess capital to working capital of such amounts as shall be required to raise working capital again to the equivalent in rupees of 300,000*l.*; and the Secretary of State shall from time to time allow interest as aforesaid only on the amount (if any) of excess capital, less the sums so transferred or deemed to be transferred as aforesaid.

Provided also, that the Secretary of State's liability for interest under this Clause shall be wholly determined so soon as the moneys supplied by him in London and in India to the Company as aforesaid shall have amounted to the equivalent in rupees of 1,200,000*l.*, or the projected railway shall have been opened for the public carriage of passengers throughout, or on the 30th day of June 1898, whichever may be the earliest date.

43. Whenever the moneys supplied to the Company in London and in India for expenditure on the projected railway, irrespective of the amounts from time to time debited in Part II of the Capital Account on account of interest on capital pursuant to Clause 45 of this Contract, or of value of land pursuant to Clause 8 of this Contract, shall exceed the equivalent in rupees of the aforesaid sum of 1,500,000*l.*, and further moneys shall be required for expenditure in London in sterling, or in India in rupees, for completing and equipping the projected railway or for any other purposes sanctioned by the Secretary of State under this Contract, and chargeable to account of capital, the Secretary of State shall at his option either contribute them, supplying them in India or in London, as the case may require, or enable the Company to raise them by the issue, at his option, of shares or of debentures in such manner, with such guarantee by the Secretary of State, and generally on such terms as shall be agreed upon between the Secretary of State and the Company, and all moneys so raised by the Company shall be forthwith paid into the Bank of England to the credit of the Secretary of State.

44. The equivalent in rupees of the aforesaid sum of 1,500,000*l.*, and of any further share capital raised by the Company with the sanction of the Secretary of State and paid to his credit at the Bank of England, shall be deemed to be capital contributed by the Company. The equivalent in rupees of all moneys raised by the Company by the issue of debentures, guaranteed by the Secretary of State and paid to his credit at the Bank of England, and of all other moneys contributed by the Secretary of State and supplied by him to the Company under Clause 43 of this Contract for the purposes of capital expenditure of the undertaking, also of all interest on capital debitable under Clause 45 of this Contract to account of capital, and of the value of any land debitable under Clause 8 of this Contract to account of capital, shall be deemed to be capital contributed by the Secretary of State. Provided that for the purposes of

Clause 65 of this Contract all moneys pursuant to this Clause contributed or deemed to be contributed by the Secretary of State shall carry the same rate of interest as is for the time being paid on the Company's share capital of 1,500,000*l.* as aforesaid; but after the whole of the Company's share capital of 1,500,000*l.* shall have been called up and supplied by the Secretary of State to the Company for the purposes of this Contract, the rate of interest to be allowed to the Secretary of State for any excess of the aggregate of all such moneys over  $\frac{8}{11}$ ths of the total capital expenditure for the time being of the undertaking shall from time to time be agreed upon between the Secretary of State and the Company.

45. From the date of this Contract and until the last day of that one of the half-yearly periods prescribed under Clause 63 of this Contract for the making up of the Revenue Account in which the projected railway shall have been opened for the public carriage of passengers throughout but not in respect of any period subsequent to the 30th day of June 1898, there shall from time to time be debited in Part II of the Capital Account of the undertaking herein-after mentioned—(1) all interest paid by the Secretary of State to the Company or accruing in respect of the Company's share capital of 1,500,000*l.* from time to time paid in as aforesaid, all such interest being calculated at the rate of 3½ per cent. per annum; and (2) all interest paid by the Secretary of State to the Company, or accruing on any additional share capital raised pursuant to Clause 43 of this Contract, and from time to time paid in as aforesaid, such interest being calculated at the rate agreed upon between the Secretary of State and the Company; and (3) all interest accruing in respect of the moneys (other than such as may be raised by the issue of debentures pursuant to this Contract) from time to time either contributed by the Secretary of State on account of capital pursuant to Clause 43 of this Contract, and supplied in London or in India by him to the Company, or deemed to be so contributed by him, and debitable in Part II of the Capital Account, such interest being calculated at the rate of 3½ per cent. per annum; and (4) all interest paid by the Secretary of State to the Company or accruing in respect of the debenture capital, also from time to time paid in as aforesaid. Provided that all such interest in respect of the moneys contributed by the Secretary of State as mentioned in Sub-division 3 of this Clause shall be calculated month by month and in respect of each month shall be one month's interest on the amount of the moneys so contributed or deemed to be contributed as last aforesaid on the last day of the last preceding month, increased or decreased by half a month's interest on the difference between that amount and the amount of the like moneys on the last day of the month for which interest is to be calculated, according as the last-named amount is greater or less than the first-named amount, such amounts to be from time to time ascertained as prescribed in Clause 60 of this Contract.

46. 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, 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 *bonâ fide* purpose of discharging previously existing indebtedness of the Company in respect of borrowed capital to an amount equal to the amount of such borrowed capital, provided the money borrowed be *bonâ 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 *bonâ fide* temporary purposes.

47. Subject to the provisions of this Contract, all moneys paid by the Company under Clauses 40 and 43 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.*

48. 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

respect of the sum of 1,500,000*l.* mentioned in the last preceding Clause of this Contract, and also half-yearly on the first day of July and the first day of January, up to and inclusive of the first day of July 1898 (if this Contract shall so long continue), further interest calculated as aforesaid at the rate of one-half per cent. per annum on the amount previously mentioned in this Clause.

42. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of 1,500,000*l.* as share capital, shall be 300,000*l.* and shall constitute the first of the aforesaid instalments. Such calls in respect of the balance of the said share capital shall be made as may from time to time be prescribed by the Secretary of State. Any sums received by the Company from any shareholder in respect of the moneys due upon the shares held by him beyond the sums actually called for shall without delay, and in anticipation of subsequent instalments, be paid into the Bank of England to the credit of the Secretary of State. Of the moneys paid by the Company into the Bank of England to the credit of the Secretary of State under this Clause or Clause 40 of this Contract, the equivalent in rupees of the sum of 300,000*l.* shall be regarded and is herein-after referred to as working capital, and the Secretary of State will allow interest half-yearly on the equivalent in rupees of all moneys paid to his credit in excess of the said sum of 300,000*l.* (herein-after referred to as excess capital), at the rate of 2 per cent. per annum from the date of the payment thereof to his credit, and the amount of such interest shall be credited in Part II of the Capital Account of the undertaking herein-after mentioned. Provided that from time to time as moneys shall be supplied by the Secretary of State to the Company in London and in India for the purposes of this Contract, the amount so supplied shall be considered and treated as deducted from the amount of working capital; and from time to time when working capital shall be reduced in manner aforesaid to the equivalent in rupees of 50,000*l.* or less, transfers (for the purpose of calculation of interest) shall be made or be deemed to be made from excess capital to working capital of such amounts as shall be required to raise working capital again to the equivalent in rupees of 300,000*l.*; and the Secretary of State shall from time to time allow interest as aforesaid only on the amount (if any) of excess capital, less the sums so transferred or deemed to be transferred as aforesaid.

Provided also, that the Secretary of State's liability for interest under this Clause shall be wholly determined so soon as the moneys supplied by him in London and in India to the Company as aforesaid shall have amounted to the equivalent in rupees of 1,200,000*l.*, or the projected railway shall have been opened for the public carriage of passengers throughout, or on the 30th day of June 1898, whichever may be the earliest date.

43. Whenever the moneys supplied to the Company in London and in India for expenditure on the projected railway, irrespective of the amounts from time to time debited in Part II of the Capital Account on account of interest on capital pursuant to Clause 45 of this Contract, or of value of land pursuant to Clause 8 of this Contract, shall exceed the equivalent in rupees of the aforesaid sum of 1,500,000*l.*, and further moneys shall be required for expenditure in London in sterling, or in India in rupees, for completing and equipping the projected railway or for any other purposes sanctioned by the Secretary of State under this Contract, and chargeable to account of capital, the Secretary of State shall at his option either contribute them, supplying them in India or in London, as the case may require, or enable the Company to raise them by the issue, at his option, of shares or of debentures in such manner, with such guarantee by the Secretary of State, and generally on such terms as shall be agreed upon between the Secretary of State and the Company, and all moneys so raised by the Company shall be forthwith paid into the Bank of England to the credit of the Secretary of State.

44. The equivalent in rupees of the aforesaid sum of 1,500,000*l.*, and of any further share capital raised by the Company with the sanction of the Secretary of State and paid to his credit at the Bank of England, shall be deemed to be capital contributed by the Company. The equivalent in rupees of all moneys raised by the Company by the issue of debentures, guaranteed by the Secretary of State and paid to his credit at the Bank of England, and of all other moneys contributed by the Secretary of State and supplied by him to the Company under Clause 43 of this Contract for the purposes of capital expenditure of the undertaking, also of all interest on capital debitable under Clause 45 of this Contract to account of capital, and of the value of any land debitable under Clause 8 of this Contract to account of capital, shall be deemed to be capital contributed by the Secretary of State. Provided that for the purposes of



Clause 65 of this Contract all moneys pursuant to this Clause contributed or deemed to be contributed by the Secretary of State shall carry the same rate of interest as is for the time being paid on the Company's share capital of 1,500,000*l.* as aforesaid; but after the whole of the Company's share capital of 1,500,000*l.* shall have been called up and supplied by the Secretary of State to the Company for the purposes of this Contract, the rate of interest to be allowed to the Secretary of State of any excess of the aggregate of all such moneys over  $\frac{1}{11}$ ths of the total capital expenditure for the time being of the undertaking shall from time to time be agreed upon between the Secretary of State and the Company.

45. From the date of this Contract and until the last day of that one of the half-yearly periods prescribed under Clause 63 of this Contract for the making up of the Revenue Account in which the projected railway shall have been opened for the public carriage of passengers throughout but not in respect of any period subsequent to the 30th day of June 1898, there shall from time to time be debited in Part II of the Capital Account of the undertaking herein-after mentioned—(1) all interest paid by the Secretary of State to the Company or accruing in respect of the Company's share capital of 1,500,000*l.* from time to time paid in as aforesaid, all such interest being calculated at the rate of  $3\frac{1}{2}$  per cent. per annum; and (2) all interest paid by the Secretary of State to the Company, or accruing on any additional share capital raised pursuant to Clause 43 of this Contract, and from time to time paid in as aforesaid, such interest being calculated at the rate agreed upon between the Secretary of State and the Company; and (3) all interest accruing in respect of the moneys (other than such as may be raised by the issue of debentures pursuant to this Contract) from time to time either contributed by the Secretary of State on account of capital pursuant to Clause 43 of this Contract, and supplied in London or in India by him to the Company, or deemed to be so contributed by him, and debitable in Part II of the Capital Account, such interest being calculated at the rate of  $3\frac{1}{2}$  per cent. per annum; and (4) all interest paid by the Secretary of State to the Company or accruing in respect of the debenture capital, also from time to time paid in as aforesaid. Provided that all such interest in respect of the moneys contributed by the Secretary of State as mentioned in Sub-division 3 of this Clause shall be calculated month by month and in respect of each month shall be one month's interest on the amount of the moneys so contributed or deemed to be contributed as last aforesaid on the last day of the last preceding month, increased or decreased by half a month's interest on the difference between that amount and the amount of the like moneys on the last day of the month for which interest is to be calculated, according as the last-named amount is greater or less than the first-named amount, such amounts to be from time to time ascertained as prescribed in Clause 60 of this Contract.

46. 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, 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 *bonâ fide* purpose of discharging previously existing indebtedness of the Company in respect of borrowed capital to an amount equal to the amount of such borrowed capital, provided the money borrowed be *bonâ 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  $3\frac{1}{2}$  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 *bonâ fide* temporary purposes.

47. Subject to the provisions of this Contract, all moneys paid by the Company under Clauses 40 and 43 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.*

48. 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 Clauses 40 and 43 of this Contract, and of moneys paid by the Secretary of State to the Company or provided by him under Clauses 41, 43, and 50 of this Contract, or which it shall receive by virtue of the 6th Sub-section of Clause 05 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 Clause 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 herein-after contained as to the application thereof.

49. 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.

50. 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, as the case may require, 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.*

51. 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 accounts shall be kept in England in sterling money of the receipts and expenditure 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.

52. For the purposes of the incorporation provided for in the last preceding Clause of this Contract, and for all the purposes of this Contract requiring the conversion of sterling money into rupees, the conversion shall be made 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 conversion is required to be made, and so that if the conversion is to be made in the first six months of the then current calendar year the half-year shall end on the 31st day of December, and if it is to be made in the last six 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 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 Clause, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half-year shall be made at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.

53. Separate accounts shall, if required by the Secretary of State, be kept by the Company in respect to separate portions 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 or to the Government of India at such times as the Secretary of State shall from time to time prescribe.

54. 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.

55. 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 or of parts of the undertaking or its equipment, 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.

56. The Company 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 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 date of this Contract, 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.

57. The valuation, 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 projected 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.

58. The Capital Account shall be in two parts.

In Part I shall be entered the cost, as certified by the Secretary of State, of any of the surveys, plans, designs, or estimates mentioned in Clause 3 of this Contract which shall not be used, as therein provided, and the value of the land provided free of cost to the Company pursuant to Clauses 8 and 23 hereof, as well as the value of any such land so provided as shall for the time being have been relinquished by the Company to the Secretary of State under the provisions in that behalf herein contained.

In Part II 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), mentioned in the proviso of Clause 8 hereof, as shall for the time being have been relinquished by the Company to the Secretary of State under the previous provisions hereof, also the amount of interests to be allowed by the Secretary of State and credited to account of capital pursuant to Clause 42 hereof, also any net earnings and surplus profits which under the provisions contained in Clause 65 hereof should be credited to account of capital, and all such expenditure of the Company under this Contract as pursuant to this Contract shall be chargeable to account of capital, including—

- (a) All payments and charges on account of interest under the provisions of Clause 45 of this Contract, but not in respect of any period subsequent to the 30th day of June 1898.

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 Clauses 40 and 43 of this Contract, and of moneys paid by the Secretary of State to the Company or provided by him under Clauses 41, 43, and 50 of this Contract, or which it shall receive by virtue of the 6th Sub-section of Clause 05 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 Clause 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 herein-after contained as to the application thereof.

49. 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.

50. 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, as the case may require, 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.*

51. 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 accounts shall be kept in England in sterling money of the receipts and expenditure 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.

52. For the purposes of the incorporation provided for in the last preceding Clause of this Contract, and for all the purposes of this Contract requiring the conversion of sterling money into rupees, the conversion shall be made 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 conversion is required to be made, and so that if the conversion is to be made in the first six months of the then current calendar year the half-year shall end on the 31st day of December, and if it is to be made in the last six 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 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 Clause, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half-year shall be made at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.

53. Separate accounts shall, if required by the Secretary of State, be kept by the Company in respect to separate portions 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 or to the Government of India at such times as the Secretary of State shall from time to time prescribe.

54. 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.

55. 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 or of parts of the undertaking or its equipment, 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.

56. The Company 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 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 date of this Contract, 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.

57. The valuation, 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 projected 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.

58. The Capital Account shall be in two parts.

In Part I shall be entered the cost, as certified by the Secretary of State, of any of the surveys, plans, designs, or estimates mentioned in Clause 3 of this Contract which shall not be used, as therein provided, and the value of the land provided free of cost to the Company pursuant to Clauses 8 and 23 hereof, as well as the value of any such land so provided as shall for the time being have been relinquished by the Company to the Secretary of State under the provisions in that behalf herein contained.

In Part II 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), mentioned in the proviso of Clause 8 hereof, as shall for the time being have been relinquished by the Company to the Secretary of State under the previous provisions hereof, also the amount of interests to be allowed by the Secretary of State and credited to account of capital pursuant to Clause 42 hereof, also any net earnings and surplus profits which under the provisions contained in Clause 65 hereof should be credited to account of capital, and all such expenditure of the Company under this Contract as pursuant to this Contract shall be chargeable to account of capital, including—

- (a) All payments and charges on account of interest under the provisions of Clause 45 of this Contract, but not in respect of any period subsequent to the 30th day of June 1898.

- (b) Such sum as the Secretary of State may allow to be charged in respect of the expenses of and incidental to the formation and incorporation of the Company and in connection therewith, and such amount 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 direction and supervision, whether in London or in India or elsewhere, of its affairs prior to the time when the projected railway shall have been opened for the public carriage of passengers throughout.
  - (c) The cost to the Secretary of State as certified by him of the works, rolling-stock, plant, and machinery mentioned in Clause 3 of this Contract, of such of the several surveys, plans, designs, and estimates also mentioned in the same Clause as shall be used for the laying out and construction of the undertaking or any part or parts thereof, and of all surveys, designs, estimates, and plans which the Secretary of State may furnish to the Company pursuant to Clause 4 of this Contract, including all costs incurred by the Secretary of State with a view to procuring the same to be made.
  - (d) The value as certified by the Secretary of State of all land of which he shall allow the Company to have possession for the purposes mentioned in the proviso of Clause 8 of this Contract, and the value of which the Secretary of State and the Company shall agree to be so entered.
  - (e) All moneys which shall be actually expended by the Company, with the sanction of the Secretary of State, out of funds supplied by him to the Company upon works, rolling-stock, plant, and machinery pursuant to Clauses 4 and 11 of this Contract, or upon any branch or extension railway under Clause 5 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 the public carriage of passengers.
  - (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 Clauses 22, 23, and 70 of this Contract from time to time to be charged to account of capital.
  - (j) 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 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.
  - (l) The sums debitable to account of capital in respect of stores pursuant to Clauses 56 and 57 of this Contract.
59. The Capital Account shall from time to time, as the Secretary of State shall require, be made up and submitted to him.
60. For the purposes of Sub-section 4 of Clause 65 of this Contract, the moneys from time to time contributed or deemed to be contributed by the Secretary of State on account of capital shall be taken to be the excess (if any) of the aggregate sum of the amounts of the balances at debit of the Capital Advance Account, the Stores Account, and Part II of the Capital Account, respectively, on the last day of each month, over the aggregate sum of the respective equivalents in rupees of the Company's share capital and of the debenture capital for the time being paid in as aforesaid.
61. For the purposes of Sub-section 6 of Clause 65 of this Contract the amount of capital expended on the undertaking at the close of any half-year for which the Revenue Account shall be made up pursuant to Clause 63 hereof shall be taken to be, in respect of the Secretary of State, the aggregate sum in rupees of (1) the excess ascertained as in the last preceding Clause, and (2) the equivalent of the debenture capital for the time being

paid in as aforesaid; and, in respect of the Company, the equivalent in rupees of the Company's share capital for the time being paid in as aforesaid.

62. In the Revenue Account shall be entered 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, and also 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, including, in so far as they are attributable to the period covered by the account,—

- (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 projected railway in the management of the Company and the direction and supervision, whether in London or in India, or elsewhere, of its affairs.
- (2) Such proportion of the like expenditure incurred prior to the time when the whole of the projected railway shall have been so opened as the mileage of the undertaking for the time being so opened shall bear to the aggregate mileage thereof under construction and so opened.
- (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, machinery, steamers, barges, and boats, 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, machinery, steamers, barges, and boats 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 cost, 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 on the open system as provided by Clause 16 of this Contract.
- (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 hereinafter mentioned respectively to or for the purposes of those Institutions without being dependent on the amount of either the net earnings or surplus profits of the undertaking.
- (9) The charges of the Telegraph Department of Her Majesty's Indian Government 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 cost 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 Clauses 22, 23, and 70 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.
- (13) The sums debitable to account of revenue in respect of stores pursuant to Clauses 56 and 57 of this Contract.
- (14) All such other expenses as the Secretary of State and the Company shall agree to treat as working expenses;

and including also all undischarged working expenses, so far as they are attributable to any previous period or periods or are exceptional.

63. 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

- (b) Such sum as the Secretary of State may allow to be charged in respect of the expenses of and incidental to the formation and incorporation of the Company and in connection therewith, and such amount 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 direction and supervision, whether in London or in India or elsewhere, of its affairs prior to the time when the projected railway shall have been opened for the public carriage of passengers throughout.
- (c) The cost to the Secretary of State as certified by him of the works, rolling-stock, plant, and machinery mentioned in Clause 3 of this Contract, of such of the several surveys, plans, designs, and estimates also mentioned in the same Clause as shall be used for the laying out and construction of the undertaking or any part or parts thereof, and of all surveys, designs, estimates, and plans which the Secretary of State may furnish to the Company pursuant to Clause 4 of this Contract, including all costs incurred by the Secretary of State with a view to procuring the same to be made.
- (d) The value as certified by the Secretary of State of all land of which he shall allow the Company to have possession for the purposes mentioned in the proviso of Clause 8 of this Contract, and the value of which the Secretary of State and the Company shall agree to be so entered.
- (e) All moneys which shall be actually expended by the Company, with the sanction of the Secretary of State, out of funds supplied by him to the Company upon works, rolling-stock, plant, and machinery pursuant to Clauses 4 and 11 of this Contract, or upon any branch or extension railway under Clause 5 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 the public carriage of passengers.
- (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 Clauses 22, 23, and 70 of this Contract from time to time to be charged to account of capital.
- (j) 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 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.
- (l) The sums debitable to account of capital in respect of stores pursuant to Clauses 56 and 57 of this Contract.

59. The Capital Account shall from time to time, as the Secretary of State shall require, be made up and submitted to him.

60. For the purposes of Sub-section 4 of Clause 65 of this Contract, the moneys from time to time contributed or deemed to be contributed by the Secretary of State on account of capital shall be taken to be the excess (if any) of the aggregate sum of the amounts of the balances at debit of the Capital Advance Account, the Stores Account, and Part II of the Capital Account, respectively, on the last day of each month, over the aggregate sum of the respective equivalents in rupees of the Company's share capital and of the debenture capital for the time being paid in as aforesaid.

61. For the purposes of Sub-section 6 of Clause 65 of this Contract the amount of capital expended on the undertaking at the close of any half-year for which the Revenue Account shall be made up pursuant to Clause 63 hereof shall be taken to be, in respect of the Secretary of State, the aggregate sum in rupees of (1) the excess ascertained as in the last preceding Clause, and (2) the equivalent of the debenture capital for the time being



paid in as aforesaid; and, in respect of the Company, the equivalent in rupees of the Company's share capital for the time being paid in as aforesaid.

62. In the Revenue Account shall be entered 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, and also 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, including, in so far as they are attributable to the period covered by the account,—

- (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 projected railway in the management of the Company and the direction and supervision, whether in London or in India, or elsewhere, of its affairs.
- (2) Such proportion of the like expenditure incurred prior to the time when the whole of the projected railway shall have been so opened as the mileage of the undertaking for the time being so opened shall bear to the aggregate mileage thereof under construction and so opened.
- (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, machinery, steamers, barges, and boats, 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, machinery, steamers, barges, and boats 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 cost, 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 on the open system as provided by Clause 16 of this Contract.
- (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 hereinafter mentioned respectively to or for the purposes of those Institutions without being dependent on the amount of either the net earnings or surplus profits of the undertaking.
- (9) The charges of the Telegraph Department of Her Majesty's Indian Government 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 cost 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 Clauses 22, 23, and 70 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.
- (13) The sums debitable to account of revenue in respect of stores pursuant to Clauses 56 and 57 of this Contract.
- (14) All such other expenses as the Secretary of State and the Company shall agree to treat as working expenses;

and including also all undischarged working expenses, so far as they are attributable to any previous period or periods or are exceptional.

63. 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 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 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.

64. The sum remaining in each half-year for which the Revenue Account shall under the last preceding Clause be made up, 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."

*As to application of net Earnings.*

65. The "net earnings" of each half-year as aforesaid 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 and 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 those Institutions, or either of them, and are contingent on the amount of the net earnings of the undertaking.
- (2) In payment to the Secretary of State of the equivalent in rupees of the interest for the half-year paid by him to the Company in respect of the debenture capital for the time being paid in as aforesaid pursuant to Clause 43 of this Contract.
- (3) In payment to the Secretary of State of the equivalent in rupees of the interest for the half-year paid by him to the Company in respect of the capital (not exceeding 1,500,000*l.*) raised in shares or stock and paid into the Bank of England to the credit of the Secretary of State in pursuance of Clause 40 of this Contract at the rate of 3½ per cent. per annum up to the 30th day of June 1898, and thereafter at the rate of 3 per cent. per annum, and in respect of any additional share capital raised pursuant to Clause 43 of this Contract at the rate which may be agreed upon between the Secretary of State and the Company.
- (4) In payment to the Secretary of State in rupees of interest for the half-year at the rate of 3½ per cent. per annum up to the 30th day of June 1898, and thereafter at the rate of 3 per cent. per annum, on the moneys (other than debenture capital) contributed or deemed to be contributed by him pursuant to Clause 43 of this Contract, the amount of such moneys to be ascertained in accordance with Clause 60 of this Contract, and the interest to be calculated in accordance with Clause 45 of this Contract.

Provided that the payment to the Secretary of State on account of interest under Sub-section (2) of this Clause shall not, so long as the equivalent of the share capital provided by the Company shall be not less than  $\frac{3}{4}$ ths of the total capital expenditure for the time being of the undertaking, be calculated on the said debenture capital raised previous to the 30th day of June 1898 at a rate in excess of 3½ per cent. per annum up to the 30th day of June 1898, or thereafter of 3 per cent. per annum. Provided also, that all payments to the Secretary of State under Sub-sections (2), (3), and (4) of this Clause in respect of any half-year during which interest shall, pursuant to Clause 45 of this Contract, be debited in Part II of the Capital Account of the undertaking shall be credited in the same part of the said account.

The residue (if any) shall for the purposes of this Contract be "surplus profits" and shall be applied in the following manner and in the following order:—

- (5) In payment of such sums (if any) as according to the rules for the time being in force of the State Railway Provident Institution and 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 those Institutions, or either of them, and are contingent on the amount of the "surplus profits" of the undertaking.
- (6) And any remaining surplus profits shall be divided between the Company and the Secretary of State in the ratio of the amounts of capital expended on

the undertaking by the Company and the Secretary of State respectively at the close of each half-year such respective amounts to be ascertained in accordance with Clause 61 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 that, in respect of any half-year during which the projected railway shall not have been opened for the public carriage of passengers throughout, the said remaining surplus profits shall, if the Secretary of State so direct, be credited in Part II of the Capital Account.

*As to Audit and settlement of certain possible questions.*

66. 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. Among 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.

67. 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 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 the referees. The costs of any reference under this Clause shall be included under the same head of account as that to which the expenditure is decided to be chargeable.

68. Of the moneys to be paid to the credit of the Secretary of State as provided by Clause 48 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 paid as provided by the same Clause, 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.

69. 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 work, 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 aggregate amount in each half year of Rupees 15 per mile of the open system. Provided also, that after the projected railway shall have been opened for the public carriage of passengers throughout 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, or 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 exclusively upon such work.

*As to the Supervision, Audit, and Control of the Secretary of State and the appointment of a Government Director, etc.*

70. 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 Clause 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 the public carriage of passengers, 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 the public carriage of passengers 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 the public carriage of passengers the half-yearly charge to be made by the Secretary of State under this Clause shall be charged to account of revenue exclusively.

71. 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.

72. 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.

73. The Secretary of State may from time to time appoint any one person to be a Director of the Company. Such Government Director shall be ex-officio a member

of all committees appointed by the Board of Directors of the Company or by the Company in relation to the undertaking or any matter connected therewith, and 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 removeable except by the Secretary of State, and may act by a deputy appointed by the Secretary of State.

*As to Junctions, Running Powers over or for, and other facilities for traffic to or from other Railways.*

74. 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 any 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, except that no junction shall be deemed to be part of the undertaking so as to give rise at any time to any question whether the whole of the undertaking shall or shall not have been opened for the public carriage of passengers.

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 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.

77. 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.

78. 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.

79. 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.

80. 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.*

81. 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.

82. 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.

83. 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, or any extension or variation thereof.

84. 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.

85. 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 forms 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.

86. 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 deteriorations 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.

87. 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.

88. The Company shall, if required by the Secretary of State, maintain and manage a 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.

89. 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 Clause.

90. 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.

91. 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 Determination of the Contract and provisions to come into effect thereon.*

92. The Secretary of State may, if this Contract shall not have been previously determined, determine the same either on the 31st day of December 1921 or on the 31st day of December of any succeeding tenth year by giving to the Company in England not less than twelve months' previous notice in writing of his intention in that behalf. 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 Clauses 40 or 43 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 determination under this present power, determine this Contract by giving to the Company in England six months' previous notice in writing of his intention in that behalf.

93. Upon the day on which this Contract shall be determined 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 stations, 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 Clause or in anywise 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 anywise 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 (other than and except the register of members of the Company, and all such other similar books and documents of the Company as may be required for the winding up of the Company). The Company shall also on the day on which this Contract shall be determined refund to the Secretary of State all such of the moneys previously supplied by him to the Company under Clause 50 of this Contract as shall then remain unexpended, 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 Clause 86 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 Clause.

94. 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 determination of this Contract.

95. The determination 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 determination hereof or which may continue or be in force after determination.

96. Upon the relinquishment, delivery of possession, delivery payment, or making over to the Secretary of State by the Company in conformity with Clause 93 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.

97. Upon the 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 1,500,000*l.*, 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 1,500,000*l.*) 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 Clause to receive any money unless or until it shall in substance have performed and discharged its duties and obligations under Clause 93 of this Contract.

*Arbitration.*

98. 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 Clause or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

In witness whereof SIR JAMES BRAITHWAITE PEILE, K.C.S.I., 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 Assam-Bengal Railway Company, Limited, have hereunto caused their common seal to be affixed, the day and year first above written.



## APPENDIX K.

**Agreement** between the OUDH and ROHILKHAND RAILWAY and the ROHILKHAND AND KUMAON RAILWAY COMPANY for the interchange of traffic *via* LUCKNOW and BAREILLY Junctions and for the joint working of those stations.

MEMORANDUM of Agreement made between the Oudh and Rohilkhand Railway (hereinafter called the O. and R. R.) and the Rohilkhand and Kumaon Railway (hereinafter called the R. and K. R.) for the interchange of traffic, and for the use in common by both Railways of the O. and R. R. existing stations at Bareilly and Lucknow; 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 these joint stations and the working of the traffic of the two Railways at these stations.

*Clause 1.*

This agreement shall come into force from the 1st January 1891, and shall continue until the expiration of not less than six months' notice, which may be given by either Railway at any time, but which is to expire only on the 30th of June or the 31st December in any year.

Term of Agreement.

*Clause 2.*

Unless there is something contrary or repugnant in the context, the following terms are throughout this agreement to bear the meaning and interpretation named below, namely:—

Definition of terms.

I.—Stations, Traffic, Vehicles, Rates, Fares, &c., of the O. and R. R. and R. and K. R., respectively, mean and include the Stations, Traffic, Vehicles, Rates, Fares, &c., of other Railways with which the O. and R. R. and R. and K. R. may, respectively, have through Traffic arrangements from time to time.

II.—O. and R. R. Local Traffic means all traffic booked or invoiced between Bareilly Junction or Lucknow Junction Stations and any station of the O. and R. R.

III.—R. and K. R. Local Traffic means all traffic booked or invoiced between Bareilly Junction or Lucknow Junction Stations and any station of the R. and K. R.

IV.—Through Traffic means all traffic booked or invoiced *via* Bareilly Junction or Lucknow Junction Stations in accordance with the terms of this agreement, through from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.

V.—O. and R. R. Through Traffic means all traffic of the O. and R. R. between places on the O. and R. R. on either side of Bareilly Junction and Lucknow Junction Stations and which, therefore, only passes through those stations and is not interchanged with the R. and K. R. at either junction.

VI.—The Joint Station Staff means staff of all kinds employed in loading or unloading and transshipping goods, and working traffic through and in and out of the joint stations, and includes Goods and Coaching Clerks, Telegraph Signallers, Police, Pointsmen, Shunters, Menials, and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds.

VII.—Running Staff means and includes Drivers, Firemen, Guards, Brakesmen, and all other staff that may be employed from time to time in the actual working of trains.

VIII.—Trains mean and include engines, whether with or without brakes, or other vehicles.

IX.—Traffic Receipts mean and include the receipts for all Coaching and Goods Traffic, and for telegrams and all other earnings at the joint stations.

X.—The Joint Station Expenses mean all the expenses which the O. and R. R. may incur in working the joint stations at Bareilly and Lucknow, including the provision of Stationery, Forms, &c., required for joint purposes, the cost of lighting the stations and lighting the signals, the cost of cleaning and conservancy, and all other expenses of all

sorts incidental to, or connected with, the proper working of the station and also interest on the capital cost of the joint station premises.

XI.—The maund is considered, for all the purposes of this agreement, as consisting of 82.29 pounds divided into 40 seers, and the ton as consisting of twenty-seven maunds.

### Clause 3.

I.—The O. and R. R. existing works and premises including furniture and working plant to be used in common, for joint purposes by both Railways, shall be as regards the Lucknow Junction station those which are mentioned in Appendix A, Schedules Nos. 1 and 3 attached to this Agreement, and as regards the Bareilly Junction Station those which are mentioned in Appendix B, Schedules Nos. 1 and 3 attached to this Agreement, and the total of the amounts set opposite to those several items, respectively, in those Schedules shall be that on which the six and half per cent. per annum for rent and maintenance and nine per cent. on the cost of permanent-way is to be charged as provided in para. III of this clause.

II.—The O. and R. R. 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 they are defined in the Schedules referred to in para. I of this clause, and upon new premises, or works, which may have to be provided for joint use, within the limits of the joint stations.

All such new works, and additions, and alterations, shall be executed by the O. and R. R. upon plans and estimates, which shall be agreed to by both Railways, before the work is commenced.

Such buildings and conveniences shall be under the absolute control of the O. and R. R., but each Railway shall be entitled to work their trains into and out of the junction stations, and to have equal use for traffic purposes under the terms of this agreement of all the various buildings and conveniences embodied in the aforesaid Schedules.

III.—An annual charge for rent and maintenance at the rate of six and half per cent. shall be charged by the O. and R. R. to the Joint Station Expenses Account upon the expenditure for works and premises including furniture and working plant and nine per cent. on the cost of permanent-way shown in the Schedules referred to in para. I of this clause and upon the cost of alterations, and additions, and of new works to be provided under the provisions of para. II of this clause.

IV.—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 parts of the joint stations premises which are used in common by both Railways, shall be debited to the Joint Station Expenses Account. A separate account of such expenditure being kept for the purpose of Clause 4.

The O. and R. R. 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 stations.

V.—Each Railway shall provide and maintain, at its own cost, all such accommodation as may be required for its own exclusive use, and each Railway shall provide and maintain its own Permanent-way and Signals.

VI.—The monthly cost of the joint staff, stationery, stores, &c., shall be subject to a maximum outlay of ₹6,300-0-0 per mensem in regard to Lucknow Junction Station, and of ₹3,100-0-0 per mensem in regard to Bareilly Junction Station, the staff to be employed being restricted to the number and cost shown in Appendix A, Schedule No. 2, as regards Lucknow Junction Station and Appendix B, Schedule No. 2, as regards Bareilly Junction Station; within these limits the O. and R. R. shall have full powers to re-arrange or modify the numbers of the staff and their rates of pay, but no permanent increase shall be made to the numbers or salaries of the staff which involves any outlay in excess of the aforesaid maxima, *viz.*, ₹6,300-0-0 in the case of Lucknow Junction Station, and ₹3,100-0-0 in the case of Bareilly Junction Station.

VII.—In the event of stress of traffic necessitating immediate increase to the staff, the Manager of the O. and R. R. may make the necessary arrangements, subject to the subsequent approval of the Agent of the R. and K. R.

VIII.—No charge shall be made to the "Expenses at joint station account" in respect of renewal of furniture or working plant included in the Schedule of joint station requirements attached to this Agreement.

*Clause 4.*

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 herein.

*Clause 5.*

The Distant Signals on the O. and R. R., and the Distant Signals on the R. and K. R. on each side of the joint stations, shall be considered and accepted as the limits of the joint stations, and all signals within the joint stations, as well as the Distant Signals, shall be worked by the O. and R. R. for both Railways.

In the case of Lucknow Junction Station, the Distant Signals on the R. and K. R. of the Charbagh Transshipment Platform shall be considered and accepted as the limits of the joint station.

*Clause 6.*

I.—The staff for working the Joint Stations shall be appointed and controlled by the O. and R. R., and charged to the Joint Station Expenses Account.

II.—The whole of the staff of the R. and K. R., while within the limits of the Joint Station premises and sidings used for traffic purposes, shall obey and be bound by all the Rules and Regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the O. and R. R., who shall have the same rights and control over the staff of the R. and K. R., while within the limits of the joint stations, as if they were the staff of the O. and R. R. itself.

III.—The Joint Station Staff will deal with all Through Traffic, and also all Local Traffic of both Railways if conducted within the limits of the joint stations, and the traffic of the two Railways shall be dealt with in the same manner as if it belonged to one only, no undue preference being given to that of either Railway.

IV.—Debits laid against the Joint Station Staff by the R. and K. R. for errors in accounts, defalcations, &c., shall, if necessary, be deducted from the salary of the Station Staff, or otherwise recovered upon proper representation by the Auditor of that Railway.

*Clause 7.*

I.—All damages or accidents which may be caused by the Joint Station Staff to the public, to the stock of the two Railways, or to the trains and traffic within the limits of the joint stations, and all damages or losses, however they may arise, which either Railway may sustain or be put to, in consequence of the acts of the Station Staff, within the limits of the joint stations, shall be charged to the Joint Station Expenses Account.

II.—Each Railway shall be responsible for damages or accidents caused by its own running staff within the limits of the joint stations.

III.—Notice of all accidents, damages, losses, &c., which may occur within the limits of the joint stations shall be sent, in accordance with the rules in force for reporting accidents on the O. and R. R. from time to time, to the officers of both Railways immediately such accidents, losses, &c., occur.

*Clause 8.*

Coaching and Goods Traffic of every kind shall be freely interchanged between the two Railways with such special restrictions as may be, from time to time, agreed to by the Traffic Superintendents of both Railways, and subject to the following conditions, namely:—

(a) All packages of less than fourteen seers in weight shall be booked through as Parcels.

- (b) The minimum charge for Goods Traffic booked through shall be as for half a maund, and no less charge shall be made than eight annas.
- (c) No less charge than four annas shall be made upon Parcels Traffic booked through.
- (d) The minimum charge for Goods and Parcels shall be divided in mileage proportion.
- (e) Packages weighing more than 2 tons or exceeding 12 ft. in length by 5 ft. 6 in. in breadth by 6 feet high, outside measurement, shall not be booked through except by special arrangement.
- (f) All traffic for or from Bareilly and Lucknow from and for stations on the O. and R. R. and connected lines shall be booked to and from the Bareilly Junction and Lucknow Junction Stations.

*Clause 9.*

**Through Rates and Fares.** I.—Each Railway shall supply the other, from time to time, with the rates and fares for Through Traffic between the joint stations and their respective stations.

II.—No alteration of rates or fares, or classification affecting the Through Traffic, shall be made by either Railway without one month's previous notice in writing to the other, and such notices shall be given so as to come into force only on the first of a month, and only by the Traffic Superintendent of either Railway to the Traffic Superintendent of the other, respectively.

III.—Each Railway shall supply its rates and fares and charges for Local Traffic to and from the joint stations to the Joint Station Staff from time to time. The rules and conditions applicable to the Local Traffic of the two Railways shall also apply in Through Traffic, unless otherwise specially notified.

IV.—The distances between the joint stations and stations of each Railway respectively shall be supplied by each Railway to the other from time to time.

The actual amount to be charged by each Railway on Through Traffic shall be furnished by the other Railway in the form of station to station rates in lump sums, in order to avoid any calculation of charges according to distance by stations.

*Clause 10.*

**Collection of Through and Local Charges.** I.—Each Railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon Through Traffic.

II.—The Receiving Station shall check the Invoices, and be responsible for collecting any amounts that may be undercharged, whether booked "Paid" or "To Pay," with the following exceptions, which must be collected, in full, by the sending Railway, namely :—

- (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, Medical, or other Government Stores which are booked on Credit Note, or which may be prepaid.
- (d) Passenger fares, charges on passengers' luggage, and on carriages, and charges for Insurance.
- (e) Charges on all articles booked and carried in charge of the owner.
- (f) Charges on all articles, either as goods or parcels, which according to the rule of the Forwarding Railway are required to be prepaid. The rules of the Forwarding Railway in this respect shall be duly notified to the Receiving Railway.
- (g) Undercharges on specie, palanquins, and carriages booked by passenger train.

III.—The Receiving Station shall not reduce the weight of articles, or the charge below what is mentioned on the Invoice or Way Bill, without the consent of the Forwarding Railway, except in the case of Overcharges, the evident result of errors in classification or computation of freight.

IV.—The Joint Station Staff shall collect all the fares, rates, and charges of both Railways due on Local Traffic to and from the joint stations, and these charges, &c., shall

be paid to each Railway when, and in such manner as may be arranged, from time to time, between the authorities of the two Railways.

*Clause 11.*

I.—Claims for compensation, not arising from any act or negligence of the Joint Station Staff, shall be settled and paid by the Railway in whose custody the loss or damage occurred.

Claims.

II.—When the responsibility for loss or damage cannot be satisfactorily determined, the claim may be debited to the Joint Station Expenses Account by mutual consent of the Traffic Superintendents of the two Railways.

III.—All damages or deficiencies in Parcels or Goods traffic shall be brought to the notice of the authorities of the two Railways, as soon as they are discovered, in such manner as may be agreed upon by the Traffic Superintendents from time to time.

IV.—All claims for compensation on Local Traffic due to the misconduct or carelessness of the joint staff shall be charged to the Railway concerned.

*Clause 12.*

Telegrams relating to the joint business of the two Railways shall be interchanged free between the two Railways.

Telegrams.

*Clause 13.*

I.—The division of the Receipts on Through Traffic shall be carried out weekly, by the Audit Offices of the two Railways, without reference to the end of a month, except that returns will be required for any odd days in a week which may complete the months of June and December in each year, and the receipts for Through Traffic will be accordingly divided up to the end of those months respectively.

Division of Receipts.

II.—The weekly accounts shall be made up to, and shall include the Saturday in each week, and settlements shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in paragraph I of this clause, and each Railway shall have, in division, its own rates and fares, except in the case of minimum charges, which shall be divided by mileage as provided in paragraph (d) of clause 8 of this agreement, on the understanding that all accounts shall be accepted as rendered, and that errors, which may afterwards be brought to notice, shall be adjusted without delay in subsequent accounts by the responsible Railway.

*Clause 14.*

I.—Each Railway shall provide the Tickets, Forms, etc. required for its own traffic at the joint stations.

Tickets, Returns, Inspection of Accounts, etc.

II.—The Joint Station Staff shall keep all such books, statements and returns, as may be required by either Railway, and shall render such statements and returns as either Railway may require, in reference to its own traffic, direct to the authorities of that Railway, from time to time.

III.—All traffic books and statements at the joint stations, and all Through Goods Parcels, and other traffic of either Railway shall be at all times open to inspection by any authorized officer of either Railway.

*Clause 15.*

I.—Each Railway shall make its own arrangements for watering its own engines, and also for greasing and oiling and examining and repairing its own engines and other rolling stock at the joint stations.

Watering and greasing and oiling Rolling Stock.

II.—Each Railway shall also supply lamps, oil, wicks, etc., and shall also do the work of lighting its own trains.

*Clause 16.*

All sums which may be realized by the sale of lost and unclaimed and damaged property, for rent of Refreshment Rooms, for licenses for the sale of fruits, sweetmeats, etc., for the sale of manure, and

Lost and Unclaimed Property, Rents, etc.

all other incidental receipts at the joint stations, shall be credited to the Joint Station Expenses Account.

*Clause 17.*

Division of Joint Station Expenses. The Joint Station Expenses Account shall be subdivided so as to show the expenses at each of the two junction stations separately.

II.—In the case of the Bareilly Joint Station, in consideration of the O. and R. R. Through Traffic (as defined in para. V, clause 2, of this Agreement), with which the R. and K. R. is not concerned, one-fourth of the Joint Station Expenses Account, as defined in para. X of clause 2 of this Agreement, shall be paid by the O. and R. R., and the remaining three-fourths of that account shall be paid by the two Railways in proportion to the weight of traffic, Through and Local (as defined in paragraphs II, III and IV of clause 2 of this Agreement), of each Railway using the joint station.

III.—In the case of the Lucknow Joint Station, in consideration of the O. and R. R. through traffic (as defined in paragraph V, clause 2, of this Agreement) with which the R. and K. R. is not concerned, one-half of the Joint Station Expenses Account (as defined in para. X of clause 2 of this Agreement) shall be paid by the O. and R. R., and the remaining half of that account shall be paid by the two Railways in proportion to the weight of traffic, Through and Local (as defined in paras. II, III and IV of clause 2 of this Agreement), of each Railway using the joint station.

IV.—For the purposes of this division of Joint Station Expenses, the weight of Goods and Parcels Traffic shall be reckoned upon the actual weight, according to the Invoices and way-bill, and each passenger shall be taken as equal to  $\frac{1}{10}$ th of a ton, no account being taken of Coaching Traffic other than passenger.

*(N. B.—Paras. II and III of clause 17 to be subject to reconsideration at the end of 1893, vide Government of India letter No. 939 R. T. of 19th December 1891, to the address of the Director General of Railways,—See annexure No. 1—and are not subject to the limits of notice required by clause I.)*

*Clause 18.*

I.—The rules for the interchange of traffic between Railways, as adopted at the Adoption of Rules of Railway Conference of 1888. Railway Conference of 1888, shall be adhered to, as far as they are applicable to the traffic and working between Railways of different gauges referred to in this agreement.

II.—In the event of vehicles of either of the two Railways being delayed under load with through goods at the joint stations for want of vehicles of the other Railway into which the through loads can be transhipped, the rules and rates of demurrage, adopted at the Railway Conference of 1888, are to apply.

*Clause 19.*

The day shall, in all cases, be reckoned as 24 hours commencing at 12 o'clock at night, part of a day to be reckoned as a day. Madras time shall be adopted in all cases. Sundays shall be treated as holidays, and with this exception no *dies non* shall be allowed.

*Clause 20.*

Arbitration. 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, either Railway shall be entitled to call for an arbitration to be conducted in the usual 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 upon both Railways, in regard to the matter or matters which may be referred to them or him. But if either of the two Railways shall fail to nominate an arbitrator within eight weeks after notice to call for an arbitrator 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.

ANNEXURE No. I.

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*Copy of a letter No. 939 R.T., dated 19th December 1891 from the Secretary to the Government of India, Public Works Department, to the Director-General of Railways.*

I am directed to acknowledge the receipt of your letter No. 392T., dated 17th November 1891, forwarding a report from the Manager, Oudh and Rohilkhand Railway, regarding the proposed Working Agreement between that line and the Rohilkhand and Kumaon Railway Company for the joint use of the Lucknow and Bareilly stations.

2. In reply I am to say that the proposals of the Board of Directors of the Rohilkhand and Kumaon Railway Company in respect to the deduction to be made on account of through traffic at these stations may be accepted for two years, subject to re-consideration at the end of 1893, and I am to request that an agreement on this basis may now be drawn up and 40 copies forwarded to the Government of India in print.

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Appendix A.

Schedule No. 1.

LUCKNOW STATION.

List of Buildings and Works constructed by the Oudh and Rohilkhand Railway, but in joint use of the Oudh and Rohilkhand Railway and the Rohilkhand and Kumaon Railway on which interest at 6½ per cent. per annum is charged to joint expenses.

No. of House.	No. of Rooms.	How utilised.	Designation.	Expenditure up to 30th June 1890.	No. of House.	No. of Rooms.	How utilised.	Designation.	Expenditure up to 30th June 1890.
				<i>R a. p.</i>					<i>R a. p.</i>
...	1	Lamp Shed . . .	Pucca building . . .	980 0 0	3	18	Native Menial Staff, 2 blocks . . .	Brought forward . . .	40,743 0 0
...	1	Oil Godown . . .	Ditto . . .	300 0 0	...	1	Watch and Ward Office	Pucca building . . .	2,700 0 0
...	1	Cook-house to Refreshment Rooms . . .	Ditto . . .	750 0 0	...	2	Lost Property Offices .	Ditto . . .	1,400 0 0
...	1	First Class Refreshment Room . . .	Ditto . . .	4,536 0 0	...	1	Booking Office . . .	Ditto . . .	2,800 0 0
...	1	Second Class do. . .	Ditto . . .	1,027 0 0	...	1	Well . . .	Ditto . . .	1,400 0 0
...	1	Pantry to Refreshment Rooms . . .	Ditto . . .	700 0 0	...	1	Island Platform . . .	Ditto . . .	600 0 0
...	1	Refreshment Room—Contractors' Retiring Room . . .	Ditto . . .	700 0 0	...	1	Transshipment Platform and Ramp . . .	Ditto . . .	8,460 0 0
...	1	Godown—Refreshment Room Store . . .	Ditto . . .	700 0 0	...	1	Main Passenger Platform and Verandah .	960 . . . . .	27,100 0 0
...	1	Gentlemen's 2nd Class Waiting Room . . .	Ditto . . .	1,600 0 0	...	1	Waiting Shed with Teakwood Seats and Boarding . . .	. . . . .	12,583 0 0
...	1	Ladies' 2nd Class Waiting Room . . .	Ditto . . .	1,600 0 0	...	1	Transshipment of Passengers and Luggage	420 x 38½ Open Platform	4,500 0 0
...	1	Lamp Room . . .	Ditto . . .	300 0 0	...	1	Overfoot Bridge with inclines . . .	. . . . .	11,122 0 0
...	2	Gentlemen's 1st Class Waiting Rooms . . .	Ditto . . .	3,200 0 0	...	1	Platform Wall at the back of the Cawnpore Branch Platform . . .	. . . . .	3,552 0 0
...	2	Ladies' 1st Class do. . .	Ditto . . .	3,600 0 0	...	1	Open Iron Shed . . .	. . . . .	5,408 0 0
...	1	Way-out for 1st Class Passengers . . .	Ditto . . .	2,000 0 0	...	1	Level-crossing and Gate lodge with Semaphore Signal . . .	. . . . .	1,433 0 0
...	1	Station Master's Office	Ditto . . .	800 0 0	...	1	Storage of Goods and Offices . . .	120 x 50 . . . . .	8,058 0 0
...	1	Ticket Collector's do.	Ditto . . .	800 0 0	...	2	Do. do. . . .	1—112 x 50. 1—137 x 50 pucca Shed and Verandah	28,941 0 0
...	1	Luggage Office and Weigh-Machine . . .	Ditto . . .	2,750 0 0	...	1	Transshipment of Goods	107 x 47 Covered Shed . . .	5,000 0 0
...	2	Parcel Godowns . . .	Ditto . . .	800 0 0	...	1	Telegraph Office on Transshipment Platform . . .	. . . . .	224 8 3
...	1	Parcel Office and Weigh-Machine . . .	Ditto . . .	400 0 0	...	1	Do. do. . . .	1,034 x 50 Platform . 650 x 20 do. and Weighing Scales	15,520 0 0
...	1	Ditto . . .	Ditto . . .	400 0 0	...	1	Shed for coolies . . .	. . . . .	6,200 0 0
...	1	Way-out for 3rd Class Passengers . . .	Ditto . . .	800 0 0	...	1	Station Masters . . .	Pucca Bungalow . . .	100 0 0
...	1	Assistant Station Master's Office . . .	Ditto . . .	1,500 0 0	...	6	Assistant Station Masters . . .	Pucca Traffic Barrack .	8,658 0 0
...	1	Telegraph Office . . .	Ditto . . .	2,300 0 0	...	2	Do. do. . . .	Ditto . . .	2,014 0 0
...	1	Native Ladies' Waiting Room . . .	Ditto . . .	1,000 0 0	...	2	Sub-Assistant Station Masters . . .	Ditto . . .	2,500 0 0
...	1	Waiting Shed for Native Passengers . . .	Ditto with tile roof and corrugated verandah	6,400 0 0	...	2	Telegraph Signallers . . .	Ditto . . .	2,500 0 0
...	1	Latrine—European and Native . . .	Ditto ditto . . .	800 0 0	...	1	Boundary Wall between Menials' Quarters, R. K. Station lines, parallel to platform . . .	. . . . .	3,286 0 0
...	1	Carried over . . .	Carried over . . .	40,743 0 0	...	1	Dock for metre-gauge line . . .	. . . . .	1,027 0 0
...	1				...	1	Gate lodge at Goods shed . . .	. . . . .	300 0 0
...	1				...	1	Approach Road to Stations . . .	. . . . .	1,200 0 0
...	1				...	1	Wire Fencing . . .	. . . . .	1,000 0 0
							TOTAL R . . .		2,20,009 8 3





Appendix A.

Schedule No. 3.

LUCKNOW STATION.

Schedule of Furniture and Working Plant in joint use by Oudh and Rohilkhand Railway and Rohilkhand and Kumaon Railway at Lucknow.

No.	Name of Articles.	Approximate value.	REMARKS.	No.	Name of Articles.	Approximate value.	REMARKS.
<i>Station Master's Office.</i>				<i>Brought forward</i>			
		<i>R a. p.</i>				<i>R a. p.</i>	
1	Book Shelf . . . . .	30 0 0				328 8 7	
2	Boxes, Stationery, with 2 Chubb's padlocks . . . . .	21 0 0		2	Commodes . . . . .	4 0 0	
1	Clock, Office, round . . . . .	38 0 0		2	Chamber Utensils . . . . .	16 0 0	
3	Chairs . . . . .	6 12 0		4	Chicks . . . . .	6 0 0	
1	Press, copying . . . . .	40 0 0		2	Mirrors . . . . .	10 0 0	
2	Chicks . . . . .	3 0 0		2	Mats, floor . . . . .	4 0 0	
1	Date Indicator . . . . .	1 0 0		4	Do., door . . . . .	4 0 0	
1	Damping Brush . . . . .	1 4 0		1	Iron Padlock for locking door . . . . .	0 6 0	
1	Gum pot . . . . .	0 11 7		2	Tables, dressing . . . . .	10 0 0	
1	Hat Peg . . . . .	0 4 0		2	Do., oval . . . . .	20 0 0	
3	Inkstands, Metal . . . . .	4 8 0		3	Towel-stands . . . . .	3 0 0	
5	Do., Tin . . . . .	0 10 0		1	Tub, bathing . . . . .	7 0 0	
1	Mat, floor . . . . .	2 0 0		3	Wash-hand stands with Crockery . . . . .	6 0 0	
1	Do., door . . . . .	1 0 0		<i>Ladies' First Class Waiting Room.</i>			
2	Iron Padlocks to Lock Office and Store Rooms . . . . .	0 12 0		5	Chairs . . . . .	11 4 0	
1	Paper Weight . . . . .	0 3 0		3	Do., Easy . . . . .	15 0 0	
1	Purdah . . . . .	5 0 0		3	Commodes . . . . .	6 0 0	
2	Rulers, Office . . . . .	1 5 0		3	Chamber Utensils . . . . .	24 0 0	
1	Scissors, pair . . . . .	0 12 0		4	Chicks . . . . .	6 0 0	
3	Do., lamp . . . . .	2 4 0		3	Mirrors . . . . .	15 0 0	
1	Spanner . . . . .	2 0 0		2	Mats, floor . . . . .	4 0 0	
3	Tables, square, with drawers . . . . .	24 0 0		5	Do., door . . . . .	5 0 0	
1	Board, Sign . . . . .	1 0 0		2	Iron Padlocks for locking doors . . . . .	0 12 0	
<i>Assistant Station Master's Office.</i>				2	Dressing Tables . . . . .	10 6 0	
1	Clock, Office, round . . . . .	38 0 0		2	Tables, oval . . . . .	20 0 0	
3	Chairs . . . . .	6 12 0		2	Towel-stands . . . . .	2 0 0	
1	Date Indicator . . . . .	1 0 0		1	Tub, Bathing . . . . .	7 0 0	
2	Inkstands, Metal . . . . .	3 0 0		3	Wash-hand stands with Crockery . . . . .	6 0 0	
1	Key, wagon top . . . . .	0 6 0		<i>Ladies' Third Class Waiting Room.</i>			
1	Do., Powder Van . . . . .	0 6 0		5	Chairs . . . . .	11 4 0	
1	Step, wooden . . . . .	3 0 0		2	Do., Easy . . . . .	10 0 0	
1	Oil-feeder . . . . .	0 8 0		2	Commodes . . . . .	4 0 0	
1	Purdah . . . . .	...		2	Chamber Utensils . . . . .	16 0 0	
1	Guard's store box with 1 Chubb's padlock . . . . .	15 0 0		4	Chicks . . . . .	6 0 0	
1	Ruler, Office . . . . .	0 8 0		1	Mirror . . . . .	5 0 0	
2	Stools, wooden . . . . .	4 0 0		1	Mat, floor . . . . .	2 0 0	
3	Tables, square, with drawers . . . . .	24 0 0		2	Do., door . . . . .	2 0 0	
1	Letter case with 1 Chubb's padlock . . . . .	13 8 0		1	Iron Padlock for locking door . . . . .	0 6 0	
2	Lamps, glass shade . . . . .	3 0 0		1	Table, Dressing . . . . .	5 0 0	
<i>First Class Gentlemen's Waiting Room.</i>				1	Do., oval . . . . .	10 0 0	
6	Chairs . . . . .	13 8 0		1	Towel-stand . . . . .	1 0 0	
2	Do., Easy . . . . .	10 0 0		1	Tub, Bathing . . . . .	7 0 0	
	Carried over . . . . .	328 8 7		1	Wash-hand stand with Crockery . . . . .	2 0 0	
					Carried over . . . . .	632 14 7	

\*Second.

## Schedule No. 3—contd.

No.	Name of Articles.	Approximate value.	REMARKS.	No.	Name of Articles.	Approximate value.	REMARKS.
	Brought forward	R a. p. 632 14 7			Brought forward	R a. p. 992 0 7	
	<i>Gentlemen's Third<sup>d</sup> Class Waiting Room.</i>				<i>Telegraph Office—(concluded).</i>		
5	Chairs . . . . .	11 4 0		1	Ruler, Office . . . . .	0 8 0	
2	Commodes . . . . .	4 0 0		11	Stools, Wooden . . . . .	22 0 0	
2	Chamber Utensils . . . . .	16 0 0		1	Scissors, pair . . . . .	0 12 0	
2	Chicks . . . . .	3 0 0		1	Seal, Office . . . . .	1 0 0	
1	Mirror . . . . .	5 0 0		6	Zinc Plates . . . . .	1 8 0	
1	Mat, floor . . . . .	2 0 0		1	Screw Driver . . . . .	0 12 0	
2	Do., door . . . . .	2 0 0		4	Tables, with Drawers . . . . .	32 0 0	
1	Iron Padlock for locking door . . . . .	0 6 0		6	Letter Clips, vertical . . . . .	2 8 6	
1	Table, Dressing . . . . .	5 0 0		1	Eyelet Presser . . . . .	1 8 0	
1	Do., oval . . . . .	10 0 0			<i>Parcel Office.</i>		
1	Towel-stand . . . . .	1 0 0		3	Book Shelves . . . . .	90 0 0	
1	Tub, Bathing . . . . .	7 0 0		1	Box, Stationery, with 1 Hobb's Padlock . . . . .	6 0 0	
1	Washhand-stand with Crockery . . . . .	2 0 0		2	Boards, Notice . . . . .	8 0 0	
	<i>Native Ladies' Waiting Room.</i>			2	Chairs . . . . .	4 8 0	
5	Takhats, wooden . . . . .	45 0 0		1	Counter, Wooden . . . . .	4 0 0	
	<i>Native Latrines.</i>			8	Shelves, wall . . . . .	6 0 0	
2	Commodes . . . . .	4 0 0		1	Gum Pot . . . . .	0 11 7	
	<i>Telegraph Office.</i>			2	Inkstands, metal . . . . .	3 0 0	
1	Chair . . . . .	2 4 0		1	Square Lamp . . . . .	2 0 0	
4	Chicks . . . . .	6 0 0		1	Measuring Tape . . . . .	5 4 0	
1	Book Shelf . . . . .	30 0 0		2	Chubb's Padlocks for locking doors . . . . .	17 0 0	
2	Boxes for Stationery with 1 Chubb's and 1 common lock . . . . .	12 14 0		1	Ruler, Office . . . . .	0 8 0	
1	Box for messages with 1 common iron lock . . . . .	2 0 0		2	Rat Traps . . . . .	1 4 0	
1	Box, common, for keeping oil, with 1 Chubb's lock . . . . .	10 8 0		1	Stool, Wooden . . . . .	2 0 0	
1	Board, Notice . . . . .	4 0 0		2	Scales, Parcels . . . . .	10 0 0	
1	Do., Sign . . . . .	1 0 0		4	Tables, square . . . . .	32 0 0	
2	Buckets, Iron . . . . .	6 0 0		1	Parcel Truck with 2 Chubb's Padlocks . . . . .	47 0 0	
5	Bags for Peons . . . . .	5 0 0		1	Weighing Machine with weights . . . . .	150 0 0	
10	Badges for Peons . . . . .	23 12 0			<i>First and Second Class Booking Offices.</i>		
1	Clock, round . . . . .	38 0 0		3	Book Shelves . . . . .	90 0 0	
3	Counters, Wooden . . . . .	12 0 0		1	Box for Luggage Label . . . . .	2 0 0	
2	Date Indicators . . . . .	2 0 0		1	Board, Sign . . . . .	1 0 0	
2	Funnels . . . . .	0 4 0		6	Bags for Cash . . . . .	6 0 0	
1	Iron Safe . . . . .	40 0 0		3	Chairs . . . . .	6 12 0	
13	Inkstands, metal . . . . .	19 8 0		1	Tester, Coin . . . . .	0 2 0	
4	Lamps, square . . . . .	8 0 0		1	Dating Machine with type box . . . . .	43 0 0	
2	Do., Kerosine-oil, wall . . . . .	9 5 0		4	Chests, Treasure . . . . .	160 0 0	
2	Do., Billiard . . . . .	23 8 0		2	Inkstands, metal . . . . .	3 0 0	
3	Oil Cans . . . . .	3 12 0		2	Lamps, Hand . . . . .	10 0 0	
1	Do. Feeder . . . . .	0 8 0		1	Scissors, pair . . . . .	0 12 0	
4	Paper Weights, metal . . . . .	0 15 0		2	Stamps, Office . . . . .	2 0 0	
1	Iron Padlock for locking door . . . . .	0 6 0		1	Large Ticket Case with 1 Chubb's Lock . . . . .	48 8 0	
	Carried over	992 0 7			Carried over	1,816 14 8	

Appendix A.

Schedule No. 3.

LUCKNOW STATION.

Schedule of Furniture and Working Plant in joint use by Oudh and Rohilkhand Railway and Rohilkhand and Kumaon Railway at Lucknow.

No.	Name of Articles.	Approximate value.	REMARKS.	No.	Name of Articles.	Approximate value.	REMARKS.
	<i>Station Master's Office.</i>	<i>R a. p.</i>				<i>R a. p.</i>	
1	Book Shelf . . . . .	30 0 0			Brought forward . . . . .	328 8 7	
2	Boxes, Stationery, with 2 Chubb's padlocks . . . . .	21 0 0		2	Commodes . . . . .	4 0 0	
1	Clock, Office, round . . . . .	38 0 0		2	Chamber Utensils . . . . .	16 0 0	
3	Chairs . . . . .	6 12 0		4	Chicks . . . . .	6 0 0	
1	Press, copying . . . . .	40 0 0		2	Mirrors . . . . .	10 0 0	
2	Chicks . . . . .	3 0 0		2	Mats, floor . . . . .	4 0 0	
1	Date Indicator . . . . .	1 0 0		4	Do., door . . . . .	4 0 0	
1	Damping Brush . . . . .	1 4 0		1	Iron Padlock for locking door . . . . .	0 6 0	
1	Gum pot . . . . .	0 11 7		2	Tables, dressing . . . . .	10 0 0	
1	Hat Peg . . . . .	0 4 0		2	Do., oval . . . . .	20 0 0	
3	Inkstands, Metal . . . . .	4 8 0		3	Towel-stands . . . . .	3 0 0	
5	Do., Tin . . . . .	0 10 0		1	Tub, bathing . . . . .	7 0 0	
1	Mat, floor . . . . .	2 0 0		3	Wash-hand stands with Crockery . . . . .	6 0 0	
1	Do., door . . . . .	1 0 0			<i>Ladies' First Class Waiting Room.</i>		
2	Iron Padlocks to Lock Office and Store Rooms . . . . .	0 12 0		5	Chairs . . . . .	11 4 0	
1	Paper Weight . . . . .	0 3 0		3	Do., Easy . . . . .	15 0 0	
1	Purdah . . . . .	5 0 0		3	Commodes . . . . .	6 0 0	
2	Rulers, Office . . . . .	1 5 0		3	Chamber Utensils . . . . .	24 0 0	
1	Scissors, pair . . . . .	0 12 0		4	Chicks . . . . .	6 0 0	
3	Do., lamp . . . . .	2 4 0		3	Mirrors . . . . .	15 0 0	
1	Spanner . . . . .	2 0 0		2	Mats, floor . . . . .	4 0 0	
3	Tables, square, with drawers . . . . .	24 0 0		5	Do., door . . . . .	5 0 0	
1	Board, Sign . . . . .	1 0 0		2	Iron Padlocks for locking doors . . . . .	0 12 0	
	<i>Assistant Station Master's Office.</i>			2	Dressing Tables . . . . .	10 6 0	
1	Clock, Office, round . . . . .	38 0 0		2	Tables, oval . . . . .	20 0 0	
3	Chairs . . . . .	6 12 0		2	Towel-stands . . . . .	2 0 0	
1	Date Indicator . . . . .	1 0 0		1	Tub, Bathing . . . . .	7 0 0	
2	Inkstands, Metal . . . . .	3 0 0		3	Wash-hand stands with Crockery . . . . .	6 0 0	
1	Key, wagon top . . . . .	0 6 0			<i>Ladies' Third Class Waiting Room.</i>		
1	Do., Powder Van . . . . .	0 6 0		5	Chairs . . . . .	11 4 0	
1	Step, wooden . . . . .	3 0 0		2	Do., Easy . . . . .	10 0 0	
1	Oil-feeder . . . . .	0 8 0		2	Commodes . . . . .	4 0 0	
1	Purdah . . . . .	...		2	Chamber Utensils . . . . .	16 0 0	
1	Guard's store box with 1 Chubb's padlock . . . . .	15 0 0		4	Chicks . . . . .	6 0 0	
1	Ruler, Office . . . . .	0 8 0		1	Mirror . . . . .	5 0 0	
2	Stools, wooden . . . . .	4 0 0		1	Mat, floor . . . . .	2 0 0	
3	Tables, square, with drawers . . . . .	24 0 0		2	Do., door . . . . .	2 0 0	
1	Letter case with 1 Chubb's padlock . . . . .	13 8 0		1	Iron Padlock for locking door . . . . .	0 6 0	
2	Lamps, glass shade . . . . .	3 0 0		1	Table, Dressing . . . . .	5 0 0	
	<i>First Class Gentlemen's Waiting Room.</i>			1	Do., oval . . . . .	10 0 0	
6	Chairs . . . . .	13 8 0		1	Towel-stand . . . . .	1 0 0	
2	Do., Easy . . . . .	10 0 0		1	Tub, Bathing . . . . .	7 0 0	
	Carried over . . . . .	328 8 7		1	Wash-hand stand with Crockery . . . . .	2 0 0	
					Carried over . . . . .	632 14 7	

## Schedule No. 3—contd.

No.	Name of Articles.	Approximate value.	REMARKS.	No.	Name of Articles.	Approximate value.	REMARKS
	Brought forward	R a. p. 632 14 7			Brought forward	R a. p. 992 0 7	
	<i>Gentlemen's Third* Class Waiting Room.</i>				<i>Telegraph Office—(concluded).</i>		
5	Chairs . . . . .	11 4 0		1	Ruler, Office . . . . .	0 8 0	
2	Commodes . . . . .	4 0 0		11	Stools, Wooden . . . . .	22 0 0	
2	Chamber Utensils . . . . .	16 0 0		1	Scissors, pair . . . . .	0 12 0	
2	Chicks . . . . .	3 0 0		1	Seal, Office . . . . .	1 0 0	
1	Mirror . . . . .	5 0 0		6	Zinc Plates . . . . .	1 8 0	
1	Mat, floor . . . . .	2 0 0		1	Screw Driver . . . . .	0 12 0	
2	Do., door . . . . .	2 0 0		4	Tables, with Drawers . . . . .	32 0 0	
1	Iron Padlock for locking door . . . . .	0 6 0		6	Letter Clips, vertical . . . . .	2 8 6	
1	Table, Dressing . . . . .	5 0 0		1	Eyelet Presser . . . . .	1 8 0	
1	Do., oval . . . . .	10 0 0			<i>Parcel Office.</i>		
1	Towel-stand . . . . .	1 0 0		3	Book Shelves . . . . .	90 0 0	
1	Tub, Bathing . . . . .	7 0 0		1	Box, Stationery, with 1 Hobb's Padlock . . . . .	6 0 0	
1	Washhand-stand with Crockery . . . . .	2 0 0		2	Boards, Notice . . . . .	8 0 0	
	<i>Native Ladies' Waiting Room.</i>			2	Chairs . . . . .	4 8 0	
5	Takhats, wooden . . . . .	25 0 0		1	Counter, Wooden . . . . .	4 0 0	
	<i>Native Latrines.</i>			8	Shelves, wall . . . . .	6 0 0	
2	Commodes . . . . .	4 0 0		1	Gum Pot . . . . .	0 11 7	
	<i>Telegraph Office.</i>			2	Inkstands, metal . . . . .	3 0 0	
1	Chair . . . . .	2 4 0		1	Square Lamp . . . . .	2 0 0	
4	Chicks . . . . .	6 0 0		1	Measuring Tape . . . . .	5 4 0	
1	Book Shelf . . . . .	30 0 0		2	Chubb's Padlocks for locking doors . . . . .	17 0 0	
2	Boxes for Stationery with 1 Chubb's and 1 common lock . . . . .	12 14 0		1	Ruler, Office . . . . .	0 8 0	
1	Box for messages with 1 common iron lock . . . . .	2 0 0		2	Rat Traps . . . . .	1 4 0	
1	Box, common, for keeping oil, with 1 Chubb's lock . . . . .	10 8 0		1	Stool, Wooden . . . . .	2 0 0	
1	Board, Notice . . . . .	4 0 0		2	Scales, Parcels . . . . .	10 0 0	
1	Do., Sign . . . . .	1 0 0		4	Tables, square . . . . .	32 0 0	
2	Buckets, Iron . . . . .	6 0 0		1	Parcel Truck with 2 Chubb's Padlocks . . . . .	47 0 0	
5	Bags for Peons . . . . .	5 0 0		1	Weighing Machine with weights . . . . .	150 0 0	
10	Badges for Peons . . . . .	23 12 0			<i>First and Second Class Booking Offices.</i>		
1	Clock, round . . . . .	38 0 0		3	Book Shelves . . . . .	90 0 0	
3	Counters, Wooden . . . . .	12 0 0		1	Box for Luggage Label . . . . .	2 0 0	
2	Date Indicators . . . . .	2 0 0		1	Board, Sign . . . . .	1 0 0	
2	Funnels . . . . .	0 4 0		6	Bags for Cash . . . . .	6 0 0	
1	Iron Safe . . . . .	40 0 0		3	Chairs . . . . .	6 12 0	
13	Inkstands, metal . . . . .	19 8 0		1	Testor, Coin . . . . .	0 2 0	
4	Lamps, square . . . . .	8 0 0		1	Dating Machine with type box . . . . .	43 0 0	
2	Do., Kerosine-oil, wall . . . . .	9 5 0		4	Chests, Treasure . . . . .	160 0 0	
2	Do., Billiard . . . . .	23 8 0		2	Inkstands, metal . . . . .	3 0 0	
3	Oil Cans . . . . .	3 12 0		2	Lamps, Hand . . . . .	10 0 0	
1	Do. Feeder . . . . .	0 8 0		1	Scissors, pair . . . . .	0 12 0	
4	Paper Weights, metal . . . . .	0 15 0		2	Stamps, Office . . . . .	2 0 0	
1	Iron Padlock for locking door . . . . .	0 6 0		1	Large Ticket Case with 1 Chubb's Lock . . . . .	48 8 0	
	Carried over	992 0 7			Carried over	1,816 14 8	

Schedule No. 3—contd.

No.	Name of Articles.	Approximate value.	REMARKS.	No.	Name of Articles.	Approximate value.	REMARKS.
	Brought forward	R a. p. 1,316 14 8			Brought forward	R a. p. 3,830 7 3	
	<i>First and Second Class Booking Office—(concluded).</i>				<i>Platform No. I.—(concluded).</i>		
2	Small Ticket Cases with 2 Chubb's Locks	60 0 0		2	Tables, square	16 0 0	
1	Table, square	8 0 0		14	Lamps, Kerosine-oil, Wall	112 0 0	
1	Box for Ticket with 2 Chubb's Locks	19 0 0		1	Train Time Indicator	42 0 0	
1	Chubb's Padlock for Office door	8 8 0			<i>Platform No. II.</i>		
	<i>Third Class Booking Office.</i>			1	Bell, Iron Rail	3 0 0	
3	Almirahs for Tickets with 3 Chubb's and 2 Hobb's Padlocks	183 8 0		1	Inkstand, tin	0 2 0	
1	Book Shelf	30 0 0		15	Lamps, Platform Wall	150 0 0	
1	Box, common	2 0 0		1	Stamp, Office	1 9 0	
3	Boards, Sign	3 0 0			<i>Rohilkhand and Kumaon Railway Booking Offices.</i>		
1	Tester, Coin	0 3 0		1	Almirah, Ticket, with a Chubb's Locks	67 0 0	
1	Dating Machines with type boxes	129 0 0		2	Book Shelves	62 0 0	
3	Inkstands	4 8 0		4	Boards, Notice	16 0 0	
4	Stools, wooden	8 0 0		1	Clock, Office, round	38 0 0	
2	Scissors, pairs	1 8 0		1	Chair	2 4 0	
3	Ticket Cases, large, with 3 Chubb's Locks	145 8 0		1	Dating Machine with type box	43 0 0	
3	Tables, square	24 0 0		2	Inkstands	3 0 0	
2	Iron Padlocks for locking doors	0 12 0		4	Keys, Carriage	0 13 4	
	<i>Luggage Office.</i>			1	Lamp, Hand Signal	5 0 0	
1	Board, Notice	4 0 0		1	Do., do., square	2 0 0	
1	Gum Pot	0 11 7		12	Lamps, Platform Wall	96 0 0	
1	Chest, Treasure	40 0 9		1	Step, Wooden	3 0 0	
2	Inkstands, metal	3 0 0		2	Stools, do.	4 0 0	
1	Lamp, Glass, shade	1 8 0		1	Scissors, pair	0 12 0	
2	Stools, wooden	4 0 0		2	Tables, square, with drawers	16 0 0	
1	Ruler, Office	0 8 0		2	Ticket Nippers	4 8 0	
3	Tables, square	24 0 0		1	Weighing Machine with Weights	150 0 0	
3	Weighing Machines with weights	450 0 0		1	Ticket Case, large, with 1 Chubb's Lock	48 8 0	
	<i>Platform No. I.</i>				<i>Ticket Collector's Room.</i>		
2	Bamboos	0 8 0		1	Book Shelf	30 0 0	
1	Bell, Iron Rail	3 0 0		2	Boards, Notice	8 0 0	
1	Do., Brass	7 4 0		2	Chicks	3 0 0	
2	Boards, Loading	18 10 0		2	Chairs	4 8 0	
2	Do., Treasure	2 0 0		1	Dating Machine with type box	43 0 0	
2	Do., Notice	8 0 0		1	Hat Peg	0 4 0	
2	Barrows, Hand, Four-wheeled	40 0 0		1	Chest, Treasure	40 0 0	
17	Do., do., Two-wheeled	170 0 0		1	Ruler, Office	0 8 0	
1	Clock, Station Platform	120 0 0		1	Stool, Wooden	2 0 0	
2	Stands for Filter	6 0 0		1	Table, square, with drawer	8 0 0	
2	Gharrahs, Iron	2 0 0		1	Ticket Nipper	2 4 0	
20	Bracket Lamps with Burners each	40 0 0		1	Box for collected tickets	2 0 0	
14	Lamps, Platform Wall, with Burners each	140 0 0			<i>Station Yard.</i>		
26	Lamps, Hanging Platform, do.	299 0 0		14	Chains, Safety	42 0 0	
4	Iron Padlocks	1 8 0		121	Iron Padlocks	45 6 0	
1	Stand, Soorai	0 8 0			<i>Store Room.</i>		
	Carried over	3,830 7 3		3	Book Shelves	90 0 0	
				1	Board, Tail	2 0 0	
					Carried over	4,931 4 7	

Schedule No. 3—contd.

No.	Name of Articles.	Approximate value.	REMARKS.	No.	Name of Articles.	Approximate value.	REMARKS.
	Brought forward	R a. p. 4,934 4 7			Brought forward	R a. p. 6,323 10 7	
	<i>Store Room—(concluded).</i>				<i>Goods Shed</i>		
24	Boards, servants' compartment	24 0 0		1	Almirah, Office, with 1 Chubb's Lock	58 8 0	
4	Brushes	3 0 0		6	Book Shelves	180 0 0	
5	Chains, Safety	15 0 0		2	Blocks, Iron	6 0 0	
1	Do., Door	1 0 0		3	Boxes, Stationery, with 2 Chubb's Locks and 1 Hobb's Lock	27 0 0	
1	Lamp, Argand	4 0 0		15	Boards for loading horses	139 11 9	
1	Chubb's Padlock	8 8 0		9	Do., Notice	35 0 0	
1	Washhand-stand, with Crockery	2 0 0		25	Buckets, Iron	75 0 0	
	<i>Refreshment Room.</i>			1	Bench, Wooden	10 0 0	
1	Clock, round	38 0 0		3	Barrows, Hand, Four-wheeled	60 0 0	
2	Counters, Wooden, large	20 0 0		13	Do, do., Two do.	130 0 0	
1	Do., do., small	4 0 0		2	Clocks, Office, round	76 0 0	
3	Chicks	4 8 0		1	Clip, Stationery	0 6 9	
3	Frames for Railway Act	15 0 0		4	Chairs	9 0 0	
1	Stand for Soorai	0 8 0		24	Crow-bars	36 0 0	
1	Train Time Indicator	43 0 0		11	Chains, Safety	33 0 0	
3	Purdahs	15 0 0		1	Do., Loading	1 4 0	
	<i>Oil Rooms.</i>			2	Do., Crane	30 0 0	
4	Buckets, Iron	12 0 0		2	Chests, Treasure	80 0 0	
1	Funnel, Tin	0 2 0		1	Counter, wooden	8 0 0	
8	Trays for Lamps	64 0 0		1	Crane, Platform	650 0 0	
2	Tables, Zinc top	40 0 0		1	Press, Copying	40 0 0	
72	Lamps, Hand Signal	360 0 0		1	Taster, Coin	0 3 0	
1	Do., square	2 0 0		1	Date Indicator	1 0 0	
1	Do., Billiard	11 12 0		2	Damping brushes	1 4 0	
7	Do., Semaphore	280 0 0		2	Gum Pots	1 7 2	
10	Do., Kerosine-oil, Wall	80 0 0		1	Hogshead for water	10 0 0	
2	Lanterns, square	4 0 0		2	Hammers	0 9 0	
1	Oil Drum, 5 gallons	2 8 0		8	Iskstands, Metal	24 0 0	
3	Do., 10 do.	5 0 0		3	Do., Tin	0 6 0	
3	Do., 30 do.	15 0 0		2	Do., Glass	0 8 0	
1	Do., 1 do.	1 0 0		4	Keys, Wagon top	1 8 0	
2	Do., 2 do.	1 0 0		3	Do., Powder Van	1 2 0	
3	Oil Tanks, 50 do.	25 0 0		2	Khurpis	0 12 0	
2	Do., Foodets	1 0 0		8	Lamps, Hand Signal	40 0 0	
2	Do., Cans, round	4 0 0		7	Do., Square	14 0 0	
9	Do., Measures	11 4 0		1	Do., Reading	9 0 0	
1	Padlock, Chubb's	8 8 0		2	Do., Kerosine-oil, Wall	16 0 0	
2	Do., common, iron	0 12 0		1	Do., Hanging	11 8 0	
1	Pan, Iron	0 8 0		4	Do., Goods Shed	24 0 0	
12	Ramps, Iron	252 0 0		4	Do., Semaphore	160 0 0	
2	Stools, Wooden	4 0 0		5	Levers	11 14 0	
	Carried over	6,316 10 7		1	Tape, Measuring	5 0 0	
				14	Padlocks, Hobb's	56 0 0	
				10	Do., common, iron	3 12 0	
				4	Pigeon-holes	20 0 0	
				9	Phowrahs	6 12 0	
					Carried over	8,323 10 6	

## Schedule No. 3—concl'd.

No.	Name of Articles.	Approximate value.	REMARKS.	No.	Name of Articles.	Approximate value.	REMARKS.
	Brought forward	R a. p. 8,323 1 6			Brought forward	R a. p. 8,550 5 6	
	<i>Goods Shed—(continued).</i>				<i>Goods Shed—(concluded).</i>		
2	Rail Slings . . . . .	1 0 0		8	Shovels . . . . .	12 0 0	
3	Rulers, Office . . . . .	1 8 0		2	Samplers, Iron . . . . .	0 8 0	
10	Rollers, loading . . . . .	30 0 0		2	Spanners . . . . .	4 0 0	
19	Stools, Wooden . . . . .	38 0 0		9	Tables, square, with Drawers . . . . .	72 0 0	
5	Scales, Beam, with Weights . . . . .	150 0 0		2	Do., do., without Drawers . . . . .	10 0 0	
1	Scissors, pair . . . . .	0 12 0		5	Tripods for Beam Scales . . . . .	150 0 0	
3	Seals, Traffic . . . . .	3 0 0		2	Train Time Indicators . . . . .	63 0 0	
3	Stamps, Office . . . . .	3 0 0		3	Platform Boards . . . . .	38 6 0	
	Carried over	8,550 5 6			Total	8,906 0 6	



APPENDIX K.

Appendix B.

Schedule No. 1.

BARËILLY STATION.

List of Buildings and works constructed by the Oudh and Rohilkhand Railway, but in joint use of the Oudh Rohilkhand Railway and Rohilkhand and Kumaon Railway on which interest at 6½ per cent. per ann. is charged to joint expenses.

No. of House.	No. of Rooms.	How utilised.	Designation.	Expenditure up to 30th June 1890.	REMARKS.	No. of House.	No. of Rooms.	How utilised.	Designation.	Expenditure up to 30th June 1890.	Ri	
								Brought forward	...	1,10,596		
1		Native Ladies' Waiting Room	...	4,900				Transfer Goods Platform	...	11,916		
1		Station Master's Office	...	2,450				Approach Road and Garden	...	2,500		
1		Telegraph Office	...	2,450				Well	...	800		
1		Way out (Hall)	...	4,900				Wire Fencing	...	1,400		
2		Luggage and Parcel Office and Weighing Machine	...	2,500	One being enclosed verandah.			Dismantling Coal Bins, etc., to accommodate Rohilkhand and Kumaon Railway	...	108		
1		Entrance Hall and Portico	...	4,450				Sub-way Bridge	...	3,000		
1		Booking Office	...	2,500				JOINT STAFF QUARTERS				
								EUROPEAN.				
1		Entrance Hall for 3rd class passengers	...	4,900				Station Master	...	9,000		
1		Waiting Hall for all classes of passengers	...	9,800		2	...	NATIVE.				
1		Ladies' Waiting Room	...	4,900				Old Blocks, Units, jointly used.				
1		Gentlemen's Waiting Room	...	4,900				Ditto	4	Traffic menial staff	650	As numbered by Station Master's Clerk.
1		Officers' Room	...	4,900		1	6	Ditto	6	...	950	
1		Second Class Refreshment Room with Store Room	...	3,000		2	6	Ditto	6	...	950	
2		First Class Refreshment Rooms	...	4,500		3	6	Ditto	6	...	950	
1		Cook House	...	410	With small court-yard.	4	6	Ditto	4	...	650	
1		Store Room	...			5	6	Ditto	4	...	650	
1		Lamp Room building (one small room in this is used as a Godown for the Refreshment Rooms)	...	1,334		6	6	Ditto	6	...	950	
		Portico	...	2,500		7	3	Half Block	3	...	500	
		The whole of the platform of the main station building	...	5,300		1	6	Old Blocks	2	...	350	
1		Platform between European Latrine and station building, including narrow gauge line platform (Refreshment Room end)	...	9,574		1	6	Ditto	6	...	950	
		Passenger shelter shed and office	...	7,984		2	6	Ditto	6	...	950	
		Covered passage	...	10,070		2	6	Ditto	6	...	950	
		Barrier across the transfer passenger platform	...	232		3	6	Ditto	6	...	950	
1		New Latrine for Natives	...	380		3	6	Ditto	6	...	950	
2		Latrines for Europeans	...	1,632		4	6	Ditto	6	...	950	
1		Old transhipment platform, derrick, truck and rails	...	3,200		5	6	Ditto	6	...	950	
1		New extension of transhipment platform	...			6	6	Ditto	6	...	950	
		Transfer Goods Shed	...	7,000		7	6	Ditto	6	...	950	
		Carried over	...	1,10,596		8	6	Ditto	6	...	950	
						9	6	Ditto	6	...	950	
						10	6	Ditto	2	...	350	
								New Blocks.				
						1	6	Ditto	5	...	800	
						2	6	Ditto	6	...	950	
						3	6	Ditto	6	...	950	
						4	6	Ditto	6	...	950	
						5	6	Ditto	6	...	950	
						6	6	Ditto	6	...	950	
						7	6	Ditto	6	...	950	
						8	6	Ditto	6	...	950	
						9	6	Ditto	6	...	950	
						10	6	Ditto	2	...	350	
						3		Native Staff Latrines attached to the new blocks	...	1,000		
									Total R.	1,56,026		



Appendix B.—contd.

Schedule No. 3.

BAREILLY STATION.

Schedule of Furniture and Working Plant in joint use by Oudh and Rohilkhand Railway and Rohilkhand and Kumaon Railway.

No.	Particulars.	Approximate value.	No.	Particulars.	Approximate value.
	<i>Station Master's Office.</i>	<i>R a. p.</i>		<i>Brought forward</i>	<i>R a. p.</i>
1	Almirah . . . . .	50 0 0		<i>Gentlemen's Water Closet—(concluded).</i>	65 1 6
1	Iron Padlock . . . . .	0 6 0	3	Commodes . . . . .	6 0 0
1	Table, square . . . . .	8 0 0	1	Bucket, Iron . . . . .	3 0 0
1	Soorai-stand . . . . .	2 0 0		<i>Ladies' Waiting Room.</i>	
1	Clock, round . . . . .	38 0 0	1	Table, round . . . . .	10 0 0
3	Chairs, Arm . . . . .	6 12 0	4	Chairs, Arm . . . . .	9 0 0
1	Hat Peg . . . . .	0 4 0	1	Bed, Cane . . . . .	4 0 0
2	Wooden Screens . . . . .	40 0 0	1	Bench, Cane . . . . .	8 0 0
1	Press, copying . . . . .	40 0 0	1	Rack, Towel . . . . .	0 5 0
1	Shelf, Book . . . . .	30 0 0	1	Table, Dressing . . . . .	5 0 0
1	Station Stamp . . . . .	3 0 0	1	Mirror . . . . .	5 0 0
2	Boxes for Stationery . . . . .	4 0 0	2	Commodes . . . . .	4 0 0
2	Iron Padlocks . . . . .	0 12 0	1	Tumbler, Glass . . . . .	0 6 0
1	Ditto (for Godowns) . . . . .	0 6 0	2	Chamber Utensils . . . . .	16 0 0
5	Buckets, Iron, galvanized . . . . .	15 0 0	1	Iron Padlock . . . . .	0 6 0
1	Lamp, hand, Square . . . . .	2 0 0	1	Washhand-stand . . . . .	2 0 0
4	Paper Weights, Stone . . . . .	0 12 0	1	Mug, Tin . . . . .	0 2 0
1	Board, Points Key . . . . .	1 0 0	2	Wall Lamps . . . . .	9 4 0
3	Inkstands, Pewter . . . . .	4 8 0	2	Moonj Mats . . . . .	4 0 0
1	Seal, Traffic . . . . .	3 0 0	1	Notice Board . . . . .	4 0 0
	<i>Gentlemen's Waiting Room.</i>		1	Wooden Screen . . . . .	20 0 0
1	Table, round . . . . .	10 0 0	1	Zinc Tub . . . . .	7 0 0
2	Benches . . . . .	16 0 0		<i>Native Ladies' Waiting Room.</i>	
1	Table, Dressing . . . . .	5 0 0	1	Iron Padlock . . . . .	0 6 0
1	Mirror . . . . .	5 0 0	2	Iron Pans . . . . .	2 14 0
3	Washhand-stands . . . . .	6 0 0		<i>Number Taker's Office.</i>	
1	Bath Tub . . . . .	7 0 0	2	Square Tables . . . . .	16 0 0
1	Iron Padlock . . . . .	0 6 0	1	Bench . . . . .	8 0 0
1	Tin Pot . . . . .	0 2 0	1	Stool . . . . .	2 0 0
3	Chairs, Arm . . . . .	6 12 0	1	Lamp, Hand, Signal . . . . .	5 0 0
1	Tumbler, Glass . . . . .	0 6 0	1	Do., do., Square . . . . .	2 0 0
2	Chamber Utensils . . . . .	16 0 0	2	Shelves, Book . . . . .	60 0 0
2	Wall Lamps . . . . .	9 4 0	1	Lamp, Hexagonal . . . . .	6 0 0
1	Rack, Towel . . . . .	0 5 6	1	Burner, Kerosine-oil . . . . .	2 3 0
1	Wooden Screen . . . . .	20 0 0	1	Key, wagon top . . . . .	0 6 0
	<i>Native Latrine.</i>			<i>Parcel Office.</i>	
14	Cans, Iron . . . . .	18 0 0	2	Tables, square . . . . .	16 0 0
6	Buckets, Iron . . . . .	18 0 0	2	Stools . . . . .	4 0 0
1	Lamp for Latrine . . . . .	8 0 0	1	Bench, wooden . . . . .	8 0 0
1	Iron Tank . . . . .	20 0 0	1	Wooden Box . . . . .	2 0 0
1	Dust Cart . . . . .	120 0 0	3	Padlocks, iron . . . . .	1 2 0
1	Conservancy Cart . . . . .	112 0 0	3	Book Shelves . . . . .	90 0 0
1	Phowrah . . . . .	0 12 0	1	Board, Notice . . . . .	4 0 0
1	Khuppee . . . . .	0 6 0	2	Weighing Machines . . . . .	300 0 0
	<i>Gentlemen's Water Closet.</i>		1	Parcel Scale . . . . .	10 0 0
1	Roof Lamp . . . . .	20 0 0	1	Measuring Tape . . . . .	6 0 0
	Carried over	651 1 6	1	Wall Lamp . . . . .	4 10 0
				Carried over	1,318 15 0

Schedule No. 3—contd.

No.	Particulars.	Approximate value.	No.	Particulars.	Approximate value.
	Brought forward	R a. p. 1,318 15 0		Brought forward	R a. p. 3,683 6 0
	<i>Parcel Office—(concluded.)</i>			<i>Through Goods Office—(concluded.)</i>	
1.	Lamp, hexagonal	6 0 0	4	Phowrahs	3 0 0
2	Wooden Rulers	1 0 0	2	Barrows, Hand	20 0 0
2	Inkstands, Pewter	3 0 0	2	Testers, Bag	0 8 0
1	Padlock, Chubb's	8 8 0	3	Inkstands	4 8 0
1	Lamp, Square	2 0 0	1	Wooden Ruler	0 8 0
	<i>Booking Office.</i>		2	Stamps, Office	6 0 0
3	Ticket Cases	120 0 0	5	Wooden Rulers	15 0 0
3	Chubb's Padlocks	25 8 0	8	Crow-bars	12 0 0
2	Stools	4 0 0	4	Ropes, loading	5 0 0
3	Dating Machines	90 0 0	4	Chains, do.	5 0 0
2	Boards, Notice	8 0 0	2	Tarpaulins	120 0 0
3	Lamps, Wall	13 14 0	9	Levers, Wooden	21 6 0
2	Almirahs	70 0 0		<i>Ticket Collector's Office.</i>	
2	Hobb's Padlocks	8 0 0	8	Carriage Keys	1 10 0
2	Wooden Boxes	4 0 0	10	Ticket Nippers	22 8 0
2	Padlocks, Iron	0 12 0	2	Boxes for Collected Tickets	2 0 0
2	Safes, Iron	80 0 0	1	Stool, Wooden	2 0 0
3	Tables, Square	24 0 0	2	Tables, Square	16 0 0
2	Inkstands	3 0 0	1	Burner, Kerosine-oil	2 3 0
1	Date Indicator	1 0 0	1	Inkstand, Pewter	1 8 0
1	Ruler, Wooden	0 8 0	3	Bags for Ticket Collectors	3 0 0
2	Testers, 1 coin	0 6 0	4	Lamps, Hand, Signal	20 0 0
1	Scissors, 1 pair	0 12 0		<i>General.</i>	
	<i>Third Class Waiting Hall.</i>		11	Lamps, Hand, Signal	55 0 0
13	Lamps, P. W.	104 0 0	1	Lamp, Engine Head	10 6 0
1	Lamp, Roof	20 0 0		<i>Station Yard.</i>	
	<i>Through Goods Office.</i>		6	Safety Chains	18 0 0
2	Cranes, Complete	1,300 0 0	6	Iron Padlocks	2 4 0
4	Tables, Round	32 0 0		<i>Platform.</i>	
1	Chair, Arm	2 4 0	41	Badges, Brass	97 6 0
5	Stools	10 0 0	2	Barrows, 2-wheeled	20 0 0
2	Weighing Machines	300 0 0	5	Do. 3 do.	75 0 0
1	Measuring Tape	6 0 0	5	Do. 4 do.	100 0 0
1	Wagon Seal	3 0 0	1	Bell, Brass	7 4 0
1	Padlock, Iron	0 6 0	1	Do. Iron	3 0 0
1	Lamp, Hanging	11 8 0	7	Benches	56 0 0
3	Lamps, Hand Signal	15 0 0	2	Boards, loading, horse	18 10 0
3	Burners, Kerosine-oil	6 9 0	6	Do. Notice	24 0 0
2	Book Shelves	60 0 0	1	Brush, Damping	0 12 0
1	Pen Knife	0 4 0	1	Case, Wooden, for Letters	1 0 0
1	Gharrah, Iron	1 0 0	1	Chain, odd	0 12 0
1	Dole, Iron	0 12 0	1	Clock, Station Platform	100 0 0
1	Lota, Brass	1 0 0	20	Great-coats	40 0 0
4	Buckets, Iron	12 0 0	20	Chicks, door	45 0 0
8	Tuslas, Iron	4 8 0			
	Carried over	3,683 6 0		Carried over	4,641 7 0

Schedule No. 3—concl'd.

No.	Particulars.	Approximate value.	No.	Particulars.	Approximate value.
	Brought forward	R a. p. 4,641 7 0		Brought forward	R a. p. 6,100 11 0
	<i>Platform—concluded</i>			<i>Officers' Room—(concluded).</i>	
3	Doles, Iron . . . . .	2 4 0	2	Chairs, Easy . . . . .	10 0 0
5	Flag Cases, Leather . . . . .	5 0 0	2	Whatnots, Wooden . . . . .	2 0 0
1	Fire Grate . . . . .	1 8 0	3	Chairs, Arm . . . . .	6 12 0
2	Gharrahs, Iron . . . . .	2 0 0	2	Beds . . . . .	8 0 0
2	Hogsheads . . . . .	10 0 0	3	Purdahs . . . . .	15 0 0
1	Key, Powder Van . . . . .	0 6 0	1	Commode . . . . .	2 0 0
6	Lamps, Hand Signal . . . . .	30 0 0	1	Towel Rack . . . . .	0 5 6
1	Lamp " " Square . . . . .	2 0 0	1	Chamber Utensil . . . . .	8 0 0
5	Lamps Posts . . . . .	10 0 0	1	Iron Padlock . . . . .	0 6 0
2	" Reading . . . . .	18 6 0	1	Zinc Tub . . . . .	7 0 0
2	" Office Wall . . . . .	9 4 0	4	Hat Pegs . . . . .	4 0 0
20	" Hanging . . . . .	230 0 0	1	Wash-hand-stand . . . . .	2 0 0
20	" Large P. W., with cast-iron brackets . . . . .	220 0 0	1	Wooden screen . . . . .	20 0 0
3	" P. W. . . . .	24 0 0		<i>Telegraph Office.</i>	
8	" Street . . . . .	56 0 0	4	Badges, Brass . . . . .	9 8 0
2	Mugs, Pewter . . . . .	3 8 0	2	Bags, Leather . . . . .	2 0 0
1	Oil Drum, 1 gallon . . . . .	1 0 0	16	Battery Cells . . . . .	1 0 0
1	" 3 gallons . . . . .	2 8 0	2	" Stands . . . . .	2 0 0
2	Oil Tanks, 50 " . . . . .	20 0 0	2	Benches . . . . .	16 0 0
5	Oil Feeders . . . . .	2 8 0	6	Books . . . . .	6 0 0
4	Oil Measures . . . . .	5 0 0	1	Box for Stationery . . . . .	2 0 0
1	Padlock, Iron . . . . .	0 6 0	1	Box, Message . . . . .	1 0 0
1	Rack, Office . . . . .	20 0 0	1	Brush . . . . .	0 12 0
2	Stands for Utensils . . . . .	4 0 0	1	Chair . . . . .	2 4 0
1	Stand, Filter . . . . .	3 0 0	1	Clock, Office . . . . .	38 0 0
4	Signal Flags . . . . .	1 1 0	4	Great Coats . . . . .	8 0 0
2	Stands, wooden, for Notices . . . . .	10 0 0	2	Counters, Wooden . . . . .	8 0 0
2	Tanks, Iron . . . . .	40 0 0	2	Chicks . . . . .	3 0 0
1	Trap, Rat . . . . .	1 4 0	4	Conductors, Lightning . . . . .	52 12 0
1	Trolley . . . . .	64 0 0	1	Date Indicator . . . . .	1 0 0
1	Bag, Delivery Peon . . . . .	1 0 0	2	Inkstands, Glass . . . . .	0 8 0
2	Wrenches, Monkey . . . . .	11 12 0	4	Inkstands, Pewter . . . . .	6 0 0
1	Hammer . . . . .	0 9 0	5	Instruments, Morse . . . . .	125 0 0
2	Chisels . . . . .	1 0 0	1	Pen-knife . . . . .	0 4 0
2	Pin Punch . . . . .	0 8 0	2	Lamps, Square . . . . .	4 0 0
1	Hook for Weight . . . . .	2 0 0	2	" Office . . . . .	9 4 0
1	Canvas Bag . . . . .	2 8 0	1	Lamp, Hanging . . . . .	11 8 0
1	Filth Cart, 2-wheeled . . . . .	550 0 0	1	Magnet . . . . .	2 0 0
	<i>Lamp Room.</i>		1	Water Feeder . . . . .	0 8 0
4	Iron Padlocks . . . . .	1 8 0	1	Padlock, Chubb's . . . . .	8 8 0
4	Burners, Kerosine Oil . . . . .	8 12 0	1	" Iron . . . . .	0 6 0
1	Funnel, Tin . . . . .	0 2 0	1	Ruler, Office . . . . .	0 8 0
	<i>Officers' Room.</i>		3	Stools . . . . .	6 0 0
1	Table, round . . . . .	10 0 0	1	Seal, Telegraph . . . . .	3 0 0
1	" square . . . . .	8 0 0	1	Shelf, Book . . . . .	30 0 0
3	Durries . . . . .	45 0 0	1	Table, Square . . . . .	8 0 0
4	Moonj Matting . . . . .	8 0 0	1	" Writing . . . . .	8 0 0
1	Table, Dressing . . . . .	5 0 0	2	Train Time Indicators . . . . .	63 0 0
1	Mirror . . . . .	5 0 0	2	Platform Boards . . . . .	20 4 0
	Carr'd over	6,100 11 0		TOTAL	6,646 0 6

## APPENDIX L.

**Agreement** BETWEEN the BENGAL AND NORTH-WESTERN RAILWAY and the GOVERNMENT, NORTH-WESTERN PROVINCES AND OUDH, for the working of the FERRIES known as the AJODHYA AND BYRAMGHAT FERRIES.

This Indenture made the twenty-first day of December One thousand eight hundred and ninety-one between the Joint Secretary to Government in the Public Works Department, North-Western Provinces of India (hereafter called the lessor) of the one part and the Bengal and North-Western Railway Company Limited of the other part (hereinafter called the lessee) :

Witnesseth that in consideration of the profit hereinafter reserved and of the covenants and agreements by the lessee hereinafter contained he the lessor doth hereby promise to continue to suspend the ferry hereto kept up and maintained for the convenience of the public at Ajodhya and also to suspend the bridges-of-boats similarly kept up and maintained for the convenience of the public at Miranghât and at Byramghât and doth hereby grant unto the lessee the sole and complete right of plying for hire and collecting toll from all persons goods merchandise, etc., crossing the river Gogra at the ferry crossing of Ajodhya or any and all points within a limit of two miles up and down stream the said two miles being calculated from Lakarmandighât on the north bank and a point known as the landing stage at Ajodhya on the south bank of the same river Gogra and also at the ferry crossing at Byramghât or any and all points within a limit of two miles up and down stream the said two miles being calculated from a point on the northern bank opposite the dâk bungalow of Byrampur and a point on the south bank of the same river Gogra directly opposite to the point fixed on the northern bank and doth similarly grant unto the lessee the sole and complete right of plying for hire and collecting toll from all persons goods merchandise, etc., crossing the river Chauka at the ferry crossing of Byramghât or any and all points within a limit of two miles up and down stream the said two miles being calculated from a point opposite the dâk bungalow on the southern side of the river Chauka and a point on the northern side of the same river directly opposite that fixed on the southern side.

To have and to hold the same from the first day of March in the year of our Lord one thousand eight hundred and ninety-one for and during the term of twenty-one years and nine months thence next ensuing or unto the thirty-first day of December in the year of our Lord one thousand nine hundred and twelve. Yielding and paying therefore the yearly net rent of eight thousand eight hundred and thirteen rupees (to wit a rent of eleven thousand five hundred rupees as heretofore paid by the lessee for the right of collecting tolls at the Ajodhya Ferry) and a further rent of four thousand rupees after deducting from the same the sum of six thousand six hundred and eighty-seven rupees payable by the lessor in lieu of interest upon the sum of one hundred and sixty-seven thousand one hundred and eighty-seven rupees hereinafter recited by equal half-yearly payments on or before the thirtieth day of June and on or before the thirty-first day of December in each year.

It being understood that the lease to be granted will be subject to the general rules prescribed for leases under Act seventeen of eighteen hundred and seventy-eight of the Government of India.

It being further understood that the lessor expressly reserves the right of re-opening the bridge-of-boats at Miranghât at any time should any grave emergency or exigencies of the public service call for such re-opening.

And it is hereby agreed and declared that in consideration of the rights hereinbefore leased the lessee covenants with the lessor :—

1. That he will purchase from the lessor at a valuation of one hundred and sixty-seven thousand one hundred and eighty-seven rupees all and several the boats tools stores and materials of every description as per schedule hereinafter subjoined as Appendix A with and appertaining to the ferries at Byramghât over the rivers Gogra and Chauka.

2. The lessee will enter into an agreement with the lessor to keep up and maintain in good repair and in good working condition three bridges-of-boats together with approaches to the same to wit one bridge-of-boats together with approaches to the same

from the railway station on the north bank and from the end of the metalled public road on the south bank of the river Gogra at Ajodhya and two bridges-of-boats one over the river Gogra and the second over the river Chauka together with approaches to the same from the end of the public road on the north bank to the end of the metalled public road on the south bank of the river Chauka and with properly completed planked roadway between the said bridges from the fifteenth day of October to the fifteenth day of June in each year or from such date and to such date as near to the dates above specified as the state of the river will permit.

3. The lessee will further enter into an agreement with the lessor or his duly authorised agent for such purpose to provide and maintain in good repair and in proper working order for each and every day during which the bridges-of-boats aforesaid are not open to the public steam or other suitable ferry boat or boats of not less than two hundred and fifty maunds burthen for the safe conveyance of passengers with fixed and moveable machinery and plant of good quality and adequate in quantity to work the same and with an efficient boat service suitable for passengers goods cattle and conveyances of every description: Provided always and it is hereby agreed and declared that for each and every day in which no ferry service is provided or any one or more of the ferry boats provided fails or fail to run the eight trips hereinafter required at the Ajodhya Ferry and the four trips hereinafter required at the Byramghât Ferry unless when such default is due to accident or other cause not within the lessee's control the lessee is bound to pay to the lessor a sum of fifty rupees per diem by way of liquidated damage over and above the rents hereinafter expressly stipulated and agreed upon.

4. The lessee shall keep the said ferries working and plying from sunrise to sunset for the convenience of the public and shall unless hindered or prevented from so doing by accident or any other matter not within his own control ply daily from each extremity of the said ferries not less than eight times at the Ajodhya Ferry and four times at the Byramghât Ferry in each and every day for the service of passengers additional trips for goods service being made daily as the exigencies of goods traffic shall require.

5. The lessee shall charge such rates and tolls for carriage of goods and passengers on the aforesaid bridges and boats as are at the time of the execution of these presents levied and charged upon passengers and goods at the said ferries of Ajodhya and Byramghât and such rate and toll shall be changed only with the consent of the Government previously obtained.

Provided always and it is hereby expressly agreed and declared that the lessee shall at times during the continuance of this lease be found to observe and conform to the rules for collection of tolls hereinafter subjoined as Appendix B.

## APPENDIX A.

*List of Plant, Stores, etc.*

Item.	ARTICLES.	No.	Weight.	Rate.		Amount.	
				R	a. p.	R	a. p.
			Mds. sr. ch.				
1	Iron sheets, $\frac{1}{2}$ inch . . . . .	...	4 22 0	5	0 0	22	12 0
2	Square bar, iron, $3\frac{1}{2}$ in. . . . .	...	5 0 0	5	0 0	25	0 0
3	Round bar iron, $1\frac{1}{2}$ " . . . . .	...	0 37 0	5	0 0	4	10 0
4	Ditto 2 " . . . . .	...	1 7 0	5	0 0	5	14 0
5	Flat iron . . . . .	...	3 10 0	5	0 0	16	4 0
6	Angle iron . . . . .	...	1 10 0	5	0 0	6	4 0
7	Rivets, iron, $1\frac{1}{2}$ by $\frac{1}{2}$ in. . . . .	...	1 18 0	10	0 0	14	8 0
8	Iron wire . . . . .	...	2 30 0	12	0 0	33	0 0
9	Iron nails . . . . .	...	0 6 0	8	0 0	1	3 2
10	Copper nails . . . . .	...	0 1 2	...	...	2	4 c
11	Iron screws, 4 in . . . . .	102	...	...	...	2	9 3
12	Ditto 3 " . . . . .	71	...	...	...	0	11 10
13	Iron rivets, $\frac{1}{2}$ " . . . . .	...	5 11 0	10	0 0	52	12 0
14	Iron sheets, $\frac{3}{4}$ " . . . . .	...	1 16 0	5	0 0	7	0 0
15	Ditto $\frac{1}{2}$ " . . . . .	...	2 4 0	5	0 0	10	8 0
16	Iron rivets, $\frac{1}{2}$ " . . . . .	...	4 12 0	10	0 0	43	0 0
17	Square bar, iron, $1\frac{1}{2}$ in. . . . .	...	0 17 0	5	0 0	2	2 0
18	Steel bar . . . . .	...	0 32 0	10	0 0	8	0 0
19	Round bar, iron, $\frac{1}{2}$ in. . . . .	...	0 21 0	5	0 0	2	10 0
20	Ditto $\frac{1}{2}$ " . . . . .	...	0 11 0	5	0 1	1	6 0
	Carried over . . . . .	...	...	...	...	262	6 3

APPENDIX A.—contd.

List of Plant, Stores, etc.—contd.

Item.	ARTICLES.	No.	Weight.	Rate.		Amount.	
				R	a. p.	R	a. p.
	Brought forward	...	Mds. sr. ch.	...	...	262	6 3
21	Screws, iron, 1 in.	80	...	...	...	0	5 1
22	Sheet iron 1/8 "	...	1 27 0	5	0 0	8	6 0
23	Roorkee made buoys	8	...	250	0 0	2,000	0 0
24	Kalpi ditto	1	...	200	0 0	200	0 0
25	Half buoys	3	...	150	0 0	450	0 0
26	Row boats	1	...	200	0 0	200	0 0
27	Standards for railing	251	...	4	8 0	1,129	8 0
28	Ditto broken	28	...	2	0 0	56	0 0
29	Bolts for railing standards	...	6 7 0	10	0 0	61	12 0
30	Hook bolts	...	25 0 0	10	0 0	250	0 0
31	Washers, large	...	6 29 0	10	0 0	67	4 0
32	Bands for wooden trusses	...	2 0 0	8	0 0	16	0 0
33	Iron wire	...	4 37 0	8	0 0	39	6 6
34	Bolts, stone blocks	...	3 27 0	10	0 0	36	12 0
35	Iron knees	...	1 35 0	8	0 0	15	0 0
36	Ditto	...	3 19 0	8	0 0	27	12 9
37	Shackles (small)	...	1 9 0	8	0 0	9	12 9
38	Flat iron	...	1 38 0	5	0 0	9	12 0
39	Washers	...	1 28 0	10	0 0	17	0 0
40	Shackles (large)	...	0 18 0	10	0 0	4	8 0
41	Bolts and nuts, 1 in.	...	7 10 0	10	0 0	72	8 0
42	Bar iron (old)	...	2 5 0	2	8 0	5	5 0
43	Iron anchors	...	8 30 0	10	0 0	87	8 0
44	Angle iron brackets	...	21 19 0	2	8 0	53	11 0
			Cwt. qr. lb.				
45	Iron chain, 1 in., 1,017 ft.	...	97 3 0	10	0 0	977	8 0
46	Ditto 1/2 " 161 "	...	11 2 0	10	0 0	115	0 0
47	Ditto 3/4 " 385 "	...	30 0 0	10	0 0	300	0 0
48	Ditto 1 " 723 "	...	27 3 10	10	0 0	288	6 3
49	Ditto 1 1/4 " 2,351 "	...	35 3 0	12	0 0	429	0 0
50	Planks, sal, 17' x 5 1/2" x 3 1/4" 579.48 c. ft.	...	...	...	...	...	...
51	Ditto different sizes 3 in. 137.50 "	...	...	...	...	...	...
52	Ditto ditto 2 " 1,719.25 "	...	...	...	...	...	...
53	Ditto ditto 1 1/2 " 5-7.25 "	...	...	...	...	...	...
	2,983.48 c. ft.	...	...	1	8 0	4,475	3 6
54	Pontoons	63	...	700	0 0	44,100	0 0
55	Roadway girders	244	...	80	0 0	19,520	0 0
56	Wooden boats	8	...	500	0 0	4,000	0 0
57	Trussed beams	10	...	25	0 0	250	0 0
58	Planks with railing standards	140	...	6	0 0	840	0 0
59	Roadway planks 4,655 c. ft.	...	...	1	8 0	6,982	8 0
60	Beams 33 "	...	...	1	8 0	49	8 0
61	Planking 103 "	...	...	1	8 0	244	8 0
62	Ditto of sandy road 8,000 "	...	...	1	0 0	8,000	0 0
63	Ditto 14' x 12" x 3" 308 "	...	...	1	0 0	308	0 0
64	Ditto 14' x 10 1/2" x 3" 253 "	...	...	1	0 0	253	0 0
65	Pontoons	6	...	700	0 0	4,200	0 0
66	Roadway girders	35	...	80	0 0	2,800	0 0
67	Wooden boats	23	...	500	0 0	11,500	0 0
68	Double boats	3	...	400	0 0	1,200	0 0
69	Ferry do.	8	...	400	0 0	3,200	0 0
70	Row boats, hollowed from trunk	1	...	50	0 0	50	0 0
71	Service boats	1	...	100	0 0	100	0 0
72	Chains, 1/2 in. 350 feet	...	...	12	0 0	63	0 0
73	Ditto 3/4 " 83 "	...	...	5	1 0	15	0 0
74	Ditto 1 " 417 "	...	...	1	1 0	45	0 0
75	Trussed beams	82	3 0 0	25	0 0	2,050	0 0
76	Beams, sal 31.53 c. ft.	...	...	3	0 0	94	9 5
77	Ditto 329 "	...	...	3	0 0	987	0 0
78	Ditto 120 "	...	...	3	0 0	360	0 0
79	Planks, 14 ft. by 11 in. by 3 in. 129 1/2 "	...	...	3	0 0	388	8 0
80	Beams, teak 33 1/2 "	...	...	1	0 0	33	12 0
81	Ditto 16 1/2 "	...	...	1	0 0	16	4 0
82	Ditto 15 "	...	...	1	0 0	15	0 0
83	Ditto 0 "	...	...	1	0 0	6	0 0
84	Ditto 2 "	...	...	1	0 0	2	0 0
85	Watering cart	1	...	100	0 0	100	0 0
86	Hurricane lamp	1	...	2	0 0	2	0 0
87	Anvils	7	...	...	...	100	0 0
88	Augers	9	...	...	...	4	8 0
89	Basula	1	...	...	...	1	8 0
90	Bellows	2	...	...	...	25	0 0
91	Horing rod	1	...	...	...	4	0 0
92	Ratchet braces	4	...	...	...	12	0 0
93	Crow-bars	2	...	...	...	1	0 0
94	Die stock, 1 inch	2	...	...	...	30	0 0
			Mds. sr. ch.				
95	Files, old	...	0 25 0	...	...	5	0 0
	Carried over	...	...	...	...	1,23,624	4 6



APPENDIX A.—concl'd.

List of Plant, Stores, etc.—concl'd.

Item.	ARTICLES.	No.	Weight.	Rate.		Amount.	
				R.	a. p.	R.	a. p.
	Brought forward		Mds. sr. ch.	...	...	1,23,624	4 6
96	Portable forge . . . . .	1	...	...	...	25	0 0
97	Hammers, 5 seers . . . . .	2	...	...	...	2	8 0
98	Rivetting hammers . . . . .	8	...	...	...	6	0 0
99	Phowrahs . . . . .	26	...	...	...	13	0 0
100	Pick-axes . . . . .	6	...	...	...	12	0 0
101	Iron rammers . . . . .	14	...	...	...	14	0 0
102	Snatch blocks . . . . .	8	...	...	...	100	0 0
103	Pipe tongs . . . . .	3	...	...	...	3	0 0
104	Three sheaved blocks . . . . .	3	...	...	...	90	0 0
105	Double ditto . . . . .	1	...	...	...	15	0 0
106	Vice tables . . . . .	2	...	...	...	20	0 0
107	Weighing machine . . . . .	1	...	...	...	50	0 0
108	Crab winches . . . . .	2	...	...	...	200	0 0
109	Adjustable wrench . . . . .	1	...	...	...	10	0 0
110	Drilling Machine . . . . .	1	...	...	...	60	0 0
111	Measuring tape . . . . .	1	...	...	...	4	0 0
112	Box of taps and dies . . . . .	2	...	...	...	100	0 0
113	Planks, sāl, different width, 3 in. 250 cubic feet in parts	...	...	3	0 0	1,509	0 0
114	Planks, dhau 1½ " 5'25 "	...	...	1	8 0	9	0 0
115	Beams, sāl . . . . . 50 "	...	...	3	0 0	150	0 0
116	Planking, sāl, 2nd class . . . . . 500 "	...	...	1	8 0	750	0 0
117	Black paint . . . . .	...	73 18 0	10	0 0	734	8 0
118	White " tins . . . . .	...	4 5 0	10	0 0	41	4 0
119	Putty, 80 " . . . . .	...	7 10 0	15	0 0	108	12 0
120	White lead . . . . .	...	12 22 0	12	0 0	150	9 7
121	Red " . . . . .	...	0 22 0	12	0 0	6	9 7
122	Kerosine oil . . . . .	...	0 20 0	...	...	2	10 0
123	Oil of turpentine, ½ bottle . . . . .	...	...	...	...	1	0 0
124	Manj . . . . .	...	2 0 0	...	...	2	0 0
125	Hemp . . . . .	...	0 7 0	6	0 0	1	0 9
126	Charcoal . . . . .	...	8 29 0	1	0 0	8	11 7
127	Plank, sāl, 1st 14 ft. x 12 in. x 3 in. 7 c. ft.	...	...	3	0 0	21	0 0
128	Angle iron . . . . .	...	8 14 0	5	0 0	41	12 0
129	Round iron, ½ in. . . . .	...	0 29 0	5	0 0	3	10 0
130	English made nails . . . . .	...	0 13 0	10	0 0	3	4 0
131	Flat iron, 2 in. by 1 in. . . . .	...	1 8 0	5	0 0	6	0 0
132	Ditto, ½ in. . . . .	...	0 20 0	5	0 0	2	8 0
133	Pontoons . . . . .	27	...	700	0 0	18,900	0 0
134	Iron girders . . . . .	65	...	80	0 0	5,200	0 0
135	Girders for khulfi with plate . . . . .	12	...	...	...	2,000	0 0
136	Large girders . . . . .	8	...	150	0 0	1,200	0 0
137	Railing standards with bolts . . . . .	223	...	5	0 0	1,115	0 0
			Cwt. qr. lb				
138	Iron chain, ½ in., 1,736 feet . . . . .	...	26 1 9	12	0 0	316	0 0
139	Ditto 1 in., 126 " . . . . .	...	12 0 0	10	0 0	120	0 0
140	Ditto 1 " for stone 52 " . . . . .	...	4 3 24	10	0 0	49	10 3
141	Ditto ½ " 175 " . . . . .	...	12 2 0	10	0 0	125	0 0
142	Ditto ¾ " 1,320 " . . . . .	...	68 2 0	10	0 0	685	0 0
143	Ditto ¾ " 128 " . . . . .	...	6 3 0	10	0 0	67	8 0
144	Ditto ¾ " 145 " . . . . .	...	7 2 0	10	0 0	75	0 0
145	Ditto ¾ " 120 " . . . . .	...	4 2 0	10	0 0	45	0 0
146	Ditto ¾ " 110 " . . . . .	...	4 1 7	10	0 0	43	2 0
147	Winches, Crab . . . . .	1	...	...	...	150	0 0
148	Roorkee buoys . . . . .	7	...	250	0 0	1,750	0 0
149	Kalpi buoys . . . . .	8	...	200	0 0	1,600	0 0
150	Half buoys (Kalpi) . . . . .	4	...	150	0 0	600	0 0
151	Large shackles . . . . .	13	...	1	8 0	19	8 0
152	Sāl wood piles . . . . .	16	...	...	...	450	0 0
153	Sāl wood planks for the bridge 2,143 c. feet . . . . .	...	...	1	8 0	3,214	8 0
154	Sāl wood for joists 453 " . . . . .	...	...	1	8 0	679	8 0
155	Beams 26 " . . . . .	...	...	1	8 0	39	0 0
156	Trussed beams with round bar iron . . . . .	3	...	25	0 0	75	0 0
157	Curb blocks . . . . . 127½ c. feet	...	...	1	8 0	191	4 0
158	Sāl planks 14 ft. x 12 in. x 3 in. 105 " . . . . .	...	...	1	8 0	157	8 0
159	Stone for anchors, new, 6 ft. x 5 ft. x 2½ in. . . . .	10	...	2 at 187	8 0	1,575	0 0
			Mds. sr. ch.				
160	8 in. Manilla ropes . . . . . 340 feet	...	10 30 0	15	0 0	161	4 0
161	Rivets 3 in. x ½ in. . . . .	139	1 0 0	10	0 0	10	0 0
162	Rivets, 2½ in. x ½ in. . . . .	400	2 0 0	10	0 0	20	0 0
163	Country anchors . . . . .	94	...	5	0 0	470	0 0
164	Iron square, 1" in. . . . .	...	0 24 0	5	0 0	3	0 0
165	Ditto 1½ " . . . . .	...	3 34 0	5	0 0	19	4 0
166	Ditto 2 " . . . . .	...	5 5 0	5	0 0	25	10 0
167	Ditto 1½ " . . . . .	...	1 18 0	5	0 0	7	4 0
						1,69,060	14 3
	Deduct difference between Locomotive Superintendent's valuation and that of the Superintendent, Roorkee Canal Foundry and Workshops, accepted by Mr. Izat.	...	...	...	...	1,873	14 3
				TOTAL		1,67,187	0 0

## Appendix B.

### *Rules specified in paragraph 5.*

1. The person in charge of the ferry is authorised to prevent any person not herein-after exempted from crossing by the bridge and boat or boats connected with the ferry until the toll is paid.

2. He is not empowered to prevent from fording the river or crossing the same in a private boat, provided the same do not ply for hire and do not start from or use any approach or approaches maintained by the lessee.

3. Every toll gatherer shall keep a supply of proper tickets to be given to passengers crossing by boat or bridge; and in no case, except with the full consent of the passenger, must any coloring matter be put on the person of passengers in lieu of supplying them with tickets.

4. The following shall be held to be exempted from payment of tolls :—

(1) All persons, animals, vehicles, and other things crossing any river by a public ferry when employed or transmitted on the public service.

(2) Foreign rulers and their followers or retainers or other natives of distinction, when specially exempted by order of Government, the Commissioner or the Magistrate.

(3) Grass-cutters, attached to Cavalry or Artillery Regiments stationed in Cantonnments including ponies and loads of fodder.

(4) Cultivators, with their cattle implements, etc., wood-cutters, grass-cutters, and such like, whose work requires daily crossing, on such conditions as may be determined by the Magistrate in each case.

(5) Animals drawing any vehicle, for which toll can be demanded, are not to be also charged with toll.

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## APPENDIX M.

**Agreement** BETWEEN the OUDH AND ROHILKHAND RAILWAY and the BENGAL AND NORTH-WESTERN RAILWAY for the interchange of traffic at BAHRAMGHAT.

*Clause 1.*

Memorandum of Agreement, dated 1st February 1892, made between the Oudh and Rohilkhand Railway (hereafter called the Oudh and Rohilkhand Railway) and the Bengal and North-Western Railway Company (hereafter called the Bengal and North-Western Railway) for interchange of goods and parcel traffic.

*Clause 2.*

This Agreement will come into force on the 1st February 1892 and continue until further notice.

*Clause 3.*

Goods and parcels traffic of every kind shall be freely interchanged between the two Railways with such special restrictions as may be, from time to time, agreed to by the managements of the two Railways, and subject to the conditions laid down below:—

- (a) All packages of less than 14 seers in weight are to be booked through as parcels.
- (b) The minimum charge upon goods traffic booked through is to be as for 20 seers, and no less charge is to be made than 8 annas.
- (c) No less charge than 4 annas is to be made upon parcels traffic booked through.
- (d) The minimum charge for goods and parcels is to be divided in mileage proportion.

*Clause 4.*

Passengers and live stock shall not be booked through.

*Clause 5.*

Packages weighing more than 2 tons or exceeding 12 feet in length by 5 feet 6 inches in breadth by 6 feet high outside measurement, shall not be booked through except by special arrangement.

*Clause 6.*

If at any time either line should find itself unable to receive and forward all the traffic tendered or likely to be tendered to it by the other line, it shall be competent for the Receiving line to give notice of not less than 14 days to the said other line of the maximum quantity it will be prepared to receive and forward, and of 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.

But, with reference to through traffic for the East Indian and connected Railways, the notice to be given by the Oudh and Rohilkhand Railway to the Bengal and North-Western Railway, shall, as regards the period of such notice and the amount of traffic which the Oudh and Rohilkhand Railway may agree to receive, be regulated by the notice which the former line may receive from the East Indian Railway, and by any limitation on the amount of traffic with the East Indian Railway will take over at its several junctions with the Oudh and Rohilkhand Railway.

*Clause 7.*

Each Railway is to supply the other, from time to time, with the rates and fares between Bahramghât and their respective stations. The through rates and fares are to be in all cases the sum of the rates and fares of each Railway to Bahramghât plus ferry charges between the two lines.

*Clause 8.*

Each Railway shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted, for which the Forwarding Railway shall be responsible.

*1st*—Charges on all perishable articles booked as either goods or parcels.

*2nd*—Charges on Commissariat Medical and Ordnance Stores booked as pre-paid.

*3rd*—Charges for Insurance.

*Clause 9.*

The Receiving Railway shall not reduce the stated weight or alter the description of articles, or the charges below what is mentioned in Through Way Bill without the consent of the Forwarding Railway, but cases of error in rate or calculation may be corrected.

*Clause 10.*

Before any alteration of rate or fare, or classification affecting through traffic can be made by either Railway, advice of the proposed change shall be sent to the other Railway on or before the 20th of any month, and of alterations consequent thereon by the Receiving Railway, not later than the end of that month. Advices so sent to operate one month after the 1st of the month following the date of advice.

*Clause 11.*

Claims for Compensation are to be settled and paid by the Railway in whose custody the loss or damage occurred.

*Clause 12.*

When the responsibility for loss or damage to goods or parcels cannot be satisfactorily determined, the claim to be paid by both Railways by mutual consent of the managements in proportion to the length the goods or parcels may have been carried by each Railway.

*Clause 13.*

To afford the earliest opportunity of check, all damages or deficiencies must be at once brought to the notice of the officials of the two Railways in such manner as may be agreed upon by the managements.

*Clause 14.*

An official of the Bengal and North-Western Railway will be stationed at Bahramghât to receive and hand over goods and their invoices to the Oudh and Rohilkhand Railway. This official will be communicated with in cases coming under the operations of clauses 12 and 13.

*Clause 15.*

Telegrams relating to joint business may be interchanged free between the two Railways.

*Clause 16.*

The division of the receipts on through traffic is to be carried out weekly by the Audit Offices of the two Railways without reference to the end of a month.

*Clause 17.*

The weekly accounts are to be made up to Saturdays inclusive and settlements are to be made monthly in accounts which are to be closed on the last Saturday of each month, and each Railway is to have in such division its own rates and fares, except in the case of minimum charges, which are to be divided as provided in para. (d), clause 3, on the understanding that all accounts be accepted as rendered and errors brought to notice adjusted in subsequent accounts.

*Clause 18.*

Each Railway shall maintain transshipment books at Bahramghât, showing all goods and parcels booked through, and these books shall be open to the inspection of the officials of either Railway.

*Clause 19.*

The principles of this Agreement may be extended by each Railway to any other Railway which may be, from time to time, working in connection with it, the two Railway parties to this Agreement being responsible to each other for all through traffic so forwarded as if it were traffic from their own lines respectively.

*Clause 20.*

All questions which may arise in carrying out these arrangements, upon which the Traffic Superintendents of the two Railways cannot agree, shall be referred to the Manager, Oudh and Rohilkhand Railway, and the Agent, Bengal and North-Western Railway, and 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 an arbitration to be conducted in the usual way.

## APPENDIX N.

**Agreement** BETWEEN the EAST INDIAN RAILWAY COMPANY and the COMMISSIONERS FOR THE PORT OF CALCUTTA, for the performance by the latter of terminal services on traffic despatched from and to Stations on the East Indian Railway and connected lines, to and from the KIDDERPORE DOCKS, dated the 16th February 1892.

1. This Agreement shall come into force on and from the date of the opening of the Kidderpore Docks for public traffic, or from such subsequent date as the necessary conveniences for dealing with traffic are provided to the satisfaction of the East Indian Railway Company, and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either side desiring to revise or cancel it.

2. The Agreement shall apply to all descriptions of merchandise including minerals and live-stock.

3. The services to be performed by the Commissioners are as follows:—

(a) The provision of the necessary accommodation for receiving, standing, and forwarding East Indian Railway trains and accommodating the staff required in the working of the same, namely, all conveniences, buildings, machinery, sidings, locomotive requirements, running rooms, offices, furniture, fittings, and other necessities required by the East Indian Railway Company. The East Indian Railway Company shall give notice from time to time of its requirements, which shall be regulated by the demands of traffic.

(b) The supply of shunting power, staff including labour, stores, stationery and printed forms for receiving, unloading, and delivering to consignees, inwards merchandise from the East Indian Railway and connected lines and receiving from consignors, loading and forwarding outwards goods for the East Indian Railway and connected lines.

(c) The keeping of accounts in connection with receiving and forwarding traffic, including invoicing and collection of freight charges. The freight charges realised shall be paid daily into the Bank of Bengal to the credit of the East Indian Railway, and the East Indian Railway at a charge of R \* per mensem to be

\* At a meeting held on 16th February 1892 it was decided that the fixing of this charge should be deferred until the extent of the work likely to arise is seen, the Port Commissioners, meanwhile, paying such charges as may arise, the East Indian Railway undertaking to keep them as low as practicable.

paid by the Port Commissioners, shall audit accounts and pay to the Commissioners the charge hereafter agreed upon as remuneration for the services rendered by the Commissioners. A weekly verified statement of the amounts paid daily into the Bank of Bengal to the credit of the East Indian Railway shall be furnished by the Commissioners. The forms to be used by the Commissioners, and accounts kept, are those in use at the East Indian Railway Company's Howrah Station, and no other forms shall be used without the consent previously obtained of the East Indian Railway. The forms shall be supplied and paid for by the Commissioners.

(d) The submission of returns and statistics of traffic in the forms current on the East Indian Railway, compiled in accordance with the procedure and rules in force from time to time on the East Indian Railway.

(e) The marshalling of outwards wagons for the East Indian Railway and connected lines in the manner indicated from time to time by the East Indian Railway.

### *Inwards goods to Docks.*

4. Inwards wagons shall be considered as made over to the Commissioners one-half hour after passing over the points connecting the branch of the Eastern Bengal State Railway with the Commissioners' Dock lines, the numbers and description of all wagons being immediately recorded in books to be kept for that purpose. Card seals on the doors on each side of the wagon must be examined by the dock staff immediately after

arrival of the train on the reception sidings, and any defect pointed out to the Guard of the train and acknowledged by him in writing at the time of his signing the guard's inward register and making over the train Through Report.

In the absence of any report, the train shall be considered as having been made over with card seals intact.

5. In the event of inwards trains being detained at Sealdah or other station through the inability of the Commissioners to receive such trains on the Dock lines, the wagons on such trains shall be considered as having been made over immediately on expiry of the running time allowed between arrival time of such train at Sealdah or other station, and at the Dock Junction, with the addition of the half hour referred to in clause 4. The Commissioners are not to be held responsible for any delay in sending down wagons after they have notified that they are prepared to accept them.

6. In the event of the Eastern Bengal Railway route to the docks being blocked and the route *viâ* the Port Commissioners' line being open the Port Commissioners to pass the East Indian Railway traffic *viâ* the Port Commissioners' line, the Eastern Bengal Railway and Port Commissioners' line sharing the running charge leviable under the Agreement from the East Indian Railway in mileage proportion. In such cases an additional six hours to the demurrage times stated in para. 9\* of this Agreement will be allowed.

The total payment to be made by the East Indian Railway to be the same as if the traffic had passed *viâ* the Eastern Bengal State Railway route.

7. On the arrival of the trains in the dock sidings, all wagons and brake-vans shall be forthwith examined by a trained Examiner to be appointed by the Commissioners, and if the wagons are in a damaged state, the nature of the damage shall be recorded. Lists of damaged stock with particulars shall be sent daily by the Examiner to the District Traffic Superintendent, Howrah, and to the Carriage and Wagon Superintendent, East Indian Railway. In the absence of any such notice despatched within 24 hours of receipt of the wagons, such wagons shall be held to have been made over undamaged.

8. The contents of all wagons shall on unloading be checked with the card labels, invoices and guidance and any shortage or damage shall be forthwith reported by a joint telegram to the Goods Superintendent, Howrah, and sending station to be followed by a report in detail as per Form T. No. 423B. In the absence of any report despatched within twenty-four hours after arrival, all goods shall be considered as having been made over in full and undamaged, and the East Indian Railway shall be freed from further responsibility in regard to them.

9. The East Indian Railway shall in the first instance accept the statements of the Commissioners' staff, sent as provided in para. 8, of shortages and damages; but in the event of such serious or frequent discrepancies between the statements of despatching stations and of the Commissioners' staff, as shall in the opinion of the East Indian Railway require special investigation, all possible facilities shall be afforded to the East Indian Railway for such investigation, and the East Indian Railway shall be further empowered to appoint, at the expense of the Commissioners, such adequate permanent staff of tally clerks to exercise a check on wagons while being unloaded as shall be reasonable. In the event of the result of the investigation pointing to errors or irregularities on the part of the Commissioners' staff, the Commissioners shall make good to the East Indian Railway the payments previously made on account of missing or damaged goods. It shall be open to the East Indian Railway to appoint a traffic officer or officers to inspect the receipt and despatch of goods in the docks, and the Commissioners shall give the said officer every facility for so doing.

10. Wagons returned to the East Indian Railway without loads shall be placed in the sidings set apart for outward trains to the East Indian Railway within thirty-six hours from the time of their receipt, as provided in clauses 4 and 5, and wagons returned with loads, within sixty hours. In times of pressure, subject to four days' previous notice from the East Indian Railway, the time for empty wagons shall be reduced to an average time of twenty-four hours. Any time exceeding thirty-six hours, sixty hours, and in times of pressure an average of twenty-four hours, as the case may be, during which wagons remain in the dock premises, other than on the lines referred to in the commencement of this clause, shall be charged for under the demurrage rules for interchanged stock between broad-gauge railways.

11. The Commissioners shall be responsible for all damages to wagons and rolling-stock occurring after wagons and rolling-stock have been made over without remark as specified in clause 7. The

Damage to wagons.

\* Should be 10.—Note by the Agent, East Indian Railway.

wagons and other rolling-stock shall be examined by the Examiner appointed by the Commissioners when they have been placed in the outwards lines for the East Indian Railway, and the statement of the Examiner shall be accepted by the East Indian Railway. In the event, however, of such serious and frequent discrepancies between the statements of the Commissioners' Examiner, and of the Examiner at the first station for examining after return to the East Indian Railway, as, in the opinion of the East Indian Railway shall render it desirable to station a servant of the East Indian Railway to work at the dock premises in co-operation with the Commissioners' Examiner, the necessary house accommodation and the wages of such servant shall be provided and paid by the Commissioners.

12. The East Indian Railway shall pay claims for shortages and deficiencies duly reported by the Commissioners as provided for in clause 8, other claims shall be paid by the Commissioners.

Damage to goods.

13. The Commissioners shall be responsible for collecting all charges due on inwards traffic, with the following exceptions:—

I.—Charges on live-stock of every description.

II.—Charges on all articles, which, according to the rules of the East Indian or other forwarding railway, are required to be prepaid. The rules of the forwarding railway in this respect shall be duly notified.

III.—Charges on Commissariat and Ordnance stores booked under credit note.

IV.—Undercharges under R1 in freight paid by credit note.

*Outwards goods to East Indian Railway.*

14. The East Indian Railway shall accept the statement of the Commissioners as to number, weight and condition loaded, the dock station being in this respect treated as a station of the East Indian Railway. But in every case of shortage or damage to goods reported by receiving station, by wire or by letter, the Dock Station Master must report fully as per East Indian Railway Form T. No. 425 A., to Goods Superintendent, Howrah. The appointment of tally clerks, the investigation of discrepancies, and indemnification for payments made by the East Indian Railway, shall be as provided for in clause 9 for inwards goods.

15. The Commissioners, so far as possible, shall utilize the wagon stock of the East Indian Railway to its maximum carrying capacity. Wagons shall not be forwarded with smaller loads than 81 maunds, except in the case of District Road vans.

16. The rules shall be generally those in force from time to time on the East Indian Railway. Each bale or box of piece-goods must be weighed separately and the weight recorded on back of forwarding note for reference in case of claim.

Weightment of goods.

Each package shall be marked in terms of section No. 147, page 54, of East Indian Railway Tariff for January 1892, and the consignment number must be entered on receipt and invoice.

Marking.

Separate weight shall be entered on invoice for each class of goods, and separate invoices shall be made out for the different descriptions of goods specified in Traffic Audit Order 130 (4) of the East Indian Railway.

Card seals on all outward wagons shall be examined by the Guard when taking over the train on the Commissioners' lines, and any defects reported to the Commissioners' staff. In the case of defective seals, the contents of the wagon shall be checked, but no demurrage is to be levied on the free time exceeded owing to the delay in checking, which is to be carried out at once.

Card seal.

All packages loaded in brake-vans and District Road vans shall be carefully examined by the Guard, and all defects entered in Guard's register.

The Commissioners shall be responsible for the accuracy of the charges invoiced in the following cases:—

I.—Charges on live-stock of every description.

II.—Charges on all articles which, according to the rules of the East Indian or other receiving railway, are required to be prepaid. The rules of the receiving railway in this respect shall be duly notified.

III.—Charges on Commissariat and Ordnance stores booked under credit note.

IV.—Undercharges under R1 in freight paid by credit note.



*Outwards and inwards goods.*

17. In delivering and receiving goods, the Commissioners in their dealings with consignees and consignors shall in all respects secure the compliance with the conditions in force from time to time on the East Indian Railway for the carriage of traffic.

18. For all the services mentioned in the preceding clauses, the Commissioners shall be paid on merchandise traffic received at and forwarded from the docks, excluding coal and other mineral traffic, at the rate of one pie per maund.

19. In case of any difference of opinion between the Commissioners and the East Indian Railway as to the construction of any part of this Agreement, or as to its application to any particular case, either party shall be entitled to call for an arbitration to be conducted in the usual way, each party 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 upon both parties, in regard to the matter, or matters, which may be referred to them or him. But, if either of the two parties shall fail to nominate an arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other party, such other party may nominate its own arbitrator, and, in such case, the decision of the one arbitrator, so appointed, shall be binding upon both parties.

Arbitration.

## APPENDIX O.

**Agreement** BETWEEN the EASTERN BENGAL STATE RAILWAY and the COMMISSIONERS FOR THE PORT OF CALCUTTA, for the performance by the latter of terminal services on traffic despatched from and to Stations of the Eastern Bengal State Railway and connected lines, to and from the KIDDERPORE DOCKS.

1. This Agreement shall come into force on and from the date of the opening of the Kidderpore Docks for public traffic, or from such subsequent date as the necessary conveniences for dealing with traffic are provided to the satisfaction of the Eastern Bengal State Railway and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either side desiring to revise or cancel it.
 

*Duration of Agreement.*
2. The Agreement shall apply to all descriptions of merchandise, including minerals and live-stock.
3. The services to be performed by the Commissioners are as follows:—
  - (a) The provision of the necessary accommodation for receiving, standing, and forwarding Eastern Bengal State Railway trains and of accommodating the staff required in the working of the same, namely, all conveniences, buildings, machinery, sidings, locomotive requirements, running rooms, offices, furniture, fittings, and other necessities required by the Eastern Bengal State Railway. The Eastern Bengal State Railway shall give notice from time to time of its requirements, which shall be regulated by the demands of traffic.
  - (b) The supply of shunting power, staff, including labour, stores, stationery and printed forms for receiving, unloading and delivering to consignees inwards merchandise from the Eastern Bengal State Railway and connected lines and receiving from consignors, loading and forwarding outwards goods for the Eastern Bengal State Railway and connected lines.
  - (c) The keeping of accounts in connection with receiving and forwarding traffic, including invoicing and collection of freight charges. The freight charges realized shall be paid daily into the Bank of Bengal to the credit of the Eastern Bengal State Railway, and the Eastern Bengal State Railway, at a charge of ₹ \* per mensem to be paid by the Port Commissioners, shall audit accounts and pay to the Commissioners the charge hereafter agreed upon as remuneration for the services rendered by the Commissioners. A weekly verified statement of the amounts paid daily into the Bank of Bengal to the credit of the Eastern Bengal State Railway shall be furnished by the Commissioners. The forms to be used by the Commissioners, and accounts kept are those in use at the Eastern Bengal State Railway's Sealdah Station, and no other forms shall be used without the consent previously obtained of the Eastern Bengal State Railway. The forms shall be supplied and paid for by the Commissioners.
  - (d) The submission of returns and statistics of traffic in the forms current on the Eastern Bengal State Railway, compiled in accordance with the procedure and rules in force from time to time on the Eastern Bengal State Railway.
  - (e) The marshalling of outwards wagons for the Eastern Bengal State Railway and connected lines in the manner indicated from time to time by the Eastern Bengal State Railway.

### INWARDS GOODS TO DOCKS.

4. Inwards wagons shall be considered as made over to the Commissioners one-half hour after passing over the points connecting the main line of the Eastern Bengal State

\* The fixing of this charge should be deferred until the extent of the work likely to arise is seen. The Port Commissioners, meanwhile, paying such charges as may arise, the Eastern Bengal State Railway undertaking to keep them as low as practicable.

Railway with the Commissioners' Dock lines, the numbers and description of all wagons being immediately recorded in books to be kept for that purpose. Card seals on the doors on each side of the wagon must be examined by the Dock staff immediately after arrival of the train on the reception sidings, and any defects pointed out to the guard of the train and acknowledged by him in writing at the time of his signing the guard's inward register and making over the Train Through Report,

In the absence of any report, the train shall be considered as having been made over with card seals intact.

5. In the event of inwards trains being detained at Sealdah or other station through the inability of the Commissioners to receive such trains on the Dock lines, the wagons on such trains shall be considered as having been made over immediately on expiry of the running time allowed between Sealdah or other station, and the Dock Junction, with the addition of the half hour referred to in clause 4. The Commissioners are not to be held responsible for any delay in sending down wagons after they have notified that they are prepared to accept them.

6. In the event of the Eastern Bengal State Railway route to the Docks being blocked, by an accident on the Eastern Bengal State Railway, and the route *viâ* the Port Commissioners' line being open, the Port Commissioners to pass the Eastern Bengal State Railway traffic *viâ* the Port Commissioners' line, the Eastern Bengal State Railway paying the Port Commissioners four annas per vehicle for haulage, subject to a maximum charge of four rupees eight annas per train of not exceeding fifty vehicles. In such cases an additional six hours to the demurrage times stated in para. 10 of this Agreement will be allowed. Should, however, the route be blocked by an accident on the Port Commissioners' line, the additional six hours to the demurrage time will be made, but no extra charge will be paid.

7. On the arrival of the trains in the Dock sidings, all wagons and brake-vans shall be forthwith examined by a trained Examiner to be appointed by the Commissioners, and if the wagons are in a damaged state, the nature of the damage shall be recorded. Lists of damaged stock with particulars shall be sent daily by the Examiner to the District Traffic Superintendent, Calcutta, and to the Locomotive Superintendent, Eastern Bengal State Railway. In the absence of any such notice despatched within twenty-four hours of receipt of the wagons, such wagons shall be held to have been made over undamaged.

8. The contents of all wagons shall on unloading be checked with the card labels, invoices and guidance, and any shortage or damage shall be forthwith reported by a joint telegram to the District Traffic Superintendent, Calcutta, and sending or transhipment station, to be followed by a report in detail as per form T 12. In the absence of any report despatched within twenty-four hours after arrival, all goods shall be considered as having been made over in full and undamaged, and the Eastern Bengal State Railway shall be freed from further responsibility in regard to them.

9. The Eastern Bengal State Railway shall in the first instance accept the statements of the Commissioners' staff, sent as provided in paragraph 8, of shortages and damages; but in the event of such serious or frequent discrepancies between the statements of despatching stations, and of the Commissioners' staff, as shall in the opinion of the Eastern Bengal State Railway Administration require special investigation, all possible facilities shall be afforded to the Eastern Bengal State Railway for such investigation, and the Eastern Bengal State Railway shall be further empowered to appoint, at the expense of the Commissioners, such adequate permanent staff of tally clerks to exercise a check on wagons while being unloaded as shall be reasonable. It shall be open to the Eastern Bengal State Railway to appoint a traffic officer or officers to inspect the receipt and despatch of goods in the Docks, and the Commissioners shall give the said officer every facility for so doing.

10. Wagons returned to the Eastern Bengal State Railway without loads shall be placed in the sidings set apart for outward trains to the Eastern Bengal State Railway, within thirty-six hours from the time of their receipt, as provided in clauses 4 and 5, and wagons returned with loads, within sixty hours. In times of pressure, subject to four days' previous notice from the Eastern Bengal State Railway, the time for empty wagons shall be reduced to an average time of twenty-four hours. Any time exceeding thirty-six hours, sixty hours, and in times of pressure an average of twenty-four hours, as the case may be, during which wagons remain in the Dock premises, other than on the lines referred to in the commencement of this clause, shall be charged for under the demurrage rules for interchanged stock between broad-gauge railways.

11. The Commissioners shall be responsible for all damages to wagons and rolling-stock occurring after wagons and rolling-stock have been made over without remark as specified in clause 7. The wagons and other rolling-stock shall be examined by the Examiner appointed by the Commissioners when they have been placed in the outwards lines for the Eastern Bengal State Railway, and the statement of the Examiner shall be accepted by the Eastern Bengal State Railway. In the event, however, of such serious and frequent discrepancies between the statements of the Commissioners' Examiner, and of the Examiner at the first station for examining after return to the Eastern Bengal State Railway, as, in the opinion of the Eastern Bengal State Railway, shall render it desirable to station a servant of the Eastern Bengal State Railway to work at the Dock premises in co-operation with the Commissioners' Examiner, the necessary house accommodation and the wages of such servant shall be provided and paid by the Commissioners.

12. The Eastern Bengal State Railway shall pay claims for shortages and deficiencies duly reported by the Commissioners as provided for in clause 8; other claims shall be paid by the Commissioners.

13. The Commissioners shall be responsible for collecting all charges due on inwards traffic, with the following exceptions:—

I.—Charges on live-stock of every description.

II.—Charges on all articles, which, according to the rules of the Eastern Bengal State or other forwarding railway, are required to be prepaid. The rules of the forwarding railway in this respect shall be duly notified.

III.—Charges on Commissariat and Ordnance stores booked under credit note.

IV.—Undercharges under R1 in freight paid by credit note.

*Outwards Goods to Eastern Bengal State Railway.*

14. The Eastern Bengal State Railway shall accept the statement of the Commissioners as to number, weight and condition loaded, the Dock station being in this respect treated as a station of the Eastern Bengal State Railway. But in every case of shortage or damage to goods reported by receiving station, by wire or by letter, the Dock Station Master must report fully, as per Eastern Bengal State Railway Form T. No. T 12 (a), to the District Traffic Superintendent, Calcutta. The appointment of tally clerks, the investigation of discrepancies, and indemnification for payments made by the Eastern Bengal State Railway, shall be as provided for in clause 9 for inwards goods.

15. The Commissioners so far as possible shall utilize the wagon stock of the Eastern Bengal State Railway to its maximum carrying capacity. Wagons shall not be forwarded with smaller loads than 81 maunds, except in the case of District Road vans.

16. The rules shall be generally those in force from time to time on the Eastern Bengal State Railway. Each bale or box of piece-goods must be weighed separately and the weight recorded on back of forwarding note for reference in case of claim.

Each package shall be marked in terms of section No. 45, page 17 *et seq.* of Eastern Bengal State Railway tariff for quarter ending June 1892, and the consignment number must be entered on receipt and invoice.

Separate weight shall be entered on invoice for each class of goods.

Card seals on all outward wagons shall be examined by the guard when taking over the train on the Commissioners' lines and any defects reported to the Commissioners' staff. In the case of defective seals, the contents of the wagon shall be checked, but no demurrage is to be levied on the free time exceeded owing to the delay in rechecking.

All packages loaded in brake-vans and District Road vans shall be carefully examined by the guard, and all defects entered in guard's register.

The Commissioners shall be responsible for the accuracy of the charges invoiced in the following cases:—

I.—Charges on live-stock of every description.

II.—Charges on all articles which according to the rules of the Eastern Bengal State Railway or other receiving railway are required to be prepaid. The rules of the receiving railway in this respect shall be duly notified.

III.—Charges on Commissariat and Ordnance stores booked under credit note.

IV.—Undercharges under R1 in freight paid by credit note.

## OUTWARDS AND INWARDS GOODS.

17. In delivering and receiving goods, the Commissioners in their dealings with consignees and consignors shall in all respects secure the compliance with the conditions in force from time to time on the Eastern Bengal State Railway for the carriage of traffic.

18. For all the services mentioned in the preceding clauses, the Commissioners shall be paid on merchandise traffic received at and forwarded from the Docks, excluding coal and other mineral traffic, at the rate of one pie per maund.

19. In case of any difference of opinion between the Commissioners and the Eastern Bengal State Railway as to the construction of any part of this agreement, or as to its application to any particular case, either party shall be entitled to call for an arbitration to be conducted in the usual way, each party 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 upon both parties in regard to the matter or matters which may be referred to them or him. But, if either of the two parties shall fail to nominate an arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other party, such other party may nominate its own arbitrator, and, in such case, the decision of the one arbitrator, so appointed, shall be binding upon both parties.

## APPENDIX P.

### Agreement BETWEEN the MADRAS RAILWAY COMPANY and the SOUTH INDIAN RAILWAY COMPANY.

MEMORANDUM OF AGREEMENT made on the 22nd March 1892, between the Madras Railway Company and the South Indian Railway Company

**Preamble.** for the interchange of Traffic, and for the use in common by both Railways of the Madras Railway Company's station at Katpadi 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 April 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.** 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.

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.

**Station limits.** 3. The limits of Katpadi 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.

**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.** The 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.

6. The Joint Staff for working Katpadi Junction Station shall be appointed and controlled by the Madras Railway Company, the cost to be charged to Joint Station Expenses Account.

**Appointment of Joint Staff.**

7. Each Railway working into Katpadi Junction shall provide its own telegraph staff and its own staff of goods clerks and porters, etc., for the conduct of its local goods traffic, and the South Indian 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 South Indian Railway has the right of building its own local Goods Shed at Katpadi Junction, and of appointing its own staff for the conduct of its local goods traffic.

**Telegraph Staff.**

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 authorized 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 Madras 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 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.

11. On 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  $7\frac{1}{2}$  per cent. shall be charged to a Joint Station expenses account, to cover interest and maintenance.

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 Joint Station Expenses Account.

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 for Capital expenditure incurred shall be determined by mutual agreement, or if necessary by arbitration as provided for in clause 39.

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.

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.

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 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, 56 lbs.
2. ,, horse or each head of horned cattle,  $\frac{1}{2}$  a ton.
3. ,, sheep, calf, goat, pig, dog, or other small animal, 56 lbs.
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, etc., collected at Katpadi Junction Station, are to be credited to Joint Station Expenses Account.

18. Any breach of Rules and Regulations by servants of the South Indian Railway Company within Katpadi 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.

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.
- Do. 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 Katpadi Junction station by either Railway shall be considered 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 transhipping charge on account of Katpadi Junction shall be made on through traffic by either Company. Each Company shall furnish the other from time to time with lists of the rates and fares between Katpadi Junction and its respective stations.
- Transhipping charge and Rate lists.
27. The distance between Katpadi 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, etc., and charges for insurance.
  - (e) Charges on all articles booked and carried with owners.
30. 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.
31. 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.
32. All overcharges not claimed shall belong to the Railway Company by which the charges are collected.
- Overcharges.
33. 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.
34. 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 re-weighed at the Junction, record of re-weighment 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.



35. The transshipment of all goods interchanged shall be performed by the Madras 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.

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 transshipment 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.

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.

38. 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 Katpadi 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.

39. 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 arbitnators 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 BETWEEN the EAST INDIAN RAILWAY COMPANY, the OUDH AND ROHILKHAND AND INDIAN MIDLAND RAILWAYS, DATED THE 29TH APRIL 1892.

MEMORANDUM OF AGREEMENT between the East Indian Railway Company (hereinafter called the East Indian Railway) and the Indian Midland Railway Company (hereinafter called the Indian Midland Railway) and the Manager, Oudh and Rohilkhand Railway (hereinafter called the Oudh and Rohilkhand Railway) for the interchange of traffic at Cawnpore, and for the use in common by the three Railways of the East Indian Railway Company's existing station at Cawnpore; also for additions and alterations which may be required thereat, from time to time, for the traffic of the three Railways, as well as for the maintenance and renewal of the joint station and the working of the traffic of the three Railways at that station.

#### Clause 1.

I.—Unless where otherwise specially provided, this Agreement shall come into force from the 1st July 1890, and shall continue until the expiration of not less than six months' notice, which may be given by any one Railway at any time, but which is to expire only on the thirtieth of June or the thirty-first of December in any year.

Term of agreement.

II.—Notice of termination of an Agreement to be valid must, in addition to being given in accordance with clause I, section I, be accompanied by a revised draft Agreement covering the modifications proposed, together with a statement giving the grounds for demanding the revision.

NOTE.—This section is only accepted by the Indian Midland Railway and East Indian Railway. It applies to notice given by either the East Indian Railway to Indian Midland Railway, or Indian Midland Railway to East Indian Railway.

#### Clause 2.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation named below, namely:—

Definition of terms.

I.—Stations, traffic, vehicles, rates, fares, etc., of the East Indian, Oudh and Rohilkhand and Indian Midland Railways, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other Railways with which the East Indian, the Oudh and Rohilkhand and Indian Midland Railways may respectively have through traffic arrangements from time to time.

II.—East Indian Railway local traffic means all traffic booked or invoiced between Cawnpore Junction station and any station, and *via* any station on the East Indian Railway.

III.—Oudh and Rohilkhand Railway local traffic means all traffic booked or invoiced between Cawnpore Junction station and any station, and *via* any station of the Oudh and Rohilkhand Railway.

IV.—Indian Midland Railway local traffic means all traffic booked or invoiced between Cawnpore Junction station and any station, and *via* any station of the Indian Midland Railway.

V.—Through traffic means—

- (a) All traffic booked or invoiced through, between or *via* any station of the East Indian Railway other than Cawnpore, and any station or *via* any station other than Cawnpore of the Oudh and Rohilkhand Railway.
- (b) All traffic booked or invoiced through, between or *via* any station of the Indian Midland Railway other than Cawnpore Junction, and any station or *via* any station of the Oudh and Rohilkhand Railway other than Cawnpore Junction.
- (c) All traffic booked or invoiced through, between or *via* any station other than Cawnpore of the East Indian Railway, and any station or *via* any station other than Cawnpore of the Indian Midland Railway.

VI.—East Indian Railway through traffic means all traffic of the East Indian Railway between places on the East Indian Railway on either side of Cawnpore Junction station and includes traffic to and from Cawnpore City station, which, therefore, only passes through the Junction station.

VII.—The joint station staff means all staff of all kinds employed in working traffic through and in and out of the joint station, and includes Goods and Coaching Clerks, Telegraph Signallers, Police, Pointsmen, Shunters, menials, and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds.

VIII.—Running staff means and includes Drivers, Firemen, Guards, Brakesmen, and all other staff that may be employed, from time to time, in the actual working of trains.

IX.—Trains mean and include engines, whether with or without brakes or other vehicles.

X.—Traffic receipts mean and include the receipts from all Coaching and Goods traffic, and for telegrams and all other earnings at the joint station.

XI.—The joint station expenses mean all the expenses which the East Indian Railway Company may incur in working the station, including the provision of stationery, forms, etc., required for joint purposes, the cost of lighting the station and lighting the signals, the cost of cleaning and conservancy, rent and maintenance of telegraph instruments and batteries, and other charges of the Government Telegraph Department in connection with the telegraphs within joint station limits, and all other expenses of all sorts incidental to, or connected with, the proper working of the station, and also interest on the Capital cost of the joint station premises, as well as the cost of their maintenance and renewal as provided in clause 3 (III). But the cost of loading, unloading, transhipping, and otherwise handling goods by a staff specially employed and paid for this work is to be excluded from the joint account and be divided between the three Railways according to the actual work done for each Railway. Each line must perform its own shunting.

Should, however, assistance be required by any of the Railways, it shall be given on the terms laid down in clause 25.

XII.—The maund is considered, for all the purposes of this Agreement, as consisting of 82·29 pounds, and the ton as consisting of 27·22 maunds.

### Clause 3.

I.—The East Indian Railway Company's existing works and premises to be used in common, for joint purposes, by the three Railways, shall be those which are mentioned in schedule I, attached to this Agreement, and the total of the amounts set opposite to those several items respectively in that schedule, shall be that on which rent is to be charged as provided in paragraph III of this clause. No addition shall be made to this schedule without the previous consent of the three Railways.

II.—The East Indian Railway Company shall, from time to time, provide the amount chargeable to Capital, which is required to be expended, for joint use of the three Railways, upon additions and alterations of the existing premises as they are defined in the Schedule referred to in paragraph I of this clause, 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 East Indian Railway Company, upon plans and estimates which shall be agreed to by the three Railways before the work is commenced.

III.—An annual rent at the rate of 6½ per cent. for joint structures, machinery and plant, including furniture, and 9 per cent. for ballast and permanent-way, points and crossings, to include maintenance and renewal, shall be charged by the East Indian Railway Company to the joint station expenses account, upon the expenditure shown in schedule I, referred to in paragraph I of this clause, and upon the cost of alterations, and additions, and of new works to be provided under the provisions of paragraph II of this clause. No charge shall be made to the joint account in respect of renewals of furniture or working plant included in schedule I other than the above percentage.

IV.—Any expenditure which may be required, from time to time, for joint use of the three 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 East Indian Railway, shall be debited to the joint station expenses account, a separate account of such expenditure being kept for the purposes of clause 4, and on which no interest shall be charged.

The East Indian 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 the three 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 the three Railways, within the limits of the joint station.

V.—(a). Within its own boundary, each Railway will provide and maintain, at its own cost, all such accommodation as may be required for its own exclusive use, and each Railway will provide and maintain its own permanent-way and signals. Within the boundary of the East Indian Railway, the East Indian Railway Company shall provide all accommodation and structures of all descriptions.

(b).—The Indian Midland Railway shall solely pay the rent as specified in clause 3, paragraph III, on the accommodation and structures exclusively used by it, as mentioned in schedule 2, attached to this Agreement, and on any such accommodation and structures as may hereafter be provided.

(c).—The Oudh and Rohilkhand Railway shall solely pay the rent as specified in clause 3, paragraph III, on the accommodation and structures exclusively used by it, as mentioned in schedule 3, attached to this Agreement, and on any such accommodation and structures as may hereafter be provided.

*Clause 4.*

Upon the termination of this Agreement, or in the event of works provided under it being no longer required by any of the three Railways, the amount of the compensation to be paid by each of the three Railways for Capital and other expenditure incurred in the provision of joint works, shall be determined by mutual agreement, or, if necessary, by arbitration, as provided for herein.

*Clause 5.*

For the purposes of working, the distant signals on the East Indian Railway and the distant signals on the Indian Midland Railway and the Oudh and Rohilkhand Railway on each side of the station shall be considered and accepted as the limits of the joint station, and all signals within the joint station, as well as the distant signals, shall be worked by the East Indian Railway.

*Clause 6.*

I.—(a). The staff for working the joint station shall be appointed and controlled by the East Indian Railway, and charged to the joint station expenses account.

(b).—The monthly cost of the permanent-staff shall be from time to time agreed on between the three Railways and embodied in a schedule called "joint staff," and signed by the heads of the Traffic Departments of the three Railways, within which limits the East Indian Railway has power to adjust the expenditure, as necessary.

(c).—In the event of the traffic necessitating immediate increase of the staff above the expenditure of the fixed schedule, the Traffic Manager of the East Indian Railway may make provisional arrangements subject to the subsequent approval of the Oudh and Rohilkhand and Indian Midland Railways.

II.—The whole of the staff of the Oudh and Rohilkhand Railway and of the Indian Midland Railway, while within the limits of the joint station premises and sidings used for traffic purposes, shall obey and be bound by all the Rules and Regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the East Indian Railway, who shall have the same rights and control over the staff of the Oudh and Rohilkhand Railway and of the Indian Midland Railway while within the limits of the Cawnpore station as if they were the staff of the East Indian Railway.

III.—The joint station staff will deal with all through traffic, and also all local traffic of the three Railways if conducted within the limits of the joint station, and the traffic of the three Railways shall be dealt with in the same manner as if it belonged to one only, no undue preference being given to that of any one Railway.

*Clause 7.*

I.—Each Railway shall be responsible for all damages occurring to its own engines and vehicles and traffic therein, and to engines and vehicles and traffic therein belonging to any Railway a party to this Agreement, or to those of any other Foreign Railway when such engines and vehicles and traffic therein are attached to its own trains.

Accidents.

II.—Each Railway shall be responsible for damages or accidents caused by its own running staff within the limits of the joint station.

III.—Except as provided in I and II, all damages or accidents which may be caused in the Cawnpore Junction yard to the public, to the stock and traffic therein of the three Railways that are parties to this Agreement, or to the stock and traffic therein of Foreign Railways that are not parties to this Agreement, and all damages or losses however and from whatever cause they may arise within the limit of the joint station shall be charged to the Joint Station Expenses Account.

IV.—Notice of all accidents, damages, losses, etc., connected with joint working, which may occur within the limits of the joint station, shall be sent, in accordance with the rules in force for reporting accidents on the East Indian Railway from time to time, to the officers of the three Railways immediately such accidents, loss, etc., occur.

*Clause 8.*

Coaching and goods traffic of every kind shall be freely interchanged between the East Indian Railway and the Oudh and Rohilkhand and Indian Midland Railways, with such special restrictions as may be, from time to time, agreed to by the Traffic Managers of the several Railways, and subject to the following conditions, namely:—

Through booking of traffic.

- (a) All packages of less than fourteen seers in weight shall be booked through as parcels.
- (b) The minimum charge upon goods traffic booked through shall be eight annas.
- (c) No less charge than four annas shall be made upon parcels traffic booked through.
- (d) The minimum charge for goods, parcels, dogs, etc., shall be divided in mileage proportion.
- (e) In the case of parcels traffic, when the sum of the charges at the local rates over each line separately is more than the through charge at the higher rate, the latter shall be adopted and apportionment made in Audit in the ratio of distance the parcel is carried over each line.

*Clause 9.*

I.—Each Railway shall supply the other Railways, from time to time, with the rates and fares for through traffic between Cawnpore and their respective stations. Unless where otherwise specially provided, the through rates and fares shall be, in all cases, the sum of the rates and fares of each Railway to and from Cawnpore as may be so advised, and shall include terminals and cartage (if and when that is performed).

Through rates and fares.

II.—No alteration of rate or fare or classification affecting the through traffic shall be made by any one Railway without notice in writing to the other Railways in accordance with the ruling contained in Regulation 33 of the Proceedings of the Conference of 1888, subject to modification of the ruling by a subsequent Conference; and such notices shall be given so as to come into force only on the first of a month, and only by the Traffic Manager of the Railway to the Traffic Managers of the other Railways.

III.—Each Railway shall supply its rates and fares and charges for local traffic to and from the joint station to the joint station staff from time to time.

*Clause 10.*

I.—Each Railway shall be responsible for collecting and paying over to the others all the charges which may be payable upon through traffic.

Collection of through and local charges.

II.—The receiving station shall check the Invoices and be responsible for collecting any amounts that may be undercharged, whether booked "Paid" or "To pay", with the following exceptions, which must be collected in full by the sending Railway, namely:—

- (a) Charges on live-stock of every description.
- (b) Charges on all articles, goods or parcels, which, according to the rules of the forwarding Railway, are required to be prepaid.

- (c) Charges on Commissariat, Ordnance, Medical or other Government stores, which are booked on credit note, or which may be prepaid.
- (d) Passenger fares, charges on passengers' luggage, specie and palanquins, and on carriages and charges for insurance.
- (e) Charges on all articles booked and carried in charge of the owner.
- (f) All errors under one rupee in freight paid by credit notes other than those referred to in exception (c), and all under-charges in freight paid by ledger account.

III.—The receiving station shall not reduce the weight of articles or the charges below what is mentioned on the invoice or way-bills, without the consent of the forwarding Railway, but errors in classification, or rate, or calculation, may be corrected.

IV.—The joint station staff shall collect all the fares, rates, and charges of the three Railways due on local traffic to and from the joint station, and these charges, etc., shall be paid to each Railway when, and in such manner, as may be arranged, from time to time.

*Clause 11.*

I.—Claims for compensation not arising from any act or negligence of the joint station staff shall be settled and paid by the Railway, in whose custody the loss or damage occurred.

Compensation.

II.—When the responsibility for loss or damage cannot be satisfactorily determined, the claim may be debited to the joint station expense account by mutual consent of the Traffic Managers of the three Railways.

III.—All damages or deficiencies in parcels or goods traffic shall be brought to the notice of the authorities of the Railway or Railways concerned, as soon as they are discovered, in such manner as may be agreed upon by the Traffic Managers from time to time.

*Clause 12.*

Telegrams relating to joint business shall be interchanged free between the three Railways.

Telegrams.

*Clause 13.*

I.—The division of the receipts from through traffic as defined in clause 2, paragraph V (a), (b), (c), shall be carried out weekly by the Audit officers of the Railways exchanging such traffic, without reference to the end of a month, except that when the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered—one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

Division of receipts.

II.—The weekly accounts shall be made up to, and shall include, the Saturday in each week, and settlement shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in para. I of this clause, and each Railway shall have, in division, its own rates and fares, except in the case of minimum charges, which shall be divided as provided in para. (d) of clause 8 of this Agreement, on the understanding that all accounts shall be accepted as rendered, and that errors, which may be afterwards brought to notice, shall be adjusted in subsequent accounts.

*Clause 14.*

Tickets, returns, inspection of accounts, etc.

I.—Each Railway shall provide the tickets, forms, etc., required for its own traffic at the joint station.

II.—The joint station staff shall keep all such books, statements and returns as may be required by each Railway, and shall render such statements and returns as each Railway may require, in reference to its own traffic, direct to the authorities of that Railway, from time to time.

III.—All joint traffic books and statements at the joint station, and local traffic books and statements for the purposes of clause 17 of this Agreement; and all through goods, parcels and other traffic books so far as the inspection relates to the through or local traffic of the Railway or Railways desiring such inspection, shall be, at all times, open to inspection by any authorized officer or officers of the East Indian, Oudh and Rohilkhand and Indian Midland Railways.

*Clause 15.*

I.—Each Railway shall make its own arrangements for watering its own engines, and also for greasing and oiling and examining and repairing its own engines and other rolling-stock at the joint station.

II.—Each Railway shall also supply lamps, oil, wicks, etc., for lighting its own trains, the work of lighting the vehicles being done, however, by the joint staff.

*Clause 16.*

All sums which may be realized by the sale of lost and unclaimed and damaged property; for rent of refreshment rooms; for licenses for the sale of fruit, sweetmeats, receipts for left luggage, etc.; for the sale of manure; and all other incidental receipts at the joint station, shall be credited to the joint station expenses account.

*Clause 17.*

I.—In consideration of the East Indian Railway through traffic (as defined in para. VI of clause 2 of this Agreement) with which the Oudh and Rohilkhand and Indian Midland Railways are not concerned one-third of the joint station expenses account as defined in para. XI of clause 2 of this Agreement shall be paid by the East Indian Railway Company. The remaining two-thirds shall be apportioned between the East Indian, Indian Midland and the Oudh and Rohilkhand Railways in proportion to the weight of traffic through and local of the three Railways, *vis.*, in the following manner:—

*East Indian Railway.*

Local coaching traffic.—Total in and out.

Goods booked or invoiced and received at the joint station.—Total in and out.

Half the through coaching and goods traffic between the East Indian and Oudh and Rohilkhand Railways.

Half the through coaching and goods traffic between the East Indian and Indian Midland Railways.

*Oudh and Rohilkhand Railway.*

Local coaching traffic.—Total in and out.

Half the through coaching and goods traffic between the East Indian and Oudh and Rohilkhand Railways.

Half the through coaching traffic between the Oudh and Rohilkhand and Indian Midland Railways.

*Indian Midland Railway.*

Local coaching traffic.—Total in and out.

Half the through coaching and goods traffic between the East Indian and Indian Midland Railways.

Half the through coaching traffic between the Oudh and Rohilkhand and Indian Midland Railways.

II.—For the purposes of this division of joint station expenses, the weight of goods and parcels traffic shall be reckoned upon the actual weight according to the invoices and way-bills; and each passenger shall be taken as equivalent to one-tenth of a ton, no account being taken of coaching traffic other than passenger and parcels. Fractions of a maund shall be dealt with in accordance with tariff rules.

*Clause 18.*

I.—The rules for the interchange of traffic and rolling-stock between Railways, as adopted at the Railway Conference of 1888, shall be adhered to, subject to any modifications which may be agreed to at any subsequent Conference, or which may be adopted on a reference through the Director General of Railways in accordance with the rules of procedure, or by mutual consent.

II.—No rolling-stock shall be tendered for interchange which does not conform to the standard dimensions prescribed by the Government of India.

Open trucks.

*Clause 19.*

*Goods loaded in open trucks.*—No goods damageable by fire or water shall be allowed to leave the line of the owning Railway in open wagons, except under special arrangement, subject to the provisions of Conference Rule XXI B. of 1888.

*Damageable goods.*

II.—When open trucks laden with damageable goods are accepted, the receiving Railway shall become liable for subsequent damage, provided the goods are handed over under a written description implying that they are damageable by fire, water, or atmospheric causes.

*Clause 20.*

*Branches, diversion of vehicles to.*—A vehicle of any one of the three Railways running on any other of the three Railways may be diverted from the exact route to its own line, to any short branches of the Railway on which it is running (*e.g.*, the Singharon, Barakar, or Kurhurbaree branches on the East Indian Railway), for a return load to the line of the owning Railway, but not beyond, except with the consent of the owning Railway.

*Diversion of vehicles.*

*Clause 21.*

*Number-takers.*—A number-taker shall note the arrival and departure of every train passing the Junction, and enter in writing in his books the number and description of every vehicle arriving at and leaving the station, giving trains and dates, and distinguishing in goods traffic empty from loaded and covered from open vehicles, and furnishing the necessary returns for the three Railways, such number-taker or takers to be joint servants of the three Railways, and to work under instructions approved by the Traffic Managers of the three Railways.

*Number-taker's duties.*

*Clause 22.*

I.—Each Railway shall accept the statements of the other Railways with respect to the loads of wagons, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint staff, failing which, the sending Railway's statement shall be accepted.

*Acceptance of statements.*

*Clause 23.*

On and from the 1st April 1889, the trains of the Indian Midland Railway shall, subject to the provisions of clause 6, para. II, of this Agreement, cross to and from the Oudh and Rohilkhand Railway by means of the crossing laid down for the purpose (in pursuance of Minute No. 1 of the Meeting held at Allahabad on 29th March 1887), payment being made by the Indian Midland Railway at the following rate, *viz* :—

The Indian Midland Railway to pay to the East Indian Railway a sum of three-quarters of an anna per vehicle, loaded or unloaded, each time such vehicle crosses the East Indian Railway; each engine with tender and each brake-van being reckoned as a vehicle.

*Clause 24.*

In respect of coaching vehicles transferred between the Indian Midland and Oudh and Rohilkhand Railways, the same payment as provided in clause 23 shall be made per vehicle, with effect from the 1st April 1889.

*Clause 25.*

Each Railway shall do its own shunting, but should either of the three Railways require the services of a shunting engine belonging to any of the other Railways, payment shall be made to the owning Railway at the following rates :—

*Shunting charges.*

Each passenger and mail train one-third of an hour.  
Each mixed and goods train three-quarters of an hour.



For general shunting, a charge will be made at the rate of 5 miles per hour at an average cost per train mile for Locomotive expenses, calculated on the actual expenses shown in the East Indian Railway Revenue Account for the previous half-year, plus 5 per cent. thereon to cover interest, on the cost of Locomotive Stock used.

This rule as to charge will apply also in calculating the charges for shunting passenger, mixed or goods trains.

*Clause 26.*

In case of any difference of opinion between the three Railways as to the construction of any part of this Agreement, or as to its application to any particular case, any one Railway shall be entitled to call for an arbitration to be conducted in the usual 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 upon the three Railways, in regard to the matter or matters, which may be referred to them or him. But, if any one or two of the three Railways shall fail to nominate an arbitrator within eight weeks after notice to call for an arbitration has been given to such Railway or Railways by any one Railway, the Railway or Railways giving such notice may nominate an arbitrator or arbitrators, and in such case the decision of the arbitrator or arbitrators, so appointed, shall be binding and conclusive upon the three Railways.

*Clause 27.*

This Agreement is to be subject to the sanction\* of the Boards of Directors and the Government of India, as regards the East Indian and Indian Midland Railways, and to the sanction of the Government of India as regards the Oudh and Rohilkhand Railway.

\* Sanctioned by the Board of Directors, Indian Midland Railway, in their letter No. 20, dated the 1st July 1892.

Sanctioned by the Board of Directors, East Indian Railway, in their letter No. 169, dated the 25th November 1892.

Sanctioned by the Government of India in their letters Nos. 21-22 R. T., dated the 17th January 1893.

Schedule A.

Schedule of furniture and working plant in joint use by the E. I., O. & R. and I. M. Railywas at Cawnpore.

No.	Description.	Amount.	No.	Description.	Amount.
		R a. p.			R a. p.
	<i>Station Master's office.</i>			<i>Brought forward</i>	587 10 0
2	Almirahs with padlocks	40 0 0		<i>First class Gentlemen's waiting room—contd.</i>	
3	Tables, with drawers	25 0 0	1	Wall lantern	2 0 0
1	Looking-glass	0 8 0	1	Towel rack	3 0 0
1	Washhand stand	5 0 0	2	Canvas stretchers	12 0 0
1	Seroy stand	0 4 0		<i>Native Latrines.</i>	
1	Stool	1 0 0			
1	Date rack	0 8 0	32	Pans	16 0 0
1	Clock, round, No. 336	30 0 0	6	Buckets	6 0 0
4	Chairs	8 0 0	6	Lamps, latrine	12 0 0
2	Hat-racks	1 0 0	4	Padlocks, iron	2 0 0
1	Screen canvas	3 0 0	1	Hugshad for water	7 0 0
1	Letter scale, with weights	2 0 0		<i>Telegraph office.</i>	
2	Paper cases, tin	1 0 0	4	Counters	35 0 0
1	Measuring tape	5 0 0	1	Ditto at the door	10 0 0
1	Copying press	10 0 0	1	Wooden box, with padlock	4 0 0
2	Book-shelves	8 0 0	1	Clock, standard, No. 345	80 0 0
1	Durrie	2 0 0	1	Tin mug	0 4 0
1	Station stamp, I. R.	0 8 0	3	Lamps, hanging, Ditmar's	45 0 0
1	Box, round, iron, for lost property, with padlock	20 0 0	1	Jar, stone	0 8 0
1	Box, wooden	1 0 0	2	Screw-drivers	1 0 0
2	Padlocks, 1 for office door and 1 for godown	1 0 0	1	Ginlet	0 8 0
2	Small ladders	5 0 0	1	Table with drawers	3 0 0
6	Buckets, G. I.	12 0 0	2	Chairs	4 0 0
2	Table lanterns, with Silber burners	16 0 0	8	Stools	8 0 0
4	Hand-signal lamps, reserve	12 0 0	1	Wrench	0 8 0
1	Hand lamp, square faced	2 0 0	2	Hand lamps	4 0 0
	<i>Assistant Station Master's office.</i>		1	Eyelet pressure	2 0 0
2	Tables with drawers	35 0 0	1	Silber burner, with bracket	3 0 0
3	Ditto flat	15 0 0		<i>Gentlemen's water closet.</i>	
1	Book-shelf	4 0 0	2	Lamps, latrine	5 0 0
1	Rain gauge	2 0 0	1	Ladder, small	0 8 0
4	Notice boards	8 0 0	5	Commodes, complete	25 0 0
1	Hat-rack	0 8 0	1	Bucket	0 8 0
1	Seroy stand	0 2 0	7	Chamber utensils	7 0 0
3	Chairs	6 0 0	1	Padlock, iron	0 8 0
6	Stools	6 0 0		<i>First class Ladies' waiting room.</i>	
2	Hand-bells, brass	8 0 0	3	Tables	20 0 0
2	Carriage keys	1 0 0	2	Chairs, armed	4 0 0
1	Station stamp	1 0 0	7	Ditto unarmed	15 0 0
1	Copying press	10 0 0	2	Ditto easy	10 0 0
3	Cr. ybars	6 0 0	2	Couches	30 0 0
2	Mugs, enamelled	1 0 0	2	Towel racks	6 0 0
2	Iron padlocks	1 0 0	2	Washhand stands, marble top, complete	30 0 0
1	Paper case, tin	0 8 0	1	Toilet tables, with mirrors	50 0 0
1	Date rack	0 8 0	1	Seroy stand	0 8 0
1	Clock, standard, No. 190	80 0 0	2	Screens, wooden	40 0 0
1	Dating machine	10 0 0	2	Commodes	10 0 0
1	Type box	1 0 0	2	Purdahs	4 0 0
6	Carriage keys	3 0 0	1	Tumbler	0 8 0
8	Nippers	8 0 0	3	Chamber utensils	3 0 0
1	Label rack	1 0 0	1	Iron padlock	0 8 0
1	Seal, brass	0 8 0	2	Washhand stands, fixed	20 0 0
3	Table lanterns, with 2 silber and tin burners	24 0 0	1	Bath, fixed	30 0 0
2	Hand-signal lamps with Assistant Station Master	6 0 0	1	Hat-rack	2 0 0
6	Ditto with ticket collectors	18 0 0	1	Mug, tin	0 4 0
	<i>First class Gentlemen's waiting room.</i>		1	Wall lantern	2 0 0
1	Table, plain	15 0 0	1	Wall lamp, duplex	4 0 0
3	Benches	25 0 0	2	Canvas stretchers	12 0 0
1	Toilet table with mirror	10 0 0		<i>Second class Ladies' waiting room.</i>	
3	Washhand stands, fixed	30 0 0	1	Table	15 0 0
1	Chillumchee, zinc, with stand	2 0 0	3	Chairs	6 0 0
1	Bath tub	2 0 0	1	Bench	15 0 0
1	Ditto shower	5 0 0	1	Pot, tin	0 4 0
1	Seroy stand	0 8 0	1	Towel-rack	3 0 0
2	Purdahs	4 0 0	2	Commodes	10 0 0
1	Tin pot	0 4 0	1	Toilet table, with mirror	8 0 0
5	Armed obairs	10 0 0	1	Washhand stand	6 0 0
2	Armless do.	4 0 0	1	Bath tub	2 0 0
1	Tumbler	0 8 0	1	Chillumchee, zinc, with stand	2 0 0
2	Chamber utensils	2 0 0	1	Chamber utensil	1 0 0
1	Padlock on door	0 8 0			
1	Table lantern	8 0 0			
	Carried over	587 10 0		Carried over	1,248 14 0

## Schedule A—continued.

Schedule of furniture and working plant in joint use by the E. I., O. & R. and I. M. Railways at Cawnpore—continued.

No.	Description.	Amount.	No.	Description.	Amount.
	Brought forward	R 1,248 a. 14 p. 0		Brought forward	R 2,011 a. 2 p. 0
	<i>Second class Ladies' waiting room—contd.</i>			<i>3rd class Booking office—contd.</i>	
1	Purdah	2 0 0	1	Hand signal lamp	3 0 0
1	Screen, wooden	15 0 0	1	Cash bag seal	0 8 0
1	Padlock, iron	0 8 0	1	Bracket lamp, W. I.	1 0 0
1	Durrie	5 0 0	1	Notice board	2 0 0
1	Lantern, wall	2 0 0	1	Almirah with Chubbs' padlock	20 0 0
1	Lamp, wall, duplex	4 0 0			
1	Seroy stand	0 8 0			
	<i>Native Ladies' waiting room.</i>			<i>3rd class waiting hall and station hall.</i>	
1	Padlock, iron	0 8 0	6	Platform lamps, small, with Silber burners	36 0 0
	<i>Second class Gentlemen's waiting room.</i>		3	Notice boards	6 0 0
1	Table	5 0 0	3	Lamps, hanging, Ditmar's	67 8 0
4	Chairs	8 0 0			
1	Shower bath tub	6 0 0		<i>Through Goods office.</i>	
1	Ladder	2 0 0	1	Crane, 3-ton	1,000 0 0
1	Washhand stand, with enamelled bowl and jug	5 0 0	3	Tables	25 0 0
1	Toilet table, with mirror	5 0 0	4	Chairs	8 0 0
1	Seroy stand	1 0 0	5	Stools	5 0 0
1	Towel rack	1 8 0	3	Counters	30 0 0
1	Garden bench	7 0 0	1	Clock, round, No. 503	60 0 0
1	Purdah	2 0 0	1	Weighing machine, Avery's	90 0 0
2	Chamber utensils	2 0 0	1	Measuring tape	0 8 0
1	Padlock, iron	0 8 0	1	Wagon seal	0 8 0
2	Lanterns, wall	7 7 0	4	Padlocks, iron	2 0 0
1	Wooden bench	7 0 0	1	Counter, with drawers	10 0 0
	<i>Junction Number-taker's office.</i>		1	Copying press	10 0 0
1	Counter	10 0 0	1	Hat rack	0 8 0
1	Stool	1 0 0	4	Platform lamps, with Silber burners	28 0 0
1	Clock, round, No. 268	45 0 0	3	Ladders, 2 wooden and 1 bamboo	8 0 0
1	Ladder, wooden	2 0 0	1	Almirah	15 0 0
3	Hand signal lamps with E. I., O. and R. and I. M. Number-takers	9 0 0	4	Letter locks	20 0 0
1	Carriage key for opening O. & R. Ry. wagons	0 8 0	1	Table lantern, with Silber burner	8 0 0
	<i>Parcel office.</i>		4	Hand signal lamps	12 0 0
3	Tables, flat	25 0 0	1	Rubber stamp	5 8 0
3	Chairs	3 0 0			
1	Stool	1 0 0		<i>Luggage office.</i>	
1	Almirah with padlock	30 0 0	1	Counter with drawer	25 0 0
2	Book shelves	8 0 0	1	Ditto fixed	10 0 0
4	Iron padlocks	2 0 0	1	Weighing machine, Avery's	90 0 0
1	Notice board	2 0 0	1	Notice board	2 0 0
2	Label racks, teak	10 0 0	1	Label rack	1 0 0
1	Iron safe, fixed	50 0 0	1	Stool	1 0 0
1	Iron safe, large	80 0 0	1	Reading lamp	3 0 0
1	Iron chest, with Chubbs' padlock	25 0 0			
1	Parcel weighing machine, Davidson's	40 0 0		<i>General.</i>	
1	Letter tray	0 4 0	21	Punkabs with frills	84 0 0
1	Hat-rack	0 8 0	27	Hand signal lamps with prints staff	81 0 0
1	Measuring stick	0 2 0	1	Ditto with station jemadar	3 0 0
1	Deal wood box, without cover, for sorting letters	0 8 0	1	Ditto with head porter	3 0 0
1	Weighing scale	22 8 0	15	Ditto with gunners	45 0 0
1	Lamp, West Derby, with Silber burner	6 0 0	9	Hand lamps with chowkidars	18 0 0
1	Ditto hand	2 0 0	1	Platform lamp, small, with Silber burner in passage	6 0 0
	<i>1st and 2nd class Booking office.</i>		1	Power wall lamp ditto	6 0 0
2	Ticket cases, with two Chubbs' padlocks	60 0 0			
2	Counters, with drawers	20 0 0		<i>Station yard.</i>	
1	Stool	1 0 0	43	Iron padlocks on E. I. Ry. points	21 8 0
2	Dating machines, with types complete	20 0 0	2	Ditto on O. & R. Ry. barriers	1 0 0
1	Iron padlock on door	0 8 0	2	Ditto on crossing gates	1 0 0
2	Lamps, West Derby, with Silber burners	12 0 0	2	Ditto on coal siding gates	1 0 0
	<i>3rd class Booking office.</i>		1	Ditto on goods shed gate	0 8 0
1	Wall lantern	5 7 0	11	Ditto on scotches	5 8 0
1	Table lantern with Silber burner	8 0 0	1	Ditto with traverser	0 8 0
2	Counters	20 0 0	4	Iron padlocks on canal gates	2 0 0
3	Ticket cases	60 0 0	4	Ditto on O. & R. Ry. points	2 0 0
2	Chubbs' padlocks	10 0 0	13	Ditto on I. M. Ry. ditto	6 8 0
2	Brass ditto	4 0 0	10	Safety chains with padlocks	40 0 0
1	Round clock, No. 639	47 0 0	1	Hand signal lamp with jemadar	3 0 0
3	Dating machines, with types complete	30 0 0	8	Bamboo sprags	1 0 0
	Carried over	2,011 2 0		<i>Platforms.</i>	
			64	Platform lamps, large with Silber burners, viz., 25 on E. I. Ry., 18 on I. M. Ry. and 15 on O. & R. Ry. platforms and 6 on over bridge	1,280 0 0
			10	Platform lamps, large, in station compound	160 0 0
			21	Iron brackets for platform lamps	210 0 0
			8	Ditto spare	80 0 0
				Carried over	5,678 10 0

Schedule A.—concluded.

Schedule of furniture and working plant in joint use by the E. I., O. & R. and I. M. Railways at Cawnpore—concluded.

No.	Description.	Amount.	No.	Description.	Amount.
		R a. p.			R a. p.
	Brought forward	5,678 10 0		Brought forward	6,664 5 0
14	Iron lamp posts with brackets, on E. I. Railway platform and compound.	56 0 0	1	Lamp, West Derby, with Silber burner under over bridge	6 0 0
2	Ditto on O. & R. Railway platforms	8 0 0			
2	Ditto on I. M. Railway ditto	8 0 0			
11	Notice boards	22 0 0			
1	Clock, standard, No. 8	80 0 0			
2	Luggage trucks, 4-wheeled	110 0 0			
1	Ditto ditto 3 ditto	42 0 0			
3	Iron hand trucks, 2 ditto	150 0 0			
3	Iron hand trucks with cage, 2-wheeled	165 0 0			
1	Letter case	5 0 0			
1	Ladder, wooden	6 15 0	3	Roof lamp stands	15 0 0
3	Filter stands	12 0 0	3	Stands, Silber burner	30 0 0
3	Water barrels	6 0 0	2	Tables lamp, trimming	25 0 0
3	Indicating boards	9 0 0	7	Oil measures	5 0 0
2	Roof lamp, trolleys	18 0 0	4	Oil cans	4 0 0
3	Rail bells	3 0 0	2	Oil feeders	0 8 0
3	Tin mugs	0 12 0	3	Ladders	10 0 0
1	Engine bell	5 0 0	13	Air protectors, for signal lamps	13 0 0
1	Sanitary filter	8 0 0	14	Main and distant signal lamps	14 0 0
1	Weighing machine on I. M. Railway platform	90 0 0	2	Scrapers	1 0 0
1	Table on I. M. Railway platform	2 0 0	2	Hard signal lamps	6 0 0
1	Ditto on O. & R. Railway platform	3 0 0	2	Lamp trays	5 0 0
2	Stools on I. M. Railway and O. & R. Railway platforms	2 0 0	1	Counter for Silber burner	10 0 0
3	Pieces luggage fence	9 0 0	1	Kerosine oil saver	1 8 0
2	Notice boards on I. M. Railway platform	3 0 0	2	Funnels, tin	0 2 0
	Carried over	6,664 5 0		Total value of furniture and working plant	6,936 7 0
				Total value of joint accommodation	3,774 99 0 5
				GRAND TOTAL	3,84,455 13 5

Schedule B.

Schedule of joint expenses at Cawnpore station between E. I., O. & R. and I. M. Railways.

Particulars.	Present expenditure	Sanctioned amount.	Particulars.	Present expenditure.	Sanctioned amount.
	R a. p.	R a. p.		R a. p.	R a. p.
Station Master	400 0 0	400 0 0	Brought forward	577 0 0	
Assistant do.	220 0 0	220 0 0	1 Return clerk	35 0 0	
Sub-Asstt. do.	200 0 0	200 0 0	1 Trains "	35 0 0	
Do. do.	150 0 0	150 0 0			
<b>TICKET COLLECTORS AS UNDER.</b>					
1 Ticket Collector	100 0 0		2 " " at R20 each	40 0 0	
1 " "	50 0 0		2 " " 15 each	30 0 0	
1 " "	35 0 0		3 Number-takers " 15 each	45 0 0	
1 " "	25 0 0				
1 " "	20 0 0		TOTAL	762 0 0	819 0 0
" "	15 0 0		<b>MENIALS.</b>		
TOTAL	245 0 0	334 0 0	3 Native gunners at R12 each	36 0 0	
1 Yard Foreman	130 0 0	200 0 0	1 Native do.	10 0 0	
1 Gunner	60 0 0	80 0 0	1 Tindal	9 0 0	
<b>CLERKS, ETC., UNDER R100.</b>			7 Shunting porters at R8 each	56 0 0	
1 Booking clerk	90 0 0		2 Shunting porters at R7 each	14 0 0	
1 Assistant do.	40 0 0		5 Shunting porters at R6 each	30 0 0	
1 Do. do.	35 0 0		2 Peons at R7 each	14 0 0	
1 Do. do.	25 0 0		3 " " 6 "	18 0 0	
1 Station Master's clerk	45 0 0		1 Head porter	8 0 0	
1 Parcels' clerk	45 0 0		28 Porters at R5 each	140 0 0	
1 Assistant do.	35 0 0		2 Ayahs " 6 "	12 0 0	
1 Do. do.	25 0 0		1 Waiting-room bearer	7 0 0	
1 Luggage clerk	25 0 0		1 Lamp-man	8 0 0	
1 Gunner	40 0 0		1 " " at R6 each	7 0 0	
1 Native gunner	20 0 0		2 " " " "	12 0 0	
1 " "	17 0 0		4 Blotties at R5 each	20 0 0	
1 Tranship clerk	40 0 0		1 Hindu waterman	5 0 0	
1 " "	30 0 0		1 " "	4 0 0	
2 " " clerks at R20 each	40 0 0		6 Sweepers at R5 each	30 0 0	
Carried over	577 0 0		1 Mehtrani	4 0 0	
			TOTAL	444 0 0	474 0

\* This includes the wages of guards' running room cooks and bearers, R29, exclusively borne by the E. I. Railway Company.

## Schedule B.—concluded.

## Schedule of joint expenses at Cawnpore station, etc.—concluded.

PARTICULARS.	Present expenditure.	Sanctioned amount.	PARTICULARS.	Present expenditure.	Sanctioned amount.
	<i>R a. p.</i>	<i>R a. p.</i>		<i>R a. p.</i>	<i>R a. p.</i>
<b>POINTS, ETC., STAFF.</b>					
7 Jemadars at R12 each . . . . .	84 0 0		Brought forward . . . . .	585 0 0	
1 " " " " " . . . . .	11 0 0		5 Peons at R6 each . . . . .	30 0 0	
5 " " " " " . . . . .	50 0 0		Clothing allowance to peons . . . . .	1 4 0	
1 Pointsman . . . . .	8 12 0		<b>TOTAL</b> . . . . .	616 4 0	626 4 0
1 " " " " " . . . . .	8 8 0				
1 " " " " " . . . . .	8 4 0		Clothing allowance to clerks, menials and points staff . . . . .	40 0 0	49 4 0
2 " " at R8 each . . . . .	16 0 0				
15 " " " 7-12 " " . . . . .	116 4 0		<b>G. R. POLICE STAFF.</b>		
8 " " " 7-8 " " . . . . .	60 0 0		1 Sergeant . . . . .	100 0 0	
14 " " " 7 " " . . . . .	98 0 0		1 " " " " " . . . . .	80 0 0	
1 " " " " " . . . . .	6 12 0		1 Head constable . . . . .	25 0 0	
<b>TOTAL</b> . . . . .	467 8 0	490 0 0	2 Head constables at R12 each . . . . .	24 0 0	
			4 Constables at R10 each . . . . .	40 0 0	
<b>GATE-KEEPER'S STAFF.</b>			8 " " " 8 " " . . . . .	64 0 0	
1 Gateman . . . . .	6 0 0		<b>TOTAL</b> . . . . .	333 0 0	411 6 6
4 " " at R5 each . . . . .	20 0 0	26 0 0			
<b>TOTAL</b> . . . . .	26 0 0	26 0 0	Pay to Relieving staff doing duty for permanent staff . . . . .	98 0 0	
			Sunday allowance . . . . .	<i>Nil</i>	
<b>CHOWRIDAR'S STAFF.</b>			Travelling allowance to Traffic Inspector coming to join station on duty . . . . .	15 0 0	
1 Chowkidar . . . . .	8 0 0		Wages of punkha coolies and watermen . . . . .	44 0 0	
13 " " " " " . . . . .	78 0 0		Goods handling charges . . . . .	...	
1 " " " " " . . . . .	5 0 0		Ditto transhipment ditto . . . . .	...	
<b>TOTAL</b> . . . . .	91 0 0	90 0 0	Contingencies . . . . .	17 0 0	
			Stores . . . . .	2,098 0 0	
<b>TELEGRAPH STAFF.</b>			Stationery and forms . . . . .	459 0 0	
1 Head signaller . . . . .	90 0 0		Gratuities to points, etc., staff and chowkidars . . . . .	708 0 0	
1 Signaller . . . . .	80 0 0				
1 " " " " " . . . . .	55 0 0				
1 " " " " " . . . . .	50 0 0				
2 " " at R45 each . . . . .	90 0 0				
3 " " " 40 " " . . . . .	120 0 0				
1 " " " " " . . . . .	35 0 0				
1 " " " " " . . . . .	25 0 0				
2 " " at R20 each . . . . .	40 0 0				
Carried over . . . . .	585 0 0				

The debits are only intended to be raised when East Indian Railway Inspectors are employed at the station on joint duty in connection with the discipline or control of the joint staff.

PARTICULARS.	Sanctioned amount.	REMARKS.
Charges for waterproof clothing for Station Masters, Ticket collectors, Trains clerks and gunners, 39 suits, say, at R10 each . . . . .	<i>R a. p.</i> 390 0 0	Supply of this is confined to men of over one year's service on 1st June in each year, the Undertaking paying one-half the cost in the first instance, the other half being deducted from the men's pay on issue of the waterproof suits and returned to them the following year if they present their suits in good order. Men of less than one year's service to pay full cost in the first year, a moiety being refunded to them the next year on production of their suits in serviceable condition.
Charges for uniform clothing and helmets for Station Masters, Assistant Station Masters and Sub-Assistant Station Masters . . . . .	120 12 0	Yearly.
Charges for uniform clothing, etc., for Ticket collectors. Charges for uniform over-coats for Ticket collecting staff . . . . .	160 8 0	Yearly.
Charges for uniform over-coats for trains clerks at R12 each . . . . .	120 0 0	Every three years.
Charges for caps for native gunners . . . . .	144 0 0	Every three years. A moiety of the cost recoverable from Trains clerks supplied with over-coats.
	12 0 0	Yearly.

Schedule I.

*Schedule of joint accommodation and of furniture and working plant in joint use by E. I., O. and R. and I. M. Railways at Cawnpore.*

No. in original draft schedule.	No. as agreed to at Cawnpore Meeting.	New No.	Description of Work.	Amount.	REMARKS.	
				<i>R a. p.</i>		
2	1	1	Rooms A, B, C and D in house No. 1, occupied by Assistant Station Master . . . . .	8,417 2 8	} Used jointly by E. I. Ry., O. and R. Ry., and I. M. Ry.	
3	2	2	Rooms C and D in barrack No. 3, occupied by Sergt., G. R. Police . . . . .	6,683 9 7		
4	3	3	Rooms A and C in barrack No. 6, occupied by Dy. Sub-Assistant Station Master . . . . .	2,243 0 0		
5	4	4	Rooms H, I and J in barrack No. 6, occupied by Sub-Assistant Station Master . . . . .	4,486 0 0		
6	5	5	Rooms G, H, K and L in barrack No. 7, M and N in barrack No. 8, all occupied by ticket collectors . . . . .	5,081 4 0		
7	6	6	Rooms A, B, C, D and E in bungalow No. 33, occupied by Station Master . . . . .	23,541 11 5		
8	7	7	10 rooms in house No. 5, occupied by Traffic . . . . .	1,300 0 0		
9	8	8	5 rooms in house No. 7, occupied by Traffic . . . . .	650 0 0		
10	9	9	10 rooms in house No. 8, occupied by Traffic . . . . .	1,300 0 0		
11	10	10	5 rooms in house No. 9, occupied by Traffic . . . . .	650 0 0		
12	11	11	10 rooms in house No. 10, occupied by Traffic . . . . .	1,300 0 0		
13	12	12	10 rooms in house No. 11, occupied by Traffic . . . . .	1,300 0 0		
14	13	13	10 rooms in house No. 12, occupied by Traffic . . . . .	1,300 0 0		
15	14	14	10 rooms in house No. 13, occupied by Traffic . . . . .	1,300 0 0		
16	15	15	10 rooms in house No. 14, occupied by Traffic . . . . .	1,300 0 0		
17	16	16	10 rooms in house No. 15, occupied by Traffic . . . . .	1,300 0 0		
20	17	17	One native latrine . . . . .	1,822 10 8		
21	18	18	Ladies' waiting room for Purdah women . . . . .	272 0 0		
22	19	19	2nd class ladies' waiting room . . . . .	6,398 0 0		
23	20	20	Passage . . . . .	3,199 0 0		
24	21	21	Telegraph office . . . . .	6,054 0 0		
25	22	22	Station Master's office . . . . .	6,054 0 0		
26	23	23	Assistant Station Master's office . . . . .	6,054 0 0		
27	24	24	Station Master's clerk's room . . . . .	2,678 0 0		
28	25	25	{ Parcel office . . . . . Left luggage room . . . . . Parcel godown . . . . . }	6,054 0 0		
29	26	26	1st and 2nd class Booking office . . . . .	4,268 0 0		
30	27	27	1st class ladies' waiting room . . . . .	6,891 0 0		
31	28	28	1st class gentlemen's waiting room . . . . .	6,812 0 0		
32	29	29	2nd ditto ditto . . . . .	6 054 0 0		
33	30	30	1st class refreshment room . . . . .	10,397 0 0		
34	31	31	2nd ditto ditto . . . . .	7,161 0 0		
			Carried over . . . . .	1,42,321 6 4		

## Schedule I—concluded.

Schedule of joint accommodation and of furniture and working plant in joint use by E. I., O. and R., and I. M. Railways at Cawnpore—continued.

No. in original draft schedules.	No. as agreed to at Cawnpore Meeting.	New No.	Description of work.	Amount.	REMARKS.
				<i>R a. p.</i>	
			Brought forward . . . . .	1,42,321 6 4	
35	32	32	Water closet . . . . .	5,998 0 0	} Used jointly by E. I. Ry., O. & R. Ry., and I. M. Ry.
36	33	33	Junction number-taker's office . . . . .	150 0 0	
37	34	34	Station platform, E. I. Railway . . . . .	60,638 1 8	
38	35	35	3rd class waiting hall on station building . . . . .	8,000 0 0	
39	36	36	3rd class waiting hall outside station building . . . . .	6,989 15 8	
40	37	37	Portion of through goods platform 400' X 20' and lean-to verandah . . . . .	16,000 0 0	
41	38	38	Through goods office 50' X 20' . . . . .	4,000 0 0	
42	39	39	O. and R. Railway covered way and platform . . . . .	19,878 12 9	
43	40	40	Over-foot bridge . . . . .	6,888 5 3	
44	41	41	I. M. Railway covered way and platform . . . . .	27,762 15 2	
45	42	42	Crow's nest . . . . .	250 0 0	
75	43	43	Extension of O. & R. Railway passenger shed up to the foot overbridge, Reso. 465, Meeting No. 21 of 1891 . . . . .	776 0 0	
63	60	44	235 ft. line from point No. 4 to point No. 10, including 1 set of points and crossings . . . . .	1,467 8 0	
65	61	45	655 ft. line from point No. 32 to west end of <i>pucca</i> goods shed, including 1 set of points and crossings . . . . .	3,777 8 0	
76	69	46	Interlocking (which forms part of sanction, recorded in Reso. 1298, Meeting 45 of 1888, Junction arrangement, I. M. Railway) estimated cost . . . . .	*59,917 5 7	
			Schedule of furniture and working plant, <i>vide</i> statement A . . . . .	3,64,815 14 5	
			Total for E. I., O. & R., and I. M. Rys. . . . .	6,936 7 0	
				3,71,752 5 5	
48	45	47	Platform or main signal . . . . .	250 0 0	} Used jointly by I. M. Ry. and E. I. Ry.
49	46	48	4-armed signal at crow's nest . . . . .	350 0 0	
50	47	49	Distant signal, wooden . . . . .	250 0 0	
			Total for I. M. and E. I. Rys. . . . .	850 0 0	
51	48	50	Old approach distant signal . . . . .	250 0 0	} Used jointly by O. & R. Ry. and I. M. Ry.
52	49	51	New ditto . . . . .	250 0 0	
53	50	52	Old approach main signal . . . . .	280 0 0	
54	51	53	New ditto . . . . .	250 0 0	
			Total for O. & R. and I. M. Rys. . . . .	1,030 0 0	
61	58	54	1,725 ft. siding from point No. 52 to dead buffer . . . . .	9,527 8 0	} Used jointly by O. & R. Ry. and E. I. Ry.
66	59	55	232 ft. line from point No. 51 to point No. 52 . . . . .	1,276 0 0	
			Total for O. & R. and E. I. Rys. . . . .	10,803 8 0	
			GRAND TOTAL . . . . .	3,84,435 13 5	

Schedule II.

*Schedule of accommodation used solely by I. M. Ry.*

No. in original draft schedules,	No. as agreed to at Cawnpore Meeting.	New No.	Description of work.	Amount.	REMARKS.
				<i>R a. p.</i>	
47	44	56	Distant signal for transfer siding, Reso. 706 of 1889 . . . . .	532 10 3	} Used exclusively by I. M. Ry.
67	62	57	7,040 ft. Main line from point No. 10 to E. I. Ry. boundary, including 1 set of points and crossings . . . . .	38,895 0 0	
68	63	58	1,275 ft. siding from point No. 14 to point No. 26 including 2 sets of points and crossings . . . . .	7,362 8 0	
69	64	59	1,863 ft. siding from dead buffer to point No. 41, including 1 set of points and crossings and 1 dead buffer . . . . .	10,461 8 0	
70	65	60	2,246 ft. siding from dead buffer to point No. 47, including 1 set of points and crossings and 1 dead buffer . . . . .	12,568 0 0	
71	66	61	430 ft. crossover road from point No. 21 to point No. 30, including 4 sets of points and crossings and 2 diamond crossings . . . . .	3,452 0 0	
72	67	62	208 ft. crossover road from point No. 42 to point No. 46, including 2 sets of points and crossings . . . . .	1,494 0 0	
73	68	63	172 ft. transfer siding from point No. 1—I. M. R. to E. I. R. boundary, including 1 set of points and crossings . . . . .	1,121 0 0	
				75,886 10 3	

Schedule III.

*Schedule of accommodation used solely by O. & R. Ry.*

Old No.	New No.	Description of work.	Amount.	REMARKS.
			<i>R a. p.</i>	
55	52	1,440 ft. platform line from dead buffer to E. I. Railway boundary, including one dead buffer . . . . .	7,960 0 0	} Used exclusively by O. & R. Ry.
56	53	904 ft. siding or 2nd line from dead buffer to point No. 35, including 1 dead buffer and 1 set of points and crossings . . . . .	5,187 0 0	
57	54	200 ft. crossover from points No. 23 to points No. 16, including 2 sets of points and crossings . . . . .	1,450 0 0	
58	55	390 ft. crossover from points No. 35 to points No. 28, including 2 sets of points and crossings . . . . .	2,495 0 0	
59	56	740 ft. line from points No. 51 to E. I. Railway boundary including 1 set of points and crossings . . . . .	4,245 0 0	
60	57	865 ft. additional siding for O. & R. Railway trains, Reso. 160 of 1890 . . . . .	2,756 7 3	
			24,093 7 3	



## APPENDIX R.

**Agreement** between the COMMISSIONER IN SIND and the NORTH WESTERN RAILWAY for the working of a FERRY AT KOTRI in connection with the Hyderabad-Umarkot Railway, dated the 10th May 1892.

Agreed—

*Clause 1.*—That the North Western Railway shall take over the entire working and management of the ferry at Kotri when the railway is opened from Hyderabad to a point near Umarkot.

*Clause 2.*—That the North Western Railway shall take over from the Local Boards existing plant for working the ferry, provided it is suitable and necessary for such working, and shall provide any additional equipment that in the opinion of the North Western Railway is required.

*Clause 3.*—When necessary for working the traffic, the North Western Railway shall have power to place extra steamers or extra flats in the service, and for the time being these shall be considered as forming part of the plant for working the ferry, and shall come under the conditions specified in clause 6 of this working Agreement. But the ferry plant of the Local Boards taken over by the North Western Railway shall not be unnecessarily set aside in part or entirely, and, except for repairs, no vessel or stage shall be withdrawn for more than a month, without the prior consent of the Local Boards concerned or the Commissioner in Sind.

*Clause 4.*—For the present no plant required for the transport of loaded wagons is to be used, and when such plant is deemed necessary its introduction will require the sanction of the Bombay Government.

*Clause 5.*—That a valuation statement be prepared jointly by the Railway and the Local authorities, showing the present estimated value of all ferry plant whether provided by the Local Boards or the Railway, in accordance with clause 2 above; any additions to the plant that may hereafter be found necessary shall be similarly added to the valuation statement of the cost of the plant.

*Clause 6.*—That the North Western Railway shall maintain a separate half-yearly account of the gross earnings and working expenses of the ferry. A sum of 10 per centum annum on the estimated value of the plant, as above provided, shall be charged on account of interest on capital and depreciation as a part of the working expenses, and shall be paid half-yearly to the owner of such plant. After deducting working expenses, including interest and depreciation as above provided, the balance shall be equally divided between the Local Boards and the North Western Railway. The adjustment of these transactions will be made half-yearly. In the event of a loss occurring on the ferry working, that loss will be divided in the same proportion as the gain between the Local Boards and the North Western Railway.

*Clause 7.*—That the ferry accounts are to be open to the inspection of the Government of Bombay when desired.

*Clause 8.*—That all ordinary repairs to the vessels and plant shall be charged to the working expenses; all risks of navigation, and all losses and damages due to this cause, shall be separately borne by the owner of the vessel or plant, and shall not be debited to working expenses as above described.

*Clause 9.*—The repairs of the vessels and plant belonging to the Local Board will be carried out by the North Western Railway, and such repairs shall be done to the satisfaction of an officer deputed to represent the Local Boards.

*Clause 10.*—That the Railway shall give at least the same facilities for local passenger traffic from shore to shore as are now provided. On the Kotri side, the Railway landing stage and the Local Boards' landing stage near the city shall both be maintained; on the Hyderabad side the existing landing stage of the Local Boards shall be maintained. The vessels shall ply to the Railway passenger landing stages only when required to do so in connection with trains; on all other trips the vessels shall ply to the existing landing stages for local passengers.

*Clause 11.*—That the local rates for passengers and animals from shore to shore shall be the same as at present charged; that the through rates for passengers and goods

shall be fixed by the Railway Administration from time to time; and that the Railway may give and receive goods on either side of the river at such points as may be convenient.

*Clause 12.*—The local passenger traffic from shore to shore shall be worked by the Railway, in accordance with the provisions of the Bombay Ferries Act. The Commissioner in Sind will publish a notification defining the exemption from tolls under that Act.

*Clause 13.*—This Agreement shall come into force on the opening of the Hyderabad-Umarkot Railway, and shall remain in force for a year, and thereafter be subject to termination at six months' notice on either side; such termination to take effect on 30th June or 31st December of any year.

*Valuation Statement of Ferry Plant.*

No.	Name of vessel.	Estimated value.	Equip-ment.	Repairs.	Total valuation.	REMARKS.
<i>North Western Railway Plant.</i>		<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	
1	Steam Tug "C" . . . . .	33,000	830	...	33,830	
2	Corrugated Iron Barge No. 8 . . . . .	10,000	166	...	10,166	
3	" " " 9 . . . . .	10,000	271	...	10,271	
4	Hulk " Maddock " . . . . .	3,000	...	...	3,000	Only nominal cost is shown. Equipment to the value of R2,104-5-4 is also excluded.
Total N. W. Ry. Plant . . . . .		56,000	1,267	...	57,267	
<i>Local Boards Plant.</i>						
1	Steamer " Kathleen " . . . . .	60,000	1,176	1,500	62,676	
2	Steam Launch " Ethel " . . . . .	5,000	15	...	5,015	
3	Corrugated Iron Barge, 43 tons, iron deck . . . . .	700	30	...	730	To be kept in reserve.
4	" " " 43 " wood " . . . . .	700	69	...	769	Ditto ditto.
5	" " " 35 " " " . . . . .	800	12	...	812	Ditto ditto.
6	Landing stage at Gidu Bandar . . . . .	3,000	446	1,500	4,946	
7	" Alabama," goods landing stage . . . . .	2,800	424	1,200	4,424	
Total Local Boards Plant . . . . .		73,000	2,172	4,200	79,372	

## APPENDIX S.

### Agreement between the MADRAS RAILWAY and the NÍLGIRI RAILWAY for the joint use of the METTUPÁLAIYAM STATION.

MINUTES of meeting at Mettupálayam on 15th June 1892.

At a meeting held at Mettupálayam on Wednesday, the 15th June 1892, it was agreed that the Engineer-in-Chief of the Nílgiri Railway should obtain the sanction of his Board to cancel the proceedings of the meeting held at Mettupálayam on the 3rd April 1891.

2. Four plans submitted to the meeting were considered, and it was decided that, with certain modifications, plan D should be followed.

3. It was proposed that the Nílgiri Railway pay in cash half the total cost of the passenger platform, including existing platform and buildings, or that the Nílgiri Railway pay rent on the whole of the Madras Railway passenger buildings, old and new, at  $7\frac{1}{2}$  per cent. in proportion to the weight of the traffic exchanged, the Madras Railway in this case finding capital for all alterations and additions; the Nílgiri Railway to have the option of accepting one or other of these proposals.

4. The Nílgiri Railway agrees at this meeting to pay half the cost in cash of the expense incurred in altering and shifting existing standard gauge lines from west to east of the station building excluding any *new* or additional permanent-way or material required.

5. Madras Railway agrees to pay in cash half the cost incurred in erecting the goods transshipping platform and shed; Madras Railway to furnish plan and the works to be carried out by the Nílgiri Railway.

6. Extra standard gauge line to the transshipping shed to be paid for by the Madras Railway.

7. The proposed engine-shed line to be altered on the plan so as to allow an engine to make a back shunt, thus preventing the transshipping line from being fouled by an engine going to or returning from shed.

8. Arrangements for supplying water to the station from Bhaváni river be left in abeyance for the present; but, in erecting the kitchen above the refreshment rooms, the walls are to be sufficiently strong to bear the weight of a cast-iron water tank 15 feet by 4; tank to be not lower than 20 feet from ground level.

9. It was agreed that the kitchen and godown should be built on the top of the refreshment room.

10. It was considered that a foot overbridge for local passengers from the Madras Railway platform was not necessary *at present*, but that, should an overbridge afterwards be necessary, it be provided at the cost of the joint station.

11. Plans and estimates embodying the foregoing it was agreed should be submitted by the Madras Railway to the Nílgiri Railway through the Agent and Manager of the former railway.

12. All buildings belonging to the Madras Railway Locomotive Department on the Nílgiri side of the station, *viz.*, the engine-shed, the turn-table and drivers' running bungalow and out-houses, etc., it was decided should be retained by the Madras Railway.

13. It was agreed that all land at Mettupálayam station now in the possession of the Madras Railway should be retained by that Company as its own property.

14. Minute referring exclusively to engineering details taken by Messrs. Weightman and West.

15. It was agreed that the profits of the refreshment room at the Mettupálayam station should be credited to the joint station accounts half-yearly.

## APPENDIX T.

**Agreement**, with respect to MADRAS, ARKONAM and ERODE STATIONS between the MADRAS RAILWAY COMPANY and the SOUTH INDIAN RAILWAY COMPANY (Limited).

1. This Agreement shall be considered as having effect from the first of July 1892 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 to cancel it, such notice to expire only on the 30th June or 31st December in any year.

Commencement and expiration of Agreement.

2. Wherever in this Agreement the words "Sending Railway" are used, they are to be understood as referring only to one or other of the Railways, parties to this Agreement.

Definition of Sending Railway.

3. The principle of this Agreement shall be considered as extended, by each of the two Companies, parties to this Agreement, to any other Railway working in connection with it, the two Companies, parties to this Agreement, being responsible in all respects to each other for all traffic sent through as if it were respectively traffic to or from their own lines.

Agreement to be extended to other Railways.

4. All rates, fares, classification, rules, conditions and general arrangements relating to through traffic between the Madras and the South Indian Railways, in force on the first of July 1892, shall remain in force until cancelled or modified upon such notice as is required under Conference rules.

All previous rates, etc., to remain in force.

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.

The 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.

6. Coaching and Goods traffic of all kinds shall be booked through between all stations of both Railways, at which those respective descriptions of traffic are booked from time to time, subject to arrangements made between the Traffic Managers of the two Railways.

All traffic to be booked through.

7. Through traffic shall be understood in all cases to mean Coaching and Goods traffic which may be booked or invoiced in accordance with the terms of this Agreement through from any station on one of the two Railways or any Railway beyond to any station on the other or any line beyond.

Definition of through traffic.

8. The through rates and fares shall be the sum of the rates and fares of each Railway respectively, between Madras, Arkonam and Erode and the stations concerned. The rates and fares shall be supplied by each Railway to the other from time to time.

Through rates and fares.

9. In the case of minimum charges on goods and insurance, the two Railways interested in the traffic shall be treated as one, and the amount actually paid shall be divided by mileage.

Division of minimum charges.

10. No alteration of, or addition to, rates, fares, classification, rules, or conditions relating to through traffic shall be made by either Company without one month's previous notice to the other. Such alteration to take effect in all cases from the first of a month.

Notice to be given of alterations or additions.

11. Each Railway shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the forwarding Railway shall be responsible, namely:—

Receiving Railway responsible for all charges.

Exceptions to above.

(a) Charges on live-stock of every description.

(b) Charges on all perishable articles booked either as goods or parcels.

(c) Charges on Commissariat and Ordnance Stores booked on Credit Note or prepaid.

(d) Passenger fares, freight on passengers' luggage, carriages, etc., and charges for insurance.

(e) Charges on all articles booked and carried with owner.

12. The receiving Railway shall not reduce below the charge mentioned in the invoice or through way-bill without consent of the forwarding Company, except in the case of over charges, the evident result of errors in classification, or computation of freight.

13. The distances between Madras, Arkonam and Erode and the Stations of each Railway respectively, shall be supplied by each Railway to the other from time to time, but the actual amounts to be charged by each Company upon through traffic shall be furnished by the other Company in the form of station to station rates in lump sums, in order to avoid any calculation of charges according to distance by stations.

14. The rules of the Government Telegraph Department shall be adopted in the interchange of telegrams between the two Companies.

15. Letters and telegrams relating to joint business and through traffic shall be interchanged free of charge between the two Railways.

16. When the 30th June and the 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the first Saturday of that month.

17. For works jointly used by the two Companies, the Company at whose cost the works have been constructed and are maintained is to receive from the other Company an annual rent equal to 7½ per cent. upon half the amount of capital expended upon such works.

18. Goods claims shall be borne by the Company in whose custody the loss or damage occurred, and when this cannot be ascertained with certainty, the claim shall be paid in mileage proportion; but in such cases the consent of both Companies shall be obtained before settlement is made.

(a) In every case of loss or damage of Goods which has not been reported by the Receiving Company within 48 hours after it has been ascertained, the liability rests exclusively with the Company failing to report.

(b) All admitted claims for loss or damage of Goods are borne by the Company in whose charge the Goods were when the loss or damage occurred. But in all cases where the question of liability is doubtful, the compensation paid is divided between the Companies.

(c) Sums paid in compensation for losses, damages or delays are divided between the Companies interested in the traffic according to the share of the proceeds which they have received, but should the amount of compensation exceed the gross receipts, the excess is divided according to mileage.

(d) In the division of sums paid in compensation for loss or damage, under rule C, when the amount paid is divided within limits less than those between which the Goods were invoiced, the mileage charges received for the distance over which the lost Goods could not have been conveyed are to be deducted from the amount of the claim.

(e) In the case of transhipped goods, the compensation for loss or damage is borne by the Company whose line intervenes between the point at which Goods were last seen uninjured in the wagons, and the point at which the loss or damage happened, or was first discovered and reported.

(f) In cases of loss or damage to Goods, it is the duty of the Receiving station to advise the station at which such Goods were invoiced, and in case of "transhipped" or "road goods" it will be the duty of the Receiving station to advise the transhipping station as well.

(g) In the case of Goods being missing, it is the duty of the original forwarding station to issue Circulars to all stations up to the point at which the loss was discovered.

19. Where arrangements have been made to detain Mail trains, sufficient time shall be allowed not only for the transshipment of the mail bags but of all passengers, Parcels and luggage booked through by the train that is waited for. When the incoming train is known to be running so late—that the whole of the agreed time of detention of the corresponding train is insufficient—the earliest possible intimation of the fact shall be wired to the Station Master at the Junction in view to prevent any unavailing delay in starting trains from his station.

20. The transshipment of all Goods interchanged between the Companies at Arkonam and Erode shall be performed by the Madras Railway Company either by a Contractor or by day labour, and the cost of same shall be divided equally between the two Companies. The Station Master of one Company shall give notice to the Station Master of the other Company on arrival at Arkonam or Erode of wagons containing Goods for transshipment. The Station Master receiving such notice will determine and notify to the other Station Master whether the Goods are to be transhipped into wagons direct or placed on the tranship platform at the risk of the receiving Company. If kept in the wagons more than 36 hours from time of advice, demurrage shall be charged at nine pies per ton of carrying capacity per hour. The original invoice shall be handed over to the receiving Company together with the Goods, but, in the event of the original invoice not being forthcoming when the consignment arrives at the Junction, a "Tranship invoice" showing the station of destination, the sending station, the number and description of the articles, and the name of the consignee will be furnished with the Goods to the receiving Company who will then take over charge.

21. The transfer of Goods interchanged by the Companies from their respective stations at Madras shall be performed by and at the cost of the Company sending the Goods. In the case of "paid" consignments the sending Company will collect and retain the transfer charges, and in the case of "to pay" consignments, the receiving Company will collect the transfer charges and refund them to the sending Company through the weekly through traffic statement.

**Transfer Charges at Madras (to be collected from the public).**

22. All Goods booked between stations on Madras Railway and stations on South Indian Railway *via* Madras are subject to the following additional charges for cartage between the Salt Cotours and Egmore Stations:—

For each consignment under	$\frac{1}{2}$ maund	.	.	1 anna.
Do.	exceeding $\frac{1}{2}$ "	but not		
Do.	" 1 "	but not		3 annas.
	" 2 "			6 annas.

For every additional maund or fraction thereof above 2 maunds 2 annas per maund.

Weights.	2lbs. is equivalent to 1 seer.
	82lbs. " to 1 maund.
	27.22 maunds " to 1 ton.

23. The additional charge to be made for transferring Parcels at Madras from one Railway to the other will be:—

For each parcel under	$\frac{1}{2}$ maund	.	Rs 0 4
Do.	exceeding $\frac{1}{2}$ "	but not	
Do.	" 1 "	but not	" 0 6
	" 2 "		" 0 8

For every additional maund or fraction thereof above 2 maunds As. 2 per maund, and these additional charges must be entered on the Parcel's Way-Bill as "transfer charges."

The transfer charges on Parcels will be retained by the *forwarding* Company, and the work will be performed by the Receiving Company.

24. The Audit Offices of the two Companies shall exchange weekly division sheets, each Railway to have in division its own rates and fares, as quoted for through traffic in accordance with para. 8, Settlement of Accounts. except in the case of minimum charges, on goods and insurance which shall be divided by mileage between the Railways concerned, and shall account for all inwards through traffic

within six weeks from the date the invoices pass Arkonam, Erode or Madras Junctions. A monthly settlement of accounts, based on division sheets, bills and statements as rendered and declared shall be made by transfer certificate on the understanding that all errors which may be in them will be adjusted without delay in subsequent accounts by the responsible Railway.

25. The receiving station shall be debited with the amount actually invoiced "to pay," and the overcharge shall be recoverable only through the Traffic Manager's Office, after communication between the two companies.

Overcharges.

Undercharges.

26. Undercharges shall be shown in the undercharge column, or at foot in the weekly abstracts as well as in the Invoices.

(a) Undercharges on consignments "paid" to be debited to the forwarding Station. Undercharges on consignments "to pay" to be debited to the Receiving Station.

27. The accounts between the two Companies shall not be re-opened after a lapse of nine months. Advices shall be exchanged between the two Companies of every account as soon as audited. This rule does not apply to refunds of overcharges or to claims.

28. The weekly Traffic Statements shall contain divisions of receipts realized in the respective periods *only*, all adjustments of incorrect divisions or charges, and of refunds being made through weekly error statements; such error statements to be accepted by the two Companies before being incorporated into the Accounts Current.

Weekly traffic statements.

Horse traffic.

29. Horse traffic shall be considered as Coaching traffic, and all live-stock traffic shall be shown on separate Abstracts.

Prepaid.

30. The charges on parcels, carriages, horses and dogs and live-stock are to be prepaid in all cases.

Refunds.

31. In all refunds the proportion to be borne by each Company shall be noted by the Traffic Department.

32. When tickets issued from stations on the South Indian Railway to Madras are used in a wrong direction, the former Company shall retain its local fare, and the balance shall be credited

Wrong route.

to the Madras Railway.

33. No Pamphlets issued by either Company as to the rates and fares of the other Company shall be accepted as authority for charges by the Station Staff, but all rates and fares shall be supplied by each Company to the other in sufficient number to send a copy to each station.

Publication.

34. All overcharges arising in coaching and goods from apparent error in classification or computation of freight shall be credited to the Railway which collects the freight.

Overcharges.

35. Each forwarding Company to render to the other Weekly returns showing the other Company's proportion of its passenger, troops, luggage, horses, carriages and dogs, special train, extra troop train and live-stock receipts.

Goods and Parcels.

36. Goods and Parcels traffic shall also be divided weekly, each Company taking its proportion.

37. Each Railway as soon as it is in possession of the invoices will divide all the received traffic, parcels and goods, in order to save time; the invoices will then be sent to the forwarding Company by whom the accounts will be examined, after which the invoices will be returned.

Invoices.

38. Any dispute with regard to errors in accounts to be referred to the Examiner of Railway Accounts, whose decision in writing shall be final.

Disputes.

39. In case of any difference of opinion other than with reference to accounts between the two Companies 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 Company to call for arbitration, to be conducted in the ordinary way.

Arbitration on disagreement.

## APPENDIX U.

**Agreement** between the SECRETARY OF STATE FOR INDIA IN COUNCIL and the BENGAL AND NORTH-WESTERN RAILWAY for the lease of the FERRY ACROSS THE RIVER GOGRA, and situated on the road from Revelganj to Ballia District, dated the 16th September 1892.

THE Secretary of State for India in Council doth hereby lease to the Bengal and North Western Railway Company hereinafter called the lessee, and the said lessee does hereby take the lease of the public ferry across the River Gogra, and situated on the road from Revelganj to Ballia District at the rent of ₹4,000 per annum upon and under the following terms and conditions, *vis* :—

- (1) The lessee does hereby acknowledge to have received a copy of the Rules under section 15 of the Bengal Ferries Act, I (B.C.) of 1885, and to be aware of the provisions of section 19 of the Act under which the lessee is legally bound to conform to them. The lessee also acknowledges to have received a list of the tolls to be levied at the ferry.
- (2) The lease is to be for three years, namely, from the 1st April 1890 to the 31st March 1893, and during this period the lessee shall be bound to ply the ferry from the Revelganj Ghât to the Sitab Diara side every year.
- (3) The lessee hereby agrees—
  - (a) To provide eight boats for the ferry, and to keep the boats in proper repair.
  - (b) To employ a crew of two men on each boat.
  - (c) To make at least eight crossings every day, except during the rains, when as many as possible will be made.
  - (d) To provide and keep in order the landing stages at either or both banks of the river.
- (4) The lessee shall not charge or demand tolls for ferrying over—
  - (a) Mails, mail carts, dâk runners and Government telegraph messengers on duty.
  - (b) Commissariat stores, animals and vehicles, when accompanied by a challan from the Commissariat Officer.
  - (c) Military Officers, soldiers and their followers
  - (d) Police and other public Officers and process-servants } when travelling on duty with their *bonâ fide* baggage, horses palkees, or other conveyance.
  - (e) Executive Officers of the District Local Board Department when travelling on duty.
  - (f) Coolies engaged in repairing roads, with their tools and instruments.
  - (g) Persons carrying dead bodies or property sent in by the Police.
- (5) The lessee shall not charge or demand tolls from persons who wade or swim across or take cattle or other animals or property across at their own cost and risk or from persons who cross themselves, or take other persons across without charge, in their own boats.
- (6) The lessee hereby agrees to pay the rent in the following instalments :—

1st	.	.	2,000	1st April	}	each year.
2nd	.	.	2,000	1st October		

But if at any time before the expiry of the period for which the ferry has been leased the lessee be removed therefrom for any breach of the terms and conditions of the lease, or for any wilful breach of any of the rules under section 15 of the Act, the lessee shall be liable to pay rent up to and including the instalments due next after the lessee's removal.

- (7) If the rates of toll are reduced during the currency of the lessee's lease or the exemptions from payment of it are extended, this Agreement is to be modified accordingly. The lessee shall be given a fair opportunity of satisfying the Magistrate as to the effect of the change, and if the terms proposed by him thereafter are not such as the lessee can reasonably accept, the lessee will, according to the law, immediately carry into effect the order reducing



the rates of toll, or extending the exemption from payment of it, but will at the same time state the amount of rent the lessee may be willing to pay under the altered circumstances of the case. Should the lessee's offer appear to the Magistrate to be inadequate, it shall be competent to him to remove the lessee and place another person in charge of the ferry, and for such time as the lessee remains in charge of the ferry after the issue of the order reducing the rates of the tolls or extending the exemption from payment of it, the lessee shall pay rent only at the rate tendered.

- (8) If the lessee make default in the payment of the rent for the ferry, or of any penalty which may be lawfully imposed, or if the lessee do not observe or perform the covenants herein contained, it shall be lawful for the Magistrate to remove the lessee from the charge of the ferry, and to settle the same with some other person. After such removal, the lessee shall not be entitled to any part of the proceeds of the ferry, or to levy any toll therefor.
  - (9) The lessee will not assign, sublet or part with the possession of the ferry without the previous consent in writing of the Magistrate.
  - (10) The lessee shall not claim any compensation on account of roads being closed for repairs, or on account of inundations or the breaking down of bridges.
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## APPENDIX V.

### Agreement for the working of the RAJPURA-BHATINDA RAILWAY by the NORTH WESTERN RAILWAY ON BEHALF OF THE PATIALA DARBAR.

THIS INDENTURE made the 30th day of January 1893 between the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter called the Secretary of State) of the one part and the PATIALA DARBAR of the other part :—

WHEREAS a line of railway has been constructed in the territory of His Highness the Maharajah of Patiala between Rajpura on the North Western railway and Bhatinda on the Rewari-Ferozepore railway.

AND WHEREAS the said line of railway from Rajpura to Bhatinda with all its plant and machinery serviceable working stores has been and now is in the hands of the North Western railway and is now being worked by them.

AND WHEREAS the Secretary of State and the Patiala Darbar have agreed that the North Western railway shall maintain and work the said line of railway from Rajpura to Bhatinda upon the terms and conditions hereinafter contained.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follow :

1. "The North Western railway" means the railway worked by the Secretary of State and now under the control of the Manager North Western railway and any alterations and additions that may from time to time during the continuance of this contract be made in or to the said railway by or with the sanction of the Secretary of State but not so as to include any railways or works comprised in "The Rajpura-Bhatinda railway" as hereinafter defined.

2. "The Rajpura-Bhatinda railway" means the line of railway extending from Rajpura on the North Western railway to Bhatinda on the Rewari-Ferozepore railway with any improvements alterations and additions of whatever description that may from time to time be made in or to the said railway by or with the sanction of the Patiala Darbar but with the exception of the telegraphs and telegraphic appliances used or to be used thereon.

3. "The Amalgamated undertaking" means "the North Western railway" and "the Rajpura-Bhatinda railway" (as defined above in sections 1 and 2 respectively) taken as a whole the intention being that these two railways under the terms hereinafter contained in this contract should be worked together as if the two constituted but a single railway.

4. "Gross receipts" mean and include when not otherwise stated all receipts from coaching and goods traffic and from telegraphs all sums received as rents and all other receipts usually treated as railway revenue.

5. This agreement shall be taken to have commenced and as having come into force upon the thirteenth day of October 1889 and shall be subject to revision from time to time and shall be and remain in force until the 31st day of December 1892 and shall be terminable then or on the 1st January or the 1st July in any year thereafter on six months' previous notice in writing being given by either party to this agreement to the other but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

6. An inventory of the plant and machinery of the Rajpura-Bhatinda railway handed over as aforesaid as on the thirteenth day of October 1889 shall be made and signed by or on behalf of the Patiala Darbar and the North Western railway.

7. The North Western railway shall make up and deliver to the Patiala Darbar an account of all such stores delivered to the North Western railway on the thirteenth day of October 1889 and of the value of such stores the value thereof (except in those cases if any in which a different value is agreed upon by the Patiala Darbar and the North Western railway) shall be taken as entered in the accounts of the Rajpura-Bhatinda railway.

8. During the continuance of this contract the North Western railway shall maintain the Rajpura-Bhatinda railway and keep the same supplied with rolling-stock plant and machinery as if it were part of the North Western railway and shall do all in their power to develop the traffic on the Rajpura-Bhatinda railway and shall manage use and work the Rajpura-Bhatinda railway and shall convey traffic thereon.

9. The Secretary of State shall be the sole judge as to the standard of maintenance to be required and the Revenue accounts provided for in section 26 following shall not be considered as finally closed and made up until such time as the maintenance is certified to by the Inspecting Officer appointed under the Indian Railways Act of 1890 or any subsisting statutory modification thereof as having been brought up to the standard required and the whole cost of the same debitable to Revenue has been duly charged off.

10. The North Western railway shall be responsible for all accidents and for loss and damage of every kind (including claims for lost or damaged goods) that shall occur upon the Rajpura-Bhatinda railway except accidents loss or damage caused by the failure of the permanent-way or works arising from defective original construction or caused by any extraordinary casualty not due to defects in the maintenance or working of the said Rajpura-Bhatinda railway by the North Western railway. The Patiala Darbar shall be responsible for any accident or damage that the North Western railway could not have prevented which may result from any such failure of the permanent-way or works arising from defective original construction. Should any of the permanent works such as bridges stations buildings or other works upon the Rajpura-Bhatinda railway fail from causes beyond the control of the North Western railway or should any extraordinary casualty occur the case must be regarded as exceptional and the cost of construction or replacement must be charged to Capital or Revenue or divided between them as may be deemed by the Secretary of State proper according to the circumstances of the case.

11. All subsequent works and alterations chargeable to Capital and which may from time to time be agreed upon between the North Western railway and the Patiala Darbar as necessary for the efficient working of the Rajpura-Bhatinda railway shall be carried out by the North Western railway at the expense of the Patiala Darbar.

12. The Secretary of State may from time to time by notice in writing require the carrying out of any alteration or improvement in the Rajpura-Bhatinda railway 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 Rajpura-Bhatinda railway. 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.

13. Any moneys required by the North Western railway for any purpose properly chargeable to the Patiala Darbar in connection with the Rajpura-Bhatinda railway and sanctioned under section 10 or 11 or required by the Secretary of State under section 12 by the Patiala Darbar according to such arrangements as shall from time to time be made between the Patiala Darbar and the Secretary of State. The Patiala Darbar will also provide for the North Western railway any land that may at any time be required for the Rajpura-Bhatinda railway. The incidence of the cost of all works to be constructed shall be agreed upon before the work is commenced.

14. For purposes in connection with the Rajpura-Bhatinda railway the North Western railway shall not acquire either absolutely or for any limited estate any land situate in Patiala territory 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 clause 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 North Western railway by the Patiala Darbar.

15. During the continuance of this contract the North Western railway shall have entire control of the traffic working of the Rajpura-Bhatinda railway shall supply all staff required for the supervision and working including that for audit and accounts and shall supply all locomotives and other rolling-stock fuel and working stores required for the efficient working of the Rajpura-Bhatinda railway.

16. The North Western railway shall keep the Rajpura-Bhatinda railway together with the plant and machinery in good repair and good working condition to the satisfaction of the Secretary of State.

17. The North Western railway shall cause to be run on the Rajpura-Bhatinda railway so many trains at such times at such rates of speed between such places and with such conveniences and accommodations as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Patiala Darbar.

18. The North Western railway shall book goods and passengers from all stations upon the line of the Rajpura-Bhatinda railway to all such stations upon other lines of railway as the North-Western railway now or shall from time to time interchange traffic

with and shall otherwise extend to the traffic on the Rajpura-Bhatinda railway all privileges facilities and booking arrangements now or hereafter used or enjoyed by the North Western railway in connection with other lines of railway.

19. The North Western railway shall charge such rates fares and tolls and shall make such rules conditions and arrangements in respect of the traffic on the said Rajpura-Bhatinda railway as are now in force or shall be from time to time within the powers of the Manager North Western railway to introduce on the North Western railway. Construction and Revenue stores required either for the North Western railway or for the Rajpura-Bhatinda railway shall be carried over the lines of the amalgamated undertaking at the rates and under the conditions in force for the time being on the North Western railway.

20. All services which on the Rajpura-Bhatinda railway the Secretary of State or the Patiala Darbar shall require the North Western railway to perform for the Post Office the Military Department the Police Department or any other Department of the State or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India) the conveyance of Post Office servants when on duty the conveyance of troops and sailors Military and Naval establishments horses and other animals used for military purposes guns military stores and equipments the conveyance of police prisoners and paupers the conveyance of telegraph stores instruments officers and workmen and of any public stores whatever inclusive of stores for any other State railway shall be performed by the North Western railway on the same general conditions and at the same rates and under the same conditions as may for the time being be generally in force on the North Western railway.

21. The North Western railway shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Rajpura-Bhatinda railway or the business thereof or any of the matters or things included or referred to in this contract so at all times to exhibit fully and truly the state of its affairs in relation thereto and the Patiala Darbar or any person or persons appointed by it in that behalf shall at all reasonable times have free access to all the books accounts papers and documents of the North Western railway relating to the Rajpura-Bhatinda railway with power to call for or make copies of or extracts from the same.

22. The North Western railway shall keep the following accounts in regard to the Rajpura-Bhatinda railway:—

- A Capital account including the stores accounts.
- A Revenue account.

23. In the Capital account of the Rajpura-Bhatinda railway the following particulars shall be entered to debit and credit respectively (that is to say)—

*To debit.*

- (a) The value at cost price as shown in the accounts of Rajpura-Bhatinda railway as and in manner aforesaid inclusive of the railway plant and machinery handed over to the North Western railway as aforesaid
- (b) The value as certified by the Patiala Darbar of all land provided by it after the thirteenth day of October 1889 for the purposes of the Rajpura-Bhatinda railway.
- (c) All moneys which shall be actually expended by the North Western railway with the sanction of the Patiala Darbar out of funds provided by it in respect of the Rajpura-Bhatinda railway upon works plant or machinery the cost of which is chargeable to Capital.
- (d) All such other sums (if any) as ought to be entered to debit in the Capital account.

*And to credit.*

- (e) All such of the moneys to be received by or on behalf of the North Western railway in respect of the Rajpura-Bhatinda railway as ought under the provisions of this contract to be treated as received on account of Capital.
- (f) The value of any land originally debited to the Capital account of which the North Western railway shall have been allowed to take possession for the purposes of the Rajpura-Bhatinda railway and which shall have been subsequently relinquished.

24. All moneys expended by the North Western railway on the Capital account of the Rajpura-Bhatinda railway and all other expenses of the North-Western railway in connection therewith shall from time to time be stated and submitted to the Patiala Darbar. The Capital account shall from time to time be made up and the balance thereon ascertained and stated therein.

25. The gross receipts of the Rajpura-Bhatinda railway are to be collected and treated as receipts of the North Western railway. Moneys such as shall arise from the sale of any property on any occasion 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 other than stores belonging to the Darbar on any occasion other than such replacement as aforesaid shall be made without the sanction of the Patiala Darbar.

26. A Revenue account for the Rajpura-Bhatinda railway showing the earnings of the line under the heads prescribed for State railways and in total the percentage deduction therefrom for working expenses as per para. 27 following shall be prepared by the North Western railway half-yearly to the 30th day of June and the 31st day of December in each year or to such other days as may at any time be prescribed for Indian State railways and shall be regularly submitted by the North Western railway to the Patiala Darbar. Every Revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Patiala Darbar 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.

27. All costs charges and expenses incurred by the North Western railway in connection with the maintenance management use and working of the Rajpura-Bhatinda railway and the conveyance of traffic thereon properly chargeable to Revenue account shall be paid out of the gross receipts of the amalgamated undertaking and so far as possible out of the gross receipts of the half-year to which they are properly attributable and in each half-year there shall be deducted from the gross receipts of the Rajpura-Bhatinda railway fifty-five per cent. of such gross receipts and the balance after making the said deduction shall be paid over to the Patiala Darbar.

28. In case any question shall arise whether any expenditure incurred for the purposes of the amalgamated 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 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 subject to the provisions of para. 10 the cost of repairs restorations renewals replacements and substitution is to be borne by Revenue. If any difference shall arise between the Patiala Darbar and the North Western railway as to whether any expenditure of the North Western railway is properly chargeable to Capital or Revenue the matter in difference shall be referred to the decision of the Secretary of State.

29. In addition to the electric telegraphs already established along or upon the Rajpura-Bhatinda railway the Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the Rajpura-Bhatinda railway 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 the Secretary of State shall think fit and it shall be lawful for the Secretary of State for such purposes or any of them to enter at all times by his agents workmen or others on any part or parts of the Rajpura-Bhatinda railway or the lands or works belonging thereto and to erect place maintain make do and execute thereon all such buildings machinery works appliances acts and things as the Secretary of State shall consider necessary or proper in relation to the construction maintenance use and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings machinery works and appliances erected or brought by him under the powers conferred on him by this section on the Rajpura-Bhatinda railway or on any land or works belonging thereto. The North Western railway shall in accordance with the rules in force for the time being on State railways at all times furnish the Secretary of State with such free passes over the Rajpura-Bhatinda railway or any parts thereof as he shall require for persons employed by him in or about or in connection with the construction

maintenance working or inspection of the electric telegraphs mentioned in this section or any building machinery works or appliances appertaining thereto.

30. The Secretary of State will from time to time allow the North Western railway 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 North Western railway for the purpose of safely or efficiently working the Rajpura-Bhatinda railway or any part or parts thereof. The Secretary of State will maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the North Western railway shall for the time being be allowed to have the use.

31. The North Western railway shall from time to time upon demand by the Telegraph Department of the Secretary of State transfer to the credit of that Department the amount which shall from time to time be due 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 North Western railway the exclusive use such charges being calculated according to the rules for the time being in force for State railway telegraphs.

32. The North Western railway shall in relation to any electric telegraphs or telegraphic appliances which under the 31st 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 be in force in the case of State railway telegraphs.

33. All correspondence connected with the working of the Rajpura-Bhatinda railway under any of the clauses of this agreement shall so far as the questions affecting principles and important matters are concerned be conducted between the Manager North Western railway for the time being and the Patiala Darbar through the medium of the Secretary to the Government of the Punjab in the Public Works Department but in ordinary matters the Patiala Darbar shall if it desires to do so correspond with the Manager North Western railway direct through its own officials.

34. The Patiala Darbar 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.

35. If there shall be any breach (whether by act or omission or default) on the part of the North Western railway or of the Patiala Darbar of any of the stipulations or provisions of this contract performed or observed and the North Western railway or the Patiala Darbar respectively 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 Patiala Darbar or the North Western railway respectively by the Secretary of State the Secretary of State may on or at any time after the expiration of the six calendar months aforesaid determine this contract by giving to the North Western railway or the Patiala Darbar as the case may be notice in writing of such determination.

36. Upon the determination of this contract under either of the two sections 5 or 35 or by effluxion of time the North Western railway shall give to the Patiala Darbar possession of the Rajpura-Bhatinda railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract and all plans books surveys sections printings writings and documents whatsoever in any wise connected with the Rajpura-Bhatinda railway and all other property (if any) belonging or appertaining thereto and shall pay to the Patiala Darbar all moneys in the possession of the North Western railway on account of the Rajpura-Bhatinda railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Patiala Darbar shall have been duly paid the Patiala Darbar shall be bound to indemnify the North Western railway its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Rajpura-Bhatinda railway and which shall be then subsisting.

37. Upon the termination of this contract the working stores appertaining to the Rajpura-Bhatinda railway which may have been provided by the North Western railway shall if the North Western railway so desire be taken over by the Patiala Darbar at a valuation to be determined by mutual agreement or if necessary by arbitration.

38. In the event of any difference of opinion arising upon any of the terms of this agreement between the Patiala Darbar and the North Western railway the matter shall be referred through the Punjab Government to the Government of India whose decision shall be final and binding on all parties.

In witness whereof the said parties have hereunto set their respective hands and seals the day and year herein below entered opposite their names respectively.

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**APPENDIX W.**

**MODIFICATION of Clause 17-ii of the AGREEMENT\* between the EAST INDIAN and the BENGAL-NAGPUR RAILWAYS for the interchange of traffic at and joint use of KATNI JUNCTION STATION executed on the 31st July 1891.**

“ For the purposes of this division of joint station expenses, the weight of goods traffic shall be reckoned upon the actual weight, according to the invoices and way bills ; and each passenger shall be taken as equivalent to one-tenth of a ton, no account being taken of coaching traffic other than passengers. Fractions of a maund shall be dealt with in accordance with tariff rules.”

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\* Printed as Appendix T., Part II of the Administration Report for 1891-92.

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